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The Chevy adopts a modified version of the Voltec dual-motor hybrid system from the impressive 2016 plug-in Volt, only with a larger and more powerful 1.8-liter four-cylinder engine and a much smaller lithium-ion battery pack, of 1.8 kilowatt-hours. It's based on GM's venerable all-American 3400 pushrod motor, but, we are told, there's hardly a part in it that hasn't been redesigned. Over the years, GM's efforts to emulate these elusive qualities have mostly produced such excremental automobiles as the Cadillac Cimarron, to cite just the worst example. Owners with developed aesthetic sensibilities will want the Premier edition, or to stick with the Jet Black scheme. We can then create a vehicle history for every car in our database and make it available to you. Another American element is the Malibu's styling, which can be described as "uninspired" or "clean and simple." Either way, it's not a head turner, as Lutz grudgingly concedes: "I think I might go for a slightly more adventurous design, although adventurous design isn't exactly what's done in this category." More in the European vein is the Malibu's interior, which is also simply styled but in a coherent, elegant way. We would prefer the four-wheel discs with ABS that are standard on the Maxx wagon (see sidebar). That one gets GM's new eight-speed automatic. Floor the pedal to flout your hybrid manners, and the 277 pound-feet of torque supplies a convincing surge of passing power, in the manner of a Honda or Nissan with a CVT.Like its Volt cousin, the Chevy also proved one of the smoothest, quietest hybrids in its class, switching between full-electric and blended gas-electric operation without a hiccuping engine start-up or weird spikes of power: Some of the shiny plastics in more affordable versions appear dunked in Armor All. "The importance of this car is the demonstration that General Motors will do world-class automobiles," he says confidently. Between gas and electric grunt, the Chevy makes 182 system horsepower—quite adequate in a car that encourages you to avoid heavy throttle application regardless. As for Chevrolet, a brand that once moved 1 million Impalas in a single year, its family sedans have played class wallflower—including in sales—to the smarter, popular kids from Honda, Toyota, Nissan and now Ford and Hyundai. That puts the 2016 Chevrolet Malibu firmly in the Pleasant Surprises category. Unlike so many pudding-soft hybrid pedals, these brakes feel like real stoppers, with a seamless pedal transition between motor-generator recapture and the actual mechanical brakes. Government handouts to religious groups become faith-based initiatives. —FMHG This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. The new Malibu's European personality is apparent the first time it hits a bump. Liberals become progressives. The electric power steering—a first in this class—eliminates hydraulic hoses and other parts, slightly improves fuel efficiency, and reduces noise. But hey, at least the dashboard has some distinctiveness, unlike others in this segment. Brakes for the Malibu sedan are front disc and rear drum. Yet the Malibu handles as well as anything else in the corporate lot: the Optima, Nissan Altima and surprisingly competent Toyota Camry SE; and better than the softly sprung Hyundai or Chrysler 200.All told, the Chevy performs every family chore, and more handsomely than most. Stuffed to its hybrid gills with leather seats, wireless phone charging, Bose audio and the latest safety gizmos—including automated braking and a lane-keeping system—the Malibu Hybrid checked out at a fully competitive \$33,775.Of course, most Malibu beachcombers will be hunting a non-hybrid version. Most unexpectedly, there's a hybrid version that's among the best in its field, not another half-assed "mild" hybrid that GM once foisted on customers. To avoid this stigma, Chevrolet plans to discourage fleet sales of the new Malibu, leaving that business to the old model, which will continue to be produced under a new name, the Chevrolet Classic, so Hertz and Avis need not despair. The Malibu's available caramel-brown interior looks like Gerber's purée, and the gray version is as fogeyish as a CBS holiday special. The standard engine for LS and LT models is GM's new 3500 V-6. General Motors has been trying to build a "European car" for nearly as long as the Chicago Cubs have been trying to win another World Series, and with about as much success. (The Accord and Toyota Camry hybrids tend to play closer to the Malibu's frugal ballpark.)That's serious mileage in a family sedan, one with a 3.6-inch longer wheelbase that carves out 1.3 inches of extra legroom for lanky adults in back. As for performance, call it smooth, subdued and unspectacular. It grooves right along on interstates and makes transitions predictably into understeer when pushed through switchbacks. And Chevy's eye for contrast recalls those Midwesterners (including, come to think of it, certain GM designers and engineers) who still think it's cool to stack varying monochromes of a single shade—suit, shirt, tie—that actually don't go together at all. Both engines are actually down on power compared with their predecessors, but as with many once-corpulent GM relatives, from Camaro to Cadillacs, the Malibu's weight loss program trims some 300 lbs, so acceleration is largely a wash. VEHICLE TYPE: front-engine, front-wheel-drive, 5-passenger, 4-door sedan ESTIMATED BASE PRICE: \$17,000-\$23,000 ENGINES: DOHC 16-valve 2.2-liter 4-in-line, 145 hp, 155 lb-ft; pushrod 12-valve 3.5-liter V-6, 200 hp, 220 lb-ft TRANSMISSION: 4-speed automatic DIMENSIONS:Wheelbase: 106.3 in Length: 188.3 in Width: 69.9 in Height: 57.5 inCurb weight: 3200-3300 lb C/D-ESTIMATED PERFORMANCE: Zero to 60 mph: 8.0-9.0 sec Standing 1/4-mile: 16.0-17.0 secTop speed (governor limited): 120 mph ESTIMATED FUEL ECONOMY: EPA city driving: 22-24 mpgEPA highway driving: 30-34 mpg We live in an age of euphemisms. This repackaging allows for four-inch-wider rear doors; seven inches of fore-and-aft travel for the adjustable, reclining rear seats; and a versatile rear storage shelf that can double as a picnic table. And the station wagon—a name marketing people feel turns off aging yuppies who associate it with boring mom-and-dad outings—becomes, in the case of the Malibu Maxx, a "five-door extended sedan." But what's in a name, as the hard asked? Penny savers can start with a \$22,500 Malibu L, whose 1.5-liter Ecotec four turbo-boosts its way to 160 horsepower and 184 pound-feet of torque, but exclusively with GM's aging six-speed automatic transmission.If you need to get places fast, you'll want the 2-liter, 250-horsepower turbo four, starting from \$29,495 in the 2LT model. The platform, called the Epsilon, got its baptism in the Opel Vectra and Saab 9-3. The Malibu Hybrid's 47-mpg combined EPA rating—48 city, 45 highway—equals that of the Honda Accord Hybrid as the stingiest midsize on the market. And GM also hopes the Malibu will help rebuild its reputation for quality cars. Those sorts of up-and-comers may not have considered a Chevy sedan since the Mad Men Sixties and Seventies, when the Malibu was part of the Chevelle line. GM then spent a reported \$722 million (which includes retooling at its assembly plant in Fairfax, Kansas) to adapt the Epsilon for the U.S. market, being careful not to dilute its continental character, according to Bob Lutz, GM North America chairman and product czar. The forgettable, cramped-in-back version is officially forgotten, after a mere three-year production run.Laying some tracing paper over the shapely Impala, the new 'Bu looks crisp and classy, and performs with project-manager aplomb. And that Accord is on hiatus for 2016, so the Malibu—again, the Chevrolet Malibu—is suddenly the mileage king of mid-size sedans.Landing a pre-production Malibu for our test, I put my brain and right foot in Prius mode, and got another pleasant surprise: I saw 42 to 48 mpg in real, everyday driving. Its 145 horsepower and 155 pound-feet of torque won't smoke the tires, but the cash constrained will appreciate its estimated EPA fuel economy of 24 mpg city and 34 mpg highway. When something takes on an unpleasant conotation, we just call it something else. Under super-light throttle, the Malibu was also adept at staying in all-electric mode, easing down brownstone streets in Brooklyn without firing up its little four-banger; GM says the Malibu can operate gas-free at up to 55 mph for short stretches. Trunk space does drop to 11.6 cubic feet, down from 15.8 in standard Malibus, thanks to the battery below.At \$28,645, the base freight is a bit higher than that of some hybrid competitors, but the Chevy is smartly kitted with standard pushbutton start, LED daytime running lamps, a 4G LTE connection and wifi hotspot, a rear camera and a seven-inch central display with Apple CarPlay and Android Auto. "The instructions to the team were, "You pick up the European Epsilon platform, and you do not dumb it down for the American market." Neither does Lutz want the new Malibu to be confused with the current model, which falls into the "not too bad" category and appeals mostly to municipal bureaucracies and car-rental companies. But with Chevrolet hoping to lure fans who are welded at the hip to Japanese stalwarts or Korean upstarts, this Malibu may help turn back time.2016 Chevrolet Malibu Premier & Malibu Hybrid (Pre-production)PRICE (BASE): \$31,795; \$28,645POWERTRAIN: Turbocharged direct-injection 2-liter in-line four, 250 hp, 258 lb-ft torque (Premier); 1.8-liter four with dual electric-motor drive unit, 182 hp, 277 lb-ft torque (Hybrid); front-wheel drive, eight-speed automaticWEIGHT: 3,278 lbs (Premier); 3,457 lbs (Hybrid)0-60 MPH: 6.1 seconds (Premier); N/A (Hybrid)TOP SPEED: N/AMPG: 22 city / 33 highway (Premier); 48 / 45 (Hybrid)ON SALE: Now "We made some minor adjustments to make the suspension a little more compliant in keeping with the reality of American roads," Lutz admits. Active grille shutters close at speed to reduce aerodynamic drag.You also get the outstanding blended regenerative braking system from the Volt—if not, unfortunately, the Volt's novel steering-wheel paddle that boosts energy recapture and operates as a virtual hand brake, making for more fun than the typical hybrid. I'm picturing it as perfect for today's Don Drapers, or at least Peggy Olsens; ambitious, buttoned-down sorts, determined to get the office with their name on the door. Extended sedan notwithstanding, this looks like a wagon to us, and a pretty useful one at that. European in this sense implies an exemplary degree of style, quality, performance, and technical virtuosity—think most German cars. The base model's engine is GM's familiar 2.2-liter Ecotec DOHC four-banger. The information helps you to check sales data, avoid expensive follow-up costs and negotiate a fair purchase price. GM is trying again, touting the 2004 Chevrolet Malibu as its latest European. Unlike other such sedan knockoffs, which merely square off the back and add a rear hatch, the Maxx rides on a wheelbase that's six inches longer than the sedan's, yet its overall length is 0.5 inch shorter. Regardless of what it's called, the Maxx seems as useful as any station wagon from the past. There's a muffled "thunk" as the impediment is quickly digested by the car's suspension-struts in rear (with forged aluminum control arms) and independent multilink in the rear (with twin-tube gas shocks). Once the sedan you signed for, grudgingly, at the rental counter, the new Malibu can make a play for your own monthly payment. The seats, which come from a French supplier, are wide, well formed, and comfortable, and the general interior ambiance is that of a larger, more upscale car. And that's the impression GM hopes will help convince 200,000 to 300,000 buyers a year to choose a Malibu over a Toyota Camry or Honda Accord. A tall order, but GM further hopes that the Malibu, among future models, will restore GM's passenger-car business, which has slipped from 876,432 Chevy units in 1998 to 746,595 in 2002. For sporting attitude, I'd slot the Chevy well below the class-topping Mazda 6 and Honda Accord, maybe a touch below the Fusion. Now one of the lightest midsize family cars—carrying as little as 3,086 lbs—the Malibu foregoes a thirsty V6 and majorly ups its mileage: to 27/37 mpg with the dinkier turbo and its standard engine stop-start system, and 22/33 mpg in 2-liter guise.I cruised New York in a decked-out Premier model (\$31,795 to start; \$34,285 out the door), which scoots from zero to 60 mph in about 6.1 seconds—slower than an Accord or Camry V6, but still speedy by family-guy standards. Inside, the Chevy feels nicely buttressed against noise and rough roads, and the bigger back seat is welcome. You may be able to find more information about this and similar content at piano.io At CARFAX, we collect events from the lives of millions of used cars from 20 European countries, as well as the USA and Canada. The Malibu also introduces Chevy's first exhaust gas heat recovery system, using exhaust heat to warm or cool the cabin. Wishful thinking, maybe, but Bob Lutz doesn't think so. General Motors has never made a conventional hybrid that's worth a damn. The instruments and controls are where they should be, and the use of faux wood and bright metal accents is refreshingly minimal. In the Ford and Hyundai hybrids especially, I couldn't top 38 mpg on a bet, with those models consistently failing to meet their optimistic EPA projections. Still, the Malibu is surprisingly firm and controlled, with much less roll, dive, and "boingyness," a technical term coined by our Steve Spence, than one expects from a high-volume GM car. (Looking at you, Hyundai Sonata.)The rest is all good, including handsome gauges and crisp, easy-as-pie Chevy MyLink infotainment screens (in seven- or eight-inch versions), floating within easy reach on a jutting central pod. It's a pretty sophisticated setup for a car that's expected to top out in the mid-\$20,000 range, about the average transaction price of a new car these days. Well, not quite new. But this time, instead of attempting to re-create a European car, GM simply crossed the Atlantic and snatched one from the cradle at Opel, its German subsidiary. Not necessarily from Europe are the Malibu's powertrains. This engine will see wider use in GM's lineup under a new strategy that slots its powertrains into three categories: "image"-one percent of the total, which will include exotics such as the future Cadillac 7.5-liter V-12; "high feature"-about 20 to 30 percent, which will be advanced-tech performance motors such as the forthcoming 255-hp, 3.6-liter DOHC V-6 with variable valve timing; and "high value"-70 to 80 percent, which are lower-cost engines with "appropriate technology" such as the Malibu's V-6, which, despite the absence of multiple valves and camshafts, cranks out a respectable 200 horsepower (30 more than the previous Malibu) and 220 pound-feet of torque while delivering decent mileage (22 mpg city and 30 mpg highway). The dashboard is a busy assemblage of wings and inserts and stacks, as though Pontiac's manly ghost was flitting about. If there's a beef, it's that Chevy (and by extension, GM) still needs help accessorizing.

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