The sixth generation Camry features a number of changes. While its length is the same, passengers enjoy more space—especially in the backseat—thanks to a 5.5 cm longer wheelbase. It has also gained 2.5 cm in width but lost 3 cm in height. The four-cylinder engine has also been improved, while the V6 is now a 3.5 litre. The Camry is available in LE, SE, LE V6, SE V6, XLE V6, and Hybrid versions.

**Interior and trunk**

The front seats are easy to get into and very comfortable thanks to features like their high backs. The SE has better lateral supports while the LE is the only version whose seats lack an adjustable lumbar support. Some people may find that the head restraint is too close to their head, possibly forcing them to tilt their heads slightly forward to move away from it. The driving position is very good.

Getting into the back is easy, while getting out is less so due to the lack of space between the seat and the B pillar. The rear seat is moderately comfortable, as passengers are seated a bit low. Only two adults can sit comfortably in the back, where legroom is very generous but headroom is a bit tight for tall people. Except in the SE, the rear seatback splits 60/40 (40/20/40 in the XLE), but the resulting opening lacks height. The SE features a small ski pass-through.

The trunk is spacious, but less so than in the older generation. The longer wheelbase combined with the same car length reduces trunk length by 15 cm. Similarly, the trunk opening is small, having lost 2.5 cm compared to the previous generation.
Convenience and safety

The interior finish is very good but not flawless. We've already seen better from Toyota. The same goes for the quality of materials, which is good but not exceptional. Soundproofing could be better, especially for road and wind noise. Storage space is very generous and includes a large central console.

The instruments and controls are well placed. At night, only the driver’s window control, the controls on the steering wheel, and the glove compartment are lit. The heating system kicks in slowly but generates good heat once it gets going. The highest fan speeds—of which there are seven—must be used to generate acceptable air flow to both the feet and windshield, and they are a bit loud. The air conditioning works very well.

In versions equipped with antiskid control, the system cannot be cancelled. This is unpleasant because in certain circumstances, it is preferable not to have the system take over.

Because the front roof pillars protrude above the windshield, they trap snow. Accumulated snow can strain the wiper motor and prevent the wipers from completing their entire course. The wiper fluid nozzles are under the hood so snow could easily block them.

In terms of safety, all Camry models have finally been equipped with front, side, and curtain airbags. There is even an airbag to protect the driver’s knees. Visibility is very good in all directions, except to the rear, where it can be difficult to judge distances when in reverse. In addition, the A pillars—those in front—are wide, resulting in blind spots. The front head restraints are not high enough for taller people, while those in the rear are two low for passengers of average height and up. The headlights are of medium power.

In U.S. government safety tests, the Camry earned five out of five stars for front passenger safety in a head-on collision and five stars for all passengers in a side collision. Its rollover resistance earned it four stars. The Insurance Institute for Highway Safety rated the Camry “good”—its highest rating—for front passenger safety in frontal offset impacts. However, in a rear collision the car earned a “marginal” rating or second from the bottom.

Engine and transmission

The 2.4 litre four-cylinder engine generates 158 horsepower and 161 pounds of torque. Acceleration and pickup are adequate, but no more. In fact, they are slightly slower than in the older generation, due in part to the added weight of the new Camry. This engine runs smoother with automatic transmission than manual. The 268 horsepower V6 provides consistently lively acceleration. The accelerator could be more progressive. Both engines meet ULEV2 (Ultra Low Emissions Vehicle 2) standards.
The manual gearshift is pleasant to use, and the gears are well spaced. The two automatic transmissions (five speeds with the four cylinder and six with the V6) operate very smoothly. Downshifting the five speed is a bit slow at times and causes the engine to run at 500 RPM less than the manual at cruising speed.

**On the road**

In all models except the SE, the suspension is calibrated more for comfort than handling. This provides a very smooth ride on all types of paved surfaces. Occasionally, we noted slight pitching. Road handling is honest. The shock absorbers in the SE are 15% firmer and it’s noticeable. On uneven surfaces, reactions are not as smooth, and the car is more stable on longer bumps and curves. But even though the SE is no sports sedan, it still delivers a comfortable ride and slightly improved handling.

The power steering is well calibrated, stable, and precise. In the SE it is a bit heavier at low speeds, but it transfers more roadfeel and is faster. In all models the turning radius is fairly tight. The brakes are powerful and resistant to fading.

Inspection at a CAA-Québec Technical Inspection Centre revealed that the Camry is very well built. The underbody is sturdy but not protected from rust. However, the joints are sealed, except outside the side rails. The camshafts in both engines are driven by a chain.

**Conclusion**

The new Camry is more evolution than revolution. In many respects, it is not easy to see the difference from the older generation, especially as regards handling. What sets the new vehicle apart is mainly its look, increased rear legroom, safety equipment in all models, and V6 engine. It still has all the required features to remain popular. And as before, the option groups can considerably raise the price.

**PROS:** roomy interior, comfortable front seats, large trunk, smooth automatic transmission, good engines, good handling (SE).

**CONS:** less-than-perfect soundproofing, small trunk opening, unlit controls, head restraints that are not high enough, low opening when rear seats are folded down, slightly slow heating system.
TOYOTA CAMRY 2007

**Engine:** 16-valve, 2.4-litre 4-cylinder; 24-valve, 3.5-litre, V6  
**Horsepower:** 158 hp at 6,000 rpm; 268 hp at 6,200 rpm  
**Torque:** 161 lb-ft at 4,000 rpm; 248 lb-ft at 4,700 rpm  
**Transmission:** 5-speed manual; 5-speed automatic; 6-speed automatic  
**Suspension:** fully independent  
**Brakes:** disc/disc  
**Length:** 480.5 cm  
**Width:** 182 cm  
**Height:** 146 cm  
**Wheelbase:** 277.5 cm  
**Weight:** 1,490 to 1,595 kg  
**Tires:** P215/60R16; P215/55R17  
**Maximum towing capacity:** 453 kg  
**Airbags:** dual front, plus two side and two curtain airbags

**Fuel consumption with 4-cylinder and automatic transmission:**  
Transport Canada rating:  
- City 9.6 L/100 km (29 mpg)  
- Highway 6.4 L/100 km (44 mpg)  
Test result: 9.8 L/100 km (28 mpg)  
- Test temperature: 4°C to 23°C

**Fuel tank capacity:** 70 litres  
**Fuel requirement:** regular grade

**Acceleration:**  
- 0–100 km/h: 10.1 seconds  
- 60–100 km/h: 6.2 seconds

**Competition:** Chevrolet Malibu, Chrysler Sebring, Ford Fusion, Honda Accord, Hyundai Sonata, Kia Magentis, Mazda6, Mitsubishi Galant, Nissan Altima et Maxima, Pontiac G6, Saturn Aura, Subaru Legacy, Volkswagen Passat.

**Warranty:**  
- Full basic coverage: 3 years/60,000 km  
- Powertrain: 5 years/100,000 km  
- Surface corrosion: 3 years/60,000 km  
- Perforation damage: 5 years/unlimited km  
- Emissions control system: 3 years/60,000 km (full coverage); 8 years/130,000 km (catalytic converter, electronic control module, onboard diagnostic system).
Factory replacement parts:
- Rear bumper: $760
- Front brake disc: $103
- Brake pads: $77
- Muffler: $266
- Front fender: $224

Average insurance premium (Quebec City, replacement cost endorsement, claim-free insurance record, male or female driver 30 to 40 years old): $866 to $1,209

Price according to trim level:
- LE: $25,800
- SE: $26,605
- LE V6: $29,400
- SE V6: $31,010
- XLE: $37,425

Main options:
- Automatic transmission: $1,345
- Options packages: $1,400 to $4,935

Price as tested: $25,800 to $36,945

Freight and preparation: $1,240

Dealers: Quebec: 71 Canada: 251

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