

2019 Toyota Avalon

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Options include an Advanced Safety Package (Touring and Limited, only \$1,150), which consists of a bird's-eye view camera with perimeter scan and rear parking sensors. It also adds automatic braking for the rear cross-traffic alert.

Toyota's Engineers have taken steps to make the newest Avalon quieter — and louder.

The Sport Plus Driving Mode in Touring models features an exhaust system with modified baffles that amplify engine sounds at start-up and acceleration. The effect is modest (no need to tippy-toe in and out of the neighborhood after hours) and switches on and off with the Sport+ mode button.

Engine sound enhancement and Automatic Noise Control (stan-

dard on Touring, optional on XSE) combine to quash unwanted exterior noise, while boosting the exhaust note via an intake sound generator, and piped through the JBL speakers. The net effect of all of this isn't very noticeable. The car is always on the quiet side.

The addition of sporty elements into the menu of models further blurs the lines between the top, Avalon trims, and the bottom of the Lexus ES 350 line (Avalon's corporate cousin). While a base Avalon stickers for \$35,500, a Limited checks in at \$41,800. That compares to \$39,600 for a base ES 350.

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