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Camry 2020 trd specs

| First TestSee all 24 photosJade NelsonPhotosNick YekikianWordsJan 29, 2020Toyota Camry Full OverviewEvery time I see the letters TRD stuck onto the side of a Tacoma, Tundra, or 4Runner, I wince a little. Not because they're bad cars—just the opposite is true—but because TRD stands for Toyota Racing Development. None of those off-road warriors strike me as particularly racy (unless you live in Baja). So in an effort to expand the TRD brand to the street, TRD recently set to work on Toyota's perennial midsizer with the hope of turning the Camry into something genuinely fun to drive.The result is the Camry TRD. At \$32,125, it's the cheapest way to get into a Camry with a V-6. That said, the reason the TRD is seemingly so inexpensive is because it's based on the Camry SE. That means features such as blind-spot monitoring, an upgraded infotainment display, and premium audio aren't just left out of the standard equipment list but unfortunately aren't available at all. If it's a TRD you want, it's a TRD you're going to get—and nothing more.What you do get over an SE, though, is a whole host of chassis upgrades. Special dampers with TRD-specific valving, stiffer anti-roll bars, new wheels that are both wider and lighter than the standard ones, bigger brakes, two-piston calipers to do the stopping, a cat-back exhaust, and a racy body kit account for a \$5,755 price hike over a base SE. Inside, the only visual cue that differentiates the TRD from a normal Camry is red stitching. But during a cold start, the Camry yowls into life. Under even light throttle loads, the bark from that cat-back exhaust surrounds the driver. It's a reminder that you're not driving a normal Camry, and it's the most satisfying change Toyota made to the TRD. You won't find that sweet exhaust note anywhere else in the midsize class.The usual Camry conveniences still exist, too. The trunk is cavernous and easy to use, the cabin is spacious, and the car is easy to maneuver. I missed blind-spot monitoring during my long commutes, though, and wish it was at least an option here. Not only that, but the Tokyo Drift body kit drew more than a few skeptical stares in my time with the car. I loved it. Let them look. That's what it's there for.See all 24 photosOur tester was equipped with Michelin all-seasons. Toyota might have done this because we're in the middle of winter, but so far 2020 has been as dry as this Southern Californian can remember. Summer tires would have been perfectly appropriate for this test, and we think the all-seasons hindered the TRD at the track.In 2017, we tested a Camry XSE with the V-6, and it logged a 5.8-second 0-60 run. Surely the spiced-up Camry would be at least a little quicker to 60 than it's less focused V-6 brethren, right? Wrong. The TRD's 0-60 time is still 5.8 seconds. Over the quarter mile, the TRD was actually a tenth of a second slower than our last 2018 XSE V-6 test car. The TRD covered the quarter in 14.4 seconds, with a slightly higher trap speed of 99.8 mph (compared to 14.3 and 99.6 in the XSE).Assistant road test editor Erick Ayapana found launching the TRD difficult, and he wished for the stickier tire, too. "These tires lose grip fairly easily," he said. "Why is this car on all-seasons? Also, the nannies intervene despite them being turned off. So there's a fine line between achieving the right amount of wheelspin without having the traction control kick in."TRD made no changes to the engine or the steering. That means the V-6 still makes the same 301 hp and 267 lb-ft of torque. The eight-speed automatic transmission also goes unchanged, and it's still geared too tall for our liking. This, in combination with our car's lack of sticky rubber, explains the Camry's stagnant 0-60 time.We expected more from the TRD around our figure eight. After all, the lion's share of the changes were to the chassis. At 26.5 seconds, the TRD shaved 0.2 second off the time set by the V-6-powered Camry XSE we tested more than two years ago. Testing director Kim Reynolds noted understeer, and again, we think summer tires likely would have helped neutralize the persistent push up front and even bring the TRD on par with the Accord Sport's 26.4-second time."There's maybe a touch more remaining understeer than is appropriate, but the brake pedal feel is communicative and lets you trail-brake (trade braking for cornering) in classic Chris Walton style," he said, referencing our road test chief. "My only real issue is a sudden loss of power exiting the right corners. It's brief but unhelpful."See all 24 photosI also noted the power loss when coming off the right-hand turn around the figure eight. Because the transmission seemed to be the culprit, we switched the car to manual mode, but that didn't help. In manual mode, the paddles serve as a sort of gear limiter, meaning that if you select third gear, for example, the car will still shift between gears one, two, and three freely but won't go past it.During normal driving, the transmission's exceptionally tall gearing isn't really noticeable. However, if the spirit for sporty driving ever takes hold, the Camry's transmission becomes one of its two major flaws. The TRD has eight ratios in its transmission, which means Toyota could have relegated the last two to fuel economy duty.Instead you find yourself stuck at low revs midcorner, and powering out requires either a frantic flick of the downshift paddle or the patience to ride out whatever gear was chosen for you. Almost every gear is far too tall for any twisty road. This is also a flaw of the non-TRD Camry, and reworking the transmission would have required money Toyota clearly wasn't willing to spend on the TRD.The TRD's second and much more apparent flaw during normal driving is its ride. The stiffened chassis means the car is too easily upset by midcorner bumps, and every rut in the road makes its way into the cabin. The understeer Reynolds detected at the track is still present during faster driving, and the ride is almost too uncomfortable for the daily commute.The changes Gardner made to his Avalon are what Toyota should have been willing to do to the Camry. But it didn't. What we're left with is a car that is on the wrong side of both uncomfortable and sporty—and a missed opportunity for TRD.If you don't mind being jiggled around in your seat all day, you could daily drive it. But the trade-off for that stiff ride should be something truly fun to drive with minimal understeer, and that's still missing despite the TRD treatment. It's hard to recommend the Camry TRD when the exhaust note is the best thing about it, and it's even harder when you realize cars like the Accord strike a much better balance between sportiness and comfort.Looks good! More details?See all 24 photos2020 Toyota Camry TRD BASE PRICE \$32,125 PRICE AS TESTED \$33,050 VEHICLE LAYOUT Front-engine, FWD, 5-pass, 4-door sedan ENGINE 3.5L/301-hp/267-lb-ft DOHC 24-valve V-6 TRANSMISSION 8-speed automatic CURB WEIGHT (FR DIST) 3,556 lb (61/39%) WHEELBASE 111.2 in LENGTH x WIDTH x HEIGHT 194.6 x 73.1 x 56.3 in 0-60 MPH 5.8 sec QUARTER MILE 14.4 sec @ 99.8 mph BRAKING, 60-0 MPH 118 ft LATERAL ACCELERATION 0.86 g (avg) MT FIGURE EIGHT 26.5 sec @ 0.68 g (avg) EPA CITY/HWY/COMB FUEL ECON 22/31/25 mpg ENERGY CONS. CITY/HWY 153/109 kW-hrs/100 miles CO2 EMISSIONS, COMB 0.77 lb/mile Share on FacebookShare on Twitter The 2020 Toyota Camry offers a choice between a four-cylinder or V6 engine. (Manufacturer photo) The midsized sedan's new lineup ranges from racy to rain-worthy models and everything in between. Toyota's Camry midsized sedan is a juggernaut of the automotive industry, racking up sales numbers in the millions over the years. Like most sedans, Camry has taken a hit from the tremendous popularity of SUVs, but it is still very much alive and selling in 2020, snazzily designed and delivering excellent fuel economy, comfort, safety and reliability. A new Camry TRD model (Toyota Racing Development) joined the roster this year, souped up with a V6 engine, sport-tuned and brawnier underpinnings, exterior and interior embellishments, and other accoutrements associated with higher performance. Pre-existing members of the Camry lineup are the L, LE, SE, XLE, and XSE trim levels. There is also a Camry Hybrid, generally covered as a separate model in Toyota consumer information. The base engine is a 2.5-liter four-cylinder making 203 horsepower, used in L, LE, and SE models. An optional 3.5-liter V6, available only in XLE and XSE models, and standard in the TRD, generates 301 horsepower. Both engines are combined with an eight-speed automatic transmission. Four-cylinder models have the better fuel economy, with the Camry L the best of the bunch: 29 mpg city, 41 mpg highway, and 34 mpg combined. Next in line are the LE and SE at 28/39/32 mpg. XLE and XSE get 27/38/31. With a V6 under the hood, the XLE's numbers are 22/33/26 and the XSE's are 22/32/26. The TRD rates 22/31/25 mpg. All-wheel drive reduces fuel economy ratings a bit. For example, a four-cylinder XSE with AWD is rated 25/34/28 mpg. Front-wheel drive is standard on all 2020 Camrys. All-wheel drive is newly available for 2020, but only on LE and SE models, or XLE and XSE models equipped with the four-cylinder engine. The extra charge for AWD is \$1,400. Toyota's Entune touchscreen infotainment system is standard in every 2020 Camry. The TRD interior is shown here. (Manufacturer photo) Including a \$995 destination charge, pricing for the 2020 Camry starts at \$25,420 for the base L model. Beginning with Toyota's inherent reliability, it has a good list of standard features including LED headlights with automatic high beams, a 7-inch touchscreen infotainment system with six speakers, SiriusXM satellite radio, voice command, Android Auto and Apple CarPlay compatibility, Wi-Fi, a USB port, adaptive cruise control, forward collision warning with pedestrian detection, lane departure warning system, and lane keeping assist. Cloth front seats have six-way adjustability, and the driver's seat includes power lumbar support. I drove the XSE model with a four-cylinder engine and all-wheel drive. Its \$38,579 total price included options adding up to \$6,179. If I had to economize the test car I'd start by scrubbing the \$2,375 Driver Assist package. It added ventilation to the front seats, a bird's eye view camera, a sonar detection system with rear cross traffic braking, and the 10-inch head-up display I kept in Off mode because I'm an HUD hater. A couple of the least expensive options on the list were the actual favorites: \$150 for a heated steering wheel, and \$259 for rubber floor mats and trunk liner. They could be bundled into a Rural Snohomish County Preferred Fall and Winter Package. The four-cylinder engine didn't make me yearn for the V6. It was no disappointment at all, and the AWD was wonderful to have for the extra traction it delivered during a week of rain-soaked roadways. The new 2020 Toyota Camry TRD model has a lowered ride height, brawny underpinnings, and a model-specific exhaust system. (Manufacturer photo) 2020 TOYOTA CAMRY XSE AWD Base price, including destination charge: \$32,400 Price as driven: \$38,579 Mary Lowry is an independent automotive writer who lives in Snohomish County. She is a member of the Motor Press Guild, and a member and past president of the Northwest Automotive Press Association. Vehicles are provided by the manufacturers as a one-week loan for review purposes only. In no way do the manufacturers control the content of the reviews. Toyota's Entune touchscreen infotainment system is standard in every 2020 Camry. The TRD interior is shown here. (Manufacturer photo) The new 2020 Toyota Camry TRD model has a lowered ride height, brawny underpinnings, and a model-specific exhaust system. (Manufacturer photo)

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