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Every headline about new car sales trends these days lets us know that SUVs are king. But we all know the truth: the vast majority of SUVs sold today are actually just crossovers, meaning that they are sedans on stilts-glorified hatchbacks that may or may not have all-wheel drive thrown in for good measure. True, truck-based, 4x4-capable SUVs are few and far between. One of the last remaining members of the true vanguard SUV is the Toyota 4Runner. I have the latest in its final form: 4x4 TRD Pro. What do you want to know about this? What you may already know about this 4Runner is that it's old. This model has been around since 2009 now. It has a five-20 automatic transmission that puts it down one to four gears against most modern slushboxes. He doesn't bother with turbochargers, choosing instead of a naturally aspirated 4.0-liter V6 stewing 270 horsepower. It's big, it's noisy and drives like a pickup truck that has been told to mind by its manners. yes, and he only gets 16 mpg in town. Patrick GeorgeThese is no mistake, though! These are features. The old-school attitude is part of the charm of 4Runner. It may be outdated in many ways, but it's tough and actually capable of extreme rock crawling, unlike the average crossover. That's why 4Runner has such a clear and ardent following. 4Runner people are right up there with Jeep fanatics, and for good reason. But none of this is cheap these days. While the base 4Runner SR5 starts at a reasonable \$36,120, my loaded Army Green (yes, that's the name of color) TRD Pro comes in at \$51,444, all in inches I have it for a week and I'd like to see how it stacks up. So ask me what you want. Is it convenient? Is it capable? Is it fun to drive? How is it compared to a 20-year-old, third-generation 4Runner purchased from Craigslist for \$3,500 that has 210,000 miles on it? This is the last, oddly enough, specific question, but which I can answer, because that's what I go to here in New York every day. Maybe I'll find something fun to do with both of them. Ask me away. I'm at your service. Purchase Tip: Before you go to the dealership, the online price store is the first. Avoid overpayments with the following price services: CarsDirect MotorTrend Car Transactions With these services, you can: Make dealers compete for their business. Start your own online price war. Many prices are not advertised on the Internet. It's free and free. Visit Car Design, CarsDirect and MotorTrend. Looking for an SUV but don't want to go full-size? Then you're probably considering getting a crossover. They tend to sedan-like in their driving quality, but offer more space. Comfort is crucial, but space the name of the game. And that's certainly the case for the 2020 Nissan Pathfinder and 2020 Toyota 4Runner. Each of these two vehicles has some great things to offer. Pathfinder has a strong V6 engine with good fuel economy, above-average towing, and third third easy to access. The 4Runner is a stellar SUV and has many configurations to choose from. The cargo space is versatile, and the extra slide-out floor is really useful. These vehicles have some pitfalls though. The Pathfinder cargo space is not as generous as other vehicles in this segment, its third row is kind of cramped, and the top trim level has a ride quality that is too solid. As for 4Runner? Its ride quality is too jittery for comfort, and the V6 is not very economical. High pitch height is another drawback as it makes the entry and exit of the vehicle tough for short people and is not ideal for people with mobility problems. So which of these cars is the best choice? Which one matters the most? Is one more drive-capable than the other? Is one safer than the other? Read on to end this comparison review to find out whether the 2020 Nissan Pathfinder or 2020 Toyota 4Runner could be the right vehicle for you. Powertrain Let's start with powertrains that are equipped with these crossovers. You invest a lot of money in the car, so you need to know how your car will perform if it will have enough energy to meet your needs. That being said, the 2020 Nissan Pathfinder comes with a standard 3.5L V6 engine that generates 284 hp and 259 lb-ft of torque. The V6 corresponds to continuous variable transmission (CVT). The front drive is equipped with this transmission. You can choose all-wheel drive at any trim level though, and that comes with a hill run control and locking feature that creates more traction. The 2020 Toyota 4Runner runs on a 4.0-L V6 engine and a 5-speed automatic transmission. This power unit produces 270 hp and 278 lb-ft of torque. THE SR5 and Limited trims have a 2-wheel drive (2WD) and are capable of 7 people, while other trims get a 4-wheel drive (4WD) and are capable of leading 5 people. Overall, these two powertrains are fairly comparable, but the 3.5-L is much more economical than the 4.0-L and is significantly stronger, perhaps even a little stronger than the 4.0-L. Drivability As the car drives not only based on what kind of transmission it installed. There are many factors that go into what makes a car drive worthy. Its comfort level, interior design, technology and utility cannot be ignored. So how does the 2020 Nissan Pathfinder and 2020 Toyota 4Runner stack up in terms of overall handling? Let's find out. First, it's a Nissan Pathfinder. It is a vehicle that feels stable and inspires some confidence in the driver. It has just the right amount of energy for everyday driving scenarios. The suspension is well tuned, although Management usually feels a little heavy. Lack? You only get a 7 inch ground clearance, so you don't want to do any off-road in this car. The Pathfinder has front seats that are well fortified and soft for comfort. Second row series It is convenient for adults, but the third row is only suitable for young children. The three-zone climate control system does a surprisingly good job of sending airflow into all three rows, so that even third-row passengers can cool down or warm up in a hurry. The quality of the ride is smooth as long as you stick to the smaller size of the wheels. The 20-inch wheels allow too many bumps into the cockpit as you walk along the rough sidewalk. The controls are all labeled with clarity, but the dashboard definitely feels cluttered with them. The controls installed on the steering wheel have both a dashboard display and sound controls. This is a very confusing setting. The buttons placed by the driver's knee are also quite strange, as it is not ideal accommodation for any type of control. Finding the driving position that suits you best will feel almost impossible because there is not much adjustability forward. If you're a shorter person, you'll feel like you're sitting too deep inside a larger SUV. External visibility is fine, but you can get an extra surround camera system to improve it. The technology inside Pathfinder is nothing short of time. The infotainment system seems like something from years ago with its lag response time. There is also no smartphone integration app, so you can't use Android Auto or Apple CarPlay as an escape from the atrocities of the built-in vehicle features. The only good bit of technology you get is the optional 13-speaker Bose sound system, but it's really not worth the cost of upgrading. But how does Pathfinder on utility? It has a second and third row of seats that fold up with ease, giving the vehicle a number of configurations for the cargo area. The 6,000-pound maximum tow rating is above average for this segment, hovering right at the top of the class. The only problem is that there is no flat loading floor when you fold the seat down. This means that longer items will be hard to load, which only complicates the fact that you won't get as much cargo space as you would in some of Pathfinder's rivals. The 2020 Toyota 4Runner has its pros and cons too. Its powertrain is definitely enough, providing smooth power and performing well in everyday traffic. However, the brakes are startlingly jittery, and there is too much nosedive when you have to come to a panic stop. You can quickly round through the turns, and the amount of stability you will feel quite nice. It's just not as sporty as its competitors. The trade-off is that you get one nifty SUV when you get a 4WD. There is a lot of clearing of the land. The quality of the ride is a bit stiff and it becomes elastic when hitting the bumps in the road. The noise of the wind is because the body is square in shape. You don't get a lot of road noise coming from the wheels though, because the body-on-frame structure gives extra protection against all this noise. There is a high altitude ride on this car that makes getting in and out of it Hard. If you are short or have mobility problems, this is not the vehicle for you. Even if you're normal growth, you can get extra side steps. Inside, the controls are easy to use and well labeled. The driver's seat is very adjustable, so you can find the position and get an expansive appearance. You can easily see both sides, as the car has a square shape and large windows. The technology you get inside 4Runner is better than ever before. In fact, it has been updated in 2020! The new touchscreen is bigger, has better quality graphics, and broken labels have all been fixed. You don't have to look at the screen for a long period of time, which used to be a huge driving distraction for people. Also this year, the integration of smartphone apps through Apple CarPlay and Android Auto for the first time in 4Runner history is standard. Kudos to Toyota for listening to consumer complaints and demands! The 4Runner has a lot of cargo space - so much so that you can fold the rear seats, throw a sleeping bag, and camp there. You can access the cargo area by opening the rear hatch or rolling off the power windshield. The second row is spacious enough for the back of the children's seats, something parents will love. The 5,000-pound maximum towing capacity is fairly standard for this segment, and there is pre-wiring for a 4- or 7-pin trailer cork. Safety factors drivability are important, of course, but safety is absolutely essential, especially if you plan on driving kids around. You should be aware of the safety features that are available, as well as how these vehicles are rated on their crash tests from the Insurance Institute of Road Safety (IIHS) and the National Highway Traffic Safety Administration (NHTSA). Let's start with the features. The 2020 Nissan Pathfinder has standard automatic emergency braking and reverse parking sensors. If you go up the trim level, the SV has blind zone monitoring and adaptive cruise control. The 2020 Toyota 4Runner comes with the Toyota Safety Sense P, a driver assistance kit. You get it at every level of finishing. This set of hosts features such as the pedestrian detection feature with its warning before collision, warning when you move away from your lane, high beams that come on and off automatically, and adaptive cruise control. IIHS gave the Pathfinder Top Safety Pick label for 2019, but did not renew it for 2020. This year he gave Pathfinder A on its small overlapping front passenger side test, A on LED projector low beams and halogen high beams, and P on halogen headlights for excessive glare. He also got an A on the LATCH system, which can be kind of problematic with his anchors. NHTSA gave Pathfinder 5 ful stars in total, but it only got 4 for his front driver's side. There was a 17.90% risk of tipping noted, but no recalls or complaints at the time of writing of this review. As for the 4Runner, IIHS marked it down with an M M small overlap of the front side of the driver, and halogen headlights got a P for excessive glare from low rays. The LATCH system received an M because of how confusing the equipment can be and how deep the anchors are built into the seats. NHTSA gave the vehicle 5 stars in total, but it received 4 stars on the front driver's side and four on the rollover test. The risk of tipping was 15.50%. There has been a tip for fluid leakage, which could potentially cause engine damage if not taken care of quickly. Claims include a gas cylinder not carrying as much gas as advertised, the battery dies, and the fuel sensor is inaccurate. Purchase Tip: To avoid overpayment on a new car, shop prices online first. Get front pricing before you walk into the dealership. We recommend the following free services; Car deals, CarsDirect and MotorTrend. These free services will offer you the lowest prices and supply you with several competing price quotes. You will know the best price before you visit the dealer. What matters best? Both vehicles have some value. With Pathfinder, you get a basic warranty that is a 3-year/36,000-mile and 5-year/60,000-mile powertrain warranty. Both are quite typical for this segment. For all the features you get, it's decent value for money, but the interior is too dated. The 4Runner has a cost that is greater than many other crossovers. You get off-road opportunities and a decent towing rating, and the car has a high resale value. You get two years of free service, and the guarantees are standard. However, you will feel leaked to your bank account due to poor fuel economy. Getting a combined 17 mpg is not ideal, and it's at least 4 mpg below the middle class. What's better? The 2020 Nissan Pathfinder and 2020 Toyota 4Runner are capable in their own way. They both offer a good amount of comfort and a number of features for the price. However, each of them has some drawbacks. If you can live with a dated infotainment center, Pathfinder offers better fuel efficiency from a standard transmission. But if you need its technology, go to 4Runner. Toyota has really stepped up its game in this regard. Regard.

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