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Lincoln Adds a New Small Premium Utility to Lineup

CONTINUED FROM PAGE 1

ed for quicker response, said Pandolfi, when the driver needs power for passing while enabling the exhaust valve to stay open longer for lower emissions and up to 15 percent better fuel economy than comparable six-cylinder engines.

Entering into the rapidly growing small premium utility segment, the Lincoln design team faced the dual challenge of meeting the ever-changing demands of younger luxury vehicle consumers while further defining the Lincoln design DNA.

"We're confident we've created an all-new vehicle that will attract new customers to the brand while meeting the expectations of long-time Lincoln drivers," said Max Wolff, director, Lincoln Design.

"The execution of the new lift-gate is a prime example of how a signature premium design element can create a better customer experience."

Those aspirations also carry through to the interior, where

the merging of craftsmanship and technology combine to offer a warm, luxurious environment, Farley said.

Featuring an architecturally unique instrument panel that showcases Lincoln's signature push-button gear shifter, MKC creates an open, welcoming interior, he said, adding that inviting leathers and available Bridge of Weir leather and real-wood trim accentuate MKC's elegance and grace.

"We gave attention to every detail to convey a stylish, luxurious vehicle," said Soo Kang, Lincoln Interior Design chief. "The structure of the interior allows for openness, and that space contributes to the overall ambience. We want this vehicle to not only meet but often exceed the expectations of the new Lincoln customer."

Lincoln reported that production of the 2015 Lincoln MKC will begin in the second quarter of 2014 at the Louisville (Ky.) Assembly Plant. Vehicles will begin arriving at Lincoln dealerships next summer.

2014 Buick Regal with 2.0L Turbo 'Torque-Rich and Fuel-Efficient,' Says GM Chief Powertrain Engineer

CONTINUED FROM PAGE 1

When compared with the 2013 Regal Turbo, the new 2.0L Turbo produces 18 percent more horsepower and 13 percent more torque while delivering more miles per gallon, Bjork said.

Equipped with its six-speed automatic transmission, the 2014 Regal gets an EPA-estimated 21 mpg city and 30 mpg highway, an increase of 3 mpg or 17 percent city economy over the 2013 Regal Turbo.

"Power and fuel efficiency are typically mutually exclusive," said Mike Katerberg, chief powertrain engineer. "But with our new 2.0L Turbo, we were able to increase both and create one of the most torque-rich and fuel-efficient combinations on the market."

A Ward's 10 Best Engine, debuting in the Cadillac ATS, the new 2.0L Turbo comprises about 95 percent new parts compared with the outgoing engine, Bjork said.

Both powertrains use a cast aluminum cylinder block and direct fuel injection, but enhanced driving refinement was the goal of the second-generation 2.0L Turbo.

New design elements and components work harmoniously, said Bjork, to enrich performance, efficiency, acoustics and durability.

Changes to the new 2.0L Turbo include:

- Relocated balance shafts inside the oil pan to help reduce noise;
- A two-stage, variable displacement oil pump, now located inside the oil pan, that contributes to greater fuel efficiency and reduced noise;
- A new two-piece oil pan that's constructed of aluminum in the upper section to promote structural rigidity and stamped steel in the lower for its acoustic dampening;
- A new cylinder head design that relocates the intake system/throttle body to the firewall side of the engine compartment and positions the exhaust ports on the forward-facing section of the engine;
- Proprietary computational fluid dynamics analysis techniques were used to develop an all-new combustion system with a higher compression ratio, which also helped boost efficiency;



2.0L turbocharged four-cylinder

- Dual continuously variable cam phasing with increased authority to maximize low-speed torque and fuel efficiency;
- An acoustic intake manifold cover with integrated sound-absorbing blanket for improved noise isolation;

- Structural front engine and camshaft covers that are stiffer and more rigid, contributing to lower engine noise;
- Premium features, including a forged steel crankshaft and an inverted-tooth camshaft drive chain that enhance durability and reduce noise.

"We really strived to not only give the customer great performance, but also a smoother, quieter, and more refined engine, all essential elements in a Buick," said Katerberg.

In addition to the new standard turbocharged engine, the 2014 Regal turbo models now offer an available advanced all-wheel-drive system with electronic limited-slip differential and HiPer Strut front suspension for added performance and drivability in all types of road conditions, Bjork said.

The new Regal sport sedan also features refreshed exterior and interior styling, said Bjork.

It now comes standard with next-generation IntelliLink connectivity, including eight-inch color touch display, leather-appointed seating surfaces with heated front seats, rear vision camera, and 18-inch alloy wheels.

A suite of active safety technologies, including full-speed adaptive cruise control, forward collision alert, side blind zone alert, lane change alert, lane departure warning, and rear cross traffic alert is available on the 2014 Buick Regal with 2.0L Turbo, Bjork said.

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