



**WHEELS-ALIVE!**

[www.wheels-alive.co.uk](http://www.wheels-alive.co.uk)

---

# Toyota C-HR 1.8 Design – Brief Impressions

Published: June 11, 2025

Author:

Online version: <https://www.wheels-alive.co.uk/toyota-c-hr-1-8-design-brief-impressions/>



**WHEELS-ALIVE!**

[www.wheels-alive.co.uk](http://www.wheels-alive.co.uk)

---



Kim Henson undertakes a short test drive in Toyota's latest, recently-introduced second generation coupé-styled C-HR SUV...

Renowned for technical innovation, everyday practicality and long-term reliability, Toyota has updated the firm's C-HR line-up of 1.8 litre hybrid and 2.0 litre plug-in hybrid models. For many potential owners the C-HR range ticks all the right boxes in terms of striking looks, ease of operation and genuinely impressive fuel economy.

Recently I had the opportunity to drive the new-to-market second generation C-HR, in self-charging hybrid 1.8 litre form ('HEV' or 'Hybrid Electric Vehicle' in Toyota terminology). Self-charging 2.0 litre hybrid and 2.0 litre plug-in hybrid ('PHEV') versions are also available to UK buyers.



These newcomers were conceived, designed and engineered in Europe, and incorporate a variety of environmentally-friendly aspects in their build, including the increased use of recycled materials, weight-saving measures and production processes that reduce carbon emissions.

Throughout the vehicle, the emphasis is on 'premium' quality and innovative design, including, for example, flush-fitting exterior door handles, ambient interior lighting with 64 colour options, and a panoramic sun roof that requires no sun shade.

Under the skin is Toyota's fifth generation of hybrid electric technology, said to deliver more power and lower emissions.

The 1.8 litre engine and hybrid electric system in the self-charging HEV model, as test-driven, together produce 138 bhp (140 PS).

The drive systems in all the latest C-HRs incorporate redesigned components for lighter weight and greater efficiency. For example, there's a new high power lithium battery located beneath the rear seats; it is said to be 1.5 kg lighter than its predecessor, yet with 14 per cent greater output.

There's also a new Power Control Unit (PCU), providing greater fuel-efficiency thanks to improved cooling and lower electrical losses.

Importantly too, the revised transaxle assembly is 15 per cent lighter than the outgoing unit, due to the use of new materials, at the same time providing up to 30 bhp more power (depending on the particular powertrain installed).

Further technical enhancements include revised throttle operation, the adoption of Adaptive Hill Control Logic (that alters acceleration according to the incline, for a more natural and easy drive), and a reduction in engine speeds when motorway driving of up to 500 rpm, for a more relaxing drive.



Amendments to the running gear are said to improve ride, handling and braking characteristics, with lighter and more torsionally rigid bodywork (within a revised Toyota New Global Architecture or 'TNGA' programme) aiding the dynamic feel of the car too.

The C-HR is offered in Icon, Design, Excel and GR Sport versions, plus a special 'Orange' edition.

All come with high levels of standard equipment, including safety and connectivity systems galore.

The test car was the 'Design' version, priced at £35,000 ('On The Road') and with 18 inch machined finish aluminium alloy wheels, heated front seats, power tailgate and air conditioning that can be set for left and right hand side zones. This variant also features a 12.3 inch customisable instrument display and Toyota's Smart Connect+ with Navigation system.

As with all new Toyotas, the latest C-HR models come with a an up to 10 years/100,000 mile (whichever comes first), warranty, the three year manufacturer warranty being extendable for up to 10 years under a 'service activated' arrangement.

## Driving

This slideshow requires JavaScript.

During my brief drive on Somerset roads, I was impressed by the smoothness of the C-HR's power train and the imperceptible integration of the petrol engine and electric propulsion system. Acceleration from rest and on the move was sprightly, with cruising at 60 mph relaxing and hushed. (For the record, Toyota figures show a time of 10.2 seconds to accelerate from rest to 62 mph, and a top speed of 106 mph).

I also liked the comfortable driving seat, the supple ride quality and the sporty handling/roadholding characteristics.



There's a reasonable amount of space for rear seat occupants, and a large, easily-accessed luggage compartment (with power-operated tailgate on the 'design' version as tested).

Fuel consumption in real life use promises to be better than 60 miles per gallon (the WLTP Combined figures start from 60.1 mpg).

## VERDICT

My feelings... this Toyota is smart, solid, typically well-engineered and with a high quality feel to the interior; it's also a lively performer and economical on fuel.

The fact that the car is a self-charging hybrid (no need nor facility for plugging-in) means that it is easy to drive and to live with, and of course the petrol engine ensures that there is no range anxiety.

By my calculations, the 43 litre (9.46 gallon) fuel tank provides the car with a range of more than 550 miles on a full tank.

Negatives? Just one from this observer... I found the interior overwhelmingly dark, particularly with its near-black headlining; a shame as in other respects the interior is a very welcoming and comfortable place in which to travel.





**WHEELS-ALIVE!**

[www.wheels-alive.co.uk](http://www.wheels-alive.co.uk)

