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Since the Civic was redesigned for 2022, the powertrain options carry over 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 was cut for 2022, so a CVT is 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 we appreciated so much in the last-generation model are present and accounted for here. Sporty Si and seriously sport high-performance Type-R variants are again part of the family and are reviewed separately.View PhotosMichael Simari|Car and DriverFuel Economy and Real-World MPGAccording 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. Fuel economy estimates for the hybrid model are not yet available. 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-pattern mesh design element that cleverly hides the air vents. A wide center console appears less cluttered than the outgoing model's and features 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, and the cargo bay is more generous.View PhotosMichael Simari|Car and DriverInfotainment and ConnectivityThe 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 offer wireless connectivity when paired with the larger screen. Other options include in-dash navigation, a Bose stereo system, and a wireless smartphone charging pad.Safety and Driver-Assistance FeaturesView Crash Test ResultsA 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 brakingStandard lane-departure warning with lane-keeping assistStandard adaptive cruise controlWarranty and Maintenance CoverageHonda's standard warranty package is merely average, with rivals like the Elantra and Kia Forte offering more comprehensive coverage. Buyers of the Civic will find a complimentary scheduled maintenance plan, though, which is something the Toyota Corolla also offers as standard.Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles Complimentary scheduled maintenance for two years or 24,000 milesSpecifications2022 Honda Civic Touring Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedan PRICE Base/As Tested: \$29,295/\$29,295 Options: noneENGINE 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 rpmTRANSMISSION continuously variable automaticCHASSIS 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+SDIMENSIONS 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 lbC/D TEST RESULTS 60 mph: 7.5 sec 1/4-Mile: 15.8 sec @ 91 mph 100 mph: 19.7 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 8.1 sec Top Gear, 3050 mph: 4.0 sec Top Gear, 5070 mph: 5.1 sec Top Speed (gov ltd): 126 mph Braking, 700 mph: 174 ft Roadholding, 300-ft Skidpad: 0.83 gC/D FUEL ECONOMY Observed: 25 mpgEPA 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 hatchbackPRICE Base/As Tested: \$30,415/\$30,810 Options: Sonic Gray paint, \$395ENGINE 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 rpmTRANSMISSION 6-speed manualCHASSIS 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+SDIMENSIONS 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 lbC/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 secResults above omit 1-ft rollout of 0.4 sec. Rolling Start, 560 mph: 8.3 sec Top Gear, 3050 mph: 12.1 sec Top Gear, 5070 mph: 9.4 sec Top Speed (C/D est): 130 mph Braking, 700 mph: 173 ftEPA FUEL ECONOMY Combined/City/Highway: 31/28/37 mpgC/D TESTING EXPLAINEDMore Features and SpecsBy Drew DorianThe Civic compact car has been a long-time favorite among our staff for its effortless balance of practicality, value, and driving fun. The 2025 Civic receives styling tweaks to keep it looking fresh and it gains a hybrid variant, updates that aid it in returning to our 10Best list for another year. In the Civic Hybrid, a 2.0-liter four-cylinder with two electric motors provides a combined 200 horsepower, and the car is rated at up to 49 mpg combined. A 150-hp 2.0-liter four-cylinder is now the only engine option for the nonhybrid models, and it lacks zeal but also provides impressive fuel efficiency. Sedan and hatchback body styles are available, and the Civic provides agile handling and a well-balanced ride no matter which version you choose. The lower-trim nonhybrid versions have a comprehensive roster of driver-assistance features as standard, but you'll have to step up to the more expensive Hybrid Sport and Hybrid Sport Touring models to get nicer equipment and better infotainment features. Though the 2025 Civic hit the streets running, it faces competition from the recently refreshed Hyundai Elantra and the alluring Toyota Prius, as well as its arch-rival, the Toyota Corolla. As one of our favorites in its segment, the Honda Civic has also earned a spot on our Editors Choice list for 2025.What's New for 2025?The Civic receives a few cosmetic changes to keep its styling looking fresh for 2025. Revised headlamps and a reworked bumper help visually identify the new model year from last year's Civic. The bigger news is the addition of the Civic Hybrid. The hybrid powertrain is optional on the Sport trim level and standard on the top Sport Touring trim level. The nonhybrid model, now limited to LX and Sport trims, will be offered only with the nonturbo 2.0-liter four; last year's turbocharged 1.5-liter has been discontinued. The manual transmission is also no longer available in the Civic hatchback, meaning a stick-shift is now reserved for the sportier Civic Si and Civic Type R models.Pricing and Which One to Buy The price of the 2025 Honda Civic starts at \$25,400 and goes up to \$34,300 depending on the trim and options.Sport Hybrid hatchbackSport Touring Hybrid sedanSport Touring Hybrid hatchbackThe nonhybrid Civic is offered in just two trims for 2025: LX sedan and Sport sedan, with the Sport also offered in a hatchback body style. The Civic Hybrid is offered in Sport and Sport Touring, with either body style. We think the Sport Hybrid sedan or hatchback models will be the ones to have, although we don't yet have pricing for the hatchback.Want to compare the 2025 Honda Civic to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best CarsEngine, Transmission, and PerformanceThe Civic Hybrid comes with an electrified powertrain that pairs a 2.0-liter four-cylinder with two electric motors for a combined 200 horsepower. A similar setup is used in the Accord Hybrid and CR-V Hybrid models. Unlike the CR-V, where the hybrid powertrain can be paired with all-wheel drive, the Civic Hybrid is front-wheel-drive only. A driver-selectable regenerative braking system is onboard to help keep the Civic Hybrid's battery full, but we aren't sure yet if one-pedal driving is possible. In our test drive of a Civic Hybrid, we found it to be quick, smooth, and just as enjoyable as the previous Civic. The nonhybrid Civic comes standard with a 150-hp 2.0-liter four-cylinder, front-wheel drive, and a continuously variable automatic transmission. This combination likely doesn't result in particularly quick acceleration, as it's even less powerful than the previous Civics base engine, but it feels perky enough to keep up with urban traffic. The Civic's nimble handling, communicative steering, and well-balanced ride are maintained. Sporty Si and seriously sporty high-performance Type R variants are also part of the family, but we review those models separately.060-MPH TimesIn our testing of the Civic Hybrid sedan, it delivered a quick 60 mph time of 6.2 seconds. That's quicker than even the Civic Si. As for the nonhybrid, a 2025 Civic Sport sedan with the 2.0-liter engine required 8.9 seconds to reach 60 mph at our test track.View PhotosMarc Urbano|Car and DriverFuel Economy and Real-World MPGEPA estimates for the Civic Hybrid sedan sit at 50 mpg city, 47 mpg highway, and 49 mpg combined. In our real-world 75-mph highway fuel-economy test, a Civic Hybrid Sport Touring sedan achieved 47 mpg. Honda says the nonhybrid Civic will have slightly higher EPA ratings than before, earning 32 mpg city, 41 mpg highway, and 36 mpg combined for the LX trim. On our highway loop, a 2022 Civic Sport sedan delivered 36 mpg, so well see how the new model compares when we get our hands on one. For more information about the Civic Hybrid's fuel economy, visit the EPA's website.Interior, Comfort, and CargoBoth the sedan and hatchback models offer seating for five, with the rear seat roomy enough to carry a pair of adults without it being too much of a squeeze. The cabin sports clean lines and a dashboard featuring a full-width honeycomb-pattern mesh design element that cleverly hides the air vents. The wide center console provides plenty of room for storage, including a large, deep bin ahead of the shift lever for stashing smartphones, keys, and road-trip snacks. The Civic sedan's trunk is big enough for a large grocery haul or a road trip's worth of suitcases, and the hatchback body style provides an even more capacious cargo hold.View PhotosMarc Urbano|Car and DriverInfotainment and ConnectivityThe Civic comes standard with a 7.0-inch touchscreen infotainment display, but a larger 9.0-inch unit is optional on the Civic Hybrid, as is a 10.2-inch digital gauge display. Apple CarPlay and Android Auto are both standard and offer wireless connectivity when paired with the larger screen. Other options for the Civic Hybrid include in-dash navigation, a 12-speaker Bose stereo system, and a wireless smartphone charging pad.vWarranty and Maintenance CoverageHonda's standard warranty package is merely average, with rivals such as the Elantra and Kia K4 offering more comprehensive coverage. Buyers of the 2025 Civic receive a one-year or 12,000-mile complimentary scheduled maintenance plan; previous model year Civics included a two-year/24,000-mile plan. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles Hybrid components are covered for eight years or 100,000 miles Complimentary scheduled maintenance for one year or 12,000 milesSpecifications2025 Honda Civic Sport Touring Hybrid Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$32,845/\$33,300POWERTRAIN DOHC 16-valve 2.0-liter Atkinson-cycle inline-4, 141 hp, 134 lb-ft + AC motor, 181 hp, 232 lb-ft (combined output: 200 hp, 232 lb-ft, 1.1-kWh lithium-ion battery pack) Transmission: direct-driveCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Continental ProContact RX 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 184.8 in Width: 70.9 in Height: 55.7 in Passenger Volume, F/R: 52/44 ft3 Trunk Volume: 15 ft3 Curb Weight: 3225 lbC/D TEST RESULTS 60 mph: 6.2 sec 1/4-Mile: 14.9 sec @ 92 mph 100 mph: 18.0 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 7.2 sec Top Gear, 3050 mph: 3.4 sec Top Gear, 5070 mph: 4.7 sec Top Speed (gov ltd): 114 mph Braking, 700 mph: 180 ft Roadholding, 300-ft Skidpad: 0.84 gC/D FUEL ECONOMY Observed: 38 mpg 75-mph Highway Driving: 47 mpg 75-mph Highway Range: 490 miEPA FUEL ECONOMY Combined/City/Highway: 49/50/47 mpgC/D TESTING EXPLAINEDMore Features and SpecsWeeks MotorsThis 2022 Honda Civic for sale in Texas has nearly 250,000 miles on the odometer.Its previous owner was a medical courier who regularly delivered supplies between Houston and Dallas.It's listed for \$17,899, which isn't as cheap as you might think given its history.A used Honda Civic for sale with over 200,000 miles on the odometer is hardly newsworthy on its own. But when said high-mileage Civic is a 2022 model that was purchased by its first owner just over a year ago, we start to take notice. As reported by Tire Meets Road, this 2022 Civic sedan for sale at a dealership in Dallas, Texas, has clocked an unbelievable 248,740 miles. The more you think about it, the more inconceivable it sounds. It's an average of over 600 miles per day. How can anyone drive that much? But the Carfax report bears out this owner's driving-centric lifestyle, as it documents regular oil changes at the dealership, in this case Rusty Wallis Honda in Dallas. And by regular, we mean regular, as the Civic visited the service department just about every two weeks. Here we were thinking our long-term Civic Si was accumulating miles at a decent rate. . . .There are some questionable elements to the report, such as the implausibility of the car's first 10,000 miles coming in a three-day period between when the car was first marked as registered and when it came in for its first oil change. But as some have pointed out, that likely comes down to a delay in registration data making it onto the report. Driving 10,000 miles in a few weeks is no more reasonable, but it's at least feasible.It turns out that the previous owner was a medical courier who made daily drives between Dallas to Houston delivering supplies. If that sounds vaguely familiar, you might be thinking of our story from 2016 aboutyou guessed ita medical courier who drove around 200,000 miles per year in his 2011 Ford Fiesta.There was also the story from 2018 about a woman who put 1 million miles on her 2013 Hyundai Elantra over the course of five years. At that point, Hyundai got involved and gave her a new Elantra to replace the heavily used one. And there was the similar case of the 2007 Toyota Tundra that racked up seven-figure mileage, at which point Toyota bought the truck back to study it.Honda told C/D that it has no plans to purchase this particular Civic, but a spokesperson did say, "we hope its second owner will enjoy accumulating many more miles in it." So, if you are willing to pay the \$17,899 asking price for this Civic that's, er, well past the break-in period, maybe this is your chance to break some sort of mileage record.JoeY CapparellaDeputy Editor, Rankings ContentDespite being raised on a steady diet of base-model Hondas and Toyotasor perhaps because of itJoeY Capparella nonetheless cultivated an obsession for the automotive industry throughout his childhood in Nashville, Tennessee. He found a way to write about cars for the school newspaper during his college years at Rice University, which eventually led him to move to Ann Arbor, Michigan, for his first professional auto-writing gig at Automobile Magazine. He has been part of the Car and Driver team since 2016 and now lives in New York City.

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