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When it comes to high-end rides, the Acura Technology Package takes luxury and connectivity to the next level. This guide breaks down what this package brings to each model. Want to experience it for yourself? Schedule a test drive with us at Phil Smith Acura.**A Quick Look at the Tech Package**The Technology Package is available on various models: it's a premium option on the MDX and RDX, standard on the TLX, and an upgrade on the Integra. Each model has its unique features, but some upgrades are consistent across the board, such as advanced interior lighting and parking sensors.**MDX: The Tech Package Takes It Up a Notch**The 2025 Acura MDX is a three-row luxury SUV that offers an unparalleled driving experience. With the Technology Package, you get premium perks like perforated Milano leather upholstery with contrast stitching, memory settings for the front passenger seat, and GPS-linked climate control. You'll also enjoy the Iconic Drive ambient LED lighting system with 27 color themes and the Bang & Olufsen 19-speaker sound system.**Standard Safety Features**The MDX Technology Package comes with advanced safety features like Low Speed Braking Control, Front and Rear Parking Sensors, and Rain-Sensing Windshield Wipers. These upgrades build on the already impressive base MDX driver-assist features.**RDX: Where Performance Meets Comfort**For those who prefer a premium crossover SUV with thrilling performance and comfort, the 2025 Acura RDX is an excellent choice. With the Technology Package, you'll enjoy a range of benefits that complement its new features.Note: Some content was omitted for brevity and clarity.The Acura RDX Technology Package offers a luxurious interior experience with perforated Milano leather upholstery, GPS-linked climate control, and a 12-speaker ELS Studio premium audio system. The package also includes advanced safety features like Front and Rear Parking Sensors, a Rear Camera Washer, and Low Speed Autonomous Emergency Braking. Trim-exclusive 19-inch Shark Gray wheels add a stylish touch. Additionally, the Acura Navigation System with 3D View provides an immersive infotainment experience. This package is available on other Acura models, including the TLX and Integra, offering various upgrades and features for a premium driving experience.Acura Integra Advanced Experience Available six-speed manual transmission with rev-matching and limited-slip differential, or fuel-efficient CVT. Keyless access with Acura Personalized Settings.Inside the driver-centric cockpit, enjoy performance and technology with wireless smartphone connectivity, a wireless charging pad, ambient LED door accents, microsuede-trimmed upholstery with exclusive stitching, 12-way power driver seat with two-position memory.Acura Technology Package includes luxurious comforts, cutting-edge technologies, stylish enhancements. Many variants incorporate finely tailored upholstery, higher-end sound systems, infotainment upgrades like Acura Navigation System with 3D View.Acura TLX features a range of luxury amenities, including Milano leather upholstery and advanced infotainment systems. The vehicle also boasts impressive safety features, such as GPS-linked climate control and front and rear parking sensors. Additionally, the Acura Navigation System with 3D View provides a comprehensive driving experience.Front-wheel drive layout has been used in various vehicles over the years, starting from early cars such as the Alvis in 1925 to modern models. The layout involves transferring power to the rear wheels under acceleration, while unloading the front wheels and reducing their grip, thereby limiting the amount of power that can be utilized. This design is often used in high-performance cars to avoid wheel spin and improve traction. However, electronic traction control systems may negate the benefits of this setup.In the 1960s and 1970s, many European and Japanese manufacturers switched to front-wheel drive for most of their models, with Toyota being the last Japanese company to adopt it in the early 1980s. BMW remained loyal to rear-wheel-drive layouts even in smaller cars. There are four different arrangements of this basic layout, depending on the location of the engine, which is typically the heaviest component of the drivetrain.The earliest front-wheel drive cars were mid-engine, front-wheel-drive layout designs, where the transmission and differential were located at the front of the car with the engine mounted longitudinally behind the wheels. However, this setup resulted in poor weight distribution for handling and traction. Later designs, such as the Citron Traction Avant, addressed this issue by placing the transmission in front of the differential, improving the overall balance.Some notable examples of vehicles using these longitudinal front-wheel drive layouts include the 1946 Panhard Dyna X and the Renault 4, which were used extensively before falling out of favor due to space constraints.The layout of engines in front-wheel-drive vehicles has evolved over time, with various manufacturers adopting different configurations. In the 1970s, Toyota introduced its first front-wheel-drive car, the Tercel, featuring a longitudinally mounted engine. However, later models, such as the Camry and Corolla, employed transversely mounted engines. The Oldsmobile Toronado (1966) and Cadillac Eldorado used a unique arrangement with a side-by-side engine and transmission connected by a chain. Saab and Eagle Premier also utilized similar configurations. Today, Audi is the most prominent user of this mechanical layout in its larger models from the A4 upward. To address uneven weight distribution, the latest evolution in Audi's MLB platform packages the differential in front of the clutch, allowing for a more forward axle line relative to the engine block. The Mini (1959) and related cars had transversely mounted engines with transmissions located in the sump below the crankshaft. Other models employing this "transmission-in-sump" layout include the Datsun 100A and various applications of the PSA-Renault X-Type engine.The mid-engine, front-wheel-drive layout features an engine placed behind the transmission, with the differential located just ahead of it. This design results in longer driveshafts on one side than the other, causing the weight to be slightly shifted forward of the wheels. The system has become widely used globally, but front-wheel-drive vehicles can experience torque steer under heavy acceleration due to differing drive shaft lengths and incident angles at the joints.The drivetrain configuration features a front-wheel drive setup with one side utilizing the driveshaft. A dynamic damper might be added to mitigate vibrations using rubber components. Various engine and drivetrain layouts are utilized, including front-engine, rear-wheel-drive; front-mid-engine, front-wheel-drive; and rear mid-engine, rear-wheel-drive configurations. Sources include "Fundamentals of Motor Vehicle Technology" by Hillier and Coombes (2004), as well as online resources like Drivingfast.net and BMW's technology guide on rear wheel drive. The text also references a road test comparison between rear drive, front drive, and all-wheel drive vehicles. Additionally, it mentions Michael Sedgwick's book "Cars of the 50s and 60s" which provides illustrations of engine layouts in various designs. The content is licensed under Creative Commons terms, allowing for redistribution and modification while requiring attribution to the original work.

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