


Honda civic hatchback manual mpg

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For decades, the Honda Civic has given budget-minded buyers a compact car that makes them feel smart for being frugal. The latest generation, including the 2023 model, carries on this tradition and goes beyond, offering handsome interior trim and several features that very recently were considered luxuries. Sedan and hatchback body styles are available, and you can pick from a quartet of four-cylinder engines and two transmissions—a continuously-variable automatic (CVT) or a six-speed manual. All models come with touchscreen infotainment and a generous list of driver-assistance features, with more desirable options available throughout the lineup. The Civic's combination of value, efficiency, niceties, and refined road manners make it a no-brainer, even when compared to other similarly well-respected rivals such as the Hyundai Elantra, the Mazda 3, and the Toyota Corolla. Simply put, it's a great car at a great price.

What's New for 2023?The Civic was fully redesigned for 2022, so for 2023 Honda has made no changes to the compact sedan and hatchback. The high-performance Civic Type R hatchback rejoins the lineup this year, but we review that model separately.

Pricing and Which One to Buy Our recommendation is the well-equipped EX trim on the sedan model, which comes with a lot of additional features that easily justify the price increase. Those niceties include blind-spot monitoring, a power sunroof, dual-zone automatic climate control, heated exterior mirrors, and heated front seats. It also comes standard with the more powerful 180-hp turbocharged four-cylinder engine. If you're buying the hatchback, we'd direct you to the EX-L, which offers similar equipment and adds leather upholstery.

Engine, Transmission, and PerformanceEven though it redesigned everything else about the new Civic, Honda decided to carry over the powertrain options from the previous-generation car. Base models come standard with a 158-hp 2.0-liter four-cylinder while the upgrade engine continues to be a turbocharged 1.5-liter four-cylinder that now makes 180 horsepower. The new Civic is offered solely as a front-wheel-drive car. Sadly, the manual transmission offered on the previous generation Civic sedan has been cut for 2022, leaving a continuously variable automatic transmission (CVT) as the sole offering; a six-speed manual is still available on the hatchback model, though. At our test track, our turbocharged Touring sedan needed 7.5 seconds to reach 60 mph, which is slightly slower than the last generation Civic's result. The manual Sport Touring hatchback we tested did slightly better at 7.3 seconds to 60 mph. Luckily, the nimble handling, communicative steering, and well-balanced ride that we appreciated so much in the last generation model are present and accounted for here. Both a sporty Si and seriously sport high-performance Type-R variant are again part of the family and are reviewed separately. **View Photos****Honda**According to the EPA, the most fuel-efficient version of the new Civic is the mid-range EX, which earns ratings of 33 mpg city, 42 mpg highway, and 36 mpg combined. On our 75-mph highway fuel-economy route, the 2022 Civic Sport hatchback delivered 36 mpg. For more information about the Civic's fuel economy, visit the EPA's website.

Interior, Comfort, and CargoA streamlined interior design sports clean lines and a dashboard featuring a full-width honeycomb-patterned mesh design element that cleverly hides the air vents. A wide center console appears less cluttered than the outgoing model's and features what looks like a large, deep bin ahead of the shift lever for stashing smartphones, keys, and road-trip snacks. Honda says passenger space is roughly the same is also offered and its cargo bay is more generous. **View Photos****Honda**The Civic comes standard with a 7.0-inch touchscreen infotainment display, but a larger 9.0-inch unit is optional, as is a 10.2-inch digital gauge display. Apple CarPlay and Android Auto are both standard and also offer wireless connectivity when paired with the larger of the two screens. Other options include in-dash navigation, a Bose stereo system, and a wireless smartphone charging pad. A host of driver-assistance features will be offered as standard, including automated emergency braking with pedestrian detection and adaptive cruise control with lane-keeping assist. For more information about the Civic's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Key safety features include: Standard automated emergency braking Standard lane-departure warning with lane-keeping assist Standard adaptive cruise control Warranty and Maintenance Coverage Honda's standard warranty package is merely average, with rivals such as the Elantra and Kia Forte offering more comprehensive coverage. Buyers of the Civic also won't find any complimentary scheduled maintenance plan, something the Corolla offers as standard. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles No complimentary scheduled maintenance

Specifications 2022 Honda Civic Touring Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedan PRICE Base/As Tested: \$29,295/\$29,295 Options: none ENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in³, 1498 cm³ Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpm TRANSMISSION continuously variable automatic CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Goodyear Eagle Sport All-Season 235/40R-18 91W M+S DIMENSIONS Wheelbase: 107.7 in Length: 184.0 in Width: 70.9 in Height: 55.7 in Passenger Volume: 96 ft³ Trunk Volume: 14 ft³ Curb Weight: 3054 lb C/D TEST RESULTS 60 mph: 7.5 sec 1/4-Mile: 15.8 sec @ 91 mph 100 mph: 19.7 sec Results above omit 1-ft rollout of 0.3 sec. Rolling Start, 5–60 mph: 8.1 sec Top Gear, 30–50 mph: 4.0 sec Top Gear, 50–70 mph: 5.1 sec Top Speed (gov ltd): 126 mph Braking, 70–0 mph: 174 ft Roadholding, 300-ft Skidpad: 0.83 g C/D FUEL ECONOMY Observed: 25 mpg EPA FUEL ECONOMY Combined/City/Highway: 34/31/38 mpg 2022 Honda Civic Sport Touring Hatchback Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door hatchback PRICE Base/As Tested: \$30,415/\$30,810 Options: Sonic Gray paint, \$395 ENGINE turbocharged DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in³, 1498 cm³ Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpm TRANSMISSION 6-speed manual CHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Continental ContiProContact 235/40R-18 91W M+S DIMENSIONS Wheelbase: 107.7 in Length: 179.0 in Width: 70.9 in Height: 55.7 in Passenger Volume: 96 ft³ Cargo Volume: 25 ft³ Curb Weight: 3024 lb C/D TEST RESULTS 60 mph: 7.3 sec 1/4-Mile: 15.5 sec @ 91 mph 100 mph: 19.0 sec 120 mph: 30.9 sec Results above omit 1-ft rollout of 0.4 sec. Rolling Start, 5–60 mph: 8.3 sec Top Gear, 30–50 mph: 12.1 sec Top Gear, 50–70 mph: 9.4 sec Top Speed (C/D est): 130 mph Braking, 70–0 mph: 173 ft EPA FUEL ECONOMY Combined/City/Highway: 31/28/37 mpg C/D TESTING EXPLAINED More Features and Specs The 2019 Honda Civic optimizes compact-car excellence with its mix of practicality and a fun-to-drive personality. The versatile 2019 Civic has a version for everyone; its lineup includes a two-door coupe as well as a four-door sedan and hatchback. It's available with two excellent four-cylinder engines and either an adroit continuously variable automatic transmission (CVT) or a slick-shifting six-speed manual. Buyers seeking practicality don't need a crossover, nor do those seeking sportiness need to buy a sports car: the 2019 Honda Civic Sport does both at an affordable price. It's so good, we named it to one of our 10Best Cars along with the Civic Si and the Type R. While the affable compact isn't perfect, it excels everywhere else and ranks near the top of its class. What's New for 2019? The 2019 Civic lineup receives a slew of changes that range from mild styling tweaks, new standard features, and spreading the Sport moniker to the coupe and sedan. Perhaps the most underappreciated update is the volume knob and hard buttons that are added to the touchscreen, which was previously a source of frustration. Otherwise, the sedan and coupe have cleaner front-end designs and newly standard driver-assistance equipment. While both body styles are now available in Sport trim, only the hatchback version has the 180-hp four-cylinder with an extra 22 horsepower. Still, the Sport coupe and sedan have the same blacked-out appearance and stiffer suspension tuning. Inside, all Civic models have larger cupholders, redesigned steering-wheel controls, and better sound insulation. New exterior colors include Platinum White Pearl, Lava Pearl, and Tonic Yellow Pearl. Pricing and Which One to Buy The 2019 Civic lineup spreads three body styles among various models. The multitalented Sport version is our pick, with its dark exterior trimming and sharper handling that help optimize the fun factor. We'd stick with the standard six-speed manual transmission versus the optional CVT. The hatchback version is not only more practical than the sedan and coupe, it also has the more powerful 1.5-liter four-cylinder engine, and only costs a little extra. Every Sport model includes a leather-wrapped steering wheel and shift knob, automatic climate control, and 18-inch wheels. We're partnering with Carvana because we want to make it easy for you to find the exact vehicle you're looking for. **Finding Inventory** Likes: Potent engines, balanced ride and handling, affordable and fun. Dislikes: Not every model gets the manual transmission, rivals have better stopping power. The Civic's four-cylinder engines are peppy, with the pricier—but more powerful—turbocharged version earning our preference. It's a terrific engine. In our testing, it eagerly pulled our Civic Touring test car away from spotlights. While we prefer the light and crisp action of the six-speed manual to the optional continuously variable automatic transmission, the CVT is by no means a poor pairing—in fact, it's one of the best on the market. A true jack-of-all-trades, the Civic strikes a near perfect balance between comfort and driver engagement. Its smooth ride, responsive steering, and athletic driving dynamics make it a joy to pilot in any driving situation. Neither cushy nor harsh, the Civic's ride quality is just right. Quick, well-weighted, and surprisingly feelsome steering makes piloting the Civic that much more enjoyable. Those looking for even sportier vibes should consider the Sport versions, which feature quicker steering. Despite possessing a firm brake pedal with good feel, the brakes lack the stopping prowess of competitors. Honda proves that power and fuel efficiency need not be mutually exclusive. Both Civic four-cylinders sip fuel as frugally as if it were fifty-bucks-a-snifter brandy, but, interestingly, the more powerful turbocharged engine manages to return slightly better fuel economy than the base 2.0-liter found in lower-level Civic sedans and coupes. Unfortunately, the Civic's fuel economy failed to pan out in our real-world highway fuel-economy test. Our turbo Civic Touring sedan scored just shy of the EPA's rating. Furthermore, we eked out 37 mpg from a six-speed manual Civic Sport hatchback—2 mpg less than the EPA number. Interior, Infotainment, and Cargo Likes: Sedan version has very good visibility, the arrival of a volume knob, massive center-console storage. Dislikes: Missing some features that rivals offer, sedan has awkward trunk design. Practical and modern in appearance, the Civic's interior is roomy and offers sufficient storage space. Even the entry-level model is far from a penalty box. While it doesn't offer the most optional comfort-and-convenience equipment in the compact class, it has enough of the good stuff for any small-car shopper. The interior of the sedan is on the roomier end of its class, though the coupe's rear seats are all but useless to anyone of above-average height. The Honda's touchscreen interface is much improved thanks to the addition of a long-awaited volume knob for the audio system and hard buttons. Our top-tier Touring sedan test car served up its infotainment features through its 7.0-inch touchscreen, including navigation, SiriusXM satellite radio, and Apple CarPlay and Android Auto connectivity. The front compartment has two USB ports and a single 12-volt outlet. Sadly, rear-seat passengers are left unconnected, as not a single USB port or 12-volt outlet makes its way past the Civic's front seats. The Civic has a number of cleverly designed storage cubbies throughout its cabin, and the sedan's trunk is one of the biggest in the class. Need even more cargo-carrying capability? Then check out the hatchback model. The coupe is more about style than practicality. Safety and Driver-Assistance Features Paired with solid crash-test scores, the Civic is a fine option for those who prioritize safety. Every Civic also has a host of driver-assistance features that includes automatic high-beams and forward-collision warning. Honda groups these features under the Honda Sensing umbrella. Key safety features include: Standard automated emergency braking Standard adaptive cruise control Standard lane-keeping assist Warranty and Maintenance Coverage Those customers seeking the best warranty coverage may be better off looking at a competitor such as the Hyundai Elantra. Honda does not supply complimentary scheduled maintenance, a feature that's offered on competitors such as the Chevy Cruze and the Toyota Corolla. Limited warranty covers 3 years or 36,000 miles Powertrain warranty covers 5 years or 60,000 miles No complimentary scheduled maintenance

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