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The Chevrolet Tahoe adopts an independent rear suspension and gains a level of comfort and sophistication never before seen in a full-size Chevy ute, even if its headlights, giant grille, and design look better in person than they do in photos. Read the full review. Standard running gear is familiar: hp 5. Only the top-spec High Country gets the hp, 6. GM's light-duty diesel, a 3. Despite switching to an independent suspension, Tahoe tow ratings dropped just a bit, and only one modelâ€"the High Country 4x4â€"isn't rated to tow at least four tons. The Tahoe Z71 gets special front-end treatment with a faux skid plate that protects a real skid plate from superficial scratches. Air springs and magnetorheological dampers are optional. The 5. The High Country will be quicker, as will non-all-terrain-shod lesser models. This may sound weird to say about an SUV, but pictures do not do this car justice. Or maybe it grows on you. Either way, the Tahoe is much better looking in person than these pictures suggest. The switch to an independent rear suspension as well as a small wheelbase and length stretch pays huge dividends to those invested in third-row comfort. No longer is the Tahoe's way back a penalty box. Second-row seats return to their most forward position after every folding, saving the knees of countless adults. Rumor is that older brothers are threatening to unionize, demanding that this thoughtful evolution of the flip and fold changes so that sibling torture can resume. New Cars. Buyer's Guide. Type keyword s to search. Today's Top Stories. The Best Sedans of Best EVs and Hybrids of Best Pickup Trucks of Best Minivans and Vans of Best Station Wagons of Marc Urbano Car and Driver. A motorized center console answers the question no one was asking. Advertisement - Continue Reading Below. 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Manufactured for worldwide market. Produced and sold in Brazil and in Indonesia. Trail Blazer. The second-generation TrailBlazer is built in Thailand and in Brazil. Wuling Hongtu marketed as Chevrolet N in Ecuador. Series C Classic Six. One of the first automobiles made by Chevrolet under W. Series M Copper-Cooled. Series AA Capitol. Chevrolet's mid sized car that competed against the Ford Model A. Series AB National. Series AC International. Chevy's mid-level full-size car for the â€" in US market and â€" for Canadian market. Bel Air-based mid level full-size wagon. The first generation was produced â€", and the second generation was produced â€" Replacement for the Advance design, the new design included "wrap-around" windshield, power steering and brakes and 12V electrical system. Chevy's least expensive level full-size car for the â€" in US market and â€" for Canadian market. Biscayne-based least expensive level full-size wagon. Impala-based top level full-size wagon. Chevrolet's long run of full-sized pickup trucks offered in light-duty or heavy-duty configurations with rear-wheel or four-wheel-drive application. Chevrolet's compact â€" and subcompact â€" car. Nova was the top-line of Chevy II series. Kingswood Estate. Caprice-based top level full-size wagon, added at the range higher than Kingswood, produced during â€" Chevrolet's compact pickup truck which was the first domestically built compact pickup of the "Big Three" American automakers. Chevrolet's full sized pickup trucks offered in light duty or heavy duty configurations with rear-wheel or four-wheel drive application using GTM Platform. GM Delta platform. Chevrolet's compact sedan that replaced the Cavalier. Caprice PPV. City Express. Discontinued due to poor sales and incompatible parts. Chevette South America. Chevy Malibu. Chevy II. Biscayne Canada. Bel Air. El Morocco. Personal luxury. Chevelle Laguna. Monte Carlo. Sports car. Sold as a Police Pursuit Vehicle. Full-size SUV. K5 Blazer. Coupe utility. El Toro. El Camino. Compact pickup. Full-size pickup. Advance Design. Task Force. Subcompact crossover SUV. Compact crossover SUV. Captiva Sport. Mid-size crossover SUV. Full-size crossover SUV. Mini SUV. Compact SUV. Grand Vitara. S Blazer. Mid-size SUV. Grand Blazer. Chevy LUV D-Max. Mid-size pickup. Lumina APV. Trans Sport. Since then Corvette has evolved into a high-performance mid-engine sports car that challenges the top exotics of the world. Car crash: Tiger Woods had a rod inserted in his leg during an emergency surgery after a high-speed crash. Lead shot poisoning flamingos in Greece: wildlife group. Ad Microsoft. Full screen. Microsoft and partners may be compensated if you purchase something through recommended links in this article. First Generation Chevrolet Corvette. Slideshow continues on the next slide. First Generation Chevrolet Corvette at Sebring in First Generation

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I'm already a fan, don't show this again. Send MSN Feedback. How can we improve? Please give an overall site rating:. Privacy Statement. Opens in a new window Opens an external site Opens an external site in a new window. The Chevrolet Blazer sets itself apart from the rest of the midsize SUV crowd with distinctive and muscular styling. Essentially, Chevy took what could otherwise be a ho-hum family hauler and gave it an extreme makeover using clothes from the Camaro's closet. The accessorizing continues on the inside where you'll find a dashboard that has some Camaro-like design cues. Pleasingly, there's some substance behind the Blazer's looks. It has agile handling for an SUV, and its optional V6 engine provides robust acceleration. We also like that it comes with Chevy's newest infotainment system, which is responsive and easy to use. What we're not so fond of are the compromises made by that sporty styling. Rear-seat headroom is limited and cargo capacity suffers as well. Other five-passenger midsize SUVs such as the Hyundai Santa Fe and Honda Passport are significantly more practical and don't give up much in terms of outright performance to the Blazer. Three engines are available: two four-cylinders one turbocharged and a V6. All are connected to a nine-speed automatic transmission. The Blazer's significant features include: L The basic L is usually reserved for fleet sales but includes:. Many features from the higher trim levels can be added to the lower trims via various equipment packages. Other significant packages include:. The Blazer 2LT has this quick acceleration while in sports mode that I handle very well, so easy to reb up on 80 mph on the express way maybe due the aerodynamic hood to windshield help to cut through wind burst. Sporty looks and handling, comfy seats, lots of power with the v6, lack of head room? Give me a break, im 6ft tall and have never had so much head room! Plus tons of leg room front and rear. Great fuel economy if you drive like [non-permissible content removed] but not so great if you like to have fun. Overall love it. This is my 5th Chevy lease 3 Traverses then an Equinox and I love it! I didn't think I'd need the 6Cyl, but after driving the turbo 4, which didn't drive much better than my Equinox, I drove the Much smoother ride all around. Otherwise, it looks good, but doesn't stand out as much. I'd also add the Convenience Package. Finally, the interior looks nice, but could look nicer. The space is perfectly fine all around, so I don't know what the complaints are all about regarding space. Get the Traverse if you need the 3rd row and more space. A true head turner. All of the features are easy to use and I especially like the lane assist. The Blazer has made a huge comeback!!! Write a review. See all 7 reviews. NOTE: This video is about the Chevrolet Blazer, but since the Chevrolet Blazer is part of the same generation, our earlier analysis still applies. The rugged Honda Passport and sporty Chevrolet Blazer are two new intriguing SUVs that seem ripe for people looking for fun vehicles but have expanded passenger and cargo needs. Video hosts Alistair Weaver and Jonathan Elfalan have both recently become new dads and seek to determine which one is the better pick. Hand stitched, of course. Adjustable driving position, optional cup holder. But, as you might have noticed, sports cars are kind of off the menu for the next, well, 20 years? Things like cargo space, safety, comfort, convenience are now more important than ever. But since we're driving enthusiasts, we don't want our vehicles to be boring either. Both promise lots of real world practicality with something a little extra-- a bit of flair. To find that out, we're doing a proper family test. We're bolting in car seats. We're loading them up with cargo in the back. And seeing how much comfort they provide out on the open road. You can let your kids develop their own personality. You don't want to influence them too much. That would be wrong. Course check this out. Look at that. So we're going to have a good old fashioned race-- who can fit their child seat faster? This has got a latch system. But it only has two-- one at either side. So if you're a middle passenger, you have a really bum deal. There are actually three sets of anchors back there. So if you want, you can have the middle car seat installed in the center, and you can have two adults on either side, which is actually kind of rare for this class. I like that. Me, too. It's almost like the smaller your baby, the bigger the car seat. In a lot of vehicles, I really struggle to drive with the seat behind me. The Blazer's actually not too bad for that. I'd have to compromise a little bit. So I'm a little bit cramped. But it's generally OK. The Passport has perhaps marginally more room.

But to be honest, there's not much in it. And that a sensible consumer advice. It sports a more rugged design with added ground clearance for improved driving when you're off the beaten path. Under the hood is a smooth revving V6 engine, which makes a healthy horsepower. There's also a pretty sophisticated all-wheel drive system available, which our test car happens to have. To some, the Passport may not have the most striking exterior design, but that also poses a lower risk of polarizing shoppers. Chevy's tried to infuse the Blazer with the style and the spirit of the Camaro coupe in order to appeal to a different kind of customer. Now, normally, bolting sports car styling onto the body of an SUV is a recipe for disaster. Just ask Porsche. But I think Chevy's has done a fantastic job. The Blazer has real presence, particularly around this nose, and particularly if you choose the RS trim that we have here. To be honest, I think it makes the Honda look a bit dull. Nor is it all bark with no bite. Under the hood is a V6 with horsepower and a sophisticated all-wheel drive system. The only caveat for me is the price. Now, that's six grand more than the Honda and as much as many luxury alternatives. At this price, it better be good. So this is more important consumer advice. So shall we try and fit this contraption into the Passport? How posh is that? There we go. It looks pretty good. The nice thing is you can still get a sort of bag alongside it. One of the greatest strengths of the Passport is it has one of the largest cargo capacities in the class. I will say that the loading height is a little high, about 3 inches higher than the Blazer. But a little height makes a big difference, especially if you're loading something heavy. You look really look like you're going to struggle. What I also like about this is all this side here is lined. There's a lot of really nice attention to detail on the Passport. Should we try the Blazer? Let's do that. You can see it's starting to scratch up straightaway. I can see that. You know, with the stroller inside, you can definitely see the difference. You've got some intrusions on the inside. It's about 10 cubic feet smaller than the Passport. You wouldn't fit another big bag beside it like you could easily in the Passport. And day to day, that's going to make a big difference. With our daughters getting restless, it's time to hit the road. The biggest problem, though, is I think it's style over substance. These air vents are great, but all they tend to do is either freeze your knuckles or freeze your knees, and that's about it. I end up shutting them down. Another pecker I'm talking of the climate control. You can't control the airflow in the back. And I had friends in over the weekend who were complaining for literally hours about the fact that they felt they were constantly getting cold air and couldn't do much about it. And there are lots of details in this vehicle which I think really let it down. Like you mentioned, the air vents is a big thing, especially if you have kids in the back. Luckily, it seems like these kids are asleep. Like, the USBs in the center here drive me crazy. There's no attempt to cover them. There's no reason as to why they're there. If you plug in any sort of cable, they look ridiculous. It drives me mad. You know, the integration of technology into this cabin is a bit of an issue. It's not that they don't have the features that you want-- they give you a USB-C outlet, they give you a USB, they have a wireless charger here. So everything's here, but it's kind of poorly thought out in terms of layout and how you would actually use it. But this is very nice. Spent many miles trying to adjust this screen. It's mounted vertically, which presumably is to avoid reflection. So it's only partially successful at that. But it always looks a bit odd. It's very responsive. Like you said, there's a ton of apps here. So everything is there. It has the right bones, just the execution is poor. One of the things I keep coming back to is the look and feel of the material that they use in here. This car is pushing over 50K, and it just doesn't feel like it. Quality standards have improved so much recently-- thinking about vehicles like the Mazda CX-5 for example-- Chevrolet really needs to pick up their game in this area. It really lets this vehicle down. I think that's one of the best features about the Blazer. Even on the roads like these, which aren't super smooth, the ride course calm, it's relaxed. It's quite an easy car to drive. The only thing that I would say is that you do pay a price for that styling. And to be honest, I would sacrifice that for the styling. You can naturally look over your shoulder and see anything that's in your blind spot. But one feature I do love in this vehicle is in this little door pocket here, there's a space designed for an umbrella. Ah, wonderful. My knee keeps catching the little temperature control thing, turning on the air conditioning, and blowing. It's just your knee. So now we're in the Honda Passport after jumping out of the Blazer. And right off the bat, I think the material quality in this car just seems a level up from the Blazer. What do you think? You still got a few hard plastic, but the key thing is they don't look sort of cheap and shiny. And although it's not quite at luxury car standards, it's pretty good. It's just that the sort of level of detail, the attention is great, and it just works well. We've come to expect this from Honda. But everything is kind of where you expect it to be. It's great to have wireless charging for your phone. And Honda's own system is pretty easy to use. And everything feels pretty quick and responsive. But I think what Honda does differently from the Blazer is that it's just better integrated. Like, you have little flaps here that cover the power outlets when you're not using it. And they're in a good convenient spot here. The level of thinking, it feels like

there's a sort of extra layer of thought that's gone into it. They're generally pretty good, but the adaptive cruise control doesn't work below 20 miles per hour, whereas in the Blazer, it does. So if you're just crawling along in traffic, that is one of the aids that kind of takes the stress out of it. Both our test cars are fitted with a range of electronic gadgets, such as blind spot monitoring, that help you avoid an accident. Nobody's being thrown around too much. I'd say it's probably a tick better than the Blazer. But the Blazer also has slightly larger wheels. That said, yeah, the ride quality is really quite nice in here. The steering is light. It's certainly not an intimidating car. You can also get great visibility out of it. It feels to me-- I mean, it is a wide car. You feel like you've set a little way away from me. I can't elbow you. All the windows are squared off. I can look over my shoulder and see everything. So you're not really having to rely on this super comprehensive degree camera to see everything around you. I mean, all the TV ads have it sort of blasting down dirt tracks. And while it's no Jeep Wrangler, it has got a reasonable amount of off-road ability. That added ground clearance is going to give you slightly better off-road ability, as you say, but it's not a rock crawler. That said, we have a button here that is able to switch between modes. So if you're in the snow, if you're in the mud, it's going to calibrate everything to help you drive through those situations without any issue. I think both of us recognize that as soon as you have a kid, no matter how old they are, you end up with loads of detritus. And what Honda's done is build into these vehicle huge amounts of storage space. There's a big bin here in the center. There's all sorts of gubbins. I think we like this car. I think so. And it is pretty refined in here. Or my smooth driving ability might have just put them to sleep. With our daughters sleeping soundly-- well, for once-- Jonathan and I take to the Edmunds test track. So in case you're wondering why we bother to bring vehicles like the Blazer and particularly the Passport to the track like this, well, this a key part of the Edmunds testing process, which you hear every Monday. What it allows us to do is to really experience the full repertoire of a car's dynamic ability. So if you all are in an extreme situation on the road, we can tell you how we expect it to behave, and we can pick up any vices in the ride or the handling. We think it's an important part of the integrity and authority of the process. Another interesting aspect that I found with this pairing of cars is that they both offer torque vectoring all-wheel drive. Now, what that does is it allows them to send power to individual wheels, which helps steer them through the corner. And that's a good thing. But what do you reckon would be fast? What would you feel that would be faster in? That said, I'd much rather drive the Passport around here. What about you? I think that the Passport just feels like a more consistent car to drive. And yeah, it might ultimately be a gnat slower, but it gives you a bit more confidence for me than the Blazer. I can kind of start to feel what's going on better. If you drive around normally, it's in front-wheel drive. And I think you and I have both done a couple of laps in front-wheel drive. And this vehicle really doesn't work around there. I mean, it affects not only your traction kind of coming out of a corner, but also when you get on the gas, the steering sort of goes wherever it pleases. So there's a little knob down here in the center. So you go from two-wheel drive to all-wheel drive. Then you have to change it again into sport mode. Now, that affects the gearbox. It affects the steering. There's a little bit more resistance. The steering wakes up a little bit more. And in theory, this is the fun button. It also takes about 10 seconds to do all of that. Slightly irritating. But we're also, arguably, in a slightly sportier vehicle than the Passport. But based off of the exterior design, one might think that this thing is an absolute riot on the handling track. But I think the exterior styling and certainly all of Chevy's marketing points to a car that is going to be fun to drive on a twisting road. To me, it just doesn't-- once again, it just doesn't quite deliver. The steering just feels a little bit artificial. The seats don't give you nearly enough support. So I think both of us feel like we're being thrown around a little bit too much. And although it's pretty quick and it's marginally faster than the Honda in a straight line, it never really feels like it. It's not a ton more, but it's enough, I think, for the average person to say that this does feel like a slightly sportier car than the Passport. But let's not kid ourselves that this is some sort of Camaro in SUV form. It's just not. But I think if you're going into it thinking that you're going to get a sporty vehicle, that this is going to be as fun to drive as something like the Camaro on a winding road, then I think you're going to be disappointed. Where, for example, are the paddle shifters to complement the V6? And these seats really lack support. How I'd love a couple of bucket seats from the Camaro. It's like the chassis engineers and the engineering people were in a different briefing to the designers. I kind of feel that way, too. And I think to your point about the sporting pretensions, the fact that you have to activate the all-wheel drive system, whereas with the Pilot, it just works automatically, you shouldn't have to select it. But which would you rather drive? It's just a much more cohesive package and it's more satisfying to drive. I agree with you. And that's not only a big surprise, but a pretty big disappointment as well. I really had really high hopes for this car. I love the way it looks. And on paper, it promises so much. But the execution is poor. In many ways, it's less than the sum of its parts. I know lots

of people will buy it for its looks alone. And that's absolutely fine. But there are better family options out there. And that's why we're placing it seventh in our rankings for midsize SUVs. And at this price point, it feels like a real deal. In many ways, it's more than the sum of its parts. It isn't perfect, but it doesn't try to oversell itself either. In fact, we like it so much, it's now our number one-ranked midsize SUV. If you buy your own Cool Dad T-shirt, it's distinctly uncool. The Blazer might have the edge of the Santa Fe when it comes to ride and handling, but Hyundai's SUV counters with a high-quality interior, excellent warranty coverage, superior cargo capacity and all-around good value for the money. It does lack an engine as powerful as the Chevy's optional V6, but it also undercuts a similarly equipped Blazer by thousands. The Acura also offers a roomy interior and superior refinement as well as handling performance that's comparable to the Blazer's abilities. In the Blazer's favor are the easier-to-use infotainment system and the optional V6 engine. As evidenced by its No. Its standard V6 engine is smooth and powerful, and its spacious interior is dotted with thoughtful storage options. To learn more about what life is like with a Passport, read more about our experiences during our long-term Honda Passport test. Consumer ratings and reviews are also available for the Chevrolet Blazer and all its trim types. Overall, Edmunds users rate the Blazer 4. Edmunds consumer reviews allow users to sift through aggregated consumer reviews to understand what other drivers are saying about any vehicle in our database. Detailed rating breakdowns including performance, comfort, value, interior, exterior design, build quality, and reliability are available as well to provide shoppers with a comprehensive understanding of why customers like the Blazer. Edmunds experts have compiled a robust series of ratings and reviews for the Chevrolet Blazer and all model years in our database. Our rich content includes expert reviews and recommendations for the Blazer featuring deep dives into trim levels and features, performance, mpg, safety, interior, and driving. Edmunds also offers expert ratings, road test and performance data, long-term road tests, first-drive reviews, video reviews and more. This review was written by a member of Edmunds' editorial team of expert car reviewers. Our team drives every car you can buy. We put the vehicles through rigorous testing, evaluating how they drive and comparing them in detail to their competitors. We're also regular people like you, so we pay attention to all the different ways people use their cars every day. We want to know if there's enough room for our families and our weekend gear and whether or not our favorite drink fits in the cupholder. Our editors want to help you make the best decision on a car that fits your life. Simply research the type of car you're interested in and then select a car from our massive database to find cheap vehicles for sale near you. Once you have identified a used vehicle you're interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Chevrolet Blazer. Edmunds has deep data on over 6 million new, used, and certified pre-owned vehicles, including rich, trim-level features and specs information like: MSRP, average price paid, warranty information basic, drivetrain, and maintenance , features upholstery, bluetooth, navigation, heated seating, cooled seating, cruise control, parking assistance, keyless ignition, satellite radio, folding rears seats ,run flat tires, wheel type, tire size, wheel tire, sunroof, etc. Edmunds also provides tools to allow shopper to compare vehicles to similar models of their choosing by warranty, interior features, exterior features, specifications, fuel economy, vehicle dimensions, consumer rating, edmunds rating, and color. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Popular searches. My notifications My Account. Home Chevrolet Chevrolet Blazer. Photos Select year - New - New. Other years. Pros Refined ride quality Agile handling for an SUV Infotainment system is attractive and easy to use Strong optional V6 engine Cons Base engine is underpowered Compromised headroom for rear passengers Lower maximum cargo capacity than several rivals What's new Driver safety assist features such as automatic emergency braking now standard on most trim levels Other minor revisions to feature availability Part of the first Blazer generation introduced for The Blazer isn't the off-road scrambler you may remember from years ago. Today's Blazer is better suited to on-road performance with its sharp handling and well-damped ride. There's a cost for its showstopping Camaro-like design: Rear headroom is severely compromised, and utility is limited given its small cargo capacity. Strong acceleration and crisp handling are two of the Blazer's hallmarks. The V6-powered Blazer we tested sprinted from 0 to 60 mph in 6. That's quick for this type of vehicle and a bit better than the Honda Passport and the Ford Edge with its turbocharged four-cylinder engine. The Blazer is also agile through turns, with well-controlled body roll. It's not all roses, however. Slow and heavy steering â€" combined with rampant torque steer, an undesirable trait where the steering wheel

tugs in your hands when you mash the gas â€" negates most of the Blazer's sporting pretensions. Optional all-wheel drive is meant more for wet-weather driving than any legitimate off-road use, which is also hampered by the Blazer's lower ride height compared to the Jeep Cherokee or Subaru Outback. For the most part, the Blazer delivers the on-road comfort you expect from a modern SUV. The ride is stable and controlled without being overly harsh. The front seats are well bolstered and remain supportive for long stretches. The rear seats are fairly flat but are set at a comfortable angle and height. The Blazer isn't particularly quiet â€" the cabin is awash in wind, road and tire noise as you cruise along the highway. You might have to raise your voice to talk with rear passengers. The climate control system takes a while to warm the cabin, and seat heaters are slow to activate. Slipping in and out of the cabin is easy, but the Blazer's sloping roofline restricts rear headroom for 6-foot-plus passengers. There's also only enough shoulder room to comfortably seat two across in the back. Up front, there's more room and a wide range of steering wheel and seat adjustments to fit drivers of most sizes. Drawbacks continue with placement of the controls. Certain buttons and knobs are cryptically marked and awkwardly arranged. Like the similarly styled Camaro sport coupe, the Blazer's outward visibility is compromised, particularly over your shoulder and to the rear. We recommend getting a Blazer with the available blind-spot monitoring system. The Blazer touchscreen has crisp graphics and an easy-to-use interface. Apple CarPlay and Android Auto functionality is also included, but the native interface is fine in its own right. The available Bose audio system isn't quite "premium," but it's decent. Sound quality is solidly midrange and can't go too loud before distortion sets in. As for the voice commands, they require a fairly rigid syntax, and conversational speech is often met with prompts to repeat. The Blazer's advanced driver aids work well. The Blazer lacks the cargo capacity of most of its competitors. The cargo area measures 64 cubic feet with the rear seats folded, which is far less than competitors such as the Passport or Hyundai Santa Fe. In particular, the Blazer's tall liftover height creates a challenge when loading heavy, bulky loads. That said, its clever cargo rail system is useful for securing items of varying lengths and sizes. There's not much room inside the cabin for your personal effects. The center console is wide and deep, but the door pockets are shallow and narrow. A properly equipped Blazer with all-wheel drive and the V6 engine can tow up to 4, pounds, which is an average amount for a midsize crossover SUV. Over about 1, test miles, our front-wheel-drive test Blazer V6 returned But on our official mixed-driving evaluation route, the Blazer achieved With a pleasant but plain interior, smaller cargo capacity than rivals, average driving performance, and class-average pricing, the Blazer offers questionable value relative to other midsize SUVs. It doesn't do anything much better than the others, with the lone exception of crisper cornering â€" not high on our list of SUV needs. The warranty is respectable, however. Roadside assistance is covered during the powertrain warranty period, and unlike many rivals, the Blazer's plan includes one complimentary service visit during the first year of ownership. The Blazer would be more fun if it drove like the Camaro that inspires it. Instead it's a mildly sporty SUV that's more playful in turns than most of its competitors. Strip away the big front grille and the bold exterior styling, and the Blazer is an average midsize SUV. But that styling counts for something, especially in a class prone to anonymity. The cost of a Chevrolet Blazer can escalate quickly. As such, we recommend that you stick with the 2LT trim level. This choice ensures you get the turbocharged 2. To this, we'd add the Convenience and Driver Confidence package, which adds nice-to-have features such as heated seats, a programmable power liftgate, auto-dimming side mirrors and rear cross-traffic alert. The Blazer's significant features include:. Read more. Find savings on the Blazer for sale near you. ZIP Code. See Pricing. See all Blazer lease offers. Sponsored cars related to the Blazer. Safety Alert Seat Vibrates to alert you when advanced safety systems, including the parking sensors and blind-spot monitor, are triggered. Blind Zone Alert Warns you if there's a vehicle in or approaching the blind spot via a light in the rearview mirror. Side Impact Test Good. Chevrolet Blazer vs. Hyundai Santa Fe The Blazer might have the edge of the Santa Fe when it comes to ride and handling, but Hyundai's SUV counters with a high-quality interior, excellent warranty coverage, superior cargo capacity and all-around good value for the money. People who viewed this also viewed 4. The Edmunds experts tested the Blazer both on the road and at the track, giving it a 7. You probably care about Chevrolet Blazer fuel economy, so it's important to know that the Blazer gets an EPA-estimated 21 mpg to 25 mpg, depending on the configuration. What about cargo capacity? When you're thinking about carrying stuff in your new car, keep in mind that the Blazer has And then there's safety and reliability. Learn more. To determine whether the Chevrolet Blazer is reliable, read Edmunds' authentic consumer reviews, which come from real owners and reveal what it's like to live with the Blazer. Look for specific complaints that keep popping up in the reviews, and be sure to compare the Blazer's average consumer rating to that of competing vehicles. There's a lot to consider if you're wondering whether the Chevrolet

Blazer is a good car. Edmunds' expert testing team reviewed the Blazer and g

ford expedition parts diagram
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ave it a 7. Safety scores, fuel economy, cargo capacity and feature availability should all be factors in determining whether the Blazer is a good car for you. If you're interested in the Chevrolet Blazer, the next question is, which Blazer model is right for you? What do people think of the Chevrolet Blazer? Edmunds Expert Reviews Edmunds experts have compiled a robust series of ratings and reviews for the Chevrolet Blazer and all model years in our database. Our Review Process This review was written by a member of Edmunds' editorial team of expert car reviewers. What's a good price for a New Chevrolet Blazer? Which Chevrolet Blazers are available in my area? Can't find a new Chevrolet Blazers you want in your area? Consider a broader search. Why trust Edmunds? Should I lease or buy a Chevrolet Blazer? Check out Chevrolet lease specials. Sign Up. Get price. Our verdict. How does the Blazer drive? How comfortable is the Blazer? How economical is the Blazer? Is the Blazer a good value?