ACURA

PRECISION CRAFTED PERFORMANCE

M E D I A I N F O R M A T I O N

For more information:
Andrew Quillin (Torrance) 310.783.2771
Jessica Pawl (Detroit & Atlanta) 313.202.3150
Chris Naughton (New York) 212.707.9920
Davis Adams (Atlanta) 770.712.3082

2019 Acura RDX Press Kit

Contents

NOTE: Information in this document is preliminary, subject to change without notice, and intended for media use – not for consumers. For final information, visit Acura.com.

2019 RDX: **Overview**

The 2019 Acura RDX is the first in a new generation of Acura models designed and engineered around Acura's authentic and original Precision Crafted Performance brand values. It's the third generation of RDX, a perennial top seller in the premium compact SUV segment with cumulative U.S. sales exceeding 370,000 units since its debut in 2006.

This third-generation RDX is the first to be designed and engineered in America, with styling design conducted in the Acura Design Studio in Los Angeles, California, and development conducted by the company's North America engineering team headquartered in Raymond, Ohio, adjacent to the RDX's manufacturing home in East Liberty, Ohio where RDX is produced using domestic and globally-sourced parts.

In setting their targets for the design and performance, the U.S. team drew inspiration from both the Acura Precision Concept and Acura Precision Cockpit as well as the pinnacle representation of Acura performance, the NSX supercar. The RDX is the first all-new design drawing from the Concept styling and the advanced Cockpit technology. The RDX team's ultimate goal was straightforward: to make the best RDX ever, a vehicle that sets the foundation for an entire new generation of Acura vehicles in terms of styling, performance, premium quality and technology.

The RDX redesign features a new-from-the-ground-up, Acura-exclusive platform, a powerful, responsive and efficient new powertrain, and a more spacious, premium and tech-savvy cabin. With its new turbocharged engine, segment-first 10-speed transmission and the newest

generation of available Acura Super Handling All-Wheel Drive™ (SH-AWD®), the new RDX is also the quickest, best-handling RDX ever; and with its new longer and wider platform, the 2019 RDX also boasts top-class cabin and cargo space with exceptional comfort, utility and versatility.

New Acura features and technologies being introduced for the first time on the new RDX include next-generation Acura sport seats with up to 16-way power adjustability, Acura/ELS Studio 3D™ premium audio system, natural language voice recognition, and the first ever deployment of Acura's True Touchpad Interface™, an intuitive, easy-to-learn user interface designed from a clean slate around the driver and the driving experience.

The 2019 RDX is available with Technology and Advance packages. In addition, the new RDX will be the first Acura SUV with an A-Spec variant, boasting distinctive sport appearance detailing inside and out.

Powertrain

Through its extensive redesign, the 2019 RDX focuses on performance more than ever before. Power comes from a new direct-injected and turbocharged 2.0-liter 16-valve DOHC inline-4-cylinder engine with VTEC® valvetrain. With peak output of 272 horsepower and 280 lb.-ft. of torque (both SAE net), the RDX has the highest power output among key competitors. Peak torque is up 28 lb.-ft. and available from 1,600 to 4,500 rpm, with a 40 percent increase in low-end torque versus the outgoing 3.5-liter normally aspirated V6.

Power/Torque Comparison with Key Competitors					
	Acura RDX	**BMW X3**	**Audi Q5**	**Mercedes-Benz GLC**	**Volvo XC60**
Engine	2.0L 4-cyl. turbo	2.0L 4-cyl. turbo	2.0L 4-cyl. turbo	2.0L 4-cyl. turbo	2.0L 4-cyl. turbo
Horsepower (SAE net)	272	248	252	241	250
Torque (lb.-ft., SAE net)	280	258	273	273	258

The 2.0-liter engine's low-inertia turbo, electronic wastegate and VTEC® valvetrain work in concert with the new Sequential SportShift 10-speed transmission, featuring a 68 percent wider ratio range and available 4-gear direct downshifts, to deliver smooth, linear and virtually lag-free power while still receiving superior EPA fuel economy ratings, improved by as much as 11 percent versus the previous model. The new 2.0-liter VTEC Turbo also contributes to the RDX's more compact front packaging, shortened front overhang and improved front/rear weight distribution (57.4/42.6 vs. 60/40 for previous RDX with all-wheel-drive).

The 2019 RDX is available with two drive configurations: front-wheel drive (FWD), and the latest generation of Acura Super Handling All-Wheel Drive™ (SH-AWD®). This new SH-AWD system is the most advanced mechanical iteration in Acura history.

With SH-AWD, up to 70 percent of engine torque can be distributed to the rear wheels in normal driving scenarios, and 100 percent of that torque can be distributed to either rear wheel. The use of dynamic torque vectoring enables outstanding all-weather confidence,

handling precision and cornering grip by making optimal use of tire traction and by inducing a yaw moment to help rotate the vehicle in a turn.

Body and Chassis
Complementing the RDX's advanced new powertrain is an all-new body and chassis optimized to deliver even more athletic performance, a quieter cabin, exceptional ride refinement and top-class safety performance

The RDX's body structure is an all-new, bespoke design that is lighter, more rigid and more tightly sealed than before, and features multiple new material and design attributes, including a world's first two-piece (inner and outer) ultra-high-strength-steel front door ring design, a new double-ring rear frame structure, and Acura's first use of high-performance structural adhesives. The new unit body, utilizing high-strength steel for over 50 percent of its construction, is roughly 20 pounds lighter than before, substantially more rigid throughout, and should assist the RDX to receive its targeted top-class collision safety ratings.

New measures taken to improve cabin quietness include an Acura SUV-first application of sound-absorbing acoustic spray foam in 12 body cavities, a 15 percent increase (by surface area) in sound-deadening material, the use of triple door seals and upgraded glass (thicker or acoustic laminated) all around.

The RDX's new body is mated to a thoroughly reengineered chassis with a longer wheelbase (+ 2.6 in.), wider track (+1.1 in. front and 1.3 in. rear) and upsized standard wheels and tires (+1 inch). Its new suspension consists of a sport-tuned Macpherson strut front setup and an all-new 5-link rear design, with the front equipped with hydraulic compliance bushings and mounted to rigid subframes (rubber isolated in the rear) to provide higher levels of handling precision and ride refinement. The standard RDX, Technology and Advance grades each get unique 19-inch alloy wheel designs, whereas the RDX A-Spec features 20-inch wheels and wider, lower-profile tires.

Precise and communicative steering is supplied by a new Dual-Pinion Variable-Ratio Electric Power Steering system, while confident stopping performance comes from 4-wheel disc brakes with Electronic Brake Force Distribution. The RDX also features a larger fuel tank (+1.1 gallons).

All RDX models also come standard with Acura's Integrated Dynamics System, with four distinct drive modes: *Comfort, Sport, Sport+* and *Snow* modes, controlled from the center console-mounted drive mode dial like NSX. The system interacts with the Drive-by-Wire™ throttle, 10-speed transmission, electric power steering, SH-AWD (if equipped) with torque vectoring, traction control, Active Damper System (on Advance grades) and Active Sound Control to provide a wider range of driving experiences and dynamic capabilities based on the needs of the driver and driving conditions.

Exterior Design
Taking inspiration from the Acura Precision Concept, the RDX is the first all-new Acura model designed from the ground up around the brand's more emotional and evocative design language. The bold and bright front fascia is highlighted by Acura's signature diamond pentagon grille, next-generation Acura Jewel Eye™ LED headlights and functional, wing-shaped lower air curtain opening, inspired by the NSX. Sharp and dynamic body lines along with LED exterior

lighting compliment the RDX's more athletic proportions and stance, resulting in design that is at once more elegant and muscular than ever before.

The RDX A-Spec, Acura's first-ever A-Spec SUV, adds a level of emotion and youthful appeal with a bevy of sport-appearance upgrades, including Shark Gray 20-inch alloy wheels shod with low-profile 255/45R20 Goodyear tires, unique front and rear fascia and gloss-black accents for the front grille, Jewel Eye™ headlights, side sills, upper window sash and taillights. LED fog lights, large-diameter dual exhaust finishers and A-Spec badging on the front quarter panels and tailgate complete the exterior package.

The 2019 Acura RDX, available in standard, Technology, A-Spec and Advance grades, is offered in nine exterior colors, five pearlescent and four metallic, including four new premium colors – Majestic Black Pearl, Apex Blue Pearl (A-Spec exclusive), Performance Red Pearl and Canyon Bronze Metallic. The new premium paint options use a special process with two unique base coats and a special clear coat for a deeper, more lustrous appearance.

Interior Design and Packaging

The RDX's all-new interior is more spacious, luxurious and tech savvy, providing customers with a higher level of comfort, connectivity and convenience than ever before. High-grade, authentic and premium material treatments abound, including hand-wrapped, stitched leather surfaces on the soft-touch instrument panel, doors and center console, set off by brushed aluminum or available open-pore Olive Ash wood accents.

The RDX's NSX-inspired high-deck floating center console – lends the cabin a more intimate "sports cockpit" atmosphere while providing a higher level of utility for the accompaniments of daily life, including cups, cell phones, handbags, tablets and charging cords. It also houses key elements of the Acura electronics interface – its prominent drive mode dial for control of the 4-mode Integrated Dynamics System, and Acura's revolutionary new True Touchpad Interface™.

The RDX's driver and front passenger are also treated to a higher level of customizable comfort by next-generation Acura sport seats, with a more rigid and light weight ultra-high-strength steel frame, more intricate sculpting details, softer and more durable perforated Milano leather trim (Technology and above), and up-to-16-way power adjustability for both the driver and passenger. Furthermore, all RDX occupants will enjoy the open and airy feeling of the new ultra-wide panoramic moonroof, among the largest in a compact-luxury SUV and offered standard on every new RDX.

The new wider and longer platform also contributes to significant gains in interior space and comfort, where the new RDX boasts top-class interior volume (103.5 cu.-ft.) and cargo space (76.9 cu.-ft.) along with class-leading second-row knee space—a 15-percent increase from the current model and 24-percent more than its nearest segment competitor. Its virtually flat rear floor further enhances passenger comfort in the second row, while a new 1.7 cubic-feet of compartmented underfloor storage in the rear cargo area provides handy and discrete storage space for valuable or infrequently used items.

A-Spec grades also get significant interior design changes to match its sport-oriented exterior upgrades. These include Madder Red or Ebony Milano leather sports seats with black Ultrasuede® inserts and red or gray contrasting stitching, a black Ultrasuede® dash insert and black headliner and pillar treatment. A-Spec also adds stitched and perforated leather-wrapped sport steering wheel with larger paddle shifters, metal pedals, brushed metal look meters with red accents, red interior illumination, dark finish tint to the brushed aluminum interior accents and A-Spec badging on the steering wheel and front door sills.

Key New Technologies

The 2019 RDX hosts a suite of advanced new technologies, including the Acura True Touchpad Interface™, featuring an all-new Android-based operating system, a high-mounted 10.2-inch full-HD display and an innovative touchpad with the first-ever application of absolute-positioning in a driving environment. Absolute positioning departs traditional touchpad interfaces, using one-to-one mapping to deliver a more intuitive and driver-oriented user experience. The new True Touchpad Interface™ is standard and all grades of RDX will include Apple CarPlay™ compatibility, plus Wi-Fi-enabled over-the-air system updates. Android Auto™ compatibility will be introduced later, pending release and certification of touchpad specification by Google.

The 2019 RDX also debuts the available Acura/ELS Studio 3D™ premium audio system, tuned by Grammy-winning music producer Elliot Scheiner. The 710-watt system utilizes 16 discrete sound channels and 16 speakers, including four ceiling-mounted Highline™ speakers to create a more natural and omnidirectional high-fidelity listening experience – the most advanced audio system ever offered by Acura.

The new RDX also features the latest generation of AcuraLink® cloud-based services, with Standard, Connect and Premium service packages, featuring 4G LTE in-car Wi-Fi, smartphone-enabled remote unlocking and engine start, concierge services, remote diagnostics, virtual dashboard stolen-car tracking and more.

The RDX with Technology and above grades feature the latest iteration of Acura's embedded, satellite-linked navigation system, developed in partnership with HERE, with new features including 3D terrain mapping, auto-zoom and on-line points-of-interest searches via in-car 4G LTE Wi-Fi. RDX models with Advance Package get a full-color interactive 10.5-inch Head-Up Display with a wide array of customizable information displayed within easy view of the driver.

Safety and Driver Assistive

The third-generation 2019 RDX offers the highest level of standard safety and driver-assistance features in the model's history – and in its class. The AcuraWatch™ suite of technologies is now standard on all RDX grades, along with a Multi-Angle Rearview Camera, while the Technology Package and higher grades add blind spot information (BSI), front and rear parking sensors and Rear Cross Traffic Monitor. The RDX with Advance Package includes a Head-Up Display and Surround View Camera System for the first time.

With its advanced body design, including the latest generation of Acura's Advanced Compatibility Engineering (ACE™) body structure, a laser-welded and hot-stamped ultra-high-strength steel door ring design and advanced supplemental restraint systems, including new driver and front-passenger knee airbags, the 2019 RDX provides a high level of collision protection and targets the highest available collision safety ratings: a 5-Star Overall Vehicle Score from the NHTSA and a *TOP SAFETY PICK+* rating from the IIHS, including a SUPERIOR rating for frontal collision prevention.

All design and testing for the new RDX's safety technology and collision safety performance was conducted at the company's Advanced Safety Research facilities in Raymond, Ohio, which have played a leading role in the development of new collision safety structures for Acura globally.

Essential Specifications

Engine type & displacement	• VTEC Turbo®, direct-injected, inline 4-cylinder, 2.0-liter
Valvetrain	16-Valve DOHC VTEC
Horsepower @ rpm (SAE net)	272 @ 6,500
Torque @ rpm (lb.-ft., SAE net)	280 @ 1,600-4.500
Transmission	10-speed automatic transmission with Sequential SportShift paddle shifters, Sport Mode, Grade Logic and Shift Hold Control

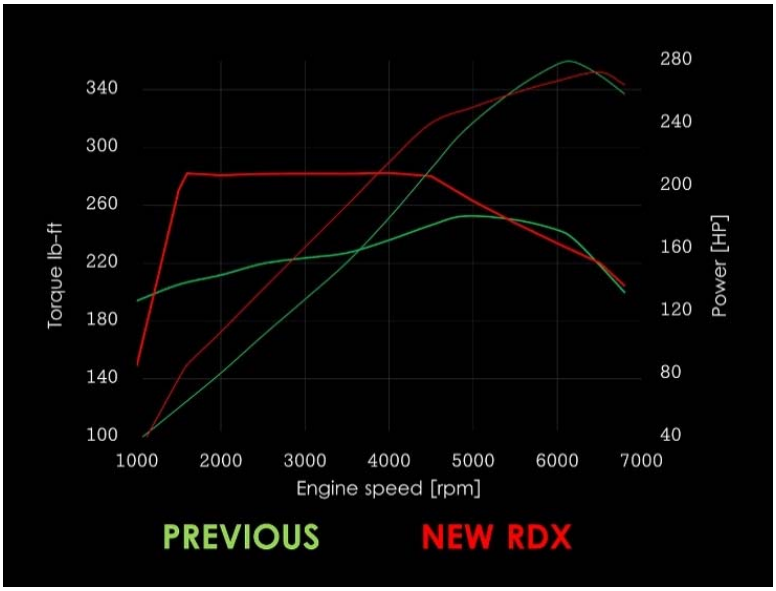
Drive type	FWD or available SH-AWD®
EPA Fuel Economy Ratings (city / highway / combined MPG	22 / 28 / 24 (FWD) 22 / 27 / 24[2] (FWD, A-Spec) 21 / 27 / 23[2] (SH-AWD®) 21 / 26 / 23[2] (SH-AWD®, A-Spec)
Wheelbase (in.)	108.3
Length (in.)	186.8
Height (in.)	65.7
Width (in.)	74.8
Track (in., front / rear)	64.2 / 64.7
Cargo volume (cu. ft.): Behind rear seats / max. including underfloor	31.1 / 79.8
Curb weight (base) - lbs. (FWD/SH-AWD)	3,783 / 4,019
Steering type	Dual Pinion, Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)
Brakes (front / rear)	Ventilated disc / solid disc
Wheels	19” x 8” alum. alloy (A-Spec: 20” x 8” alum. alloy)
Tires	235/55R19 101H M+S (A-Spec: 255/45R20 101V M+S)

2019 RDX: **Powertrain**

The 2019 RDX takes an entirely new approach to performance with its new direct-injected and turbocharged 2.0-liter 16-valve DOHC VTEC ® inline-4 engine, segment-first 10-speed automatic transmission and available next-generation Acura Super Handling All-Wheel Drive™ (SH-AWD®) torque-vectoring all-wheel-drive system.

The new 2.0-liter turbo engine is mated to a new smooth and responsive Sequential SportShift 10-speed automatic that is closely related to the unit introduced on two-wheel-drive versions

of the 2018 Acura RLX performance luxury sedan. The new automatic transmission takes greater advantage of available engine torque while maximizing smoothness and efficiency during highway cruising.



With peak output of 272 horsepower (SAE net) at 6,500 rpm and 280 lb.-ft. of torque (SAE net) from 1,600 to 4,500 rpm – versus 252 lb.-ft. at 4500 rpm for the previous V6 – the DOHC 2.0-liter engine produces greater torque (+28 lb.-ft.) at a much lower engine speed and across a broader range engine speed than before. Combined with the new 10AT, with its 53-percent wider overall ratio range, the new turbocharged engine delivers incredibly smooth, linear and virtually lag-free power along with superior fuel efficiency.

The RDX is available with efficient front-wheel drive, or with a new generation of Acura's acclaimed SH-AWD system. Replacing the AWD with Intelligent Control System™ on the second-generation RDX, the new SH-AWD system is one of the most advanced torque-vectoring AWD technologies in its class. Under most circumstances, SH-AWD can send up 70 percent of available engine torque to the rear wheels and 100 percent of that torque to either the left or

right rear wheel helping RDX put the newfound torque to the pavement with both outstanding stability *and* agility.

The Drive-By-Wire™ throttle, 10-speed transmission and available SH-AWD™ are all tied into the RDX's new four-mode Integrated Dynamics system, controlled from the prominent drive mode dial on the vehicle's center console. With *Comfort, Sport, Sport+* and *Snow* modes, the Integrated Dynamics system allows drivers to select desired dynamic performance characteristics. Additionally, Active Sound Control (ASC), variable-ratio electric power steering (EPS) and, on Advance grades, the four-wheel Active Damper System are integrated in the system (see Chassis section for additional details).

What's New

The following powertrain features are new for the 2019 Acura RDX:

- VTEC Turbo® 2.0-liter, DOHC direct-injected inline-4 engine
- Computer-controlled Direct Injection (DI) with high-flow fuel injectors
- Low inertia mono-scroll turbo system with electric wastegate
- 10-Speed Automatic Transmission with Sequential SportShift
- Electronic shift-by-wire gear selector
- Acura Super Handling All-Wheel Drive™ (SH-AWD®) (available)
- 4-mode Integrated Dynamics System

Key Powertrain Features

Engine

- VTEC Turbo® 2.0-liter, DOHC direct-injected inline-4 engine
- 272 horsepower at 6,500 rpm (SAE net)
- 280 lb.-ft. torque at 1,600-4500 rpm (SAE net)
- VTEC® valvetrain with Dual VTC
- Low-inertia mono-scroll turbo system with electric wastegate
- Computer-controlled Direct Injection (DI) with high-flow fuel injectors
- 9.8:1 compression ratio
- Super lightweight, high-rigidity steel crankshaft
- "4-into-1" exhaust manifold integrated into cylinder-head casting
- Sodium-filled exhaust valves
- Forged steel connecting rods
- Drive-by-Wire™ throttle system
- Maintenance Minder™ system optimizes service intervals
- 100,000 +/- miles tune-up interval
- Premium Unleaded fuel recommended

Emissions/Fuel Economy Ratings

Emissions Ratings

- LEV3-SULEV30
- Anticipated EPA Fuel Economy Ratings (city/highway/combined)
- 2.0-liter turbo, 10AT, FWD: 22/28/24 mpg*
- 2.0-liter turbo, 10AT, FWD, A-Spec: 22/27/24 mpg*

- 2.0-liter turbo, 10AT, SH-AWD®: 21/27/23 mpg*
- 2.0-liter turbo, 10AT, SH-AWD®, A-Spec: 21/26/23 mpg*

Sequential SportShift 10-Speed Automatic Transmission with Paddle Shifters

- Electronic shift-by-wire gear selector
- Sequential SportShift automatic transmission allows semi-manual operation
- Steering wheel-mounted paddle shifters
- Cooperative control between Drive-by-Wire throttle and transmission
- Advanced shift-hold control limits upshifts during spirited driving
- Grade Logic Control reduces gear "hunting" on various road gradients

Two Available Drive Systems

- Front-wheel drive
- Super Handling All-Wheel Drive System™ (SH-AWD®) with dynamic torque vectoring

2019 RDX Powertrain	
Engine type	Aluminum-alloy Inline-4
Displacement, liters	2.0
Fuel injection	Direct
Valvetrain	16-Valve DOHC VTEC
Horsepower @ rpm (SAE net)	272 @ 6,500
Torque @ rpm (lb.-ft.) (SAE net)	280 @ 1,600-4.500
Compression ratio	9.8:1
Redline	6,800 rpm
Maximum turbo boost pressure (psi)	20.5
Throttle control	Drive-by-Wire throttle system
Ignition	Electronic direct
Transmission	10-speed automatic transmission with Sequential SportShift paddle shifters, Sport Mode, Grade Logic and Shift Hold Control
Drive type	FWD, SH-AWD®
EPA Fuel Economy Ratings* (city / highway/ combined MPG	22/28/24* (FWD) 22/27/24* (FWD, A-Spec) 21/27/23* (SH-AWD®) 21/26/23* (SH-AWD®, A-Spec)
Recommended fuel	Premium unleaded 91 octane
Emissions ratings	Tier3, Bin 50 (Fed) / ULEV 50 (CA)

Tune-up interval	No scheduled tune-ups required for 100,000 +/- miles

*Based on projected 2019 EPA mileage ratings. Use for comparison purposes only. Your actual mileage will vary depending on how you drive and maintain your vehicle, driving conditions and other factors.

Engine Architecture and Features

Cylinder Block and Crankshaft

The RDX's turbocharged inline-4-cylinder engine uses a lightweight die-cast aluminum block with reinforced main bearing caps to minimize weight. Centrifugally cast iron cylinder sleeves enhance durability. Each journal on the crankshaft is micropolished to reduce operating friction.

Pistons and Connecting Rods

The RDX's engine has pistons with "cavity-shaped" crowns that help maintain stable combustion and contribute to improved efficiency. The lightweight pistons have a carefully optimized skirt design to minimize reciprocating weight, which minimizes vibration and increases operating efficiency. The pistons are cooled by oil jets directed at the underside of each piston crown. Special cooling channels in the pistons also help keep operating temperatures in check. Ion-plated piston rings help reduce friction for greater operating efficiency. Lightweight, high-strength steel connecting rods are heat-forged in one piece and then "cold cracked" to create a lighter and stronger rod with an optimally-fitted bearing cap.

Cylinder Head and Valvetrain

The direct-injected 2.0-liter VTEC Turbo® has a lightweight, low-pressure die-cast aluminum alloy double overhead cam (DOHC) cylinder head. With the exhaust manifold cast directly into the cylinder head, the use of a separate—and heavy—cast iron exhaust manifold is eliminated, reducing weight and simplifying assembly. The manifold is also liquid cooled to help keep heat in check and has a "4-into-1" design for improved fuel efficiency and responsiveness.

A low-friction, silent chain drives dual overhead cams that, in turn, activate four valves per cylinder. The cam drive is maintenance free for the life of the engine. To further reduce weight, thin-wall hollow camshafts are used.

To benefit fuel efficiency, emissions and power, the turbo engine utilizes sodium-filled exhaust valves. A hollow chamber within the valve contains sodium that is cooled by the exhaust port cooling jacket. Since the chamber is close to the valve head, the sodium helps to cool the entire valve; and since the valve is internally cooled, it doesn't need the enriched fuel mixture that is generally used in turbo engines to help cool exhaust valves. The resultant leaner mixture reduces emissions, and increases fuel efficiency and power.

The engine uses an advanced valve control system to combine high power output with high fuel efficiency and low emissions. The system combines intake and exhaust Variable Timing Control (dual VTC), which continuously adjusts the intake and exhaust camshaft phasing, with Variable Valve Timing and Lift Electronic Control (VTEC), which changes valve lift, timing and duration of the exhaust valves.

The cam timing is varied based on input from sensors that monitor rpm, timing, throttle opening, cam position and exhaust air-fuel ratio. The result is increased fuel efficiency, lower

emissions and optimum drivability.

The cylinder head includes small 12-millimeter (M12) sparkplugs, down from the more common 14-millimeter (M14) size, to save space and weight. The head also includes direct-injection multi-hole wide-range fuel injectors with a small-diameter bore. High-pressure direct injection optimizes fuel atomization, allowing for more efficient combustion. To provide a high-tumble intake charge that further enhances combustion efficiency, both the intake port and piston crown have special designs.

Dual Variable Timing Control (Dual VTC)

Dual VTC adjusts cam timing for the optimal balance of power and efficiency. Based on a range of sensor information, VTC adjusts an oil control valve which acts as a hydraulic actuator that can vary the position of each camshaft sprocket relative to the cam it drives. Under light loads, valve overlap can be increased to reduce pumping losses and improve fuel efficiency. When engine speed is low and the engine's workload is high, such as during initial acceleration, the amount of overlap is increased to boost the scavenging effect, which improves torque and responsiveness. When engine speed and workload are high, such as during full-throttle acceleration, the amount of valve overlap is reduced to increase engine output by improving both intake efficiency and exhaust scavenging.

Drive-by-Wire™ Throttle System

The RDX's Drive-by-Wire™ throttle system replaces a conventional throttle cable with smart electronics that electronically "connect" the accelerator pedal to a throttle valve inside the throttle body. The result is less under-hood clutter and lower weight, as well as quicker and more accurate throttle actuation. Acura's Drive-by-Wire™ throttle evaluates the current driving conditions by monitoring throttle pedal position, throttle valve position, engine speed (rpm) and road speed. This information is used to define the throttle control sensitivity that gives the RDX's throttle pedal a predictable and responsive feel that meets driver expectations.

There are three throttle profiles available in the RDX. When the Integrated Dynamics System is in the *Snow* setting, the drive-by-wire system uses a gentle profile aimed at maintaining traction in slippery road conditions. Both *Comfort* and *Sport* modes share the same response profile, designed to offer a natural driving feel. In *Sport+* mode, the drive-by-wire system shifts to a more aggressive profile to enhance throttle response.

Direct Injection System

The RDX's engine features a direct-injection system that enables increased torque across the engine's full operating range along with high fuel efficiency. The system features a compact, high-pressure, direct-injection pump that allows both high fuel flow and pulsation suppression, while variable pressure control optimizes injector operation. Multi-hole injectors deliver fuel directly into each cylinder (not to the intake port, as in conventional port fuel injection designs), allowing for more efficient combustion.

The multi-hole injectors help create the ideal stoichiometric fuel/air mixture in the cylinders for good emissions control. Theoretically, a stoichiometric mixture has just enough air to completely burn the available fuel. Based on the operating conditions, the direct-injection

system alters its function for best performance. Upon cold engine startup, fuel is injected into the cylinders on the compression stroke. This creates a weak stratified charge effect that improves engine start-up and reduces exhaust emissions before a normal operating temperature is reached.

Once the engine is fully warmed, fuel is injected during the intake stroke for maximum power and fuel efficiency. This helps create a more homogeneous fuel/air mix in the cylinder that is aided by the high-tumble intake port design. This improves volumetric efficiency, and the cooling effect of the incoming fuel improves anti-knock performance.

Low Inertia Mono Scroll Turbo System with Electric Wastegate and Intercooler

The RDX's turbocharged powerplant features a mono scroll IHI turbocharger with small-diameter, low-inertia turbine for maximum responsiveness. The mono scroll housing design helps the turbo build boost even at relatively small throttle openings and low engine rpm. The electrically-actuated wastegate allows boost pressure to be precisely controlled.

A large, low-restriction intercooler is positioned low in the front of the car where it receives unobstructed airflow. The intercooler helps reduce the temperature of air entering the engine, increasing its density for greater performance. Intake air travels from the air filter, to the turbo compressor, on to the intercooler, then to the engine's intake ports. To reduce weight, the turbo system is plumbed with rigid, lightweight resin-composite inlet pipes.

Direct Ignition and Detonation/Knock Control

The RDX's Electronic Control Unit (ECU) monitors engine functions to determine the best ignition spark timing. An engine block-mounted acoustic detonation/knock sensor "listens" to the engine, and based on this input, the ECU can retard the ignition timing to prevent potentially damaging detonation. The inline-4-cylinder engine has an ignition coil unit for each cylinder that is positioned above each spark plug's access bore.

Idle-Stop System

To help improve fuel efficiency, the RDX is equipped with Idle-Stop capability. When the system is enabled and certain operating conditions are met, Idle-Stop will automatically shut off the engine when the RDX comes to a stop. The engine is automatically restarted when the driver releases the brake pedal after a stop, or pushed the accelerator pedal if the brake hold is active.

The system is engineered to operate smoothly and seamlessly. When stopped, a special cold storage evaporator in the air conditioning system helps maintain a comfortable cabin temperature even in warm weather. Idle-Stop operation is fully integrated into the operation of the RDX's Brake Hold system and its Adaptive Cruise Control (ACC) system.

The Idle-Stop feature can be turned on/off via a button on the center console, located to the left of the electronic gear selector array. The system will automatically turn itself off in certain circumstances, including:

- If the driver's seatbelt is not fastened
- If the engine coolant and/or transmission fluid temperature is too high or low
- If the vehicle comes to a stop again before vehicle speed reaches 3 mph
- If the transmission is in a position other than "D"

- If the battery state of charge is low, or the battery temperature is below 14°F
- If the climate control system is on and the outside temperature is below -4°F

Close-Coupled Catalyst
The RDX engine's exhaust manifold is cast directly into the aluminum alloy cylinder head to reduce weight and complexity, and to position the primary catalytic converter as close as possible to the combustion chambers. A high-efficiency converter mounts directly to the exhaust port of the cylinder head for extremely rapid converter activation after engine startup.

Emissions Certification
The RDX engine is engineered for low emissions and is certified to meet LEV3-ULEV50 standards for 120,000 miles.

100,000+/- Mile Tune-up Intervals
The RDX powerplant requires no scheduled maintenance for 100,000+/- miles or more, other than periodic inspections and normal fluid and filter replacements. The first tune-up includes water pump inspection, valve adjustment and the installation of new spark plugs.

Maintenance Minder™
To eliminate unnecessary service stops while ensuring that the vehicle is properly maintained, the RDX has a Maintenance Minder™ system that continually monitors the vehicle's operating condition. When maintenance is required, the driver is alerted via a message on the Driver Information Interface (DII).

The Maintenance Minder™ system monitors operating conditions such as oil and coolant temperature along with engine speed to determine the proper service intervals. Depending on operating conditions, oil change intervals can be extended to a maximum of 10,000 miles, potentially sparing the owner considerable expense and inconvenience over the life of the vehicle. The owner-resettable system monitors all normal service parts and systems, including engine oil and filter, tire rotation, air-cleaner, transmission fluid, spark plugs, engine coolant, brake pads and more. To reduce the potential for driver distraction, maintenance alerts are presented only when the ignition is first turned on, not while driving.

10-Speed Automatic Transmission

All RDX models are equipped with a new 10-speed automatic transmission (10AT), the first of its kind in the RDX's segment. Engineered for high efficiency with low internal inertia and an exceptionally wide ratio range, the 10AT maximizes the RDX's performance and fuel efficiency. Compared with the previous 6-speed automatic, the 10AT is 30 lbs. lighter and has a 68-percent wider overall ratio range with a 56-percent lower first gear and a 7-percent taller top gear.


The 10AT is designed to be lightweight and compact. It features four planetary gear sets that work together to provide an exceptionally wide ratio spread of 10.147:1 compared with 6.041:1 on the previous-generation RDX's 6-speed unit. The 10-speed also has substantially faster upshift and downshift performance than the previous generation 6-speed transmission. For greater responsiveness, the 10-speed transmission can make 4-gear direct downshifts: from 10th to 6th, or from 7th to 3rd.

To maximize fuel efficiency and minimize interior noise, the transmission's 10th gear is exceptionally tall, resulting in quiet and relaxed cruising engine rpm.

Shift-By-Wire Gear Selector

In the 2019 RDX, the conventional shift lever is replaced with a fully electronic, shift-by-wire gear selector. Park, Neutral and Drive are selected with the push of a button. Reverse is selected by pulling back a dedicated switch. Indicator lights on or next to the buttons indicate the mode selected. Also, if the vehicle is brought to a stop in Drive or Reverse, the system will automatically select Park if the driver's seatbelt is unbuckled and the driver's door is opened. And steering wheel-mounted paddle shifters lets the driver take manual control of transmission gear selection.

Automatic Modes

The 10-speed automatic transmission can be operated in two fully automatic modes. The D (or "Drive") mode is ideal for most driving situations and combines fuel efficiency with smooth operation and responsive power when needed. The S, or SPORT mode, is meant for more demanding driving in 1st through 8th gears and features more aggressive shift mapping to keep engine rpm higher for greater acceleration and pulling power.

When in the D mode (optimized for normal driving), the transmission incorporates an advanced Grade Logic Control System, Shift Hold Control and Cornering G Shift Control – all of which reduce unwanted shifting and gear hunting. The result is smart transmission operation that optimizes fuel efficiency and keeps the transmission in the appropriate gear for driving conditions, generating excellent performance and smooth operation.

While ascending or descending hills, Grade Logic Control alters the transmission's shift schedule to reduce shift frequency and improve speed control, helping to minimize driver workload. The transmission ECU continually measures throttle position, vehicle speed and acceleration/deceleration to determine when the vehicle is on a hill. The shift schedule is then

adjusted – during ascents to hold the transmission in lower gears to boost climbing power, and during descents to provide greater engine braking.

Shift Hold Control keeps the transmission in its current (lower) gear ratio during aggressive driving, as in the case of decelerating at a corner entry. Shift Hold Control leaves the chassis undisturbed by eliminating excess shifting and ensures that power will be more immediately available (without a downshift) at the corner exit. Cornering G Shift Control monitors the speed of each rear wheel independently to determine when the RDX is turning. When the system detects a sufficient speed differential between the rear wheels, it will suppress any unwanted upshifts. This prevents the transmission from upshifting during a corner which could upset the chassis balance, thus requiring downshifting again at the corner exit when the throttle is applied.

Paddle Shifters

The RDX features dual steering wheel-mounted paddle shifters. Particularly useful in mountainous terrain or during spirited driving, the paddles give the driver greater control over transmission operation. On long downgrades, the driver can command downshifts with the paddles that allow increased engine braking to reduce the load on the brakes and help control the RDX's downhill speed. The RDX A-Spec gets longer, more prominent paddle shifters with metal-style plating.

Paddle Shifter Operation in Drive Mode

While in Drive mode, special transmission logic programming allows the use of the steering wheel-mounted paddle shifters. When the driver operates the paddle shifters, the transmission responds to the driver's shift command and then returns to its normal fully automatic mode if further paddle shift inputs are not made within a few seconds, depending upon driving conditions. This special logic makes it easy for the driver to command a quick downshift without leaving the convenience of Drive mode. This temporary manual mode can be cancelled at the driver's will by continued operation of the right-side paddle until the transmission resumes "Drive."

Paddle Shifter Operation in Sequential Mode (Sequential SportShift)

By selecting the "S" position with the transmission D/S selector button, Sequential mode is engaged. This mode offers automatic operation with more aggressive shift mapping and locks out operation of 9th and 10th gears. A pull on either of the paddle shifters places the transmission in fully manual mode until another mode of operation is selected. A digital display in the instrument cluster indicates which gear the transmission is in. The Drive-by-Wire™ throttle system creates a "blip" of the throttle to help match gear speeds while downshifting.

To prevent harm to the powertrain when the transmission is paddle shifted by the driver, the system will inhibit potentially damaging shifts. As an added safety measure, the Electronic Control Unit (ECU) can also cut off fuel to the engine to prevent over-revving. If fuel cutoff is insufficient to prevent engine over-revving, as might be possible when the vehicle is on a steep downhill, the transmission will automatically upshift to prevent damage. On downshifts, the transmission will not execute a driver command that will over-rev the engine.

For improved stop-and-go performance and to help prevent “lugging” the engine, the transmission will automatically downshift even though the transmission has been left in a higher gear as the vehicle comes to a stop.

Cooperative Control
Both shift performance and smoothness are improved by cooperative control between the Drive-by-Wire™ throttle system and the electronically controlled transmission. The engine is throttled by the engine management system during upshifts and downshifts so the function of the engine and transmission can be closely choreographed for faster, smoother shifting. As a result, the peak g-forces (or "shift shock") are reduced significantly during upshifts and downshifts.

Drivetrain Architecture and Features

Front Wheel Drive
The RDX offers standard front-wheel drive. With its efficient design and light weight, the RDX with front-wheel drive receives EPA fuel economy ratingsof 22 mpg city, 28 mpg highway, 24 mpg combined (A-Spec: 22/27/24).

Super-Handling All-Wheel Drive System™ (SH-AWD®)
The RDX is available with the latest generation of Acura’s acclaimed Super Handling All-Wheel Drive™ (SH-AWD®), which progressively distributes optimum torque not only between the front and rear axles, but also between the left and right rear wheels for more precise and exhilarating handling response in all road conditions.

An evolution of the systems offered in the MDX and TLX, the new RDX SH-AWD® rear differential has enhancements to upgrade its torque capacity. Compared to the previous generation RDX, maximum rear axle torque capacity has been increased by 150 percent, and up 40 percent compared to MDX. In normal conditions, up to 70 percent of torque can be sent to the rear axle, and 100 percent of that torque can be distributed to either the left or right rear wheels.

The SH-AWD® system is complemented by Agile Handling Assist, which employs the anti-lock brake system to individually brake either the left or right front wheel to improve corner traceability and balance. (See the Chassis section for more information.)

By rotating the outside rear wheel faster than the front axle while cornering, SH-AWD® uses torque vectoring to create a yaw moment to help turn the vehicle through corners – reducing understeer and improving controllability. With cornering forces more evenly distributed between front and rear tires, overall cornering power is increased – on wet or dry roads.

Vehicles with high power ratings using conventional front or rear drive systems often employ a limited-slip differential to help maintain traction when under power. By linking inside and outside drive wheels, these systems tend to resist turning and can increase understeer. Conventional AWD systems similarly work to link the inboard and outboard tires as well as the front and rear axles which can create resistance to turning. Using torque vectoring to help turn the vehicle, SH-AWD® delivers more responsive, neutral and predictable handling performance,

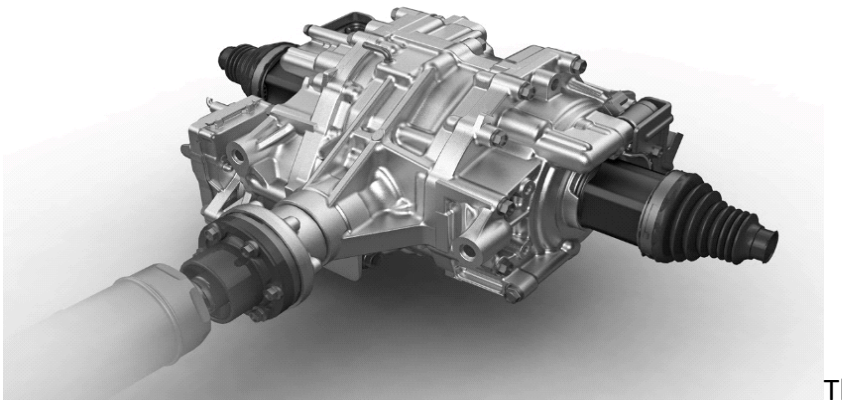
while providing outstanding all-weather traction and control.

Electronic Controls and Parameters
The SH-AWD® system works in cooperation with the RDX's Vehicle Stability Assist™ (VSA®) system and Agile Handling Assist to optimize torque distribution for superior handling and traction utilization. The Electronic Control Unit (ECU) provides information on engine rpm, airflow and transmission gear-ratio selection, while the VSA® ECU provides wheel-speed data. The SH-AWD® ECU also monitors steering angle, lateral g-forces, vehicle yaw rate and electromagnetic clutch engagement for the right and left rear axle shafts. Drive torque is calculated from ECU information, and then the acceleration situation, wheel spin, lateral G-force and steering angle are used to determine the front-to-rear torque distribution and the torque split between right and left rear wheels.

In hard cornering and under acceleration, up to 70-percent of available torque can be directed to the rear wheels to enhance vehicle dynamics, and up to 100 percent of torque sent to the rear axle can be applied to either the left or right rear wheel, depending on conditions.

SH-AWD® System Layout
The RDX SH-AWD® is a full-time all-wheel-drive system that requires no driver interaction or monitoring, thanks to a torque-transfer unit that is bolted directly to the front-mounted transaxle. The torque-transfer unit receives torque from a helical gear that is attached to the front differential's ring gear, and a short horizontal shaft and hypoid gear set within the torque-transfer unit's case send power to the rear propeller shaft, which in turn transfers power to the rear drive unit.

The RDX's lightweight SH-AWD® rear drive unit (below right) is constantly overdriven by 2.7-percent, with its torque instantly available at all times. The resulting overdrive effect is regulated by hydraulically-operated left and right-side clutch packs located in the rear drive unit that independently control the power delivered to each rear wheel. Up to 2,213 lb.-ft. of torque can be delivered to either rear wheel, providing torque vectoring capability that is effective in corners while also providing a limited-slip differential function when needed.



The hydraulically operated clutches can be controlled as a pair to alter front/rear torque split, or they can be controlled independently to allow 70 percent of available engine torque to go to either rear wheel, which gives the system the unique ability to yaw the RDX into turns for superior handling.

In this iteration of SH-AWD®, an electric motor powers a pair of hydraulic pumps – one for each clutch pack. A pair of linear solenoids controlled by the Electronic Control Unit (ECU) selectively sends pressure to the clutch packs, which in turn control the amount of power sent to each rear wheel.

Powertrain Specification Comparison

Feature	2018 RDX V6	2019 RDX 2.0 Turbo
Engine Type	V6	Turbocharged In-Line 4-Cylinder
Displacement (cc)	3,471	1,996
Horsepower @ rpm (SAE net)	279 @ 6200	272 @ 6500
Torque (lb.-ft. @ rpm SAE net)	252 @ 4,900	280 @ 1,600-4,500
Bore and Stroke (mm)	89 x 93	86 x 85.9
Compression Ratio	10.5:1	9.8:1
Direct Ignition	•	•
Valvetrain	24-Valve SOHC i-VTEC®	16-Valve DOHC VTEC
Fuel Delivery	Multi-Point	Direct
Drive-by-Wire™ Throttle System	•	•
Transmission	6-Speed Automatic	10-Speed Automatic
Front-Wheel Drive	•	•
All-Wheel Drive Type	AWD with Intelligent Control System™	Super Handling All-Wheel Drive System™ (SH-AWD®)

Automatic Transmission Gear Ratio Comparison

Gear	2018 RDX	2019 RDX
1st	3.359	5.246
2nd	2.095	3.271
3rd	1.485	2.185
4th	1.065	1.597
5th	0.754	1.304
6th	0.556	1.000
7th	–	0.782
8th	–	0.653
9th	–	0.581
10th	–	0.517
Reverse	2.269	3.974

Final Reduction Ratio	4.25	4.167

2019 RDX: **Body & Exterior**

The 2019 RDX's bespoke body structure is significantly more rigid, lightweight and acoustically sealed, providing the foundation for the all-new RDX's exceptional handling response, supple ride quality, dramatically quieter cabin and top-level collision safety performance.

The RDX also delivers a more premium and emotional exterior presence to go with its advanced body design. While instantly recognizable as an RDX, the new RDX strikes a more aggressive and athletic pose with a long and wide stance, wheels pushed to the corners and sharply sculpted design details. Premium exterior details include all-LED lighting featuring the next generation of Acura's Jewel Eye™ LED headlights and an ultra-wide power tilt and slide panoramic moonroof, standard on all grades.

The new RDX is 2.4 inches longer than before, with the added length aiding both rear legroom and cargo capacity. Its more athletic stance comes courtesy of a 1.1-inch wider body with an equally wider track and a 2.6-inch longer wheelbase that also makes the RDX more adept at absorbing road irregularities.

Advanced Body Architecture
The RDX's new body architecture employs advanced engineering and assembly techniques to simultaneously increase rigidity and reduce weight. These include a new double-ring rear body/frame structure, a world's-first ultra-high strength steel, inner and outer front door ring design, and Acura's first use of high-performance structural adhesive and RDX's first use of sound-absorbing acoustic spray foam. These enhancements significantly improve ride and handling, cabin quietness, and collision safety performance.

What's New

The following Body and Exterior features are new for the 2019 RDX:

- Surround View Camera System (Advance Package)
- 4-Door Smart Entry (Technology Package and above)
- Walk Away Door Lock (Technology Package and above)
- Ultra-wide tilt and slide panoramic moonroof with power sunshade
- Hands Free Access power tailgate with programmable opening height (Advance Package)
- Auto high beam headlamps
- Acura premium colors
- Rear camera washer (Advance Package)
- Satin brushed stainless steel tailgate interior garnish (Advance Package)
- Exposed dual exhaust outlets with bright finishers (larger diameter on A-Spec)
- Acoustic windshield
- Acoustic front door glass (Advance Package)
- High-strength resin tailgate
- Double ring rear body/frame structure
- Ultra-high-strength (hot-stamped) steel inner and outer front door rings
- Large under floor storage area and side bin
- Acoustic spray foam for improved cabin quietness
- High-performance structural adhesive for body rigidity and weight reduction
- Front smart wiper system

2018 vs. 2019 RDX Exterior Dimensions and Weight

Exterior Measurements	2018 RDX	2019 RDX

Wheelbase (in.)	105.7	108.3 (+2.6)
Length (in.)	184.4	186.8 (+2.4)
Height (in.)	65.0	65.7 (+0.7)
Width (in.)	73.7	74.8 (+1.1)
Track (in., front / rear)	63.1 / 63.4	64.2 / 64.7 (+1.1 / +1.3)
Curb Weight – Base FWD (lbs.)	3,737	3,783
Weight Distribution – Base FWD (front/rear)	61 / 39	59.2 / 40.8

Key Body Specifications

Specification	2019 RDX (all)
Wheelbase (in.)	108.3
Length (in.)	186.8
Height (in.)	65.7
Width (in.)	74.8
Track (in., front / rear)	64.2 / 64.7
Ground Clearance (in.)	8.2
Max cargo volume (cu. ft.) (behind rear seats/max, including underfloor)	31.1 / 79.8

Body and Exterior Features

RDX (standard)

- 19-inch Glitter Sliver painted aluminum alloy wheels
- Acoustic windshield
- Body-colored and heated power side mirrors with memory and integrated LED turn indicators
- Capless fueling system
- Dual exhaust outlets with bright finishers
- LED center high mount stop light
- LED daytime running lights (DRL)
- LED Jewel Eye® headlights with Auto-off
- LED side turn lights
- LED tail lights (except turn signals)
- One-touch panoramic tilt & slide moonroof with power sunshade
- One-touch turn signals
- Height-programmable power tailgate
- Push Button Start/Stop
- Remote Smart Entry
- Wipers on/headlights on

RDX - Technology

- 19-inch Pewter Gray painted and machined face aluminum alloy wheels
- 4-Door Smart Entry
- Front and rear parking sensors
- Blind spot information system (BSI) and Rear Cross-Traffic Alert

RDX - A-Spec

- 20-inch Shark Grey painted aluminum alloy wheels
- A-Spec badges
- Matte black grille with gloss black surround
- Dark-tinted LED daytime running lights (DRL)
- LED fog lights
- Dark-tinted LED headlights
- Optional exclusive Signature Blue Pearl paint
- Large-diameter exhaust finishers
- Sport Black trim
- Unique front lower garnish
- Unique rear lower garnish
- Gloss black side garnish

RDX - Advance

- 19-inch Medium Alloy Silver painted aluminum alloy wheels
- 4-Door Smart Entry
- 4.7 mm acoustic front door glass
- LED fog lights
- Rain-sensing wipers
- Rear camera washer
- Satin brushed stainless steel tailgate garnish
- Surround View Camera System

Emotional and Evocative New Design

Developed at the Acura Design Studio in Los Angeles, California, and inspired by the Acura Precision Concept, the all-new RDX presents a more emotional, athletic and aggressive form to match its premium performance-luxury SUV image. It is the first all-new Acura model to be designed around the bold new face of Acura and its signature design element, Acura's diamond pentagon grille, from which the design intentionally flows outward.

Acura Precision Concept

2019 Acura RDX

All-new Acura Jewel Eye® LED headlights sweep outward and back, dynamically joining the aerodynamic front end with the body sides. Due to its longer wheelbase and subtly shorter front and rear overhangs, the RDX appears lower, faster and sleeker in profile.

Below the grille and edgy, aggressively styled fascia is a trio of openings: at center, a broad cooling duct for the engine's turbocharger intercooler, and at each corner, wing-shaped functional air-curtain openings, inspired by those on the NSX supercar. At the bottom, a racing-inspired air splitter and bright, wing-shaped corner trim lend both form and function.

The side profile says "RDX" at a glance, but like the front, evolves the model into a more passionate, aggressive form. Larger and wider wheel arches frame the standard 19-in. alloy wheels, while body-colored door handles and bright accents along the lower body sides gives the new RDX a more upscale appearance. The body sides are further evolved with a stronger, more emphatic character line stretching from the front wheel arches up through the door handles and above the rear fenders. The brightly-trimmed side window profile – reminiscent of

a sport sedan – is likewise more decisive, and the rear quarter window shape kicks up at the D-pillar, meeting the flowing roof panel in a sporty, muscular form.

In back, the new RDX continues its muscular new design. While retaining its strong steel inner panel, the programmable power tailgate's resin outer skin allows more freedom of expression, as evidenced by a concave design that gives the panel a bold 3D shape that reflects light uniquely, enhancing visual appeal. C-shaped LED taillights with a distinctive "dragon tail" give a dynamic and unique light signature to the new model. Rear parking sensors integrate with the fascia on Technology Package and above grades. While below the rear fascia, a dark-finished diffuser-style panel and exposed dual exhaust outlets with bright finishers give a performance flair, while A-Spec takes things a bit further with larger diameter finishers and exclusive airflow strakes between them.

Aerodynamic Tailoring
A comprehensive aerodynamics package helps the new RDX achieve top-class fuel efficiency and interior quietness. Specially-shaped components at the front of the vehicle guide airflow through the engine's radiator and into the turbocharger's lower-mounted intercooler, while channeling the remaining airflow over, around and under the vehicle. A cold-air intake is also provided for the engine.

Additional aerodynamic details include:

- Minimizing the inlet opening area at the front of the vehicle
- Small vents built into the front fenders create "air curtains" that help maintain smooth, attached airflow across the wheel openings to reduce drag.
- Molded under-panel located directly beneath the front air dam smoothly initiates the rearward flow of air underneath the vehicle
- Aluminum under-tray positioned beneath the engine and transmission smooths underbody airflow
- Lateral strakes deflect airflow around the front tires to reduce drag
- Dual molded side under-panels improve airflow between the front and rear wheels
- Rear spoiler positioned above the rear window helps air separate cleanly from the vehicle

Rigid and Lightweight New Body Structure
The new RDX body structure provides the foundations for its exception ride and handling capabilities, quiet cabin and top-class collision safety performance. The new body was designed from the ground up to be lighter, more rigid and tightly sealed and incorporates numerous new engineering features, including:

- A double-ring rear body/frame structure for dramatically improved rear body rigidity in a five-door SUV design (an Acura first)
- A two-piece ultra-high strength steel front door ring design for reduced weight and improved collision safety performance (a world's first)
- The application of sound-absorbing acoustic spray foam to 12 body cavities, which

combine with triple sealed doors and other sound-deadening measures to deliver exceptional cabin quietness (an RDX first)

- The use of high-performance structural adhesives in the body construction to reduce weight and improve rigidity (an Acura first)

Despite being 41 pounds lighter than the previous-generation unibody, global rigidity of the new 2019 RDX body structure is up 38.3 percent which supports improved fine-tuning of the suspension systems for superior ride and handling performance. The stiff body structure allows the chassis to work more effectively and reduces the suspension action needed to control body motion. Another benefit of the rigid body structure is a quieter and more comfortable ride for passengers, with less noise, vibration and harshness (NVH) felt over a wide range of driving conditions.

Advanced Compatibility Engineering™ (ACE™) Body Structure
The new RDX's Advanced Compatibility Engineering (ACE) body structure is an exclusive body design that enhances occupant protection and crash compatibility in frontal collisions. It uses a network of connected structural elements to distribute crash energy more evenly throughout the front of the vehicle, helping to reduce the forces transferred to the passenger compartment. ACE channels frontal crash energy to both upper and lower structural elements, including the floor frame rails, side sills and A-pillars. It can help to more evenly disperse the forces transferred to other vehicles in a crash as well.

ACE also helps reduce the chances that one vehicle will override another, improving crash compatibility of vehicles that differ in size. ACE goes further by offering additional strength and protection in small overlap frontal collisions, which are among the most severe. (See the Safety and Driver Assistance section for more information.)

Crash Stroke
The RDX's ACE™ body structure features crash stroke technology. In a frontal collision, the lower section of the front vehicle frame hinges in a manner that helps direct the engine down and rearward to minimize cabin intrusion.

Ultra-High Strength Door Rings
The new 2019 RDX features ultra-high-strength steel door reinforcement beams and a new world's first technology – two-piece (inner and outer) ultra-high-strength front door stiffener rings made of 1500-MPa hot-stamped steel. Laser welded and significantly stronger than conventional steel, the ultra-high-strength steel reinforcements are designed to help better protect occupants in a frontal or side impact. Their increased strength allows component weight to be reduced 28 pounds compared to the previous design, which also helps reduce overall vehicle mass for improved handling and fuel efficiency.

Double Ring Rear Frame Structure
The rear portion of the RDX's unibody features a new "double ring" structural design that incorporates two interconnected metal structures into the unibody: One utilizing the C-pillars, rear wheel arches and floor area; and the other utilizing a unique pillar structure above the rear suspension dampers, roof and floor area. This sophisticated design substantially improves torsional rigidity in a five-door "two-box" SUV body structure that includes a standard

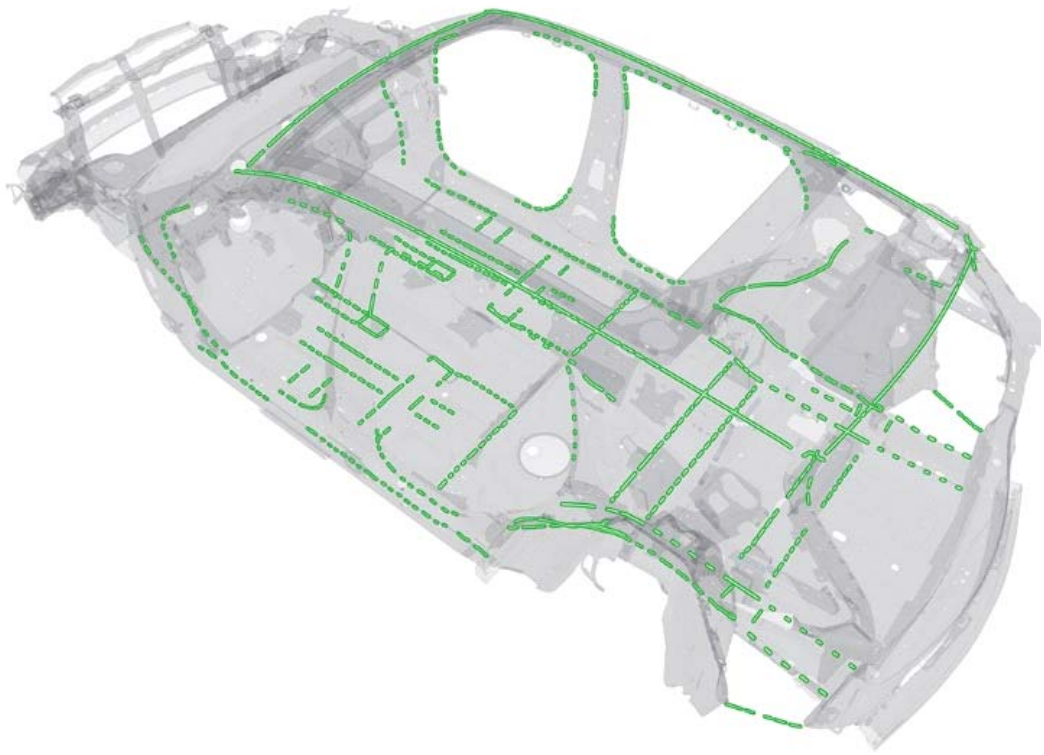
panoramic moonroof, while also creating multiple load paths for forces introduced through the rear suspension, resulting in significantly improved ride and handling.

Roll-Hemmed Roof Structure
The application of a panoramic moonroof to all 2019 RDX grades required an all-new roof design and engineering in order to retain the necessary stiffness and safety performance. A key part of this new design is a roll-hemmed roof structure. A first for Acura, the roll-hemmed roof structure stiffens the exterior roof panel, enabling the large panoramic moonroof to be added without sacrificing roof strength or overall unibody stiffness. (See the Safety and Driver Assistance section for more information.)

Ultra-Wide Panoramic Tilt & Slide Moonroof
Standard on all 2019 RDX grades, an ultra-wide panoramic tilt and slide moonroof offers top-in-class opening dimensions. Its top-slide, bottom-load design also minimizes intrusion on interior headroom.

Utilizing two panes of 4.0 mm tempered glass, the panoramic moonroof opening measures about 3.1 feet wide and 4.4 feet long. The tilting and sliding front panel is 37 inches wide and 27 inches long, and the fixed rear panel is 36 in. wide and 26 in. long. Particularly for the rear-seat passengers, the panoramic roof provides an enormous “look up” angle of 109 degrees, surpassing all competitors in the RDX’s segment. A power sunshade can be extended or retracted across both panoramic roof sections to provide either an unobstructed sky view, or else full shade – or some agreeable combination thereof – for all passengers. (See the Interior section for more information.)

High-Performance Structural Adhesive
The 2019 RDX makes widespread use of structural adhesives throughout the unibody, supplementing its structural welds and significantly increasing rigidity without the increased mass of additional steel components. The high-performance adhesive material is used along the roof edges, in the roof pillars, side sills and rear wheelhouse, and extensively in the vehicle's floor pan.



Structural adhesive application

Applied before the body panels are welded together, some 112 feet of structural adhesive directly contribute 6 percent to RDX's improvement body rigidity – including gains in torsional, bending and lateral stiffness. It helps reduce the new RDX's unibody weight by 19.8 pounds compared to the previous generation.

Body Rigidity
The new RDX likewise substantially outperforms the previous generation in torsional, bending and lateral rigidity. Global body rigidity is increased 38.3 percent, directly benefiting the RDX's handling response and precision.

Fitting Point Stiffness
The RDX has eight fitting points where suspension components attach to the unibody – two for the MacPherson strut front suspension and six for the multi-link rear suspension. In all cases, the new RDX outperforms the previous generation unibody by a significant margin, with an average increase of 52.5 percent. Dividends include improved steering precision, road holding

and ride quality, and reduced road noise imparted to the cabin.

Fitting Point Location	Improvement vs. 2018 RDX
Front Damper Mounts	+46%
C-Pillar Mounts	+61%
D-Pillar Mounts	+77%
Rear Damper Mounts	+26%

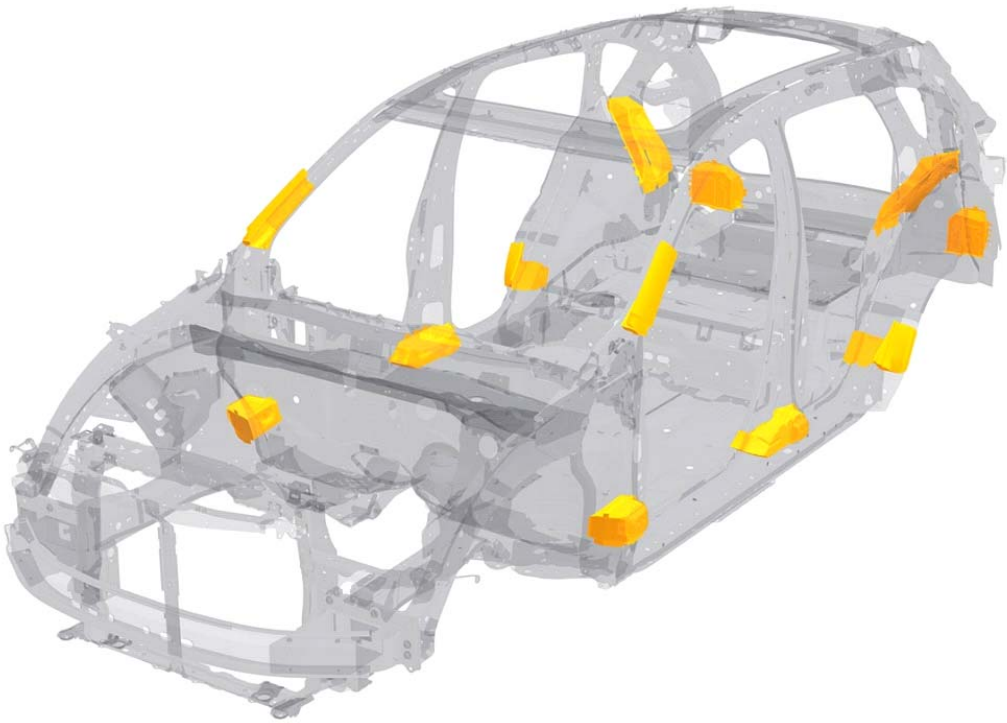
Noise, Vibration and Harshness (NVH) Countermeasures
Extensive noise, vibration and harshness (NVH) countermeasures incorporated into the RDX include strategically placed body sealants, structural adhesives and other measures to reduce vibration and the transmission of noise.

Wind and Exterior Ambient Noise Reduction

- Dual 360-degree molded door seals reduce wind noise and improve isolation.
- Door gap seals at all door edges further keep wind noise from entering the cabin.

Acoustic Spray Foam
New to the RDX, the application of acoustic spray foam provides extra sound insulation by blocking off hollow pillars, which reduces the transmission of wind and road noise into the passenger cabin by 2 decibels. The foam, applied to six locations on each side of the RDX (12 total) is heated and injected into:

- The base of the A-, B-, C- and D-pillars
- The base of the windshield frame
- The unique pillar structure above the rear damper



Sound Deadening and Noise Isolation

The new RDX has widespread application of sound deadening material and other insulation throughout the unibody to reduce both engine and road noise. Special spray-in sound-deadening material is located in key floor areas of the cabin, and additional insulation is positioned at the firewall and in the rear corners of the unibody. Altogether, the 2019 RDX has 15 percent more insulation coverage than the previous RDX generation, further helping to isolate the cabin from external noise, vibration and harshness (NVH); Advance package includes additional sound deadening for an even quieter driving experience.

Aluminum Components

Aluminum stampings used in key locations help mitigate weight increases and provide benefits to handling, fuel efficiency and emissions.

Among the aluminum body components are:

- Hood
- Front bumper beam
- Rear bumper beam

Exterior Colors

The 2019 RDX is available in nine exterior colors including five pearlescent and four metallic colors. Four of these, including Majestic Black Pearl, Apex Blue Pearl, Performance Red Pearl and Canyon Bronze Metallic, are exclusive premium colors that are new to the RDX.

In keeping with the precision-crafted design of NSX, the all-new RDX becomes the second vehicle in the Acura lineup to offer premium colors. Each color is uniquely engineered to differentiate the RDX from its competitors. Key details include:

- **Special pigments** – The RDX's premium colors utilize the latest pigment technologies such as mica, premium metal flake, and nano pigments (super-high transparency) to achieve the desired visual effect.
- **Additional coats** – Applied over a primer, some colors utilize a double base coat to enhance the intensity of each layer. This technique replaces the customary practice of combining conventional pigments, metallic flake and nano-pigments in a single base coat. Separating and layering the pigment types in this way gives the paint a noticeably deeper and more lustrous appearance.
- **Special clear coat** – To further enhance the premium paint finish, a color-enhancing clear coat is used.

Color Lineup

Exterior Color	RDX	RDX Technology Package	RDX A-Spec	RDX Advance Package
 **NEW PREMIUM:** Majestic Black Pearl	•	•	•	•
 **NEW PREMIUM:** Apex Blue Pearl (Premium)			•	
 **NEW PREMIUM:** Performance Red Pearl	•	•	•	•
 **NEW PREMIUM:** Canyon Bronze Metallic	•	•		•
 White Diamond Pearl	•	•	•	•
 Modern Steel Metallic	•	•	•	•
 Lunar Silver Metallic	•	•	•	•

 Fathom Blue Pearl	•	•		•
 Gun Metal Metallic	•	•		•

LED Lighting

The 2019 RDX incorporates a wide range of available light-emitting diode (LED) exterior lighting features, including LED Daytime Running Lights (DRL), LED Jewel Eye® headlights with seven light elements (previously five), LED side marker lights and LED taillights (except turn signals). LED side mirror-mounted turn signals are standard on all models, and LED fog lights are offered on the A-Spec and Advance Package. The new RDX A-Spec features piano black accents on headlights and taillights that give it a more aggressive appearance.

LED Daytime Running Lights (DRL)

The RDX has bright, distinctive LED Daytime Running Lights (DRL), which feature a wing shape positioned below and outside the LED headlights. Shaped to compliment the athletic stance of the new RDX, the LED DRL array flows gracefully outward from near the grille surround on both sides of the vehicle, then breaks radically up and back to mirror the beginning of the wheel arches. Eighteen inches long and artfully complimenting the body lines, the DRLs strongly define the front corners of the RDX. Helping to minimize componentry and unify the RDX's design, the DRLs double as the turn signals.

LED Jewel Eye® Headlights with Auto On/Off

The 2019 RDX's LED Jewel Eye® headlights provide improved nighttime illumination and visibility compared to contemporary high-intensity discharge (HID) headlights. Comprised of four LEDs per side, the low beams reach approximately 460 feet compared to approximately 360 feet for traditional halogen low beams, and the beam width is approximately 100 feet compared to approximately 65 feet for halogen low beams. The high beams use three additional LED lamps per side.

Besides improving driver confidence and active safety, the LED headlights use less energy, helping to enhance fuel efficiency by reducing engine loads. In addition, the LED headlights last up to three times longer than HID headlights and up to six times longer than halogen headlights – contributing to less frequent replacement and the associated cost savings. An auto

on/off function is included, and the low-beams are also keyed to the remote key fob operation.

Auto High Beams
The new 2019 RDX standard auto high beam system uses a camera located on the windshield to continually scan for oncoming traffic. The system illuminates the high beams except when oncoming or proceeding traffic is detected and then automatically switches to the LED low-beams. Requiring no intervention or action from the driver, the auto high beam feature significantly improves nighttime illumination for enhanced active safety.

There are numerous advantages to the auto high beam system, including earlier driver detection of objects in the roadway during nighttime driving, which can lead to a reduction in stopping distances for a higher level of driver confidence.

The system functions when the headlight switch is in the Auto position and may be disabled and reactivated by a quick pull on the high-beam stalk. A green headlight icon with an "A" appears on the instrument panel when the system is functioning. The auto high beam feature automatically disengages during rainy conditions, when low beam lighting is preferable. Four consecutive wipes of the windshield wiper deactivate the system. Auto high beam then automatically reactivates when the rain ceases.

LED Fog Lights
The RDX A-Spec and Advance Package are equipped with LED fog lights to enhance visibility in inclement weather. The fog lights use three LED elements per side for optimal lighting, while a special mesh feature – inspired by the Acura NSX – surrounds the fog lights from above. Just as the LED headlights are framed from above by a sweeping bright trim, the fog lights are framed from below and sides by a dynamic bright trim form.

LED Taillights
All 2019 RDX grades feature large LED taillights (except turn signals) with a signature "dragon tail" flourish, enhancing the vehicle's sporty new appearance. Utilizing a dynamic C-shape, the taillights are highly distinctive and extend from the outer corners of the rear fenders to the tailgate.

Lighting Technologies

Lighting Technologies Comparison		
	2018 RDX	**2019 RDX**
Jewel Eye® LED headlights, Auto On/Off	Standard	Standard
Auto High Beams	NA	Standard
LED Daytime Running Lights (DRL)	Standard	Standard
LED fog lights	Halogen fog lights on Advance Package	A-Spec and Advance Package
LED front turn signals	Standard	Standard
LED side mirror-mounted turn signals	Standard	Standard

LED puddle lights on side mirrors	NA	Standard
LED taillights and brake lights	Standard	Standard
LED center high-mount stop light (CHMSL)	Standard	Standard

Walk Away Door Lock
Included on all grades, the Walk Away Door Lock feature, new for RDX, automatically locks as follows: (1) when the driver leaves the vehicle; (2) when the key holder's distance from the vehicle exceeds 6.5 feet for two seconds; and (3) when no other key is detected inside the vehicle. An audible tone sounds and the hazard lights flash to confirm that the vehicle has locked. The Walk Away Door Lock feature is programmable and may be turned on or off as the driver prefers.

Acoustic Glass
For the first time, laminated acoustic glass is used for the RDX's windshield to help reduce noise entering the cabin. Tuned specifically to help attenuate wind-noise frequencies, the windshield glass uses an outer layer of 2.0 mm safety glass, a 0.7 mm thick middle layer of acoustic polyvinyl butyl (PVB), and a 1.8 mm safety-glass inner layer for a total thickness of 4.5 mm.

In addition, the RDX has 5 mm tempered front door glass (4.8 mm acoustic glass on Advance Package) and 5 mm tempered rear door glass. The tempered rear-quarter and tailgate glass is 3.5 mm thick. All glass specifications are upgraded compared to the previous-generation RDX.

Exterior Glass Specifications			
	2018 RDX	**2019 RDX, Technology, A-Spec**	**2019 RDX Advance**
Front windshield (mm)	4.7 laminate	4.5 acoustic laminate	4.5 acoustic laminate
Front door glass (mm)	4.0	5.0	4.8 acoustic laminate
Rear door glass (mm)	3.5	5.0	←
Rear quarter glass (mm)	3.1	3.5	←
Rear windshield	3.1	3.5	←

Engine Compartment Isolation
Measures to isolate sound and heat emanating from within the engine compartment include front and rear rubber hood seals, foam insulators at the rear corners of the engine compartment, and a broad hood insulator panel.

Sound-absorbing Undercovers
Underneath the RDX, along both sides of the passenger cabin, are molded undercovers that help mitigate road and wind noise. The front wheel wells have plastic liners and the rear wheel wells have felt liners, to mitigate road and splash noise inside the cabin.

Smart Entry (standard) and 4-Door Smart Entry (Technology, A-Spec and Advance Packages)
Included on the Technology Package and above grades, 4-door Smart Entry simplifies approaching, entering and operating the RDX. For 2019, the door handles have been redesigned to include a Smart Entry Lock sensor.

Programmable Power Tailgate
The 2019 RDX comes standard with programmable power tailgate. Replacing the twin gas-charged strut and separate electric motor system on the previous RDX, the new RDX uses a spindle-less design utilizing small electric motor and worm gear fully housed in the roof area. The spindle-less system lends the tailgate area a cleaner appearance. The spindle-less system is also 1.8 lbs. lighter than the gear-driven system available on the previous-generation RDX.

The power tailgate can be operated via the remote key fob, from a button on the driver's door panel, a button above the rear license plate (for opening) or from a button located inside the tailgate (for closing). When fully open, it provides 6 feet, 4 inches of headroom underneath.

Three distinct capabilities are included in the programmable power tailgate:

- **Stop and Hold** – The stop and hold feature allows the tailgate to be stopped at any desired position, which is useful when the RDX is parked in tight areas such as in a crowded parking lot, in a garage, or near a wall.
- **Programmable Height** – This function allows the RDX driver to set the opening height of the tailgate to their desired level by simply pressing and holding the tailgate switch for three seconds when it reaches the desired height.
- **Hands Free Access (Advance Package)** – New to the RDX with Advance Package is a Hands Free Access system. The power tailgate can be easily opened or closed simply by kicking a foot underneath the rear bumper.

Tailgate Construction
A high-strength resin tailgate outer “skin” on the 2019 RDX replaces the steel and plastic skin on the 2018 model. This new construction method for Acura retains steel for the inner structural tailgate skin, maintaining the essential strength and security of the tailgate. Two primary advantages for the new all-plastic outer skin include:

- **Styling Freedom** – Compared to the previous steel and plastic combination, the new construction technique allowed using a more aggressive and unified tailgate design, including an “all one piece” appearance, and freedom to use more varied creases and shapes.
- **Reduced Weight** – The new all-plastic outer tailgate skin saves 7.1 pounds compared to the previous tailgate skin.

Versatile Cargo Area
The 2019 RDX has a wide and deep cargo area offering 31.1 cu. ft. of storage volume with the second-row seats up (5.0 cu. ft. more than the 2018 RDX, counting underfloor storage), and 79.8 cu. ft. of storage volume with the seats folded (2.9 cu. ft. more than the 2018 RDX, counting underfloor storage). This positions the new RDX near the top of its competitive set in total cargo volume. The floor of the cargo area with seat folded is now virtually flat, greatly improving the ease of loading bulky cargo and the general utility of the new RDX. Additionally, a single-motion folding second-row seat feature makes it easy to convert the RDX from passenger to cargo-hauling use easier. (See the Interior section for more information.)

Relocated Temporary Spare (SH-AWD® standard, Technology and Advance Packages)

The T155/90D17 temporary spare tire (included on SH-AWD® standard, Technology and Advance Packages) is now stored beneath the vehicle and can be lowered by unwinding a cable reel with the jack crank arm. The jack, crank arm and a lug wrench are included on RDX with SH-AWD®. RDX front-wheel drive (FWD) and A-Spec grades have a tire-inflator kit in lieu of a temporary spare and jack.

Exposed Dual Exhaust Outlets

In another upgrade for the 2019 RDX, dual round exhaust outlets with bright finishers exit through the black rear lower fascia for a premium, sporty appearance. The A-Spec gets oversize exhaust outlets for a more aggressive appearance.

Exterior Features				
	RDX	**RDX Technology Package**	**RDX A-Spec**	**RDX Advance Package**
Acoustic windshield	•	•	•	•
Acoustic front side windows				•
One-touch ultra-wide panoramic moonroof with tilt & slide and power sunshade	•	•	•	•
Smart Entry	•			
4-Door Smart Entry		•	•	•
Push Button Start/Stop	•	•	•	•
LED daytime running lights (DRL)	•	•	•	•
LED Jewel Eye® headlights with Auto-off	•	•	•	•
LED center high mount stop light	•	•	•	•
LED tail lights (except turn signals)	•	•	•	•
LED side turn lights	•	•	•	•
LED fog lights			•	•
One-touch turn signals	•	•	•	•
Rain sensing wipers				•
Wipers on/headlights on	•	•	•	•
Programmable power tailgate	•	•	•	•
Hands Free Access				•
Body-colored and heated power side mirrors with memory and integrated LED turn indicators	•	•	•	•
Auto dimming side mirrors				•
Front and rear body-colored parking sensors		•	•	•
Exposed dual exhaust outlets with bright finishers	•	•	•	•
Capless fueling system	•	•	•	•

2019 RDX: **Interior**

Inspired by the Acura Precision Cockpit and the NSX supercar, the 2019 RDX marks a dynamic shift in the style, premium quality and technological sophistication of Acura's 5-passenger crossover. The new RDX offers a high level of convenience and new technology in a more spacious cabin. High-end appointments, including authentic brushed aluminum accents and available genuine Olive Ash wood trim, hand-wrapped and stitched leather trim, and softer, more durable full-grain Milano leather seating surfaces; and for the RDX A-Spec, Ultrasuede® seat and dash inserts.

With its longer wheelbase, wider track and second-row flat floor, the new RDX's smart interior packaging provides usable and versatile passenger space for five, with top-in-class passenger and cargo volume, first-row shoulder and headroom, and second-row legroom and knee space, along with a more versatile and flexible cargo capacity.

A distinctive new high-deck "floating" center console creates a more personal "sport cockpit" front cabin feeling and provides more convenient storage options than competing models, blending superior utility with cutting edge style.

The new RDX also introduces multiple new Acura technologies and premium features, including

next-generation Acura sports seats, Acura/ELS Studio 3D™ premium audio, the latest generation of AcuraLink® cloud-based services and the innovative new Acura True Touchpad Interface™, combining the best elements of a touchscreen and a remote interface in a more intuitive, driver-oriented design.

What's New
The following Interior features are new for the 2019 RDX:

- Acura True Touchpad Interface™ with 10.2-inch HD display
- Apple CarPlay™ compatibility
- Available Acura/ELS Studio 3D™ Premium Audio
- Acura sports seats with available full-grain perforated Milano leather and up to 16-way power adjustment (12-way standard)
- AcuraLink® cloud-based services
- Available 4G LTE in-car Wi-Fi
- Natural Language Voice Recognition
- Available full-color interactive 10.5-inch Head-Up Display (HUD)
- Brushed aluminum interior accents
- Available genuine Olive Ash wood interior accents
- Ultrasuede® seat inserts and dashboard accent panel (A-Spec)
- Frameless interior rearview mirror with integrated HomeLink™
- Available heated steering wheel
- Available Surround-View Camera System

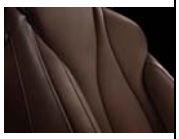
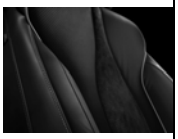
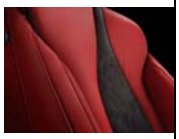
Interior Styling
The all-new RDX interior is the first production embodiment of the "Acura Precision Cockpit" design language, with premium detailing, intuitive functionality and flowing lines. Dramatic styling elements sweep through the cabin, dividing the front seating into dual personal spaces, with a distinctive high-deck "floating" center console that features highly functional pass-through storage. Fit and finish have received close attention throughout the interior, with high-quality, soft-touch materials and available perforated Milano leather. Standard genuine metal accents give the RDX interior an advanced, technical appearance while the interior of the RDX with Advance Package is warmed with the look and feel of genuine open-pore Olive Ash wood.

Interior Colors and Materials
The RDX's luxury interior palette is sophisticated and coordinated and is offered in Ebony, Greystone, Parchment and Espresso. Two performance-themed interior colors are offered in the RDX A-Spec: Ebony and Red.

Seating material in the RDX has received special scrutiny in keeping with the crossover's luxury mission. Synthetic leather is offered in the RDX. In the RDX with Technology Package, A-Spec and Advance Package, special full-grain Milano leather is used. Made with young North

American hides, this leather has a more premium look and feel and gives the seats a long-lasting, precisely tailored look. In the A-Spec, black Ultrasuede® perforated center panels help keep passengers in position during aggressive cornering and improve breathability.

Seat Materials			
RDX	**RDX Technology**	**RDX A-Spec**	**RDX Advance**
Pebble grain leatherette with color-matched stitching	Premium full-grain Milano Leather seating surfaces with perforated center panels and contrasting stitching	Premium full-grain Milano Leather seating surfaces with Ultrasuede® perforated center and adjacent panels, and contrasting stitching and piping	Premium full-grain Milano Leather seating surfaces with perforated center panel and perforated adjacent panels with contrasting stitching and piping

Interior Colors and Availability						
Exterior Color Options					**A-Spec**	
	Ebony	**Greystone**	**Parchment**	**Espresso**	**Ebony with Black Ultrasuede**	**Madder Red with Black Ultrasuede**
						
Majestic Black Pearl	•		•		•	•
Apex Blue Pearl					•	•
Performance Red Pearl	•		•		•	
Canyon Bronze Metallic			•			
White Diamond Pearl	•		•	•	•	•
Modern Steel Metallic	•	•	•			•
Lunar Silver Metallic	•	•		•	•	
Fathom Blue Pearl	•	•				

Gun Metal Metallic	•					

Versatile, Spacious Cabin

Even with its compact exterior dimensions, the RDX has always been appreciated for its roomy and versatile cabin and user-friendly design. In the all-new 2019 RDX, passenger accommodations and roominess have both moved upscale. Overall passenger volume is increased 0.5 cubic feet and RDX can accommodate five passengers in comfort. Usability is a key element of the RDX's interior design, with an easy step-in to the second row.

When it comes to cargo carrying utility, the RDX seating can be quickly reconfigured to accommodate a blend of passengers and cargo. With a longer cargo area and new storage space hidden under the rear cargo floor, total cargo area behind the rear seat increases by 5 cubic feet. With the rear 60/40 folding seats folded flat, the RDX offers a maximum of 79.8 cubic feet of cargo space, 2.9 cubic feet more than the previous model.

RDX Interior Dimensions		
	2018 RDX	**2019 RDX**
Seating capacity	5	5
Headroom (in.) (front/rear)	38.7 / 38.1	39.6 / 38.3 (+0.9 / +0.2)
Legroom (in.) (front/rear)	42.0 / 38.3	41.6 / 38.4 (-0.4 / +0.1)
Shoulder room (in.) (front/rear)	58.7 / 57.2	59.7 / 56.6 (+1.0 / -0.6)
Hip room (in.) (front/rear)	55.7 / 49.6	55.0 / 49.9 (-0.7 / +0.3)
EPA passenger volume (cu. ft.)	103.5	104.0 (+0.5)
Max cargo volume (cu. ft.) (behind rear seats/max, including underfloor.)	26.1/76.9	31.1 / 79.8 (+5.0 / +2.9)

Advanced and Intuitive Instrumentation and Controls

The RDX has sophisticated analog instrumentation with a large tachometer and speedometer on either side of a color 7-inch TFT Multi-Information Display (MID) that provides a range of information and trip computer functions, including coolant temperature and fuel level gauges that flank the tach and speedometer.

Instrumentation

Feature	RDX	Technology Package	A-Spec	Advance Package
12-Volt Battery-Charging System Indicator	•	•	•	•
ABS Indicator	•	•	•	•
Airbag System Indicator	•	•	•	•
Brake System Indicator	•	•	•	•
Coolant Temperature Indicator	•	•	•	•
Cruise Control Indicators	•	•	•	•
Electric Power Steering (EPS) Indicator	•	•	•	•
Fuel Level Indicator	•	•	•	•
Headlights-On Indicator	•	•	•	•
High-Beam Indicator	•	•	•	•
Immobilizer System Indicator	•	•	•	•
Low-Fuel Indicator	•	•	•	•
Low-Oil Pressure Indicator	•	•	•	•
Malfunction Indicator	•	•	•	•
Seat-Belt Reminder Indicator	•	•	•	•
Security System Indicator	•	•	•	•
Speedometer	•	•	•	•
System Message Indicator	•	•	•	•
Tachometer	•	•	•	•
TPMS Indicator	•	•	•	•
Turn Signal/Hazard Indicators	•	•	•	•
VSA® System and VSA®-Off Indicators	•	•	•	•
Fog Lights Indicator			•	•
Smart Entry System Indicator	•	•	•	•
Adaptive Cruise Control (ACC) with On and System Indicators	•	•	•	•
FCW / CMBS Indicator	•	•	•	•
Lane Keeping Assist System (LKAS) On and System Indicators	•	•	•	•
LDW / RDM Indicator	•	•	•	•

Idle-Stop On and System Indicators	•	•	•	•
Blind Spot Information System (BSI) Indicator	•	•	•	•

Multi-Information Display

A full-color high-resolution 7-inch Multi-Information Display (MID) positioned between the tachometer and speedometer in the central instrument display gives the driver access to a range of useful information. Controls positioned on the right side of the steering wheel allow the driver to cycle the MID display through multiple screens of information from sources including Lane Keeping Assist System (LKAS), Adaptive Cruise Control (ACC) and more. The Maintenance Minder™ system alerts the RDX driver of upcoming maintenance needs via the MID and should a fault occur with the vehicle, specific warning information appears. On models with Navigation or when using Maps via Apple CarPlay™, the MID also provides turn-by-turn route guidance. For the first time ever in RDX, the MID provides a real-time g-force display for performance driving.

Multi-information Display Features				
Feature	**RDX**	**RDX Technology Package**	**RDX A Spec**	**RDX Advance Package**
7-inch Color TFT Display	•	•	•	•
Average Fuel Economy Indicator	•	•	•	•
Door and Tailgate-Open Indicator	•	•	•	•
Engine Oil-Life Indicator	•	•	•	•
Gear Position Indicator	•	•	•	•
Hood Open Indicator	•	•	•	•
Instant Fuel Economy Indicator	•	•	•	•
Miles-to-Empty Indicator	•	•	•	•
Odometer and Trip Meters (2)	•	•	•	•
Starter System Indicator	•	•	•	•
Tire Pressure Monitoring System (TPMS) with Tire Fill Assist and Location and Pressure Indicators	•	•	•	•
Super Handling All-Wheel Drive System™	• (SH-AWD®)	• (SH-AWD®)	• (SH-AWD®)	• (SH-AWD®)
Exterior Temperature Indicator	•	•	•	•
Compass	•	•	•	•
Turn-By-Turn Directions	w/CarPlay®	•	•	•
Parking Sensor Indicator		•	•	•

G-meter	•	•	•	•
Turbocharger boost indicator	•	•	•	•
Customizable Feature Settings	•	•	•	•

Head-Up Display
For the first time ever, the RDX with Advance Package features a large 10.5-inch interactive color TFT head-up display HUD), which projects a broad range of information on the lower portion of the windshield in the driver's line of sight. The driver can adjust the location (up and down) and the brightness of the projection or turn off the system via switches on the instrument panel.

Display modes can be selected by steering wheel-mounted controls. Display modes include:

- Vehicle speed
- Current mode for Adaptive Cruise Control and Lane Keeping Assist System
- Turn-by-turn directions
- Traffic sign recognition
- Compass
- Pop-up warnings and phone call info
- Customizable content

Audio/Information Screen
All RDX models feature a new 10.2-inch HD display mounted high atop the center console, close to the driver's natural line of sight. The display features "A" and "B" zones for primary and secondary information. Besides audio system information, the screen also offers backup camera views, access to a range of customizable features and on-screen navigation information.

Center Console Connectivity and Storage
The RDX's new "floating" center console is a key design element of the interior, both stylistically and functionally. It integrates the bold theme lines that run through the doors and instrument panel and is finished in high quality materials including brushed metal accents (genuine Olive Ash wood in the RDX with Advance Package). The console maximizes driver and passenger comfort with a sliding padded armrest. There is also a padded hand rest built into the console, designed to help support the driver's hand when using the True Touchpad Interface™.

Considerable design effort went into incorporating smart storage features to make daily use simpler. The forward pass-thorough section of the console is an ideal place to store a phone, with power, USB and AUX connectivity placed close by. Inside the console, beneath a tambour door (brushed metal standard, genuine Olive Ash wood with Advance Package) is a pair of large cupholders, alongside a special phone pocket with a USB port for Apple CarPlay™ connectivity. The tambour door can be closed to conceal the phone and cord for a cleaner appearance. For the convenience of rear seat passengers, a pair of USB ports are provided on the rear of the center console in RDX models with the Technology Package and higher.

The RDX interior offers a range of convenient storage features for the driver and passengers. All four doors offer storage bins and bottle holders.

Unique Interior Trim with Available A-Spec
For the first time ever, the RDX is available in A-Spec form, which includes a wide range of

sports appearance upgrades. Drivers will notice the A-Spec-badged steering wheel wrapped in premium perforated leather with red contrast stitching, larger metal-plated paddle shifters and metal sport pedals. Unique satin silver instrumentation has red illumination that compliments red switch and ambient lighting throughout the interior. A-Spec grades can be equipped with full-Madder Red leather seats or with Neutral Black leather seating, both with Ultrasuede® inserts for comfort and breathability during performance driving. An Ultrasuede® instrument panel insert complement the look. Special A-Spec metal door sill plates, a black headliner and dark metal interior accents further distinguish the A-Spec.

Genuine Wood Interior Accents
For the first time, the RDX offers genuine wood interior accents with the Advance Package. The open pore Olive Ash wood has a low-gloss finish to better display the character of the wood. The wood accents sweep from the front doors, appearing to flow behind the instrument panel and also cover the tambour door on the center console.

Power Windows, Locks and Mirrors
Power windows are standard equipment on all RDX models and include auto-up and -down operation on all windows. Power door locks, Smart Entry and heated power exterior mirrors are also standard equipment.

Auto-Dimming Rearview Mirror
All RDX models feature an electro-chromatic interior rearview mirror that automatically dims during nighttime driving to reduce glare from the headlights of following vehicles.

Versatile Cargo Area
Despite its compact exterior dimensions, the RDX's completely redesigned cargo area offers versatile capability to suit the needs of active owners. The RDX has an expanded 31.1 cu.-ft. of cargo space behind the rear seats, up from 26.1 cu.-ft. in the previous generation RDX. With the 60/40 split-folding rear seats down, capacity jumps to 79.8 cu.-ft. (up from 61.3 cu.-ft.), now with a flat load floor. When the second-row seat is folded, the cargo floor length increases to nearly six feet (depending on front seat position), with a width of 40 inches.

For easy loading, the RDX has a low lift-in height and the RDX with Advance Package has satin brushed stainless steel sill plates. All models have four tie-down points in the cargo floor for use in securing cargo. All RDX models regardless of interior color have a cargo area finished in premium black material to minimize the appearance of dirt or soil caused by cargo items.

The 60/40 split rear seats can be quickly lowered from either the rear doors or the tailgate, and the center position seatbelt shoulder harness is now built into the seatback (instead of the ceiling), to reduce belt clutter in the interior when carrying cargo. With the second-row seat folded, the cargo floor is virtually flat. An accessory cargo cover allows concealment of storage items from view. (See the Accessories section for more information.)

Hidden Storage
Hidden underneath the cargo area floor is a best-in-class 1.7 cu. ft. of additional storage. Flipping the multi-folding floor panel up and forward reveals a storage area 16 inches long, 30 inches wide, and 6 inches deep – enough to hold folding chairs (bag type) or two laptop

computer cases. Flipping the cover up a second time reveals two additional storage bins. In addition, a handy open storage bin that can accommodate six wine bottles, six beverage cans or a gallon of milk is positioned at the left side of the cargo area behind the rear seat. Two incandescent bulbs illuminate the storage area when the tailgate is open.

Interior Lighting
The RDX's analog instruments are backlit with LED lighting and feature high-contrast markings, and the look of a premium chronograph. The gauge package progressively illuminates to give the driver a welcoming feel upon entry. When the door is first opened, the instrument lighting comes to life and then brightens progressively to 100-percent illumination when the ignition is switched on. The illuminated instrument panels then come alive, indicating that the RDX is ready to go. At the end of the drive, the instrument lighting dims progressively.

The interior switches are illuminated to make them easy to locate at night, including the switches on all four doors and the steering wheel. In addition to front and rear overhead interior lights and map lights, the RDX also has a complement of low-level LED interior cabin lights. White ambient lighting in the ceiling illuminates the front center console, front foot wells and door handles.

In the RDX A-Spec, the interior lighting has an aggressive red theme, including red primary instrument lighting.

Engine Immobilizer
Complementing the remote entry system is a standard engine-immobilizer system. A special electronically coded key prevents the vehicle from being started. A transponder, built into the key, signals the immobilizer control unit that the key is genuine. If the vehicle is hotwired, or an unauthorized key is used, the engine will not start.

Comfort and Convenience

The 2019 RDX is replete with a wide range of standard and available comfort and convenience features that are designed to streamline daily driving. A Multi-Angle Rearview Camera is standard, and a newly available Surround-View Camera System comes standard with the Advance Package.

The Smart Entry Keyless Access System with front door and rear tailgate access is standard and on the Technology Package, A-Spec and Advance grades, Smart Entry access is also added to the rear passenger doors.

Available as an optional accessory, RDX also offers remote engine start that can be activated with a range of at least 300 feet from the vehicle, allowing the vehicle to be pre-heated or pre-cooled and defrosted/defogged based on the customer's preselected settings.

Smart Entry and Push Button Start/Stop
All 2019 RDX models offer the upscale convenience of Smart Entry and Push Button Start/Stop.

Smart Entry
The Smart Entry system simplifies approaching, entering and operating the RDX –

especially when the driver has his or her hands full. To gain entry to vehicle, the driver simply pulls one of the two front door handles while the remote is in his or her possession. RDX's with Technology Package and above now feature 4-Door Smart Entry. With 4-Door Smart Entry, to gain entry to the RDX, the driver simply pulls any one of the four door handles while the remote is in his or her possession. The Smart Entry feature on the RDX (standard) operates on the front doors only.

Push Button Start/Stop
Once the driver has opened the door and is seated, the driver simply pushes the START/STOP button positioned on the instrument panel while pressing the brake pedal to start the vehicle. Powertrain operation and certain electrical functions are ended when the START/STOP button is pressed again at the conclusion of the drive. For accessory mode the driver simply presses the START/STOP button without pressing the brake pedal.

Remote Engine Start
RDX models equipped with AcuraLink® can provide the ability to start the vehicle's engine remotely. This enables drivers to start their RDX and activate the climate control system before they get to the vehicle – perfect for hot or cold days. The remote is designed to have a range of operation of at least 300 feet. To start the engine remotely, the owner presses the LOCK button and then holds the ENGINE button for a few seconds. When the engine is started remotely, the wipers, lighting and audio systems remain off, and the security system remains set. The engine will run for up to 10 minutes after remote starting, and then shut off automatically if the owner doesn't reach the vehicle within that time. When the owner does get to the RDX within 10 minutes, the engine will keep running while the owner unlocks the vehicle and gets in. The default 10-minute time limit can be extended an additional 10 minutes, if desired.

This system also provides feedback to the owner to confirm whether the engine is running or the vehicle is locked, far beyond the range of a typical remote.

Walk Away Door Lock
The new Walk Away Door Lock feature automatically locks the RDX when the driver leaves the vehicle. This hands-free locking capability adds everyday convenience that's especially useful when the driver has his or her hands full or is distracted. In typical use, when all doors are closed and the driver walks away, the RDX will automatically lock when the key holder's distance from the vehicle exceeds 6.5 feet for two seconds or more and when no other key is detected inside the vehicle. An audible buzzer sounds and the hazard lights flash to confirm that the vehicle has locked. The Walk Away Door Lock feature is programmable and may be turned on or off as the driver prefers.

Steering Wheel Controls
The RDX's exclusive new leather-wrapped steering wheel features a highly compact airbag for a classic sporting appearance. All new illuminated steering wheel mounted controls provide access to a wide range of capabilities, to help the driver keep their hands on the wheel and their concentration on driving. Phone and audio controls are on the left side; multi-info display controls are on the right side, along with the switches for Lane Keeping Assist System (LKAS) and Adaptive Cruise Control with Low-Speed Follow. Tucked within fingertip reach is a pair of paddle shifters that allow for manual operation of the Sequential SportShift 10-speed

automatic transmission.

In keeping with the RDX's sporting nature, the steering wheel has thick contoured rim that's wrapped in stitched leather for a premium look and feel. The RDX A-Spec features red stitching, perforated leather, an A-Spec badge and gloss black decoration and larger paddle shifters.

Heated Steering Wheel

The RDX with Advance Package offers the comfort of a standard heated steering wheel. A heating switch mounted on the left side of the steering wheel can be activated when the ignition is switched on and is also integrated to the Remote Engine Start System for automated heating when appropriate. Acura Genuine Accessories also offers an optional heated steering wheel for other RDX models.

New Acura Sport Seats

The RDX's all-new front bucket seats are designed to provide luxurious comfort, combined with secure lateral support for aggressive driving. They utilize a newly designed ultra-high strength steel frame for low weight and high rigidity. The seats provide comfortable support for a wide range of body types, along with greater adjustability than ever before. The front seats in RDX and RDX Technology Package and A-Spec offer 12-way power adjustability, including 4-way power lumbar adjustability and new 4-way adjustable headrests. In the RDX with Advance Package, the front seats offer class-leading 16-way power adjustability, adding two-way power-adjustable side bolsters and thigh support. In all grades, both the driver and front passenger enjoy the same level of adjustability.

All driver's seat power adjustments are included in the Smart Entry system (among many other features). The system stores a pair of user profiles regarding seat settings – one for each of the

two key fobs that come standard with the RDX. Heated front seats are standard in all RDX models. An algorithmically controlled ECU allows for three temperature settings, along with fast warm-up and smooth, precise temperature control. The A-Spec and Advance Package add ventilated front seats.

Rear Seats
The RDX's roomy second-row seating is designed for maximum comfort and versatility, with a 60/40 split-folding design that makes it easy to accommodate passengers or long cargo. A nearly flat floor opens up foot room for a center passenger. There is also a padded, folding center armrest with two cupholders. In the RDX with the Advance Package, second-row outboard seat heaters are standard. The seatbacks are folded with release handles easily accessible at the outboard seatbacks, or via remote release handles positioned in the cargo area sidewalls that are accessible from the rear tailgate opening. The center position shoulder harness is now built into the rear seatback, to reduce interior seatbelt clutter when the seatback is folded to accommodate cargo.

HomeLink® Remote System
All RDX models feature a HomeLink® universal remote system, located on the interior rearview mirror, which works with nearly all garage door openers and gate systems and an growing list of radio frequency (RF)-controlled devices.

Driver Preferences
All RDX models come with two keyless remotes with unique identifiers. Each remote can be set with unique profiles to accommodate the individual preferences of two different drivers. The available preferences include driver seat and mirror positions, along with select HVAC functions. Other preferences include turning entry lights on or off, audio system pre-sets, air conditioning preferences, and navigation system settings. In the event both owners use the vehicle at the same time, the RDX will recognize the keyless remote that approaches the driver's door first.

Auto High-Beam System
The RDX's standard auto high-beam system makes optimal use of the vehicle's headlights. When the headlight switch is set in the Auto position, the system automatically illuminates the high beams until an integrated camera detects oncoming or proceeding traffic and automatically switches to low beams. (See Exterior and Safety sections for more information.)

Multi-Angle Rearview Camera
A multi-angle rearview camera is standard on the RDX. It offers three viewing angles (wide view, normal view and top view). Drivers may select the preferred view according to driving conditions. The rearview image is displayed on the 10.2-inch color audio/information display. On-screen guidelines help the driver better judge distances, and predictive guidelines help make maneuvering in reverse easier. (See the Exterior section for more information.)

Surround-View Camera System
In the RDX with Advance Package, four exterior cameras provide a 360 view of the space immediately around the vehicle through the audio/information display. A camera button conveniently located on the end of the turn signal lever changes camera views. (See the Exterior section for more information.)

When Reverse is selected, the rear camera view appears on screen along with an overhead 360 view. Guidelines appear in each view, which correspond with the angle of the front wheels angle to show the vehicle's predicted rearward path. A press of either camera button switches to show the rear view alone, and another press shows a wide-angle rear view.

Pressing either "Camera" button (when not in reverse) shows the 360-degree view combined with a front view that is ideal for putting the vehicle in the optimal position in the garage. Another button press provides a front wide-angle view that is useful for helping spot an approaching vehicle or person when nosing out a tight spot with a blocked side view. Additional views include looking ahead from both sides and just the passenger side view alone.

One-Touch Ultra-Wide Panoramic Moonroof
The RDX features a standard power tilting and sliding ultra-wide panoramic moonroof with power sunshade. To tilt or slide the movable forward panel of the moonroof, the driver or front passenger needs only to fully press the ceiling-mounted switch once (instead of pressing and holding it for several seconds). The moonroof opens or closes automatically. However, if the operator wishes to only partially open or close the moonroof, a lighter touch yields full manual control. A power operated sunshade can partially or completely block the moonroof as desired. (See the Exterior section for more information.)

Dual-Zone Automatic Climate Control – GPS-Linked with Technology Package, A-Spec and Advance Package
All RDX models feature a dual-zone automatic climate control system that lets the driver and front passenger set temperatures to their individual liking. Technology, A-Spec and Advance packages add a GPS-link for still better control of individual settings. For the comfort of rear seat passengers, adjustable dual vents are provided in the rear of the center console.

With its position-sensing ability, the GPS navigation system (RDX with Technology Package and higher) contributes to overall passenger comfort with a 3D solar sensing feature. Based on continuously updated vehicle position information, the navigation system determines the position of the sun relative to the driver and front passenger. Combining this information with input from a solar sensor located on top of the instrument panel, the climate control system automatically adjusts cooling/heating and airflow from side to side as needed to compensate for asymmetrical solar heating. On the A-Spec and Advance Packages, the heated and ventilated front seats are electronically linked to the climate control system, expediting the transition to the desired temperature.

Comfort and Convenience Features				
Feature	**RDX**	**Technology Package**	**A-Spec**	**Advance Package**
Dual-Zone Automatic Climate Control System with Humidity Control and Air Filtration	•	•	•	•
GPS-linked climate control		•	•	•

Keyless Access with Push Button Start and Walk Away Auto Lock	•	•	•	•
Hill Start Assist	•	•	•	•
Power Windows with Auto-Up/Down on All Windows	•	•	•	•
Power Door and Tailgate Locks	•	•	•	•
Cruise Control	•	•	•	•
Multi-Functional Center Console Storage	•	•	•	•
Lockable Glove Compartment	•	•	•	•
Sliding Sunvisors	•	•	•	•
12-Volt Power Outlets (Center Console Pass-Through)	•	•	•	•
Driver's and Front Passenger's Seatback Pockets	•	•	•	•
Rear Window Defroster with Timer	•	•	•	•
Rear-Seat Heater Ducts	•	•	•	•
Map Lights (All Rows)	•	•	•	•
Illuminated Steering Wheel-Mounted Controls	•	•	•	•
Floor Mats	•	•	•	•
HomeLink® Remote System	•	•	•	•
Driver's and Front Passenger's Illuminated Vanity Mirrors	•	•	•	•
Sunglasses Holder	•	•	•	•
Automatic-Dimming Rearview Mirror	•	•	•	•
Leather-Wrapped Steering Wheel	•	•	•	•
Heated Steering Wheel				•
Ambient LED Lighting	•	•	•	•
Courtesy Door Lights (Front Row)	•	•	•	•
Adjustable Seat-Belt Anchors (Front Row)	•	•	•	•
Head Restraints at all Seating Positions	•	•	•	•
Front 12-Way Power Seats with Power Lumbar Adjustment	•	•	•	

Front 16-Way Power Seats with Power Lumbar, Side Bolsters and Thigh Support				•
Leather-Trimmed Interior		•	• (with Ultrasuede®)	•
Heated Front Seats	•	•	•	•
Heated Outboard Rear Seats				•
Ventilated Front Seats			•	•
Genuine brushed aluminum accents	•	•	• (Dark tone)	
Genuine open pore Olive Ash wood accents				•

Audio and Connectivity

The 2019 RDX features an advanced new human-machine interface (HMI) called the True Touchpad Interface™, Acura's first application of the system which includes a new 10.2-inch full-HD screen and natural language voice recognition. With physical audio volume and tuning controls and intuitive, smartphone-like features and functionality, including customizable home-screen shortcuts, along with Apple CarPlay™ compatibility and Wi-Fi-enabled over-the-air system updates, this is the most capable and user-friendly system ever offered by Acura.

The RDX also offers a new generation of AcuraLink® cloud-based services with expanded capabilities including emergency roadside assistance, remote locking/unlocking and engine start, stolen vehicle tracking, remote diagnostics, geo-fencing, speed tracking and more.

The RDX's all-new available navigation system offers many improvements, including enhanced graphics, customized vehicle icons, 3D buildings and terrain, turn-by-turn directions displayed in the instrument cluster and more. The system includes free map database updates for up to five years that can be uploaded to the vehicle via the RDX's available 4G LTE in-car Wi-Fi.

Audio systems vary by trim, starting with nine speakers and 350 watts on the RDX, Acura/ELS Studio® Audio with 12 speakers and 550 watts on the RDX with Technology Package, and all-new Acura/ELS Studio® 3D™ premium audio system with 16 speakers (including four ceiling-mounted Highline™ speakers) and 710 watts on the RDX A-Spec and RDX with Advance Package.

Acura True Touchpad Interface™
The all-new 2019 RDX features Acura's most advanced user interface yet. The new True Touchpad Interface™ features a 10.2-inch full-HD display mounted high atop the center console close to the driver's natural line of sight, a dual-zone touchpad with absolute position mapping, and a powerful Android-based operating system with customizable app tiles. An available interactive head-up display (HUD) compliments the system and provides drivers with a new

level of situational awareness.

RDX's True Touchpad Interface combines the best elements of a conventional touchscreen with those of a remote-based interface. A traditional touchscreen is intuitive and direct – what you see is what you press – but the placement of the screen is out of the driver's natural line-of-sight. A remote interface solves this problem, but the interaction between the remote and display is often clumsy.

Unlike existing remote interfaces that operate like a computer trackpad, every spot on the RDX's touchpad is mapped precisely – one-to-one – with the corresponding action on the large center display – as the world's first application of "absolute positioning" in the driving environment. For instance, a tap on the top left corner of the touchpad corresponds precisely with the action on the top left of the center display. This arrangement can greatly reduce or even eliminate the need to visually confirm the desired command, thereby helping drivers keep their eyes on the road.

All elements of the True Touchpad Interface™, including the new operating system with simple, clean graphics and menu structures, were designed in concert to work seamlessly with one another. Also debuting on the RDX, is a new onboard natural language voice recognition system, which dramatically improves the ease and intuitiveness of voice commands in the vehicle, plus handwriting recognition ability in the True Touchpad Interface.

Research and development of the prototype touchpad, as originally introduced in the Acura Precision Cockpit, was validated by tens of thousands of hours at the Ohio State University's world-class Driving Simulation Laboratory established with the help of Acura's Ohio R&D Center. In the process, it was discovered that, on average, drivers become acclimated and comfortable with the touchpad system in just minutes.

Three Available Audio Systems

The RDX's audio/information system offers greater capability than any previous Acura system. Along with a physical knob for power and volume and hard keys for forward and backward station seek, the full range of audio system controls can be accessed using the True Touchpad Interface™ positioned within easy reach of the driver and front-seat passenger. Controls for key audio system functions are also positioned within fingertip reach on the RDX steering wheel.

All three available RDX audio systems offer AM/FM, HD Radio™, SiriusXM®, Apple CarPlay™ compatibility and AcuraLink® cloud-based services. With the new operating system, smartphone-style apps are displayed on the high-definition screen, making the interface intuitive and easy to use. And much like a smartphone, apps can be moved and rearranged on each page, or hidden. You can also restore a hidden app to the Home screens.

Utilizing a new Android-based Acura operating system, RDX's audio/information system is also easily updatable and upgradeable. An update can be uploaded from a USB stick, or downloaded via Wi-Fi from any available network (over-the-air).

Acura 9-Speaker Audio System

The RDX comes standard with a 350-watt Acura audio system with nine speakers strategically located throughout the RDX cabin. Each front and rear door has a 9-cm full-

range speaker. Each front door also includes a larger 17-cm driver. Separate 3-cm tweeters are positioned near the A-pillars. A 20-cm subwoofer is mounted in a tuned 10.8-liter enclosure in the right sidewall of the cargo area.

Acura/ELS Studio® 12-Speaker Audio System (Technology Package)
The RDX with Technology Package features a 12-speaker, 550-watt Acura/ELS Studio® system that is engineered to offer impressive sound quality from a wide range of media formats. Building on the nine-speaker layout found in the RDX, two additional 3-cm by 10-cm Highline™ ultra-slim overhead speakers are added in the front portion of the headliner and a 9-cm center-channel full-range speaker is placed atop the instrument panel. An external amplifier with patented Acoustic Motion Control™ provides 12 channels of amplification, one to each speaker. The Acura/ELS Studio® audio system offers the same intuitive True Touchpad Interface™ and steering-wheel mounted controls as the RDX audio system.

Engineered specifically for the RDX, the system delivers highly detailed, well-balanced sound to all seating positions. The system gets its name from multi-Grammy® Award winning producer/engineer Elliot Scheiner's recording industry-recognized moniker "ELS."

Acura/ELS Studio 3D™ 16-Speaker Audio System (A-Spec and Advance Packages)

The RDX A-Spec and RDX with Advance Package feature an Acura-first, state-of-the-art 710-watt 16-speaker, 16-channel Acura/ELS Studio 3D™ Audio System. Building on the 12-speaker system, the 3D system adds two additional Highline™ ultra-slim overhead speakers (shown on left) in the rearward portion of the ceiling, located on either side of the glass roof panel. Two additional 8-cm drivers are positioned in the D-pillars on either side on the cabin, just behind the rear seats. An upgraded external amplifier with patented Acoustic Motion Control™ provides 710 watts of system power, delivered through 16 discrete channels,

one for each speaker. To visually distinguish the system, ELS Studio 3D™-branded authentic metal speaker grilles are positioned on the front doors.

Engineered by multi-Grammy® Award winning producer/engineer Elliot Scheiner, the 3D system is designed to create an immersive sound stage that, thanks to the full array of Highline™ ultra-slim overhead speakers, seems to be suspended in mid-air. The result is a powerful listening experience that brings studio-quality sound to the RDX. This sophisticated speaker array offers multi-zone audio, with selectable speaker level optimization. The system allows optimized privacy sound zones for the driver, for the front seats, or rear seats. In addition, the 3D system is fully integrated with the *Bluetooth*® *HandsfreeLink*® phone system to use the overhead speakers for a new level of hands-free phone clarity.

Song By Voice®

RDX models with the Technology, A-Spec and Advance Packages are also equipped with the Song by Voice® feature. The driver can simply press the TALK button on the steering wheel and using voice commands, can search all available content on a connected iPod or compatible smartphone, and automatically begin playback. Song by Voice also lets the driver choose music by artist, album, track name, genre, playlist and even composer.

AcuraLink® Cloud-Based Services

The RDX offers an all-new generation of AcuraLink®, Acura's cloud-based connected car system. AcuraLink® is the center point for owners for hands-free access to cloud-based services, audio and information, and is designed to keep RDX drivers informed and connected while on the go.

The connectivity required for AcuraLink's various features is distributed between the RDX's embedded system and the owner's compatible smartphone and data package (for free features, in all RDX models). AcuraLink® works with the owner's compatible smartphone and data package to connect the RDX with music and information resources, internet apps, and more.

AcuraLink® Service Levels

AcuraLink® has three available levels of services for Technology Package RDX and up. The Standard Package comes enabled on all RDX models with navigation and includes services such as surface-street and freeway traffic (free for the first three years of ownership). The subscription based Connect Package adds a wide range of capabilities, including automated crash notification and an in-vehicle Assist System that connects you with a live Operator with the push of an overhead button. The Premium Package, which also requires a subscription, adds Live Concierge operator assistance via the RDX's embedded cell phone. The Concierge service can send destination information directly to the RDX navigation system, make reservations on their behalf, and update the user on weather, stocks and much more.

Standard (free service)

- AcuraLink® Real-Time Traffic™ with HD digital freeway traffic and surface street traffic (complimentary)
- Acura vehicle feature guide
- *Bluetooth*® HandsFreeLink® mobile phone connectivity

- SMS text message function
- Email function
- Pandora interface
- Aha: Internet radio, personalized music, news, podcasts, audio books, Facebook and Twitter
- SiriusXM® Radio
- Automated service appointments

Connect Package (subscription fee) includes standard services and adds:

- Automated crash notification and location
- Assist Call
- Enhanced roadside assistance
- Alarm notification
- Car finder
- Remote start
- Remote door lock/unlock
- Stolen vehicle tracking
- Link call information
- Local search
- Destination search using Interactive Voice Response (IVR)
- Send to car
- Virtual dashboard
- Remote diagnostics

Premium Package (subscription fee)
Includes Connect Package services and adds:

- Live Concierge operator assistance (24 hours a day, seven days a week)

AcuraLink® Smartphone App/Website

With an active Connect or Premium Package, the AcuraLink® system gives the owner a range of features they can control or monitor remotely, via the newly updated and improved AcuraLink® smartphone app or AcuraLink® website.

AcuraLink® remote features:

- Remote start
- Door lock/unlock
- Stolen vehicle tracking
- Vehicle finder (sounds horn and flashes lights)
- Security alarm notification
- Message Box
- Send destination to RDX
- “Find parked car” navigation
- Virtual dashboard
    - Odometer
    - Fuel level

- Fuel range
- Door lock status
- Hood status
- Tire pressure

Siri Eyes Free
All RDX models integrate Apple's Siri Eyes Free mode. Compatible iPhone® users are able to operate Siri through familiar voice commands by pressing and holding the TALK button on the steering wheel when their iPhone is paired via *Bluetooth*®. Using Eyes Free mode, Siri takes hands-free functionality even further and helps to minimize potential distractions by keeping the iOS device's screen from lighting up.

Owners can direct Siri to perform a number of specific tasks while they keep their eyes on the road and their hands on the wheel. Capabilities include:

- Send text messages and e-mails
- Read incoming text messages and emails
- Set up calendar entries, reminders, and alarms
- Check the weather
- Turn-by-turn voice navigation (when the audio system is set to *Bluetooth*® Audio or iPod mode)
- Turn-by-turn on-screen navigation using Apple Maps within Apple CarPlay™
- Sports scores and stock quotes

SMS Text Messaging
All RDX models have a standard SMS text message function that can read incoming texts aloud over the audio system and allow the driver to reply with any of six factory preset messages. The system works with SMS-capable cell phones that have an active data plan and the Message Access Profile (MAP), such as the Blackberry, Droid X and others. Apple iPhone models do not support this feature, but Siri Eyes Free Mode offers the ability to initiate, hear and respond to text messages via voice commands.

Once a compatible phone is paired with the RDX's *Bluetooth*® HandsFreeLink® system, the text messaging function is enabled. When the phone receives a text message, an alert appears on the audio touchscreen. Using the touchscreen, the driver can choose to have the message read aloud, can select among the preset reply choices, or can call the sender – all without touching the phone.

To minimize the potential for driver distraction, the text of the incoming message is not displayed on screen unless the transmission is in Park.

Available factory preset text replies:
- Talk to you later, I'm driving.
- I'm on my way.
- I'm running late.
- OK
- Yes

- No

***Bluetooth*® HandsFreeLink®**

The *Bluetooth*® HandsFreeLink® interface is designed to offer hands-free operation for many *Bluetooth*®-enabled mobile telephones. Standard on all RDX models, the system wirelessly connects the driver's cell phone to the vehicle's audio system. This allows the driver to make or answer cell phone calls without removing hands from the steering wheel. The system is compatible with *Bluetooth*®-enabled cell phones that have the Hands Free Profile (HFP). A list of compatible phones can be found at handsfreelink.com or Acura.com.

Bluetooth® HandsFreeLink® enables audio files to be played through the vehicle's audio system wirelessly with a feature called *Bluetooth*® Audio. If an audio compatible device is paired it will be added as an auxiliary source on the audio screen. This allows the *Bluetooth*® device's media to be played wirelessly by the audio system. Cell phone devices that support the Advanced Audio Distribution Profile (A2DP) and Audio Video Remote Control Profile (AVRCP) 1.3 allow the display of metadata for artist, album and track name on the audio screen. The vehicle's audio controls for "skip forward" and "skip backward" allow for navigation from track to track.

Acura Navigation System with Natural Voice Recognition

Standard on the RDX with Technology Package, A-Spec and RDX with Advance Package, the all-new integrated Acura Satellite-Linked Navigation System with vice recognition uses GPS technology to provide drivers with turn-by-turn guidance to their chosen destination (available in all 50 United States as well as Puerto Rico, Canada and Mexico).

Acura Navigation System with Voice Recognition features summary:

- 10.2-inch color screen for convenient viewing
- Navigation coverage includes the United States, Canada, Puerto Rico and Mexico
- Fast route calculation time
- New Off-line Point of Interest (POI) search with 4G LTE Wi-Fi
- New terrain view
- New auto-zoom (when approaching a maneuver)
- HD digital surface street and highway traffic (complimentary)
- Voice recognition function with over minimizes the need for manual character entry
- Voice recognition system recognizes city and street names as spoken words
- System control via the new True Touchpad Interface™
- Selectable 3D map view
- Simple system operation with clear visual prompts to guide voice navigation
- Audio system automatically fades down for turn-by-turn voice guidance (voice guidance can be turned off at any time)
- On-screen picture of highway interchanges indicates which lane(s) to use to stay on route
- Three languages for North American markets (English, French and Spanish)
- Destination memory recalls current trip addresses, previous destinations and user address books
- Destinations can be sent directly to the vehicle by the AcuraLink® Concierge operator (Premium Package fee applies) or via the AcuraLink® App or website (Connect Package fee applies)

- Auto screen brightness
- Navigation system database is updateable

The RDX's all-new navigation system, developed in cooperation with HERE, offers many improvements, including enhanced graphics, customized vehicle icons, 3D buildings and terrain, turn-by-turn directions displayed in the instrument cluster and more. The system includes free quarterly map database updates for five years. The system includes the HD Digital Traffic feature, which alerts the driver to current traffic conditions and can display alternate routes around gridlock. It features expanded coverage including many surface streets within the U.S., allowing the driver to choose faster, less congested routes. HD Digital Traffic is subscription-free.

The navigation system can be controlled by voice or the True Touchpad Interface™. RDX's new, enhanced natural-speech voice-recognition system can respond to more casual command phrases that require less user familiarization, in addition to the previous capability of being able to understand spoken city and street names.

The audio system is automatically muted when the "Talk" button is pressed. The natural voice-recognition technology allows the driver to simply speak city and street names aloud, and the system responds by displaying the matches available in the database. Points of interest on the map – such as restaurants or grocery stores – can be displayed, or you can have the system provide turn-by-turn navigation, all by voice command. The massive point-of-interest (POI) database includes telephone numbers that can be dialed by using the *Bluetooth*® HandsFreeLink® system when the driver's cellular telephone is connected to the system.

The Acura Satellite-Linked Navigation System uses GPS in combination with detailed information from the vehicle's mapping system to pinpoint the vehicle's location and to provide a host of useful mapping and route guidance features. The system's antenna receives positioning information from a network of 24 global positioning satellites. If the antenna is obstructed by a tunnel, a parking garage or a tall building, an internal gyroscopic system and a speed sensor track the location of the vehicle so that the map information remains current and reliable. The vehicle clock is independently controlled by GPS data, so when time zones are crossed while driving, the clock will automatically set itself to the current time.

USB Ports and Power Outlets

All RDX models have a 12-volt power outlet positioned in the center console pass-through. In addition to traditional source inputs, the RDX is fitted with two 2.5-amp USB ports in the front center console for easy connectivity to items such as an iPod® or iPhone®, or a removable flash drive storage device containing WMA, MP3 or AAC format music, or simply for charging. The USB port located in the phone pocket under the tambour door is used for CarPlay® connection. In Technology Package models and above, two more 2.5-amp USB ports are positioned in the rear of the center console for use by the rear passengers.

Audio/Connectivity Features

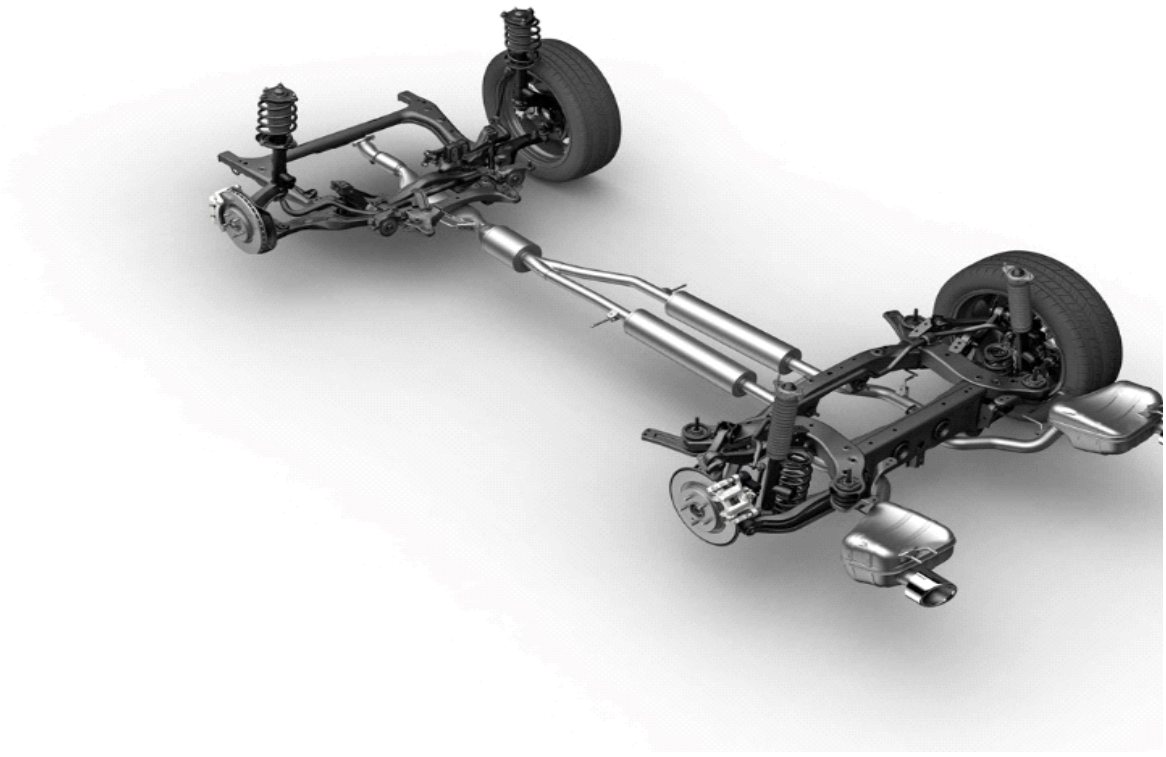
Audio/Connectivity Feature Summary

Feature	RDX	RDX Technology Package	RDX A-Spec	RDX Advance Package
Audio System	Acura Premium	Acura/ELS Studio®	Acura/ELS Studio 3D™	Acura/ELS Studio 3D™
Speakers	9	12	16	16
Highline™ ceiling mounted speakers	---	2	4	4
System Power (Watts)	350	550	710	710
Number of USB ports (2.5 amps) (1 input port; others are charge ports)	2	4	4	4
Apple CarPlay™ Compatibility	•	•	•	•
AcuraLink®	•	•	•	•

2019 RDX: **Chassis**

The sophisticated new 2019 RDX chassis architecture combines with a more rigid and lightweight body structure to provide more engaging and confident handling, greater refinement, and superior ride comfort.

The RDX's increased wheelbase, front and rear track widths, improved front-to-rear weight balance, refined front MacPherson strut and all-new five-link rear suspension, and increased wheel and tire sizes all enhance ride quality and performance and provide superb control for the driver.



Two damper types are available – Amplitude Reactive Dampers on the standard RDX, Technology Package and A-Spec, and Acura's innovative Active Damper System on the Advance Package. All RDX grades include front hydraulic suspension bushings for improved isolation from road noise, vibration and harshness (NVH).

All grades also feature Acura's 4-mode Integrated Dynamics System, controlled by the prominent drive mode dial on the vehicle's center console. With *Comfort, Sport, Sport+* and *Snow* modes, the driver can dial in the dynamic performance characteristics of the vehicle according to their desire and prevailing road conditions. The Integrated Dynamics System interacts with multiple dynamic systems in the vehicle, including the Drive-By-Wire™ throttle, Electric Power Steering, torque-vectoring SH-AWD™ (when equipped), Active Sound Control

(ASC) and, on the RDX with Advance Package, the Active Damper System.

Confidence and Control
A new dual-pinion, variable gear ratio Electric Power Steering (EPS) system also contributes to the RDX's precise and secure steering feel. Vehicle Stability Assist™ (VSA®) with Traction Control and a 4-channel Anti-Lock Braking System (ABS) with Brake Assist, and a new electronic brake booster (EBB) add to the RDX'S capability. An Electric Parking Brake (EPB), Automatic Brake Hold and Hill Start Assist add convenience in traffic or on hills.

All RDX grades feature aluminum alloy wheels as standard equipment, with diameters ranging from 19 inches on the RDX, Technology and Advance Packages, to 20 inches on the A-Spec. In both front-wheel drive (FWD) and Super Handling All-Wheel Drive™ (SH-AWD®) versions, all-season tires ensure surefooted performance in a wide range of road and weather conditions.

What's New
The following Chassis features are new for the 2019 RDX:

- 19-inch wheels (RDX, Technology and Advance Packages)
- 20-inch wheels (A-Spec)
- New five-link independent rear suspension design
- Active Damper System (Advance Package)
- Dual Pinion Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)
- Front hydraulic suspension bushings
- Four-mode Integrated Dynamics System

Chassis Summary

All Models

- 4-channel Anti-lock Braking System (ABS) with Brake Assist
- Agile Handling Assist
- Dual Pinion Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)
- Electric Parking Brake (EPB) with Automatic Brake Hold
- Electronic Brake force Distribution (EBD)
- Front hydraulic suspension bushings
- Hill Start Assist
- MacPherson strut front suspension
- Five-link rear suspension
- Power-assisted 4-wheel disc brakes
- Tire Pressure Monitoring System (TPMS)
- Vehicle Stability Assist™ (VSA®) with Traction Control

RDX, Technology Package and Advance Package

- 19-in. alloy wheels
- 235/55R19 101H all-season tires

A-Spec

- 20-in. alloy wheels

- 255/45R20 101V all-season tires

Advance Package

- Active Damper System

Optimized Weight Distribution

Handling balance is dependent on suspension design and unibody structural stiffness, but it also requires controlling the component weight and packaging to idealize the vehicle's center of gravity. During its redesign for 2019, RDX engineers moved the center of gravity 3.1 inches rearward. This resulted in an improved front/rear weight distribution of 57/43-percent compared to the previous generation RDX's 60/40-percent front/rear weight distribution for AWD variants. The improvement helps the RDX dynamically in virtually all driving conditions, especially during spirited cornering and emergency avoidance maneuvers.

Front and Rear Suspension

The 2019 RDX suspension delivers both agile handling and a composed, supple ride. The system uses a combination of front MacPherson struts and a rear five-link design, both utilizing rigid subframes and front using hydraulic suspension bushings. The RDX, Technology Package and A-Spec use 2-stage Amplitude Reactive Dampers, while the Advance Package's Active Damper System is electronically integrated with the vehicle's Integrated Dynamics System (IDS). Ground clearance is a useful 8.2 inches, allowing all RDX grades (including FWD and SH-AWD®) to navigate through more varied conditions.

The RDX's strut-style front suspension improves crash performance. The new five-link rear suspension provides outstanding handling characteristics and ride quality, while also helping to maximize second-row seating and cargo space. On all RDX grades, 30 mm tubular front and 23 mm solid rear stabilizer bars improve turn-in response while reducing body roll during cornering. The stabilizer bars are bonded to their mounting bushings and use low-friction connecting links for smooth operation. The curb-to-curb turning diameter is 38.9 feet for all grades.

<u>MacPherson Strut Front Suspension</u>

The MacPherson strut front suspension is engineered to provide inspired handling performance and a responsive feel for the driver. Specially calibrated geometry ensures a high degree of quickness and precision, smoothness and stability. The lower suspension arms are connected to the subframe and to the body via hydraulic compliance bushings, providing the ideal combination of handling responsiveness and precision, along with maximum isolation from road noise, vibration and harshness (NVH).

<u>Five-Link Rear Suspension</u>

The 2019 RDX's new five-link rear suspension system offers both ride compliance and handling performance significantly above the previous generation, putting the RDX in the same league dynamically as top European competitors. This new multi-link system uses a steel subframe, forged aluminum upper control arms and toe link to minimize unsprung weight and optimize component stiffness, an aluminum hub carrier, and high-strength steel lower control arms that provide further weight savings. Improvements to the RDX's unibody stiffness – particularly in the rear area – help the new suspension system to excel at improving stability, ride compliance, and impact harshness. The system is designed to perform ideally in both the FWD and

SH-AWD® configurations.

Hydraulic Suspension Compliance Bushings
The front suspension system uses hydraulic compliance bushings mounted in aluminum carriers for optimal ride quality and vibration isolation. These bushings are specifically tuned to minimize the amount of vibration that is transferred to the occupants, reducing the overall noise, vibration and harshness (NVH) inside the vehicle.

Amplitude Reactive Dampers (RDX, Technology Package and A-Spec)
Proven Amplitude Reactive Dampers are used on the RDX, Technology Package and A-Spec. Amplitude Reactive Dampers contribute to outstanding ride comfort together with crisp, precise handling. The dampers operate in two distinct performance parameters, including a Ride Zone and a Handling Zone. Each zone has a unique set of compression and rebound damping forces tailored to provide the desired ride and handling attributes. In essence, the amplitude reactive dampers operate like two separate suspension systems combined in one. The dampers function reactively or "passively," and are entirely mechanical/hydraulic in operation with no electronics required.

Active Damper System (ADS) (Advance Package)
New to the 2019 RDX in the Advance Package, the Active Damper System is part of the vehicle's Integrated Dynamics System (IDS) that also controls the Electric Power Steering (EPS), Drive-by-Wire™ throttle system, Vehicle Stability Assist™ (VSA®) and traction control. Controlled by a microprocessor using information from the Vehicle Stability Assist (VSA) system's wheel sensors, yaw/G sensor, engine rpm and torque, and steering angle, the Active Damper System can adjust every 0.002 seconds to adapt individual wheels to road surfaces.

The center console-mounted drive mode dial allows the driver to choose between *Comfort*, *Sport, Sport+* and *Snow* modes. As directed by the driving mode controller, an electric actuator integrated into each damper governs hydraulic fluid movement inside the unit. Damper settings are automatically calibrated to the driving mode setting to achieve the following benefits:

- **Snow and Comfort** – Provides a civilized balance of ride and handling for everyday driving conditions.
- **Sport** – This mode provides firmer damper settings that flatten and stabilize the vehicle body during rapid steering inputs and maneuvers. Steering and AHA torque vectoring are also noticeably sharpened, boosting handling precision and overall responsiveness.
- **Sport+** – Further increases suspension damping force while maximizing steering response and AHA torque vectoring for the most engaged driver who demands the most accurate vehicle response.

At the driver's preference, either the *Comfort* or *Sport* mode may be set as the IDS default upon vehicle startup.

Dual-Pinion Variable-Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)
In a first for RDX – and also in its segment – standard Electric Power Steering (EPS) incorporates dual pinion gears and a variable gear ratio for unsurpassed steering feel, performance and comfort. Compared to a traditional single-pinion steering system, the dual pinion EPS utilizes

the physical steering input from the driver as well as from a supplemental electric motor. A non-contact torque sensor measures the driver's steering effort and an ECU determines how much electric motor assist to apply, resulting in smooth, natural and precise steering feel.

The system's variable steering ratio is enabled by its steering rack, which utilizes progressively wider gear spacing so, as the wheel is moved farther off center, the steering ratio is effectively increased, providing for both easy maneuverability in parking and city street maneuvers and outstanding calmness and stability when traveling at freeway speeds The steering ratio is variable with an on-center ratio of 15.13:1 and final off-center ratio (at full lock) of 11.95:1, with a total of 2.23 turns lock-to-lock (compared to 2.73 on the previous-generation RDX).

The EPS is calibrated with the Integrated Dynamics System to enhance steering response and increase feel in the Sport mode, and even further in the Sport+ mode.

Four-Wheel Disc Brakes with ABS, Electronic Brake Booster (EBB), Electronic Brake Force Distribution and Brake Assist

Four-wheel disc brakes with 4-channel (ABS), electronic brake booster (EBB), electronic brake force distribution (EBD) and brake assist are standard on the 2019 RDX. The system utilizes a large-diameter master cylinder to achieve a short-travel, firm pedal feel. The EBB uses an electronic servomotor to assist braking performance while improving brake feel and pedal modulation in virtually all conditions. The result is a comfortable and refined braking feel at low speeds, predictable and easy operation on the highway, a sporty feel on winding roads, and reassuring high-performance stopping in emergency situations.

The 12.4-in. ventilated front brake rotors are clamped by twin-piston calipers. The rear disc brakes incorporate solid rotors paired with single-piston brake calipers. The low-friction design of the brake calipers reduces energy losses when the brakes are not in use, directly improving fuel efficiency.

Vehicle Stability Assist™ (VSA®) with Traction Control

Vehicle Stability Assist™ (VSA®) is an electronic stability control system that works in conjunction with the RDX's Drive-by-Wire™ throttle and its 4-channel ABS systems to enhance control capability while the vehicle is accelerating, braking, cornering or when the driver makes a sudden maneuver.

VSA® also provides a limited-slip differential effect by applying braking force to a slipping wheel, thereby redirecting driving force to the wheel with more traction. While the driver can reduce the traction control effectiveness allowing more wheel slip during stuck conditions by pressing the VSA® button, ABS remains fully operational at all times.

Integrated Dynamics System (IDS)

The Integrated Dynamics System (IDS) on the 2019 RDX automatically and seamlessly fine tunes powertrain, chassis and Active Sound Control system functions on a continual, real-time basis to maximize vehicle performance and driver enjoyment regardless of conditions. Four driver-selectable modes include *Comfort, Sport, Sport+* and *Snow*. Drivers may preset *Comfort* or *Sport* as their default mode, while *Snow* and *Sport+* modes can be selected on the fly.

Agile Handling Assist

Agile Handling Assist uses the vehicle's brakes selectively to improve initial turning response, increase overall cornering ability, and advance driver confidence. By using brake vectoring – applying braking force to the inside wheels – during cornering at high lateral G, the system creates a "yaw moment," thus generating more turning force and reducing understeer.

Hill Start Assist
The Hill Start Assist function helps to prevent the vehicle from rolling backwards when the driver switches from the brake pedal to the accelerator pedal while the vehicle is stopped on a hill. Hill Start Assist automatically activates when the vehicle senses a certain incline and is fully stopped in any forward gear when facing up hill or in reverse gear when facing downhill. The system uses a longitudinal G-sensor along with a wheel speed sensor to control the hydraulic brake modulator. When activated, Hill Start Assist will release the brakes when the driver depresses the throttle or if the driver doesn't press the accelerator after a few seconds.

Electric Parking Brake (EPB)
The standard Electric Parking Brake (EPB) is simpler, more convenient and comfortable to use than a traditional parking brake. The EPB also frees up center console space, allowing a higher console and an extended armrest length.

Engaging the parking brake requires only a pull on a switch on the center console. To release the parking brake, the driver simply presses on the accelerator pedal while the seatbelt is buckled when the transmission is in Drive or Reverse or else pushes on the parking brake switch while operating the brake pedal.

Automatic Brake Hold
When activated, Automatic Brake Hold retains brake pressure when the vehicle comes to a stop such as at a traffic light or in heavy traffic. This frees the driver from continually pressing the brake pedal to maintain the vehicle in a stopped position until the driver presses the throttle pedal.

Operating the system requires two simple actions from the driver:

- Activating/deactivating the system via a switch on the center console
- Pressing on the brake pedal until the vehicle comes to a stop

Once these steps are taken, Automatic Brake Hold will indicate engagement and then maintain brake pressure when the vehicle has come to a stop, even if the driver later releases the brake pedal. A green "Brake Hold" icon on the instrument panel illuminates to show that the system is functioning. The RDX then remains stopped – even on a hill – until the driver presses the accelerator pedal. At this point, Automatic Brake Hold releases the brakes and the vehicle resumes normal braking function.

Wheels and Tires
The new RDX comes standard with 19-inch aluminum alloy wheels (RDX, Technology, and Advance Packages. These new wheels are one-inch larger in diameter than those of the previous RDX. To enhance cornering performance, the A-Spec features 20-inch aluminum alloy wheels, a first for any RDX model. Each RDX model features its own unique wheel design.

Standard Wheel

Technology Wheel

Advance Wheel

A-Spec Wheel

The RDX, Technology and Advance Packages ride on 235/55R19 tires mounted on 19 x 8.0-inch wheels, while the A-Spec has wider and lower-profile 255/45R20 tires on 20 x 8.0-inch wheels. All tires carry an M+S all-season rating, making them suitable for year-round use in all weather and road conditions.

A summary of the 2019 RDX's wheel and tire sizes include:

RDX and Advance Package

- 19 x 8-inch painted aluminum alloy wheels
- 235/55R19 101H Continental CrossContact LX Sport all-season tires

Technology Package

- 19 x 8-inch machined-face aluminum alloy wheels
- 235/55R19 101H Continental CrossContact LX Sport all-season tires

A-Spec

- 20 x 8-inch Shark Grey aluminum alloy wheels
- 255/45R20 101V Goodyear Eagle RSA all-season tires

Space-Saving Spare Tire

For all-wheel drive (SH-AWD®) RDX, Technology and Advance Packages, the spare tire is a space- and weight-saving T155/90D17 101M temporary unit that is mounted under the rear of the vehicle. Other grades, including A-Spec, are equipped with a tire repair kit.

17.1-Gallon Fuel Capacity

The RDX's 17.1-gallon fuel-tank capacity allows an ample cruising range. Both the fuel tank and fuel pipe are molded of high-density polyethylene for low weight, freedom from corrosion, impact resistance and fuel vapor losses. The fuel tank is located in a protected area in front of the rear suspension to help improve safety performance in the event of a collision. A capless fueling system simplifies refueling.

1,500-Pound Tow Rating

For added utility, the RDX has a 1,500-pound tow rating when equipped with the available towing package. The tow rating makes the RDX capable of pulling items such as a small camping trailer, a motorcycle trailer or a personal watercraft. (See the Accessories section for more information.)

Key Chassis Features

Key Chassis Features				
	RDX	**RDX Technology Package**	**RDX A-Spec**	**RDX Advance Package**
Front-Wheel Drive	•	•	•	•
Super Handling All-Wheel Drive™ (SH-AWD®)	Available	Available	Available	Available
MacPherson Strut Front Suspension	•	•	•	•
Five-Link Rear Suspension	•	•	•	•
Stabilizer Bar Diameter (mm, front/rear)	30/23	30/23	30/23	30/23
Amplitude Reactive Dampers	•	•	•	
Active Damper System				•
Dual Pinion Variable Ratio Electric Power-Assisted Rack-and-Pinion Steering (EPS)	•	•	•	•
Steering Wheel Turns, Lock-to-Lock	2.23	2.23	2.23	2.23
Steering Ratio	11.95:1	11.95:1	11.95:1	11.95:1
Turning Diameter, Curb-to-Curb (ft.)	38.9	38.9	38.9	38.9
Ventilated Front Disc/Rear Solid Disc Brakes (dia. Inch, front/rear)	12.4/12.2	12.4/12.2	12.4/12.2	12.4/12.2
Wheels	19x8.0 aluminum alloy, 5 split-spoke	19x8.0 aluminum alloy, 5 split-spoke	20x8.0 aluminum alloy, 5 split-spoke	19x8.0 aluminum alloy, 5 split-spoke
All-Season Tires	235/55R19 101H M+S	235/55R19 101H M+S	255/45R20 101V M+S	235/55R19 101H M+S
Temporary Spare Tire	T155/90D17 (SH-AWD®)	T155/90D17 (SH-AWD®)	NA	T155/90D17 (SH-AWD®)

2019 RDX: Safety & Driver Assistance

The third-generation 2019 RDX offers the highest level of standard safety and driver-assistance features in the model's history – and in its class. The AcuraWatch™ suite of driver-assistance technologies is now standard on all RDX grades, along with a Multi-Angle Rearview Camera, while the Technology Package and higher grades add Blind Spot Information (BSI), front and rear parking sensors and Rear Cross Traffic Monitor. The RDX with Advance Package includes a Head-Up Display and Surround View Camera System for the first time.

Passive Safety Protections
In the event of a collision, the new RDX has the newest generation of Acura's Advanced Compatibility Engineering™ (ACE™) body structure, new high-strength steel door stiffener rings, and for the first time, eight airbags including new driver and front-passenger knee airbags. Acura engineers also targeted the highest available safety ratings from the National Highway Traffic Safety Administration (NHTSA) and the Insurance Institute for Highway Safety (IIHS).

What's New
The following Safety and Driver-Assistive features are new for the 2019 RDX:

- AcuraWatch™ standard on all grades
- Ultra-high-strength steel door stiffener ring
- Driver and front passenger knee airbags
- Surround View Camera System (Advance Package)
- Rear camera washer (Advance Package)

AcuraWatch™ Technologies
For the first time in the RDX, all grades are now equipped with AcuraWatch™. This suite of driver-assistance technologies helps to improve the driver's situational awareness and, in certain circumstances, intervene to help avoid a collision or mitigate its severity. The standard driver assistance features are listed below.

Key Safety and Driver-Assistance Features

- AcuraWatch™
  - Lane Keeping Assist System (LKAS)
  - Collision Mitigating Braking System™ (CMBS™) with Forward Collision Warning (FCW)
  - Adaptive Cruise Control (ACC) with Low-Speed Follow
  - Road Departure Mitigation (RDM) with Lane Departure Warning (LDW)
- Advanced Compatibility Engineering™ (ACE™) body structure
- Inner and outer hot-stamped door stiffener rings
- Pedestrian injury mitigation design
- Advanced front airbags (SRS)
- Driver and front passenger side and knee airbags
- Side curtain airbags with rollover sensor
- Adjustable head restraints

- Lower Anchors and Tethers for CHildren (LATCH)
- Advanced 4-Channel ABS with Electronic Brake Distribution and Brake Assist
- Vehicle Stability Assist™ (VSA®) with Traction Control
- Blind spot information (BSI) (Technology Package and above)
- Front and rear parking sensors (Technology Package and above)
- Rear Cross Traffic Monitor (Technology Package and above)
- Multi-Angle Rear View Camera System with Dynamic Guidelines
- Surround View Camera System (Advance Package)
- Head-Up Display (Advance Package)
- Tire Pressure Monitoring System (TPMS)

Next-Generation Advanced Compatibility Engineering™ (ACE™) Body Structure

The RDX utilizes the latest version of Acura's Advanced Compatibility Engineering™ (ACE™) body-structure to enhance occupant protection and crash compatibility in frontal collisions. The ACE body structure uses a network of interconnected structural elements – now using more than twice the high-strength steel as the previous generation RDX – an increase of 56 percent – to absorb and distribute crash energy away from the passenger compartment. The enhanced frontal crash energy management can also help to more evenly disperse the forces transferred to other vehicles in a crash. Additionally, ACE helps minimize the potential for under-ride or over-ride situations that can happen during frontal impacts with a larger or smaller vehicle. (See the Body and Exterior section for more information.)

Collision Safety Ratings

The ACE™ body design is targeted to help the 2019 RDX achieve the highest available crash safety ratings. In federal National Highway Traffic Safety Administration (NHTSA) testing, the RDX is targeted to achieve a 5-Star Overall Vehicle Score. In Insurance Institute for Highway Safety (IIHS) testing, the RDX is targeted to achieve a SUPERIOR rating in front crash prevention on all grades due in part to the standard application of AcuraWatch™, and a TOP SAFETY PICK+ rating.

Collision Safety Rating Targets	
Category	**Rating**
NHTSA Overall Vehicle Score	5-Stars
NHTSA Overall Frontal Crash	5-Stars
NHTSA Overall Side Crash	5-Stars
NHTSA Rollover	4-Stars
IIHS Front crash prevention	SUPERIOR
IIHS Moderate overlap front	GOOD
IIHS Side impact	GOOD
IIHS Roof strength	GOOD
IIHS Head restraints & seats	GOOD
IIHS Small overlap front	GOOD
IIHS LATCH	GOOD+

Crash Energy "Pathways"

Unlike most conventional designs that direct frontal crash energy only to the lower load-bearing structures in the front end, the RDX's latest ACE™ body structure actively channels frontal crash energy to both upper and lower structural elements, including the floor frame

rails, side sills and A-pillars. By creating specifically engineered "pathways" that help distribute these frontal impact forces through a greater percentage of the vehicle's total structure, the ACE body structure can more effectively route crash energy around and away from the passenger compartment to help limit cabin deformation and improve occupant protection.

Structural Safety
Meeting the RDX's crash-safety rating targets required numerous structural engineering advancements including side collision-load pathways and the use of hot-stamped high-strength steel – including new one-piece inner and outer door opening stiffener rings – helping improve occupant protection in side impact collisions. (See the Body and Exterior section for more information.)

Hot-Stamped Stiffener Ring – In a world's first for a production vehicle, the 2019 RDX uses both an inner and an outer hot-stamped stiffener ring at each front door opening. There are three major advantages of this construction method: (1) The one-piece door-opening ring has no joints, so crash loads are transferred more efficiently; (2) The single-piece construction improves the fit and finish of the door opening; and (3) Weight is reduced by 15.2 pounds compared to a conventional multi-part ring.

Airbag System
The new RDX is equipped with eight airbags, the most ever for an Acura. These include advanced front airbags, front side airbags, side-curtain airbags with rollover sensor, and both driver's and front passenger's knee airbags.

Advanced Front Airbags (SRS) – Every RDX is equipped with advanced front airbags (SRS). The front airbags are designed to supplement the seat belts to help reduce the likelihood of head and upper body injuries in frontal crashes.

Driver and Front Passenger Side Airbags – Driver and front passenger side airbags mounted in the outboard area of each front seatback are designed to help provide pelvis and thorax protection in the event of a severe side impact.

Side Curtain Airbags with Rollover Sensor – All outboard seating positions include a side curtain airbag system. In the event of a sufficient side impact or rollover, the side curtain airbags deploy from the ceiling, providing a significant level of head protection in the window area.

Driver and Passenger Knee Airbags – The inclusion of driver's and front passenger's knee airbags is a first for RDX. The airbags are designed to better control the forward motion of the occupants in the event of a frontal collision, in conjunction with the front airbags and seatbelts. Each knee airbag is contained beneath a panel on the underside of the instrument panel. To provide best-in-class knee clearance among vehicles with knee airbags, the panel is contoured away from the knees. (See the Interior section for more information.)

Seatbelts
Three-point seatbelts are standard for all seating positions. The front seatbelts are equipped with pyrotechnic pre-tensioners and load-limiting retractors to help mitigate injuries in a frontal collision.

Adjustable Head Restraints
All five front and rear seating positions feature individually adjustable head restraints while the RDX's front head restraints feature the latest generation of neck protection performance. Four-way adjustable front headrests have three set positions at 0.4-inch (10mm) intervals and offer 0.6 inches (15mm) of additional head clearance in their home position when compared to the previous model.

Child Safety Features
Two sets of Lower Anchors and Tethers for CHildren (LATCH) child seat-mounting positions are built into the outboard rear seats. The LATCH system utilizes both an upper child-seat tether anchor and dedicated lower-anchor points that are built into the body of the vehicle. These help ensure correct mounting of a compatible child seat. A third upper tether is located in the rear center position.

The RDX also features childproof rear door locks. When engaged, they permit the rear doors to be opened only from the outside, thereby helping to prevent accidental opening by a child.

Active Safety and Driver-Assistance Technology
Now standard on all RDX grades, the AcuraWatch™ suite of driver-assistance technologies include the following.

Lane Keep Assist System (LKAS)
Now included in all RDX models, the Lane Keeping Assist System (LKAS) provides a less stressful driving experience by reducing steering correction movements and driving effort on the highway. LKAS uses a camera to read lane markings and uses EPS to assist the driver in keeping in the middle of the lane.

Designed for the U.S. road structure, the system uses a Monocular Camera mounted on the upper portion of the windshield to identify painted lanes, Botts' dots and cats eye markers at speeds between 45 mph and 90 mph. When LKAS senses that the driver is drifting from the middle of a detected lane, the system generates corrective steering torque to assist the driver in maintaining lane position.

Collision Mitigation Braking System™ (CMBS™)
Included in all RDX models for the first time, Acura's latest version of its Collision Mitigation Braking System™ (CMBS™) is one of the most sophisticated driver-assist technologies available. It continually scans traffic conditions ahead of the RDX, alerts the driver when it determines there is potential for a collision, and then applies automatic emergency braking to help reduce the severity of a collision if drivers don't take corrective action on their own.

When CMBS determines there is a potential for collision, visual and audible alerts prompt the driver to take corrective actions. The visual alerts appear on the Multi-Information Display (MID), and on the Advance Package, additionally on the windshield via the head-up warning display. If the system determines that a collision is imminent, it applies the brakes to help reduce vehicle speed and eventual collision forces.

Further assisting RDX drivers, CMBS also recognizes shapes, and can differentiate between a vehicle and a pedestrian, warning the driver when either is detected. A Millimeter Wave Radar unit located behind the front grille and a Monocular Camera mounted at the upper portion of the windshield are used to detect vehicles and pedestrians. The radar unit and camera work simultaneously and cooperatively to control the VSA® modulator, which provides any required braking. This "fusion" of radar and camera allows the system to more quickly determine a whether there's a potential for a collision, significantly increasing the likelihood of bringing the car to a complete stop and avoiding impact.

It is important to note that CMBS cannot detect all objects ahead, nor is it intended to replace the driver's assessment of traffic conditions and control of the vehicle. The driver must intervene in certain situations and must always be attentive when using the system. Although in many cases CMBS will stop the car, it is not intended to apply enough braking force to prevent all collisions. Based on the conditions, the system also may not perform all visual-, audible- and tactile-alert stages, and may instead automatically engage the brakes if the system deems it necessary.

Forward Collision Warning (FCW) – Integrated with CMBS™

Now included in all RDX models, Forward Collision Warning (FCW) uses a camera mounted in the upper portion of the windshield to detect vehicles and pedestrians ahead and to determine whether a collision is imminent. If the FCW system detects a vehicle or pedestrian in front of the RDX and then determines that a collision may occur (due to a speed differential between the RDX and the object), it will trigger a "BRAKE" message on the Multi-Information Display (MID) and Head-Up Display (on Advance Package) an audible alert. If the CMBS™ system is activated and the driver fails to respond to the FCW system, the vehicle's brakes will be automatically applied if the system determines a collision is imminent.

Drivers may adjust the distance at which FCW alerts occur and may choose between "Long," "Normal," or "Short." Drivers may also select "Off" to disable the FCW system entirely.

Note that the FCW system cannot detect all objects ahead; accuracy will vary based on weather, speed and other factors.

Adaptive Cruise Control (ACC) with Low-Speed Follow

Now included in all RDX models, Adaptive Cruise Control (ACC) allows the driver to set a desired speed and following interval behind a vehicle detected ahead, allowing the use of cruise control in light highway traffic conditions. This significantly reduces the driver stress of driving in traffic. The system uses Millimeter Wave Radar and a Monocular Camera to continually track the distance to the vehicle ahead, and then adjusts the RDX's speed to maintain the driver selected following interval. A short, medium, long, or extra-long interval can be selected. When required, the RDX automatically brakes using the Vehicle Stability Assist™ (VSA®) modulator to maintain the set interval.

Integrated Low Speed Follow, which uses the same Millimeter Wave Radar, Monocular Camera, and VSA® modulator, extends the automatic following capability to stop-and-go

traffic situations (down to 0 mph). ACC with Low-Speed Follow functions include the following:

- **A preceding vehicle is detected in the lane ahead** – Decelerates automatically, if required, and then controls the following interval.
- **The preceding vehicle slows to a stop** – Stops automatically and remains stationary.
- **The preceding vehicle accelerates from a stop** – Resumes following when the SET or RES switch or accelerator pedal is operated.
- **Another vehicle is detected merging in between the RDX and the preceding vehicle** – Automatically switches "targets" to the nearest detected vehicle.
- **The preceding vehicle exits the lane** – ACC with low speed follow system continues at cruise-control speed previously selected by driver (25 to 90 mph).

A Multi-Information Display (MID) and Head-Up Display (Advance Package) message and audible warning alert the driver when either ACC or Low-Speed Follow functions are activated. (See the Interior and Powertrain sections for more information.)

Road Departure Mitigation (RDM) with Lane Departure Warning (LDW)

Included in all RDX models for 2019, Road Departure Mitigation (RDM) uses a Monocular Camera (mounted on the upper portion of the windshield) to identify solid or dashed painted lane lines, Botts' dots and cats eye markers. RDM uses both steering force, via EPS, and braking force, via Vehicle Stability Assist™ (VSA®), to help the RDX stay in its lane.

The Monocular Camera recognizes lane features and identifies the lane. If the RDM system detects that the RDX is about to leave the detected lane, it will provide steering assist (primary) and in rare occasions when steering is not sufficient, braking assist, to help the driver stay on the road. Only lane departure is activated if the driver is passing over a dashed line, Botts' dots or cats eye, while deceleration support is disabled. In this case, RDX uses active steering force to return to the lane. RDM is integrated with the VSA® system to provide moderate braking, and with the Electric Power Steering (EPS) system to provide steering input.

Multiple visual and audible warnings alert the driver when the RDM system is taking corrective action. These include a Lane Departure Warning (LDW) on the driver's Multi Information Display (MID) along with an audible warning.

RDM also has a customizable initial warning of either a steering wheel shake/vibration, or an audible alert. This can be customized in the vehicle settings.

Multi-Angle Rearview Camera

A multi-angle rearview camera is standard on the RDX. It offers three viewing angles (wide view, normal view and top view). Drivers may select the preferred view according to driving conditions. The rearview image is displayed on the 10.2-inch color upper information display. On-screen guidelines help the driver better judge distances, and predictive guidelines help make maneuvering in reverse easier.

Surround View Camera System (Advance Package)
In the RDX with Advance Package, four exterior cameras provide a 360-degree view of the space immediately around the vehicle through the navigation display. A camera button among the upper display controls changes camera views to provide a choice of six different angles.

When Reverse is selected, the rear camera view appears on screen along with an overhead 360-degree view. Guidelines appear in each view, which correspond with the angle of the front wheel's angle to show the vehicle's predicted rearward path. A press of either camera button switches to show the rear view alone, and another press shows a wide-angle rear view.

Pressing either "CAMERA" button when not in reverse shows the 360-degree view combined with a front view that is ideal for putting the vehicle in the ideal position in the garage. Another button press provides a front wide-angle view that is useful for helping spot an approaching vehicle or person when nosing out a tight spot with a blocked side view. Additional views include looking ahead from both sides and just the passenger side view alone.

In a first for the Acura division, the rear camera has a washer to help provide a clearer view of potential obstacles while reversing. To operate the washer, the driver simply activates the rear windshield washer to direct a stream of cleaning fluid (from the same supply as used for the window washers) over the camera lens.

Camera Views	
View	**Application**
Front view + ground	Parking spot
Front view wide	Parallel parking
Both side view	"Blind spot" parking
Rear view + ground view	Parking spot
Rear wide view	Backing up
Right side view	Parking against curb

Parking Sensors
To assist in maneuvering in tight spaces, such as entering or exiting a parking space, the 2019 RDX Technology Package, A-Spec and Advance Package feature a set of six parking sensors. A sensor is located at each corner of the vehicle with an additional two at the rear. When a sensor(s) detects an object close to the vehicle, the system provides an audible warning plus a visual alert on the MID and, when backing up, also on the 10.2-inch color upper information display when showing the rearview camera view. With each type of visual alert, the system indicates in what direction the detected object is located.

Blind Spot Information (BSI)
Included in the Technology Package, A-Spec and Advance Package, the blind spot information (BSI) system uses two radar sensors to continually monitor conditions behind the RDX and alert the driver if another vehicle is detected in close proximity – especially in the blind spot of the driver. The BSI system uses the LED indicators mounted on the A-pillar and an audible warning to alert the driver.

There are two warning levels: 1) If a vehicle is detected in the driver's blind spot then the LED indicator on the incoming side illuminates; and 2) If a vehicle is detected and the RDX turn

signal is activated, the LED indicator on the incoming side blinks and a buzzer sounds three times. To prevent false alarms while maneuvering at low speed, the BSI system is disabled below approximately 20 mph.

Rear Cross Traffic Monitor
Included Technology and above grades, the Rear Cross Traffic Monitor works in conjunction with the BSI radar sensors to enhance driver confidence and safety when backing up. The system is especially useful when reversing in congested parking lots with an obstructed view from driver's seat.

The system utilizes a pair of blind-spot radar units located in the rear bumper corners. When Reverse is selected and an approaching vehicle is detected, arrows indicating the approaching vehicles direction are shown on the 10.2-inch upper display's rear camera image. Simultaneously, an audible warning is emitted if cross-traffic is approaching from either side.

Pedestrian Injury Mitigation
The RDX has an impact-absorbing front body design to help reduce injury in the event of a frontal collision with a pedestrian. Research shows that the following features can dramatically improve a pedestrian's chance of survival if struck by a moving vehicle:

- **Impact-energy absorbing hood** – Space is provided between the underside of the hood and key powertrain components, allowing the hood to bend and deform if contact is made with either an adult or a child pedestrian.
- **Energy-absorbing fender mounts and supports** – Front fender mounts and brackets are designed to deform easily to help absorb impact energy.
- **Deformable windshield wiper pivots** – Wiper pivots are designed to deform and break away easily.

Safety and Driver Assistance Features				
Active Safety Features	**RDX**	**RDX Technology Package**	**RDX A-Spec**	**RDX Advance Package**
Collision Mitigation Braking System™ (CMBS™) with Forward Collision Warning (FCS)	•	•	•	•
Road Departure Mitigation (RDM) with Lane Departure Warning (LDW)	•	•	•	•
Vehicle Stability Assist™ (VSA®) with Traction Control	•	•	•	•
Advanced 4-Channel ABS	•	•	•	•
Electronic Brake Distribution (EDB)	•	•	•	•
Brake Assist	•	•	•	•
Multi-Angle Rear View Camera System with Dynamic Guidelines	•	•	•	
Surround View Camera System with Dynamic Guidelines				•
Tire Pressure Monitoring System (TPMS)	•	•	•	•
Daytime Running Lights (DRL)	LED	LED	LED	LED

Passive Safety Features	**RDX**	**RDX Technology Package**	**RDX A-Spec**	**RDX Advance Package**

Advanced Compatibility Engineering™ (ACE™) body structure	•	•	•	•
Advanced Front Airbags (SRS)	•	•	•	•
Driver and Front Passenger Side Airbags	•	•	•	•
Driver and Front Passenger Knee Airbags	•	•	•	•
Side Curtain Airbags with Rollover Sensor	•	•	•	•
3-Point Seat Belts at all Seating Positions	•	•	•	•
Front 3-Point Seat Belts with ELR	•	•	•	•
Driver's and Front Passenger's Seat-Belt Reminder	•	•	•	•
Lower Anchors and Tethers for CHildren (LATCH): Outboard 2nd-Row	•	•	•	•
Child-Proof Rear Door Locks	•	•	•	•

Driver Assistive Features	**RDX**	**RDX Technology Package**	**RDX A-Spec**	**RDX Advance Package**
Head-Up Display (10.5-inch)				•
Lane Keeping Assist System (LKAS)	•	•	•	•
Adaptive Cruise Control (ACC) with Low-Speed Follow	•	•	•	•
Front and Rear Parking Sensors		•	•	•
Blind Spot Information (BSI) with Rear Cross Traffic Monitor		•	•	•
Rear Cross Traffic Monitor	•	•	•	•
Surround-View Camera System				•

2019 RDX: **Feature/Package Summary**

FWD is standard; Super Handling All-Wheel Drive (SH-AWD) available on all grades/packages

RDX (standard)
272 hp 2.0-Liter Direct Injection VTEC Turbo-Charged 4-Cyl. Engine
10-Speed Automatic Transmission with Paddle Shifters
AcuraWatch™
Integrated Dynamics System (IDS)
One-Touch Panoramic Tilt & Slide Moonroof with Power Sunshade
Power Tailgate w/ Height Adjust
Jewel Eye™ LED Headlights
LED Tail Lights
19-inch Aluminum Alloy Wheels
Dual Content Center 10.2-inch Display with True Touchpad Interface™
Acura Premium Audio System, 9 Speakers
Multi-View Rear Camera with Dynamic Guidelines
AcuraLink™ Communication System
Apple CarPlay™ Compatibility
SiriusXM Satellite & HD Radio
Bluetooth HandsFreeLink
Dual-Zone Automatic Climate Control with Air Filtration System
Driver & Passenger 12-Way Power Seats
Heated Front Seats
Driver Recognition Memory System
Keyless Smart Entry System & Push Button Start
Automatic High Beams
Auto Dimming Rear View Mirror
HomeLink System
Auto Up/Down Front & Rear Windows
Real Metal Interior Trim
RDX - Technology (add to or change from RDX)
Acura Navigation System with Natural Language Voice Recognition
Acura Real Time Traffic Information (in select areas)
Perforated Leather-Trimmed Sport Seats
Blind Spot Information System

Rear Cross Traffic Monitor
Front & Rear Parking Sensors
Acura ELS Studio Audio System, 12 Speakers
Rear USB Charge Ports (2)
4-Door Smart Entry
RDX - A-Spec (add to or change from RDX Technology)
Exclusive Dark Finish Exterior Trim
Exclusive Front and Rear Fascia
Exclusive Black 20" Aluminum Alloy Wheels
Larger 4-Inch Round Exhaust Tips
A-Spec Badging
Acura ELX Studio 3D™ Audio System, 16 speakers
Exclusive Leather-Trimmed Sport Seats with Ultrasuede™ Inserts and Contrast Stitching
Available Exclusive Red Leather
Heated & Ventilated Front Seats
LED Fog Lights
RDX - Advance (add to or change from RDX Technology)
Adaptive Damper System
Driver & Passenger 16-way Power Seats
Heated and Ventilated Front Seats
Rear Heated Seats
Acura ELS Studio 3D™ Audio System, 16 Speakers
Head-Up Display (HUD)
Genuine Wood Trim
Surround View Camera System
Auto-Dimming Side Mirrors
Hands-Free Access Power Tailgate
LED Fog Lights
Heated Steering Wheel
Rain-Sensing Wipers

2019 RDX: **Accessories**

A line of Acura Genuine Accessories was developed simultaneously with the RDX to provide vehicle personalization for the owner. Like all Acura Genuine Accessories, the RDX accessories are covered by a 4-year/50,000-mile limited warranty if installed by the dealer at the time of original vehicle purchase.

Accessories for the 2019 RDX include:

Electronics

- Fog Lights
- Hands Free Access
- Heated Steering Wheel
- Illuminated Side Sill
- Parking Sensors
- Remote Engine Start
- Trailer Hitch Harness
- Welcome Light

Exterior

- 19” Alloy Wheels
- 19” Smoke Black Alloy Wheels
- 20” Alloy Wheels
- Black Wheel Lock
- Body Side Molding
- Car Cover
- Chrome Tailgate Garnish
- Cross Bar Bag
- Cross Bars
- Dark RDX Emblem
- Deck Lid spoiler
- Door Edge Film
- Door Edge Guard
- Door Handle Film
- Front and Rear Bumper Garnish
- Mudguards
- Rear Bumper Appliqué
- Roof Attachments
- Roof Rail
- Running Boards
- Spare Tire Kit

- Splashguards

- Trailer Hitch
- Trailer Hitch Ball Mount
- Wheel Locks

Interior

- All Season Mat
- Cargo Area Protector
- Cargo Cover
- Cargo Net
- Cargo Organizer
- Carpet Mats
- Folding Cargo Tray
- Seat Cover, 2nd Row

(See the 2019 Acura RDX accessory brochure for more information.)