

 **HONDA**

THE 2018

HONDA ACCORD



2018 HONDA ACCORD



MODELS

LX, Sport, EX-L, Touring, Sport 2.0, Touring 2.0

Improving on a legend is always a tall order, as building on a well-established, highly revered legacy is fraught with potential pitfalls. But fear not, for the all-new 2018 Accord — the most stylish, premium, and fun-to-drive Accord ever — has arrived. Entering its 10th generation, it now rides on an all-new modular chassis shared with the Civic for improved dynamics. Arresting sheetmetal captures the onlooker’s eye and imagination, while a wholly redesigned interior welcomes its occupants with open arms. Under the hood reside two new high-performance, high-efficiency turbocharged engines mated to either a short-throw 6-speed manual or an all-new 10-speed automatic, an industry first for a FWD car. Combine that with a lower centre of gravity and less mass due to weight-reduction measures, and you have a recipe for a great-handling, fun-to-drive sedan.

Accord transcends the enthusiast barrier, artfully bridging the gap between the pull-no-punches performance attributes that driving purists demand and the bulletproof reliability the average driver seeks. As proof, look no further than the record 32 *Car and Driver* 10Best honours that Honda’s second-best-seller has amassed — more than any other vehicle in the history of the coveted award.

2018 HONDA ACCORD POWERTRAIN

Feature	LX, Sport, EX-L, Touring	Sport 2.0, Touring 2.0
Engine type, displacement	1.5-litre 16-valve, direct-injected, DOHC, i-VTEC® turbocharged 4-cylinder	2.0-litre 16-valve, direct-injected, DOHC, i-VTEC® turbocharged 4-cylinder
Compression ratio	10.3:1	9.8:1
Horsepower	192 hp @ 5,500 rpm	252 hp @ 6,500 rpm
Torque	192 lb.-ft. @ 1,600-5,000 rpm	273 lb.-ft. @ 1,500-4,000 rpm
Transmission	6-speed manual or CVT w/ G-Design Shift Logic and available paddle shifters (Sport, Touring)	6-speed manual or 10-speed automatic transmission w/ paddle shifters
Fuel economy, L/100 km (city/hwy/combined)	6-speed M/T: 8.9 / 6.7 / 7.9 (LX, Sport) CVT: 7.9 / 6.3 / 7.2 (LX, EX-L) CVT w/ paddle shifters: 8.2 / 6.8 / 7.6 (Sport, Touring)	6-speed M/T: 10.7 / 7.3 / 9.2 10-speed A/T: 10.4 / 7.4 / 9.1

“This is the best Accord Honda has ever built.”

– Autblog, October 2, 2017

2018 HONDA ACCORD: TOP 5 "WHY BUYS"



SOPHISTICATED, STANDOUT STYLING

Accord was already a head-turner, but the 10th-generation model turns up the design dial even further, representing the most dramatic remake in the nameplate's history. Clean, sporty, and mature, Accord's new, more athletic appearance gives it a fastback-like look that's backed up by its enhanced, turbocharged performance. Lower and wider, yet shorter, than the outgoing model, its longer wheelbase not only improves the vehicle's dynamics but also contributes to its top-class interior space and comfort.

ELEGANT, EXPANSIVE INTERIOR

Accord sports an interior befitting a luxury sedan. Its combination of premium materials, extensive noise-reduction measures, and superb ergonomics makes for an environment customers must experience for themselves to truly appreciate. Soft-touch surfaces abound, along with available contrasting colours and a panoramic forward view that make the cabin all the more inviting. And, despite a slightly smaller footprint, Accord's passenger volume increases by more than 50 L and cargo volume increases by 26 L, yielding near-D-segment levels of spaciousness.



TECH-SAVVY NATURE

Customers will revel in the host of standard and available connectivity features, including an all-new 7-inch driver's meter, a new 6-inch driver's Head-Up Display (HUD), and a new 8-inch Display Audio System with a more intuitive, seamless interface and Apple CarPlay®/Android Auto™ compatibility. They'll also enjoy available wireless phone charging, in-vehicle Wi-Fi hotspot with up to 4G LTE speeds, one-tap phone pairing for Android devices, and next-generation HondaLink™ Subscription Services.

TURBOCHARGED PERFORMANCE

For the first time in Accord's history, a turbo engine resides under the hood. In fact, regardless of the trim chosen, both of Accord's new direct-injected engines are boosted. The 1.5L turbo 4-cylinder serves up 192 hp and 192 lb.-ft. of torque and mates to either a 6-speed manual or CVT, while the Type R-derived 2.0L turbo 4-cylinder makes 252 hp and 273 lb.-ft. of torque — the highest torque output ever for Accord — and is paired to a short-throw 6-speed manual or a Honda-built 10-speed automatic transmission that's a world-first for a FWD car. Both engines help deliver right-now power while achieving top-of-class fuel economy.



SAFETY COMES FIRST

Every Accord comes standard with the complete Honda Sensing™ suite of driver-assist systems. The suite includes Adaptive Cruise Control (ACC) with Low-Speed Follow (LSF)*, Forward Collision Warning (FCW), Collision Mitigation Braking System™ (CMBS®), Lane Keeping Assist System (LKAS), Lane Departure Warning (LDW) system, Road Departure Mitigation (RDM) system, and new Traffic Sign Recognition (TSR).

*Low-Speed Follow not available on models equipped with a manual transmission.

ACCORD'S 2.0L TURBO ENGINE: A CLOSER LOOK

THE NITTY-GRITTY DETAILS

This Type R-derived beast produces a maximum of 20.8 psi of boost to dish out a stout 252 hp and 273 lb.-ft. of torque — the highest torque output ever for Accord. Plus, it efficiently runs on regular unleaded fuel. Here's a look at some of its key components.

i-VTEC® valvetrain

Honda's patented valve-control system constantly adjusts valve timing and lift to maximize performance and fuel efficiency and reduce emissions.

Direct injection

Delivers fuel directly into the combustion chamber for more effective power generation, reduced emissions, and quicker engine warm-up.

Integrated exhaust manifold

The "4-into-1" design not only reduces weight and complexity, it also improves the flow of exhaust gas into the turbo for more efficient operation and better low-rpm response.

Low-inertia mono-scroll turbo with electric wastegate

The housing design helps the turbo build boost from low engine revs and light throttle application, while the electronically actuated wastegate helps to more precisely control boost pressure.

HORSEPOWER/TORQUE CURVE COMPARISON

As the graph illustrates, the 2.0L turbo engine offers several key advantages over the outgoing naturally aspirated V6.

More torque, available earlier

The 2.0L can muster up to 273 lb.-ft. of torque, which is 21 more than the V6, and arrives a full 3,400 rpm earlier.

Broader power delivery

The 2.0L holds a torque advantage over the V6 from 1,200-4,800 rpm — the rev range that's typically used by most drivers.

TRANSMISSION PAIRING

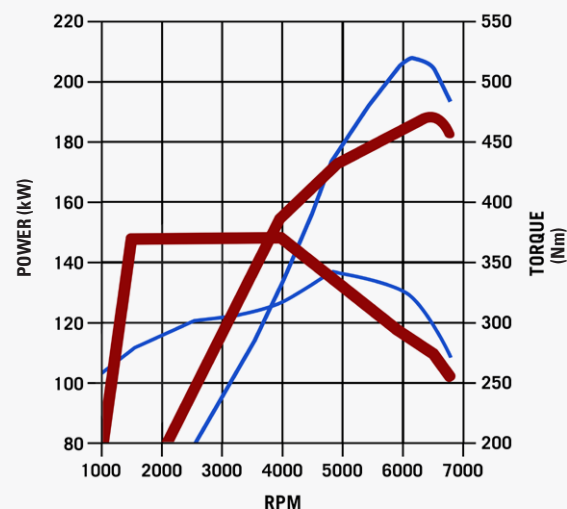
The 2.0L engine can be mated to either a 6-speed manual or 10-speed automatic transmission.

6-speed manual

Three-pedal fans will relish its short throws and smooth, precise shift action.

10-speed automatic

The first of its kind for a FWD car, this Honda-built unit offers incredibly close ratios for seamless shifts.



2018 Accord (red line)
2016 Accord V6 (blue line)
 Max torque at low revs (runs on regular unleaded)



THE V6 ENGINE: THE ETERNAL DEBATE

WHY HONDA WENT THE TURBO 4-CYLINDER ROUTE

Diehard V6 fans may initially bemoan the loss of the V6, that free-revving gem of an engine that has endeared the Accord in the minds of enthusiasts for decades. But all the doom and gloom will prove premature once they get behind the wheel with the new 2.0L turbo 4-cylinder under the hood. They will soon see that Honda's engineers had some valid reasons for adopting a downsized, turbocharged strategy.



Better fuel economy

Fuel-economy and emissions standards keep getting more stringent, and the 2.0L turbo 4-cylinder meets those demands, achieving up to 10.4/7.4/9.1 L/100 km (city/hwy/comb.) for M/T models and up to 10.7/7.3/9.2 L/100 km (city/hwy/comb.) for A/T models. Plus, it runs on regular unleaded fuel, so customers don't need to pay more for premium.



More usable power

Thanks to a flatter torque curve, more power is available earlier in the rev range, meaning Accord customers get moving even easier than before. And, when paired with the 10-speed automatic transmission, an exceptionally wide ratio range allows drivers to ride a continuous wave of torque.



Reduced engine weight

Fewer overall engine components that employ extensive weight-reduction strategies mean less weight over the front axle for improved responsiveness.



Less noise, vibration, and harshness

The engine block benefits from a semi counter-forged, high-rigidity steel crankshaft and a secondary balancer that helps reduce engine noise and vibration.

ADVANTAGES OF ACCORD'S 2.0L TURBO 4-CYLINDER VS. CAMRY'S V6

Toyota is sticking to their V6 guns with the new Camry, and they should be commended for it. That said, Accord's 2.0L turbo 4-cylinder offers several key advantages where it counts.



More torque

Camry's V6 makes an impressive 301 horsepower. But torque is the name of the game when it comes to getting underway, and it's here where their engine comes up a bit short. Not only does the V6 produce less torque than Accord's 2.0L turbo 4-cylinder — 267 lb.-ft. vs. 273 — but that peak torque doesn't arrive until 4,700 rpm, compared to 1,500 rpm with Accord.



Less upcharge

Depending on the trim level chosen, Camry buyers will pay between about \$5,000 and \$6,000 more for the privilege of driving a V6-equipped model. Accord buyers, on the other hand, only pay an extra \$3,000 for all the benefits the 2.0L turbo 4-cylinder engine offers, regardless of trim.

"In my opinion, this is the first four-cylinder turbo that is genuinely better than the V-6 it replaces."

– Automobile Magazine, October 1, 2017

"It's a clear win for the Accord. It's quicker, handles better, and is more enjoyable to drive fast."

– Motor Trend comparison test: Accord Touring 2.0L vs. Camry XSE V6, October 16, 2017

2018 TOYOTA CAMRY



MODELS

L, LE, SE, XLE, XSE, XLE V6, XSE V6

Eight generations is a long time to stick with the status quo, so Toyota chose to go a different route when introducing the all-new 2018 Camry. Now underpinned by the Toyota New Global Architecture (TNGA), it vows to deliver markedly improved driving dynamics while offering a more comfortable ride befitting its newfound, self-proclaimed status as a “premium” intermediate entrant. Beneath the veneer of its sharply creased sheetmetal, new powertrains await, including an all-new 4-cylinder promising new levels of thermal efficiency and a new V6, both paired to a new 8-speed automatic transmission. In the safety department, Camry now benefits from the full suite of Toyota Safety Sense™ technologies, bringing it more in line with the feature set of competitive offerings. A completely redesigned interior “ups” the comfort and convenience ante, with a more driver-oriented feel and soft-touch materials throughout. It also ushers in Toyota’s new Entune™ infotainment system featuring an open-source operating system and associated Entune™ connected services apps offering conveniences such as enhanced roadside assistance, stolen vehicle locator, and more.

2018 TOYOTA CAMRY POWERTRAIN

Feature	L, LE, SE, XLE, XSE	XLE V6, XSE V6
Engine type, displacement	2.5-litre 16-valve, direct- and port-injected, DOHC, naturally aspirated 4-cylinder	3.5-litre 24-valve, direct- and port-injected, DOHC, naturally aspirated V6
Compression ratio	13.0:1	11.8:1
Horsepower	206 hp @ 6,600 rpm (XSE); 203 hp @ 6,600 rpm (L, LE, SE, XLE)	301 hp @ 6,600 rpm
Torque	186 lb.-ft. @ 5,000 rpm (XSE); 184 lb.-ft. @ 5,000 rpm (L, LE, SE, XLE)	267 lb.-ft. @ 4,700 rpm
Transmission	8-speed direct-shift automatic with manual-shift mode (and paddle shifters for SE/XSE)	8-speed direct-shift automatic with manual-shift mode (and paddle shifters for XSE)
Fuel economy, L/100 km (city/hwy/combined)	8.1/5.7/6.9 (L); 8.4/6.0/7.3 (LE/SE); 8.5/6.1/7.4 (XLE/XSE)	10.5/7.1/9.0 (XLE V6) 10.7/7.4/9.2 (XSE V6)

“Toyota built a better Camry, but Honda built a better car.”

– Motor Trend, October 9, 2017

HONDA ACCORD TOURING VS. TOYOTA CAMRY XLE: EXTERIOR



STYLING

Viewed from any angle, Accord is a sleek, sophisticated stunner, its fastback-like silhouette lending a look reminiscent of a four-door coupe. Perhaps its best attribute is the restraint that its exterior designers showed in keeping its lines and surfacing clean and uncluttered. Toyota’s designers gave the Camry more of a wild-child look that’s as likely to put off some buyers as it is to garner attention.

DUAL EXHAUST OUTLETS

Cleanly and seamlessly integrated into Accord’s rear bumper, the dual exhaust outlets feature a chrome finisher that completes the look set off by the chrome flying-wing grille, chrome exterior door handles, and chrome side sill garnish. Toyota restricts the dual exhaust to V6 models, meaning Camry 4-cylinder buyers have to settle for a single exhaust outlet.

REMOTE ENGINE START

Accord owners enjoy the ability to preheat or precool their vehicle, thanks to standard remote engine start. And, since every Accord comes with two key fobs, buyers enjoy its benefits no matter who’s driving. Camry customers must pay more to enjoy such convenience, as a long-range remote starter is only available as a dealer-installed accessory.

CAPLESS FUELING SYSTEM

With Accord’s capless fueling system, there’s no worry about losing the cap or inadvertently emitting harmful vapours. Camry’s conventional fuel-filler cap is tethered to the fuel door to prevent misplacement, but it can release noxious fumes or trigger the check-engine light if not securely tightened.

CHROME EXTERIOR DOOR HANDLES

Thanks to the stylish chrome exterior door handles, Accord buyers are reminded of the vehicle’s premium nature every time they enter. They have a look to them and a weight about them that makes the vehicle feel more expensive than it is. By contrast, Camry’s body-colour door handles simply don’t give off the same vibes, serving as a persistent reminder of their vehicle’s economy-car roots.

“The new Accord maintains the tradition of looking elegant without being overdone or dull.”

– Driving.ca on Accord

HONDA ACCORD TOURING VS. TOYOTA CAMRY XLE: UNDER THE HOOD



TURBO TORQUE

Maximum torque arrives as low as 1,600 rpm in the rev range, thanks to Accord's 1.5L turbocharged engine with its low-inertia mono-scroll turbo. This small-displacement gem dishes out slightly less horsepower but more torque than Camry's naturally aspirated 2.5L engine — 192 lb.-ft. vs. 184. And, since it develops peak torque lower in the powerband, it offers a decisive edge when it comes to responsiveness.



CONTINUOUSLY VARIABLE TRANSMISSION (CVT)

Accord's CVT is reinforced to manage the 1.5L turbo engine's output, while its turbine twin-damper torque converter helps mitigate turbo lag as the vehicle accelerates. It also has a dedicated Sport mode that uses aggressive transmission mapping, and its 2.0 G-Design Shift Logic offers more immediate acceleration response than conventional automatic transmissions, including Camry's 8-speed.



PADDLE SHIFTERS

Accord comes with steering wheel-mounted paddle shifters to give the driver more complete control over gear selection. They not only keep the driver's hands on the steering wheel, they also keep the engine in the sweet spot of the rev range. While Camry XLE's 8-speed direct-shift automatic transmission offers a manual-shift mode, it lacks the tactile feel of the paddles, and the driver must remove a hand from the wheel every time they want to manually shift.



AGILE HANDLING ASSIST

This simple yet effective brake vectoring system uses components of Accord's Vehicle Stability Assist to selectively apply the brakes to aid cornering precision, enhancing vehicle stability and helping the driver more easily trace their desired line through a corner. It's imperceptible to the driver but subtly improves the vehicle's initial turn-in response, and Camry offers no comparable feature.



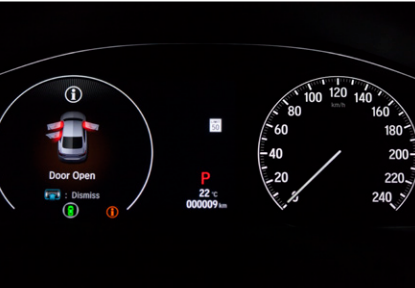
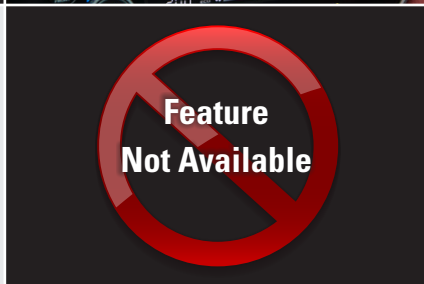
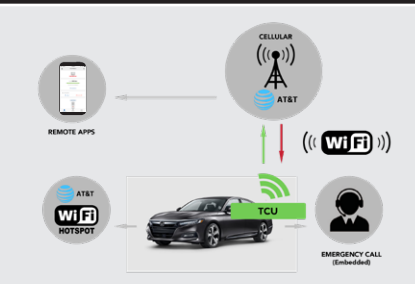
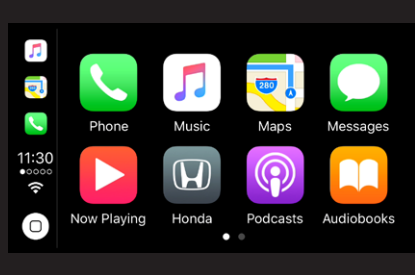
DUAL-PINION VARIABLE-RATIO ELECTRIC POWER STEERING (EPS)

Accord's dual-pinion variable-ratio EPS can modify the steering ratio for improved steering feel and manoeuvrability. Using the driver's physical steering input, it determines the appropriate amount of electric assist necessary, and adjusts accordingly using an electric motor. Its final full off-centre ratio of 11.8:1 offers a quick 2.3 turns lock-to-lock. Camry's steering ratio, meanwhile, is locked in at a relatively high 13.8:1, with 2.6 turns lock-to-lock, for a less precise steering feel.

"The 1.5L pulls with enough force to satisfy all but the most demanding drivers."

– Driving.ca on Accord

HONDA ACCORD TOURING VS. TOYOTA CAMRY XLE: **INTERIOR**



INTERIOR DESIGN

When it comes to interior design, it's easy to speak about luxury-like build quality and material choices. But it's not an exaggeration to say that Accord's interior will quickly become the yardstick against which other intermediate sedans will be measured. Quality, soft-touch materials warmly greet hands, and available contrasting colours lend an airiness to the cabin. Camry's interior is nice enough in its own right, but it certainly won't be mistaken for a luxury car's.

DISPLAY AUDIO SYSTEM

Accord's centre stack features an all-new interface with a larger, 8-inch high-resolution screen for crisper graphics, reconfigurable shortcuts for easy access to frequently used features, customizable app tiles for maximum customization, and much more. Camry's 8-inch Display Audio is sleek in its design, intuitive in its operation, and impressive in its feature set, but it still lacks the undeniable wow factor that Accord's system delivers.

APPLE CARPLAY®/ANDROID AUTO™

Accord customers can easily and seamlessly bring their smartphone experience right into their vehicle to make hands-free calls, stream music, get turn-by-turn directions, and much more — all while keeping their phone charged. Camry's Entune 3.0 Audio is attractive and offers a range of embedded apps via App Suite Connect, but it requires a registered account and the app installed on the user's phone, and it currently lacks Apple CarPlay/Android Auto compatibility.

ONBOARD WI-FI HOTSPOT

With Accord's Wi-Fi hotspot capability, the vehicle's onboard data source provides owners and occupants access to the internet from the comfort of the cabin. A complimentary 3GB (or 3-month) trial is included, and the vehicle can even connect to a customer's smartphone and use its data. Toyota only offers a Wi-Fi hotspot for its U.S.-spec vehicles.

HEAD-UP DISPLAY (HUD)

A first-ever application for a Honda, Accord Touring's standard Head-Up Display projects key vehicle information onto a 6-inch display field on the windshield, within the driver's line of sight for easy viewing and minimal distraction. While Camry offers a slightly larger available HUD, it's exclusive to V6 models costing thousands more.

DRIVER INFORMATION INTERFACE (DII)

Accord's attractive, high-resolution, 7-inch meter display with Driver Information Interface delivers a unique viewing experience. The fixed right side of the display offers an analogue speedometer and a reconfigurable left side that can show everything from a digital tachometer to song information to key warnings. Camry's 7-inch Multi-Information Display is impressive in its own right, but it lacks the overall wow factor of Accord's DII.

"The all-new 2018 Honda Accord is the only midsize sedan that feels genuinely all-new."

– Automobile Magazine on Accord

HONDA ACCORD TOURING VS. TOYOTA CAMRY XLE: **VERSATILITY**



HEATED AND VENTILATED FRONT SEATS

Accord's front-seat passengers will relish the cold-weather relief and warm-weather respite offered by the heated and ventilated front seats, which offer three level settings. When conditions are right, they even activate to help precool the vehicle when using the remote engine start. Camry's front seats are only heated, restricting occupant relief to cold Canadian winter days.



HEATED REAR SEATS

Accord's rear-seat occupants will revel in the cold-weather relief afforded by heated rear seats that include seat-bottom and seat-back heating elements, plus three different heat settings. Camry doesn't extend this level of convenience to its rear occupants, restricting heated seats to those sitting up front.



REAR USB PORTS

Who says front-seat occupants get to have all the fun? With Accord's two, 2.5-amp quick-charging USB ports, those seated in back can charge their favourite devices. Camry offers two USB ports in the centre console, but they're located under the flip-up armrest, meaning they're neither easy for rear-seat passengers to access nor very convenient when it comes to cord routing.



MULTI-ANGLE REARVIEW CAMERA

Accord's Multi-Angle Rearview Camera provides three different viewing angles and its dynamic guidelines pivot based on the steering-wheel angle to ease the burden of backing up. Camry's rearview camera offers a wide-angle alternate view, but lacks the top-down view found on Accord. Camry offers an innovative bird's-eye view camera, but Toyota restricts its availability to V6-equipped models.



HONDA SENSING™

Accord's standard suite of driver-assist technology includes Adaptive Cruise Control (ACC) with Low-Speed Follow (LSF)*, Forward Collision Warning (FCW), Collision Mitigation Braking System™ (CMBS®), Lane Departure Warning (LDW), Lane Keeping Assist System (LKAS), Road Departure Mitigation (RDM), and Traffic Sign Recognition (TSR). Camry's standard Toyota Safety Sense P offers a similar feature set but nothing like RDM or TSR.

*Low-Speed Follow not available on models equipped with a manual transmission.

"No one does interior packaging quite as well as Honda."

– Autoblog on Accord

2018 TOYOTA CAMRY XLE VS. 2018 HONDA ACCORD TOURING

POINT	COUNTERPOINT
<p><i>Camry offers a 206-hp engine and a throaty quad-tipped exhaust.</i></p>	<p><i>Yes, but only on the sportiest XSE model; other trims receive a slightly detuned 203-hp engine with a single exhaust tip. Plus, remember that torque is the name of the game when it comes to getting the vehicle moving. Camry's 4-cylinder is still naturally aspirated, so there's considerably less torque down low in the powerband. Accord's 1.5L turbo engine offers its full 192 lb.-ft. of torque from as low as 1,600 rpm.</i></p>
<p><i>Camry features an eye-catching design with a sleek, stylish exterior that stands out.</i></p>	<p><i>While Toyota certainly can't be accused of being conservative in the design department, it's equally likely that the refreshed look will have a polarizing effect amongst buyers, with some drawn in but others put off by the overly aggressively styled sheetmetal. Accord's rakish profile yields an almost fastback silhouette that gives it an even more dramatic presence without resorting to overwrought design details.</i></p>
<p><i>Camry is available in sporty SE and XSE models featuring paddle shifters.</i></p>	<p><i>Despite what Toyota may say about Camry being "a true driver's car," some driver-oriented features you'll find on Accord, such as a manual transmission, aren't offered anywhere in the 2018 Camry model range. What's more, whereas Accord has been named to the Car and Driver 10Best list an unparalleled 32 times, Camry has only managed the feat three times.</i></p>
<p><i>Camry has 10 standard airbags and features standard Toyota Safety Sense™ P with a full suite of advanced active safety systems.</i></p>	<p><i>It's great that Camry is catching up to Accord on the safety front. Accord's Honda Sensing™ suite of driver-assist systems includes a full range of advanced active safety features, such as Adaptive Cruise Control (ACC), Forward Collision Warning (FCW), and much more. These active driver aids have been available on Accord since the 2016 model year, and the story only gets better for 2018 with the addition of Traffic Sign Recognition (TSR) and Low-Speed Follow (LSF) on select models.</i></p>
<p><i>Camry is available with the all-new Entune™ infotainment system with an open-source operating system, an available Wi-Fi hotspot, and a seamlessly integrated display screen.</i></p>	<p><i>Actually, the Wi-Fi hotspot isn't available in Canada. What's more, Camry's centre-stack ergonomics leave a lot to be desired, with a confusing array of buttons and knobs, especially since the audio and HVAC controls blend together. This invites inadvertent temperature adjustments when the user wants to turn the volume down. Also, Entune™ 3.0 currently lacks Apple CarPlay®/Android Auto™ compatibility like you'll find on every Accord.</i></p>
<p><i>Camry offers conveniences such as an available panoramic moonroof, a 10-inch head-up display, and a bird's-eye camera with perimeter scan.</i></p>	<p><i>Yes, but Camry customers are bound to be bummed to learn that the head-up display and bird's-eye camera are limited to V6 models. And, even then, their vehicle fails to offer some of the niceties extended to Accord buyers, such as a driver's memory system, ventilated front seats, a heated steering wheel, and heated rear seats.</i></p>

TOYOTA CAMRY: IN SUMMARY

The all-new Camry serves as an important turning point for the brand. Its executives rightly recognized the need to liven up their most "vanilla" offering, adding a dash of visual and dynamic excitement to an otherwise bland product. It has the requisite flair to garner attention, its interior has improved by leaps and bounds, and it feels decidedly less like your run-of-the-mill intermediate sedan. Yet despite the untold hours toiled and the wholesale changes made to inject some much-needed emotion, the end result comes across as a bit forced, a response mechanism aimed at counteracting a previously perceived weakness and atoning for past sins. Contrast that with the natural progression of graceful improvement and maturation that Accord has enjoyed over its ten generations, and it's easy to see why it remains the preferred choice for those who enjoy the journey as much as the destination.

2018 HYUNDAI SONATA



MODELS

GL, 2.4 Sport, GLS, GLS Tech, Limited, 2.0T Sport

Part way through its current seventh-generation life cycle, the Sonata receives a modest update for the 2018 model year that sees its formerly restrained look made notably more aggressive and, in the words of its designers, “sensuous.” A revised front end sets off the subtle redesign, with a new grille, front fascia, and optional LED headlights punctuating the look. Under the hood, a new 8-speed automatic transmission mates to the available turbocharged engine. Inside, a new steering wheel greets drivers, revised controls lend a more premium appearance, the BlueLink® telematics system offers enhanced connected-car capability, and standard Apple CarPlay®/Android Auto™ compatibility and wireless device charging deliver seamless smartphone integration. Out back, Hyundai’s designers tweaked the taillights, relocated the license plate holder, and integrated the trunk-release button into the Hyundai badge. Rounding out the updates are some new active safety systems, including high-beam assist with adaptive cornering, blind-spot detection with rear cross-traffic alert, lane-departure warning with lane-keeping assist, plus a driver attention alert feature.

2018 HYUNDAI SONATA POWERTRAIN

Feature	GL, 2.4 Sport, GLS, GLS Tech, Limited	2.0T Sport
Engine type, displacement	2.4-litre 16-valve, direct-injected, DOHC, naturally aspirated 4-cylinder	2.0-litre 16-valve, direct-injected, DOHC, turbocharged 4-cylinder
Compression ratio	11.3:1	10.0:1
Horsepower	185 hp @ 6,000 rpm	245 hp @ 6,000 rpm
Torque	178 lb.-ft. @ 4,000 rpm	260 lb.-ft. @ 1,350-4,000 rpm
Transmission	6-speed automatic with SHIFTRONIC® manual-shift mode (and paddle shifters for 2.4 Sport)	8-speed automatic with SHIFTRONIC® manual-shift mode and steering wheel-mounted paddle shifters
Fuel economy, L/100 km (city/hwy/combined)	9.8/6.9/8.5	10.4/7.4/9.1

“Without driving the outgoing and new model back to back, it is hard to say the 2018 Sonata is this or that much better than the one it replaces. This, after all, is mostly a facelift.”

2018 HYUNDAI SONATA LIMITED VS. 2018 HONDA ACCORD TOURING

POINT	COUNTERPOINT
<p><i>Sonata offers a Drive Mode Select feature that provides four driver-tailored modes.</i></p>	<p><i>Yes, but Accord's Sport mode button offers similar driver-oriented control. What's more, there's no getting around the fact that Sonata is down in the power department compared to Accord — 185 hp and 178 lb.-ft. versus 192 and 192 lb.-ft. — and produces those numbers higher in the rev range. So, even when Sonata's sport mode is engaged, it will still lag behind Accord, particularly considering Accord also weighs less.</i></p>
<p><i>Sonata is available with a smooth-shifting 8-speed automatic transmission with manual-shift mode.</i></p>	<p><i>Actually, Sonata buyers may be disappointed to learn that the new 8-speed automatic transmission is only available on the top-of-the-line 2.0T Sport model; all other trims still use Hyundai's familiar 6-speed. Accord buyers, on the other hand, enjoy the seamless shifts and virtually infinite gear ratios that its CVT offers. It not only features G-Design Shift Logic for more immediate acceleration response, but also helps Accord achieve better fuel economy than Sonata.</i></p>
<p><i>Sonata features cutting-edge connectivity, including standard Apple CarPlay®/Android Auto™ compatibility, wireless device charging, and BlueLink® telematics with features like remote start.</i></p>	<p><i>That's impressive, but look closely at the specifics and you'll be pleasantly surprised to find that Accord offers all the same great features as Sonata. HondaLink™ gives customers on-the-go, handheld control over many of their Accord's critical features.</i></p>
<p><i>Sonata has the most comprehensive advanced safety systems in the intermediate sedan segment.</i></p>	<p><i>That's a noteworthy distinction, but one that will be short-lived, as Accord offers the same level of driver aids, plus some you won't find on Sonata, such as Traffic Sign Recognition (TSR). In fact, while the 2018 Sonata adds features like Lane Departure Warning and High Beam Assist, these features have been available on Accord since the 2016 model year.</i></p>
<p><i>Sonata is available with a Smart Trunk feature that opens the trunk, hands-free, when it senses the proximity key.</i></p>	<p><i>Features like these represent a neat party trick, but their functionality is limited by their real-world practicality, as evidenced by the fact that it takes 3 seconds for the Smart Trunk system to detect the key's presence.</i></p>
<p><i>Sonata can be optioned with a heated steering wheel, plus heated and cooled front seats and heated rear seats.</i></p>	<p><i>True, but Sonata's heated steering wheel isn't available in combination with features like paddle shifters unless you step up to the top-of-the-line 2.0T Sport. Accord, meanwhile, features a heated steering wheel, paddle shifters, heated/ventilated front seats, and heated rear seats with seat-bottom and seat-back heating elements for maximum cold-weather comfort.</i></p>

HYUNDAI SONATA: IN SUMMARY

The Hyundai Sonata tells a cautionary tale. Its seeming overnight sales success with introduction of the standout 6th-generation model was heralded as proof positive that effective design can move metal. But Sonata sales peaked in 2011, and the reception to the current 7th-generation iteration has been lukewarm. Even considering the industry-wide slowdown in sedan sales, Sonata's sales in recent years have fallen off their previously breakneck pace, meaning the vehicle's revamp comes at an opportune time for Hyundai. But the refresh doesn't introduce anything groundbreaking for the segment. There are many improvements to commend, sure, but overall the refreshed Sonata fails to offer up anything that really beckons you to drive it any more than its predecessor did. It is, in other words, more evolutionary than revolutionary, a newish take on an old idea. Time will tell if it's enough for the brand to make up for lost ground.

	2018 HONDA ACCORD TOURING	2018 TOYOTA CAMRY XLE	2018 HYUNDAI SONATA LIMITED	
PERFORMANCE	Engine type, displacement	1.5-litre direct-injected DOHC i-VTEC® turbocharged 4-cylinder	2.5-litre DOHC direct- and port-injected 4-cylinder	2.4-litre DOHC direct-injected 4-cylinder
	Horsepower	192 hp @ 5,500 rpm	203 hp @ 6,600 rpm	185 hp @ 6,000 rpm
	Engine torque	192 lb.-ft. @ 1,600-5,000 rpm	184 lb.-ft. @ 5,000 rpm	178 lb.-ft. @ 4,000 rpm
	Transmission	CVT w/G-Design Shift Logic and steering wheel-mounted paddle shifters	8-speed automatic w/manual-shift mode	6-speed automatic w/manual-shift mode
	Fuel economy, L/100 km (city/hwy/combined)	8.2/6.8/7.6	8.5/6.1/7.4	9.8/6.9/8.5
	Dual-pinion steering	Standard	Not available	Not available
	Suspension (front/rear)	MacPherson strut / multilink w/hydraulic compliance bushings	MacPherson strut / double-wishbone	MacPherson strut / multilink w/dual-flow dampers
	Agile Handling Assist (or similar)	Standard	Not available	Not available
EXTERIOR	Standard wheels	19-inch alloy	18-inch alloy	17-inch alloy
	LED headlights	Standard	Standard	Standard
	Auto high-beam	Standard	Standard	Standard
	LED daytime running lights	Standard	Standard	Standard
	LED taillights	Standard	Standard	Standard
	Door handles	Chrome	Body-colour	Chrome
	Exhaust outlet(s)	Dual w/finisher	Single w/chrome finisher	Single
COMFORT / CONVENIENCE	Dual-zone automatic climate control	Standard	Standard	Standard
	Power driver's seat	Standard (12-way)	Standard (8-way)	Standard (8-way)
	Power front-passenger seat	Standard (4-way)	Standard (6-way)	Standard (6-way)
	Driver's seat-position memory	Standard	Not available	Standard
	Heated front seats	Standard	Standard	Standard
	Ventilated front seats	Standard	Not available	Standard
	Heated rear seats	Standard	Not available	Standard
	Heated leather-wrapped steering wheel	Standard	Not available	Standard
	Proximity key entry system with push-button start	Standard	Standard	Standard
	Remote engine starter	Standard	Available (accessory)	Standard (BlueLink app)*
	Rain-sensing wipers	Standard	Not available	Not available
	Electronic Parking Brake (EPB)	Standard	Standard	Standard
	Capless fueling system	Standard	Not available	Not available
	Eco Assist™ mode (or similar)	Standard	Standard	Standard
	ECON mode button (or similar)	Standard	Standard	Standard
	Auto-dimming rearview mirror	Standard	Standard	Standard
	Illuminated visor vanity mirrors	Standard	Standard	Standard
Ambient lighting	Standard	Standard	Not available	
Driver Attention Monitor (or similar)	Standard	Not available	Standard	

*Complimentary 5-year subscription.

	2018 HONDA ACCORD TOURING	2018 TOYOTA CAMRY XLE	2018 HYUNDAI SONATA LIMITED	
TECHNOLOGY	Driver Information Interface (or similar)	Standard 7" full-colour display w/ reconfigurable readouts	Standard 7" full-colour display w/ customizable settings	Not available (standard 4.2" full-colour display)
	Centre-stack touchscreen	Standard 8"	Standard 8"	Standard 8"
	Head-Up Display (HUD)	Standard 6" full-colour display	Not available	Not available
	App connectivity	HondaLink™ app	Entune™ Connected Services app	BlueLink® app
	Wi-Fi tethering	Standard	Available	Not available
	Apple CarPlay®/Android Auto™	Standard	Not available	Standard
	Onboard Wi-Fi hotspot	Standard	Not available	Not available
	Near-field communication (NFC)	Standard	Not available	Not available
	Wireless charging system	Standard	Standard	Standard
	Premium audio system	Standard, 10 speakers (including subwoofer), 452 watts	Not available (standard 6-speaker audio)	Standard, 9 speakers (including subwoofer), 400 watts
	HD Radio™	Standard (ready)	Not available	Not available
	Siri Eyes Free	Standard	Standard	Standard
	Embedded navigation	Standard (Garmin® interface)	Not available (Scout GPS Link)	Standard
USB port(s)	4: (2) 2.5-amp front; (2) 2.5-amp rear	3: (1) 1.5-amp front; (2) 2.1-amp centre console	1 front	
SAFETY	Airbags	8	10	7
	Rearview camera	Standard multi-angle w/ dynamic guidelines	Standard fixed-angle w/ dynamic guidelines	Standard fixed-angle w/ dynamic guidelines
	Adaptive cruise	Adaptive Cruise Control (ACC) with Low-Speed Follow (LSF)	Full-Speed Range Dynamic Radar Cruise Control	Adaptive Cruise Control with stop-and-go capability
	Blind spot	Blind Spot Information (BSI) system with Rear Cross Traffic Monitor	Blind Spot Monitor w/ Rear Cross-Traffic Alert and Intelligent Clearance Sonar with Rear Cross-Traffic Braking	Blind Spot Detection with Lane Change Assist and Rear Cross-Traffic Alert
	Collision warning	Forward Collision Warning (FCW), Collision Mitigation Braking System™ (CMBS®)	Pre-Collision System with Pedestrian Detection	Autonomous Emergency Braking with Pedestrian Detection
	Lane assistance	Lane Departure Warning (LDW) system, Lane Keeping Assist System (LKAS), and Road Departure Mitigation (RDM) system	Lane Departure Alert with Steering Assist	Lane Departure Warning System
	Traffic Sign Recognition (TSR) (or similar)	Standard	Not available	Not available
DIMENSIONS/CAPACITIES	Curb weight	1,497 kg	1,520 kg	1,572 kg
	Wheelbase	2,830 mm	2,825 mm	2,805 mm
	Length	4,882 mm	4,880 mm	4,855 mm
	Width	1,906 mm (mirrors folded); 2,137 mm (mirrors extended)	1,840 mm	1,865 mm
	Height	1,450 mm	1,445 mm	1,475 mm
	Front headroom	953 mm	972.8 mm (w/o moonroof); 952.5 mm (w/ moonroof)	1,025 mm
	Rear headroom	944 mm	965.2 mm	965 mm
	Front legroom	1,075 mm	1,069.3 mm	1,155 mm
	Rear legroom	1,026 mm	965.2 mm	905 mm
	Front shoulder room	1,481 mm	1,465.6 mm	1,470 mm
	Rear shoulder room	1,436 mm	1,414.8 mm	1,435 mm
	Front hip room	1,405 mm	1,407 mm	1,404 mm
	Rear hip room	1,398 mm	1,389 mm	1,426 mm
Cargo volume	473 L	427 L	462 L	
Passenger volume	2,910 L	2,812 L	3,004 L	

