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## 2013 dodge avenger v6 se fwd

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What we're relatively sure of is that, especially after a mild retouch a couple of years ago, the Avenger's exterior looks attractive and stands out. It's a smaller take on the design of the large Charger sedan, and it has a lock on brand unity that few small cars carry over from their successful big siblings. The big crosshair grille instantly identifies it as a Dodge, but it's the upkick at the rear fenders that really connect it to the Charger—and give it just a hint of muscle. Inside, Dodge gave the cabin appointments a little more polish a couple of years ago, with some better detailing and soft-touch materials around the dash, but the lower half of the dash was mostly left untouched. And in general, the look neither has the premium look of the Charger or even the detailed, sporty look of the new Dart cabin.Review continues below For most everyday buyers, the 2.4-liter, 173-horsepower four-cylinder and four-speed automatic should be skipped right over and left to the rental fleets. The four-cylinder engine and six-speed automatic—the default combination throughout most of the rest of the model line—is quite perky, but there's a bit too much coarseness at times. Otherwise, the 283-horsepower, 3.6-liter Pentastar V-6 that's optional is a vast upgrade, with a strong, smooth demeanor. Most of the time, the six-speed automatic is a good companion, with smooth shifts under full-throttle acceleration, but in lighter-duty driving there's some shuddering and indecision. Also, the V-6 has a bit of an issue with torque steer. The Avenger has old-fashioned hydraulic power steering, and a lower ride height in front than in back; together they give it decent road manners and feedback, but it's not happy and taut at most speeds. The 2013 Avenger can look deceptively small compared to some of the newer mid-size designs, with their elongated rooflines, but it's arguably about the same size as a Sonata or Optima. Front seats are comfortable and a bit on the wide side, but they lack much back support; in back there's enough legroom, although the mini-Charger roofline can make it feel a bit confining. Entry and exit can be an issue in the back seat, too, thanks to high sills and a low roofline. Safety has been an areas where the Avenger doesn't disappoint. It's an IIHS Top Safety Pick+, and it comes with curtain airbags and stability control. On the other hand, with the roofline blocking visibility, there's no rearview camera or blind-spot monitor. Dodge has reduced prices on the top-of-the-line R/T model, and it's added leather and heated seats to the SXT options list for 2013. The base Avenger SE includes air conditioning; power windows, locks and mirrors; 17-inch wheels; a split-folding rear seat; and cloth upholstery, but it's the only model in the lineup to be saddled with a four-speed automatic. The SXT adds a power driver's seat, 17-inch alloys, fog lamps, leather trim, automatic climate control, heated mirrors, and more. A Bluetooth hands-free interface is lacking from much of the lineup, but Satellite radio and a USB port are standard or optional on all models, and a navigation system is now offered on the Avenger, as is a Boston Acoustics premium sound system. For 2013, there's also an enhanced Rallye appearance group that brings 18-inch alloy wheels, black-bezel headlamps, a body-color grille, rear spoiler, and available black-and-red cloth interior. The good: Quiet cabin Suspension refinement Brake-pedal feel The bad: Torque steer when accelerating hard (V-6) Hesitant six-speed transmission Snug cabin Small trunk Starting msrp listed lowest to highest price SE \$19,795 SXT \$22,595 R/T \$25,695 Wondering which trim is right for you? Our 2013 Dodge Avenger trim comparison will help you decide. Five-seat midsize sedan Performance-oriented R/T model Standard 2.4-liter four-cylinder Optional 283-hp V-6 Optional navigation system The five-seat Dodge Avenger is related to the Chrysler 200 — formerly the Sebring — and both cars got a new interior, a revised suspension and a new V-6 engine option for 2011. Competitors include the Chevrolet Malibu, Ford Fusion and Mazda6. There are no significant changes for 2013. The Avenger didn't get as big of an exterior overhaul for 2011 as the 200, but there were some subtle changes, like a new crosshair grille, new taillights and smoother bumper styling. Aside from the taillights, which didn't really go with the rest of the car, it was a nice update on an existing design theme. Exterior features include: Standard 17-inch steel wheels; 17- or 18-inch aluminum rims optional Dual exhaust tips (V-6 models) LED taillamps Optional fog lights Optional heated side mirrors Optional sunroof Optional rear spoiler Much of the Avenger's hard plastic interior trim was eliminated with the 2011 revisions, which included a reskinned dashboard and nicer touch points on the doors. That said, some rudimentary elements remain, like cheap airplane-style map lights and a wobbly turn-signal stalk. Interior features include: Standard cloth seats; leather upholstery optional Standard manual air conditioning; automatic air conditioning optional Standard cruise control Standard tilt/telescoping steering wheel with audio controls Standard keyless entry Standard 60/40-split folding backseat Standard CD stereo with MP3 jack Optional touch-screen stereo with music hard drive Optional navigation system Optional Uconnect hands-free phone connectivity A 173-horsepower, 2.4-liter four-cylinder engine is standard, and it works with either a four- or six-speed automatic transmission, depending on the trim level. The optional 283-hp, 3.6-liter V-6 pairs with a six-speed automatic. Mechanical features include: Front-wheel drive Both engines use regular gas R/T models have a sport suspension Standard safety features include: All-disc antilock brakes Electronic stability system Side-impact airbags for the front seats Side curtain airbags Active front head restraints 77% of drivers recommend this car See all 122 consumer reviews New car and Certified Pre-Owned programs by Dodge New car program benefits Bumper-to-bumper 36 months/36,000 miles Corrosion 60 months/100,000 miles Powertrain 60 months/100,000 miles Roadside assistance 60 months/100,000 miles Certified Pre-Owned program benefits Maximum age/mileage 5 model years or newer/less than 75,000 miles Basic warranty terms 3 months/3,000 miles Powertrain 7 years/100,000 miles Dealer certification required 125-point inspection Roadside assistance Yes View all cpo program details Have questions about warranties or CPO programs? Visit the manufacturer's website Compare the competitors 2009 Chrysler Sebring 2007 Chrysler Aspen 2009 Pontiac G6 See all 2013 Dodge Avenger articles The Dodge Avenger is an honest, straightforward sedan at a good price. In certain respects it's less sophisticated than some competitors, but it's powerful, comfortable and reasonably economical to operate. It's also quiet and pleasant to drive. Avenger was launched as a 2008 model. A thorough update for the 2011 model year made the Avenger much more competitive in key areas. Avenger R/T joined the lineup for 2012. Avenger carries over to 2013 unchanged. Dodge calls the Avenger America's most affordable mid-size sedan, and based on current retail prices, we can't disagree. Yet the Avenger isn't just selling price. Both the base four-cylinder engine and the upgrade V6 deliver excellent power and competitive mileage ratings. We might call it a mid-size package with compact value. The 2008 Avenger appeared looking like a scaled-down version of the hot-selling, full-size Dodge Charger. Since then, the Charger has moved on to a new look, while the Avenger has remained mostly unchanged. It's still clean, tightly creased and not bad looking, but without the more dramatic proportions of the bigger car it doesn't stand out. Its basic visual impact is retrograde. The cabin contributes to a relaxing, pleasant driving experience. The quality of the interior materials isn't the best in the class, but the Avenger is comfortable and the controls are intuitive and easy to use. Avenger SE retails for hundreds of dollars less than the next competitive mid-size sedan, and based on current retail prices, we can't disagree. Yet the Avenger isn't just selling price. Both the base four-cylinder engine and the upgrade V6 deliver excellent power and competitive mileage ratings. We might call it a mid-size package with compact value. 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Avenger SXT models come with more equipment and a 6-speed automatic with the four-cylinder, increasing the EPA Highway rating to 31 mpg, for mileage ratings of 20/31 mpg. Optional is a 283-hp, 3.6-liter V6 and a 6-speed automatic. The price is thousands less than other mid-size V6s, yet it's the most powerful V6 in its class. The Avenger V6 also out-powers every mid-size turbocharged four, while undercutting every one of them on price, too. EPA ratings are 19/29 mpg. Avenger R/T comes with the V6, a sports suspension and racy stripes and interior treatment. Loaded with navigation and the Boston Acoustics audio upgrade, an Avenger R/T barely cracks \$27,000. The Avenger chassis is shared with the Chrysler 200, which was designed to be a convertible as well as a sedan, so the chassis is stiff and strong. You'll feel the tightness in both the cabin and handling. Dodge aced the suspension, and both ride quality and cornering response are excellent, benefits of that rigid chassis. The fine balance of comfort and handling contribute significantly to Avenger's appeal. This mid-size has earned the Insurance Institute for Highway Safety (IIHS) Top Safety Pick award. Avenger comes standard with six airbags, electronic stability control and anti-lock brakes. Full Review The Dodge Avenger is an honest, straightforward sedan at a good price. In certain respects it's less sophisticated than some competitors, but it's powerful, comfortable and reasonably economical to operate. It's also quiet and pleasant to drive. Avenger was launched as a 2008 model. A thorough update for the 2011 model year made the Avenger much more competitive in key areas. Avenger R/T joined the lineup for 2012. Avenger carries over to 2013 unchanged. Dodge calls the Avenger America's most affordable mid-size sedan, and based on current retail prices, we can't disagree. Yet the Avenger isn't just selling price. 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