2017 Chevrolet Camaro

Recommended
CR Overall 20 MPG
Ranked #5 of 7
Sports/sporty cars over $40,000

Overall score
Road Test Score

Performance

Safety

Frontal Crash Prevention
Forward Collision Warning (FCW) N.A.
Automatic Emergency Braking (AEB) City N.A.
Automatic Emergency Braking (AEB) Hwy N.A.

NHTSA Overall Crash Tests
CR Accident Avoidance
Braking 60 mph Dry 112 ft.
60 mph Wet 119 ft.

Emergency handling
Avoidance maneuver, max. speed 56 mph

Pros
• Strong performance with any engine
• V8’s thrilling sound and thrust
• Very capable handling — feels smaller than it is
• Amazingly short braking distances
• Rides like a decent sports sedan
• Available in a convertible
• Wide selection of engines and manual transmission availability
• Eye-catching styling might be just your thing

Cons
• Horrendous driver visibility
• Cramped interior with restricted head room
• Front seats don’t please everyone, with no adjustable lower-back support
• Four-cylinder sounds wheezy and unfitting for the car
• No forward collision warning and automatic emergency braking available — surprising for a newly-designed car
• Image might not fit your persona

Road Test
With a profile that harkens back to the 1967 original, the all-new sixth-generation Camaro looks pleasingly familiar, marking a subtle styling evolution over the previous model. But don’t let that fool you. The new Camaro is a delight to drive, with dynamic prowess that can give even snooty European sportsters a run for their money. But as a daily driver, you might want to think twice because outward visibility is atrocious.

THE FOLLOWING TEST RESULTS ARE BASED ON THE: SS SPORTS CAR RWD, 6.2-LITER V8, 6-SPEED MANUAL

Owner Satisfaction
Predicted Reliability

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Best version/options to get:
We’d go full hog and opt for the SS with the V8. Also, get the optional Magnetic Ride Control, as it provides a remarkably civilized ride in this rough-and-tumble muscle car. While the standard four-cylinder engine delivers plenty of power, it sounds wheezy, which seems totally inappropriate for this kind of car.

Note that if you plan to take your Camaro to the track, there are multiple performance options that will help, including heavy-duty cooling, a limited-slip differential, and upgraded Brembo brakes. (Smartly, both SS trims come with all of these.)

Notable changes: The 2016 redesign moves the Camaro to the same platform as the Cadillac ATS sports sedan. Smaller and lighter, this sixth generation Camaro feels much lighter and more nimble than the car it replaced. A turbocharged four-cylinder joined the lineup as the base engine.

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