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Unveiled in October 2013 by General Motors CEO Dan Akerson, the Bi-Fuel Impala would be offered to both fleet customers and retail. It is the only full-size CNG vehicle manufactured in North America. The new Impala will join the Honda Civic as a rare factory made CNG car to come straight from a major auto-maker and available for retail sales. The 2015 Chevrolet Impala Bi-Fuel has a 500-mile driving range. It will allow the driver to switch from gasoline to CNG or from CNG to gasoline at the push of a button. The CNG tank is placed in the trunk. The Impala Bi-Fuel was one of the five finalists for the 2015 Green Car of the Year Award during the 2014 Los Angeles Auto Show, (91) but lost to the BMW i3.[92] International markets The Impala went on sale in South Korea as an export vehicle for the 2016 model year, marking the first time that Chevrolet had offered an American-built full-size sedan in the Korean market.[93] Trim levels The tenth-generation Chevrolet Impala is available in three trim levels: LS, LT, and LTZ (later Premier). Each trim level includes a generous amount of standard equipment: LS Includes: 2.5L EcoTec Inline Four-Cylinder (14) gasoline engine, six-speed automatic transmission, Eighteen-inch (18") black-painted steel wheels with full plastic wheel covers, 4.2-inch (4.2") color LCD radio with Bluetooth (2014-2017 models), eight-inch (8.0") Chevrolet MyLink infotainment system (2018-2019 models), 100-watt six-speaker audio system, keyless entry, premium cloth seating surfaces (2014-2017 models), premium cloth seating surfaces with leatherette trim (2018-2019 models), power-adjustable front driver's bucket seat, OnStar with 4G LTE Wi Fi capabilities (2015-2019 models), leather-wrapped steering wheel, split-folding rear bench seat, color-keyed exterior door handles, and black side mirrors. The LS trim was discontinued after the 2019 model year. LT Adds to LS: Eighteen-inch (18") aluminum-alloy wheels, eight-inch (8.0") Chevrolet MyLink infotainment system, security system, remote vehicle start, premium cloth seating surfaces with leatherette trim, dual power-adjustable front bucket seats, color-keyed side mirrors, and wood interior trim. LTZ (Premier) Adds To LT: 3.6L VVT V6 gasoline engine with FlexFuel capabilities, nineteen-inch (19") aluminum-alloy wheels, keyless access with push-button start, luxury leather-trimmed seating surfaces, dual heated front and rear seats, heated leather-wrapped steering wheel, exterior LED Daytime Running Lamps (DRLs), rearview backup camera system, chrome-accented color-keyed exterior door handles with touch sensors, and chrome side mirrors. Discontinuation There was speculation that GM would discontinue the Impala in 2018 due to declining sales of American full-size sedans, in order to make room for more production of crossover SUVs.[94] However, GM CEO Mary Barra later said that unlike Ford and FCA, GM had no plans to exit the sedan market,[95] and at the time stated that the Impala would continue in production as a way to fill the void left by the planned departure of the Ford Taurus in 2019. [96] GM later revised course and made plans to idle the Detroit-Hamtramck and Oshawa assembly facilities and retire the Impala nameplate.[97]After originally intending to end production in June 2019, GM decided to keep the Impala in production, with the extension of the assembly plants' idling to 2020.[98][99] The final Chevrolet Impala was built at the Detroit/Hamtramck assembly plant on February 27, 2020.[72] Yearly sales Calendar year United States[100] 2000 174,358[101] 2001 208,395[102] 2002 198,918 2003 267,882 2004 290,259 2005 246,481 2006 289,868 2007 311,128 2008 265,840 [103] 2009 165,565 2010 172,078 2011 171,434 2012 169,351 2013 156,797 (includes 56 hybrid)[104] 2014 140,280 (includes 565 hybrid)[104] 2015 116,825 (includes 272 hybrid)[104] 2016 97,006 (includes 35 hybrid)[104] 2017 75,877 2018 56,556 2019 44,978 2020 9,942 2021 750 Safety In the Insurance Institute for Highway Safety's crash tests, the 2000 to 2005 Impala was given a "Good" rating overall for good structural performance and no chance of any significant injury in a crash of its severity, except for maybe a minor lower-left-leg injury, such as a bruise or sprain. The 2006 to present Impala is given a lesser overall "Acceptable" score for front impact collisions.[105] and a "Good" score for side impacts. Side-curtain airbags are standard for front and rear rows; side torso airbags previously unavailable became standard on all trim levels beginning with the 2009 model year.[citation needed] GM made some minor structural enhancements to the Impala, beginning in December 2009; models produced after that received a "Good" in the IIHS frontal offset crash test.[106] In September 2009, a local news station's investigative team in Rhode Island discovered that GM's fleet customers who purchased the 2006–2009 Impala were able to order them with the side-curtain airbags deleted for a savings of \$175 per vehicle. Because these fleets typically sell off their cars after two to three years of use, many of the Impalas that were built without side-curtain airbags became privately owned cars. Current owners may be able to tell if their car has side airbags by checking the VIN and/or by checking to see if "Air bag" is printed on the roof support between the front and back rows.[citation needed] Another potential safety hazard, affecting Impalas of model years 2007 and 2008, is premature rear tire wear caused by defective rear suspension components. Police vehicles were upgraded to correct this defect and law enforcement agencies were compensated for expenses incurred for tire replacement, but civilian vehicles were not recalled. As a result, Impala owners launched a class action lawsuit in July 2011 against General Motors.[107] In response, the current General Motors leadership claimed about a month later that they are not responsible to repair the defective vehicles manufactured pre-General Motors Bailout.[108] Subsequently, in late September, a new lawsuit, disputing the GM response, was initiated by three of the estimated 400,000 Impala owners.[109] (GM is also facing a similar legal dispute regarding a pre-bankruptcy upgrade to its OnStar system which left thousands of users without service in violation of their paid-up contracts.) On April 22, 2014, the NHTSA opened an investigation into 60,000 2014 Chevrolet Impala models over concerns relating to the sedan's emergency braking system. This followed the NHTSA receiving a complaint from a driver who experienced "inappropriate activation of the emergency braking system", adding it "alleges that the driver assist system inappropriately activated emergency braking bringing the vehicle to a complete stop under what the driver considered to be full braking force". The driver also went on to say that he heard three to four beeps from the system while driving the rented vehicle, which had only 2500 miles on it. GM is fully co-operating in the investigation.[110] Awards Motor Trend magazine awarded the full-size Chevrolet including the Impala as its 1977 Car of the Year.[111] Automotive Fleet and Business Fleet magazines awarded the Impala the 2006, 2007, and 2008 Fleet Car of the Year.[112][113] Canadian Automobile Association (CAA) selected the Impala for its 2006 Pyramid Award for Environmental Initiatives for the launch of its new ethanol-powered E-85 model.[114] NASCAR NASCAR racer Dale Earnhardt Jr.'s #88 car replica at Orlando. In 2007, the Impala began to replace the Monte Carlo on the NASCAR stock car racing circuit; more specifically, on all the scheduled racing events where NASCAR has mandated the use of a car with different (and some new) specifications, better known as the Car of Tomorrow. The Impala was also used to represent Chevrolet in the Nationwide Series. In 2013, the Impala was replaced by the Camaro in the Nationwide Series. The Impala was also used in the NASCAR Pinty's Series. It was replaced by the Camaro in 2018. The 2012 NASCAR season marked the end of use of the Impala nameplate on stock cars. From 2013 to 2017, Chevrolet drivers began driving the Holden VF Commodore SSV based Chevrolet SS in Sprint Cup until the Chevrolet SS was discontinued after 2017. References ^ "History of the Chevrolet Impala 1958–2011". Chevy Impala Forum. Retrieved July 11, 2012. ^ "1994 Impala SS". Motor Trend. June 1994. Retrieved June 26, 2010. ^ a b "Friday the 13th". Pacific/Gulf Coast Productions, December 13, 1996. Archived from the original on March 27, 2016. Retrieved July 17, 2015. ^ "2000-05 Chevrolet Impala". June 19, 2014. ^ "Family Sedan Comparison - Motor Trend". August 22, 2001. ^ "Buick Regal vs. Ford Taurus, Chevy Impala, Dodge Intrepid, Hyundai XG350, Nissan Altima, Toyota Camry, Honda Accord". December 2001. ^ Markus, Frank (March 11, 2010). 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