

# S, indeed BY JOE SAGE

Acura is clearly proud of this new car. On top of the usual documentation, Acura sent us a comprehensive 43-page technical overview, which has the new TLX Type S falling almost at the top of the entire brand pyramid, above A-Spec models and with only the NSX supercar above it.

The first Type S since a TL in 2008, this is the first application of the badge to the TLX. Its competitive set is stated as Audi S, Mercedes-AMG and BMW M xDrive. We think of those as delivering performance first, but Acura lists that third, after styling/stance and the cockpit experience.

The cabin is so generous, it evokes the feel of a full-size American car. Sure enough, hiproom is almost identical to a Chrysler 300, and the Acura has more front legroom, though less in the second row. The TLX claims the widest stance among a defined set of 16 compact and midsize cars—great inside, though it can make the car feel larger than expected in tight traffic or turns in town.

The powertrain is its core attribute, with up-graded suspension and brakes to support its power and speed. An all-new high-horsepower V6 turbo has roots in both the NSX and Acura motor-

sports. Horses and torque are both bumped up considerably, especially torque, which hits its high almost immediately and sustains it. The transmission is completely retuned, with paddles promising rev-matching downshifts 40 percent quicker than in a standard TLX 2.0L turbo four. This is the first application of a Type S build with Acura's (gen-four) Super Handling AWD, very welcome as an alternative to the front-drive basis of the TLX.

Extensive logbook notes indicate the user interface was more maddening than average in a number of specific cases, counterintuitive when its intent was quite the opposite, and activations of parking and cross-traffic alerts were inconsistent.

The open road experience can be very good. We took the TLX S Type on a long run up the Bee-line Highway, most of the way to Payson and back (with lane-keeping and other such interferences long since turned off). One oddity, though. Sweeping through the hills and curves, we'd give that rev-matching transmission a paddle-induced downshift, but rather than gearing down and torquing up, it seemed to do the opposite, on both uphill and downhill trials—which remains a mystery.

Going heavier on performance works well with this car. Working around many of its layers of tech are your best bet to making it the best it can be. ■

## SPECIFICATIONS

ASSEMBLY .....	Marysville, Ohio
ENGINE .....	3.0L V6 alum 24v twin-scroll turbo
HP/TORQUE .....	355 hp / 354 lb-ft
DRIVETRAIN .....	Super Handling AWD (SH-AWD)
TRANSMISSION .....	10-spd auto, rev-match downshift
ZERO-TO-60 / TOP SPEED .....	±5.0 sec / 155 mph
SUSPENSION .....	high perf chassis bracing; <b>F:</b> dbl wishbone; <b>R:</b> multi-link, 30.0 / 22.5mm stblzr bar;
STEERING .....	belt-driven variable-ratio elec
BRAKES ... <b>F:</b> Brembo 4-p 14.3mm vented; <b>R:</b> 13mm solid	
WHEELS .....	20x9 shark gray lightwt Y-spoke
TIRES .....	255/35 R20 97Y Pirelli P Zero summer
LENGTH / WHEELBASE .....	194.6 / 113.0 in
TURNING CIRCLE .....	40.2 ft
HEADROOM (F/R) .....	37.2 / 36.3 in
LEGROOM (F/R) .....	42.5 / 34.9 in
CARGO CAPACITY .....	13.5 cu.ft
GROUND CLEARANCE .....	5.3 in
WEIGHT .....	4200 lb
FUEL / CAPACITY .....	91 oct prem unl / 15.85 gal
MPG .....	19/24/21 (city/hwy/comb)

BASE PRICE (2021) .....	<b>\$53,100</b>
PERFORMANCE RED PEARL .....	500
DESTINATION CHARGE .....	1025

**TOTAL .....** **\$54,625**

## 2022 ACURA TLX LINEUP

(base) .....	2.0T ... FWD	\$37,700	AWD	\$39,900
Technology .....	2.0T	"	41,700	" 43,900
A-Spec .....	2.0T	"	44,450	" 46,650
Advance .....	2.0T	"		48,700
Type S .....	3.0T V6	AWD		52,800
Type S Perf Tire .....	3.0T V6		▼	53,600

