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2018 tahoe rst performance package

Check out all 20 photos of Christian SeabaughWordsJade NelsonPhotosJan 12, 2018A moment there was in the late 90s and early '00s, when Detroit sports trucks appeared to be the new sports cars. But the segment died during the Great Recession, when gas prices rose close to \$5 a gallon. With relatively low gas prices, the segment has shrehed again, and under the GM flag is the new Chevrolet Tahoe Premier RST Performance Edition 2018.Ne you may be confused with the smaller RST Edition package, the RST 6.2L Performance Edition adds a – guessed you – 6.2-liter V-8 to the top of the Tahoe Premier. Although the 420-hp and 460-lb-ft V-8 are new to Tahoe, it was found in the kin of GMC Yukon Denali and Cadillac Escalade. Since the 2015.As launched, the V-8 has not been exclusively different from the GM SUV to full-size - its quick-shifting 10-speed automatic co-developed with Ford is being powered by a GMC Yukon Denali i vehicle for serious performances, such as a Chevy Camaro ZL11 Ford F-150 Raptor. Chevy rounds up the RST performance package with Magnetic Ride Control suspension (MRC), tires for full season performance and visual styling cues. Check out all 20 photos of The Performance Options that bolster our tester include a four-wheel drive, a mean-sounding Borla exhaust that is supposed to add a pair of horsepower, and a large six-piston Brembo front brake. We recommend that you unhinge all three boxes for reasons that will become apparent in just a few minutes. On the track, the Tahoe RST Performance Edition is easily the fastest Tahoe we have tested. With the help of road test editor Chris Walton, a patented Walton Method that starts in 4Hi and quickly switches to 2Hi after takeoff, Tahoe RST runs 0-60 mph for 5.8 seconds, it's running 14.2 seconds at 98.4 mph — V-8 bellowing triumphantly over the Borla isupuha all the way. This is the best standard Tahoe we've tested for over a second. GM's 6.2-liter V-8 has always been a high-torque engine that's available immediately from the line and throughout the line, but it's only better with a 10-speed car with its flash-fast and almost unacceptable transmissions. Tahoe RST is great at moving, but when it comes to stopping and turning, it needs a little help. Despite the optional (\$2,795) front Brembo brakes, the Stone Dueler H/Ts Tahoe RST does not provide the traction required to stop this SUV from 60 mph to anything less than 133 feet. Check out all 20 photos of RST wearing a touch of wandering and a little in the way of feeling. But the suspension of magnetic drive doesn't improve the Chevy's turn. Since the MRC virtually eliminates body roll, the Tahoe RST will be in the corner much faster than such a beast has right – lapping our number eight in 26.1 seconds to a 0.70 g average and pulling a 0.84 g average per skidpad. In the end, if you look at the Tahoe RST Performance Edition as an all-end-all sports truck, you To be disappointed. A man who was far more mushy than me once said, There's no martial physics. With 22-inch wheels and tires that can weigh 5,752 pounds, The Tahoe RST is clouded by slightly smaller, stronger SUVs that chew the same three letters. Nevertheless, the larger engine and the 10-speed Tahoe RST transmission represent a solid upgrade that drastically improves the Tahoe drive experience. Add in a little TLC on Tahoe RST's rudder and braking manners from the Chevy Performance team, and this could be a stronger entry.2018 Chevrolet Tahoe Premier RST (with performance package) BASE PRICE \$66,125 PRICE AS TESTED \$78,540 VEHICLE LAYOUT Front engine, 4WD, 7-pass, 4-door SUV MOTOR 6.2L420-HP/460-lb-ft OHV 16-valve V-8 TRANSMISSION 10-speed automatic CURB WEIGHT (FR/DIST) 5,752 lb (52/48%) WHEELBASE 116.0 IN LENGTH x WIDTH x HEIGHT 203.9 x 80.5 x 74.4 and 0-60 MPH 5.8 sec QUARTER MILE 14.2 sec @ 98.4 mph BRAKING, 60-0 MPH 133 ft 0.84 g (avg) MT FIGURE EIGHT 26.1 sec @ 0.70 g (avg) EPA CITY/HWY/COMB FUEL ECON 14/22/17 mpg ENERGY CONS, CITY/HWY 241/153 kW-hrs/100 mile CO2 emissions, COMB 1.16 lb/mile * SAE certified See all 20 photos ofSamota u news about the VehicleShare on FacebookShare on Twitter This is a div for identification u purpose identification on lightbox. New for 2018, Tahoe LS models are available with custom edition. The custom includes features found at the LS trim level and adds 18-in-an-in-aluminum wheels, all-season tires, a chrome-cut and a third line removed for extra cargo space. The throat roar greets you as soon as you start the 2018 Chevrolet Tahoe RST. Does he have this exhaust stash? asks my surprised passenger. After a quick explanation of the optional Borla exhaust -- and a few more gas bubbles -- he responds with a simple but stunned. Wow. Loud noises are only one part of the new RST Tahoe package. For \$2,820, you'll also get a unique ratio of the last eight and a high-speed air filter, all part of a major powertrain upgrade. Yes, the big selling point is a bigger under-skinned engine: a Chevy 6.2-liter V8 with 420 horsepower and 460 pounds of torque. Giddy-up 5,600-kilogram Tahoe quickly fires forward as soon as you step on the right pedals, with great and affordable power throughout the engine range. The larger engine is accompanied by a 10-speed automatic transmission and, thankfully, does not suffer from gear-hunting problems, instead performing fast, good time shifts. All these gears and seamless engine cylinder deactivation system help with non-comically low ratings, with a city rating of 14 mpg and 22 mpg of highway. Between two fuel tanks in mixed driving environments, I am averaging a low but not a terrific 16.1 mpg. Enlarge image.modalTemplate:{{content}}, setContentOnInit:false}>Large V8 rumble through the bole exhaust. Jon Wong/Roadshow Customers can get an RST package on Tahoe LT with standard suspension, or on-range Premier trim, which comes standard with Magnetic Ride Control suspension system with RST specific calibration for adaptive snoutings. In addition to the super-wide 22-inch Bridgestone Dueler tires, the Tahoe RST folds through bends with respectful composition. Turn-in for corners is brisk with slightly weighted but responsive steering. There are many adhesions through the corners and the optional six piston Brem front brake calipers can easily erase the speed quickly. Unfortunately, the replacement for this upgraded suspension is poor driving quality. The front is not so noticeable, but for passengers in the second and third rows, the rear suspension provides a resolutely torn ride. Dark materialA special edition model is complete without visual changes. The \$2,630 RST-look package - yes, an extra cost above a powertrain upgrade worth \$2,820 - adds a 22-inch bike with glossy black painted nozzles along with a charge of other black outdoor accents, including a grille, badges, mirrored lids and roof rails. Combine all this with this test car black paint work and you have a severe look that fits the secret service or the famous music mogul. Enlarge the image.modalTemplate:{{content}},setContentOnInit:false}>Large 22-intricity wheels and tires of style and handling. Jon Wong/Roadshow RST changes end when you head into a spacious cabin, which is fine because the accommodations are still good enough. Contrasting cocoa brown and black surfaces of soft touch with mahogany trim offer a superior look and feel, while the creature comforts as warm front seats, steering wheel and chairs of the captain of another species will preserve the toasty of passengers on cold days. Like most full SUVs, Tahoe is able to swallow a lot of cargo with 15.3 cubic metres of space for the third type, 51.7 cubic meters of the buttocks of the second species and 94.7 cubic meters for the first row. But with all seats up, the Nissan Armada edged the Chevy out with 16.5 cubic feet of cargo space and 95.4 cubic feet with both rows of rear seats down. Ford's new expedition brightens it even more with 20.9 cubic meters for the third row and 104.6 cubic meters with the second and third rows rolled. Still solid technology's fresh competition in the market remains a strong Tahoe technology game. MyLink with an 8-inch touchscreen is simple and efficient with intuitive menus, and hard buttons in the center to get to your home and audio screen quickly. Navigating with real-time traffic updates, a crisp Bose sound system with 10 speakers and an OnStar 4G LTE Wi-Fi hotspot are excellent during your trip to Chicago from Detroit and back. Enlarge image. modalTemplate:{{content}}, setContentOnInit:false}>Chevy MyLink runs both Apple CarPlay and Android Auto. Jon Wong/Roadshow Apple CarPlay and Android Auto users will appreciate MyLink because it is able to run both, while there are many USB ports, 12-volt sockets, the charging pad on the centre arm guard and the trikg plug in the second row for the juice of the smart device. Security technology isn't stunning, too. The standard front-impact warning comes with automatic emergency braking, belt restraint assistance comes with a lane departure warning, where there's a blind spot control and a rear camera with a cross-traffic warning. Oddly, flexible cruise management isn't standard either on top of Premier trim, but is available as an \$895 option. My TahoeA as a car enthusiast, my Tahoe would definitely have an RST performance package, and since i would also like Magnetic Ride Control, I would have to pony up for the Premier model. As much as I'd like an optional Brembo front brake, I'd throw away from those who would keep the price slightly under control, but spring for four-wheel drive, because I live in Michigan and I'm subject to real winters. See all photos +64 More With all this, my Tahoe sticker would be for \$71,945, which includes \$1,295 for a destination. That's a little more reasonable than the \$78,450 tested price of my test with upgraded brakes, a sunroof and a rear entertainment system, but it's still not a cheap truck. One of the few Jeep's Grand Cherokee Trackhawk with super-stuffed 707 horses the Hellcat engine is among the most noteworthy go-fast utes today, but it's a mid-suv. When it comes to full-size performance SUVs, the Tahoe RST really only has a Dodge Durango SRT as a non-luxury competition, and with 470 horsepower and 475 pounds of torque from the 6.4-liter Hemi V8, the Chevy is ample. When possible with similar equipment, Dodge also checks in at a low \$70K range to bring both muscle trucks to the same playing fields priced blue. Any of these SUV hotrods will plant a smile on your face and you can pull some wows out of your passengers every time you massage the gas pedals. If you appreciate the bragging rights on an expensive strip, you'll probably want to go for dodge, but if you still want a quick people mover with a slightly nicer cabin and infotainment tech, chevy is perhaps more in your street. Page 2 Fuel Prices Overdrive Switch Transfer Basics, 6-speed AT, A/T Body Braking & Handling Locking/Limited Slip/Al Technology Features AM/FM Stereo, MP3 Player, Smart Device Integration, CD Player, Satellite Radio, HD Radio, WiFi Hotspot, Auxiliary Audio Input Power Door Locks, Keyless Entry Power Mirror(s), Greedy Mirrors for Kiwi Sensors, Intermittent Towels, Variable Speed/Intmitt Towels, RequiresTipping, Bluetooth Connection, Perimanable Steering Wheel, Cuter Wheel, Audio Steering Control, Start Remote Motor, Crossing Control, Telematics, Telematics Navigation, Back-Up Camera, Security System Safety Assist, Automatic Headlights, Daytime Running Lights, Control Of The Learning Strip, Stability Control, Stability Control, Baby Security Locks Driver Air Bag, Passenger Air Bag, Front Side Air Bag, Front Head Air Bag, Back Side Air Bag , Passenger head bag, airbag sensor for passengers Air conditioning control, A/C, rear A/C, Multi-Zone A/C Glass privacy, Power Windows, Rear unfreeze passenger adjustable Lumbar, Driver-adjustable Lumbar, Driver seat, Seat buckets, Power Passenger Seat, Pass-Through Rear seat, Rear seat, Seat dimensions 3. rows Other details Fuel tank Capacity, Approximately (gal) (gal)

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