

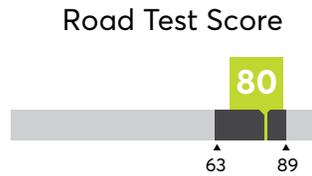
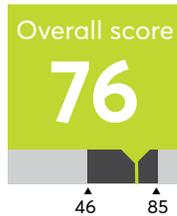
2017 Chevrolet Malibu

Recommended

CR Overall 29 MPG

Ranked # 11 of 21

Midsized cars



THE FOLLOWING TEST RESULTS ARE BASED ON THE: LT SEDAN FWD, 1.5-LITER 4-CYL. TURBO, 6-SPEED AUTOMATIC

Safety

Frontal Crash Prevention		
Forward Collision Warning (FCW)		Optional
Automatic Emergency Braking (AEB) City		Optional
Automatic Emergency Braking (AEB) Hwy		Optional
NHTSA Overall Crash Tests		Excellent
CR Accident Avoidance		Very Good
Braking		
60 mph Dry		Very Good
60 mph Wet		130 ft.
		149 ft.
Emergency handling		Very Good
Avoidance maneuver, max. speed		53 mph

Performance

Acceleration		
0-60 mph		Very Good
		8.4 sec.
Routine Handling		Very Good
Transmission		Excellent
Fuel economy		
Overall mileage		Very Good
City mileage		29 mpg
Highway mileage		19 mpg
		41 mpg

Comfort/Convenience

Ride		Very Good
Noise		Very Good
Front seat comfort		Good
Rear seat comfort		Very Good
Interior fit and finish		Good
Controls and display		Excellent
Trunk/Cargo area		Very Good
Cargo volume		-- cu. ft.

Road Test

Striking styling distinguishes the Chevrolet Malibu, complete with sumptuous curves that evoke the luxurious Audi A7. Beyond the style there is true substance, with a comfortable ride, an almost absurdly quiet cabin, and undaunting controls. And, compared to the previous model, the rear seat now has more room. But there are several form and functional setbacks that result from this swoopy look, most notably visibility.

Pros

- Looks more expensive than it is
- Quiet and comfortable riding
- Feels substantial
- Very easy-to-use controls
- Hybrid gets 41 mpg

Cons

- Short on certain equipment for the money
- Visibility, access, and driving position not as accommodating as class leaders
- 1.5-liter engine has a raspy tone

Best version/options to get:

First off, don't get confused between the new 2016 Malibu and the Malibu Limited; the Malibu is the newer design, while the Malibu Limited carries over the 2013-2015 iteration.

The base L trim is very plain; it doesn't even have a USB port, let alone a rearview camera or entertainment beyond an AM/FM radio. This car seems mostly destined for rental fleets.

The LS trim adds alloy wheels and a touch-screen MyLink infotainment system, along with a few other niceties buyers take for granted.

Most Malibus will be the mid-trim 1LT, which has a standard power driver's seat and 17-inch alloy wheels. You have to choose this trim to get some desirable options, like the larger 8-inch MyLink touch-screen infotainment system and heated leather seats. Also available is the Driver Confidence package, which includes blind-spot monitoring and forward-collision warning with automatic emergency braking.

The 2LT version includes the Driver Confidence package, plus adds the 2.0-liter turbocharged four-cylinder engine. Oddly, you can't add leather

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or navigation to this otherwise desirable trim.

Top-trim Premier adds standard leather seats and navigation, but the safety suite becomes optional. The Premier is offered in two different safety packages, with the top-level Driver Confidence package II adding adaptive cruise control and full-speed automatic emergency braking.

The Malibu is somewhat short on equipment for the money. At nearly \$27,000 for the 1LT with a convenience package, you'd expect automatic climate control — but no dice. Some other mid-sized sedans throw in spiffy features, like leather or blind-spot monitoring, for this price.

Note that some common luxury options are hard to get on the Malibu — unless you go all-in. The only way to get heated seats is to opt for leather— same goes for a power passenger seat. (Most competitors offer them on cloth-equipped cars.) Likewise, you can only get automatic climate control on the Hybrid and top-trim Premier models, despite that feature being standard on the Honda Accord.

Notable changes:

The previous-generation Malibu ran for a short model cycle (2013–2016), overlapping with the redesigned car detailed here. While that Malibu was quiet and rode well, it fell behind the competition in several key ways. Rear-seat leg and knee room was skimpy for the class, and 26 mpg overall was lackluster. A hybrid version was briefly offered, only bumping fuel economy to 29 mpg — not as good as some non-hybrid rivals.

Completely redesigned for 2016, the Malibu is much sleeker than the boxy sedan it replaced. A new 1.5-liter turbocharged four-cylinder engine became the base engine, improving fuel economy to 29 mpg overall. A 2.0-liter turbo four cylinder remains the up level engine choice, and it is now mated to a new eight-speed automatic. The hybrid powertrain is all new, with dramatically improved fuel economy. Rear-seat room is also much improved, while the car's composed and compliant ride and quiet cabin remain.