



## Toyota C-HR+

### Many plusses and a single minus

review | The Toyota C-HR has been on the market for a decade and two generations. So it's time to evolve! This includes not only new looks, but also new technology. The logical step after hybrid drive is all-electric drive. The next generation of the C-HR is therefore called "C-HR+". What does the "plus" offer over the regular C-HR?

The Toyota C-HR owes its success to its distinctive looks. The "plus" takes this further. And to offer added value over the conventional C-HR, the "plus" is bigger. The length has increased by 16 cm and the wheelbase by 11 cm. Therefore, the "plus" is not as stocky and muscular in appearance as the regular C-HR. Moreover, the "plus" follows the style Toyota started with its larger electric car: the bZ4X. The lines are certainly successful, but the result is that the C-HR+ is less distinct from other models.



The test car is finished in the colour "Metal Oxide"

(red). That looks good on the C-HR+, but it is not as trendy as the colours in which the standard C-HR is available. Toyota says there is a good reason for this: the C-HR is meant for couples, while the C-HR+ is meant as a family car.

## Space

This is why the increased length mainly benefits rear-seat space. Legroom in the rear of the standard C-HR is just adequate. The space in the back of the C-HR+ scores a fat adequate, even for adults. However, when opting for the optional panoramic glass roof, headroom in the back is poor. With the front seats in the lowest position, rear passengers can no longer put their feet under the seat (something that is true for many electric cars). Luggage space is average for a car of this size. Unfortunately, there is no storage space under the bonnet.



The dashboard is built around the driver and passenger. Therefore, there is little room to move around the front seats. This is also due to its unusual design: the display screen from which speed and other essential data for the driver can be read is not behind the steering wheel but on top of the steering column. It is therefore also further away, so it takes less effort to switch from the road to the clocks. This set-up approaches the convenience of a head-up display. The only other manufacturer to opt for this set-up (Peugeot) mounts a small steering wheel and forces the driver into an active sitting position. Toyota does not opt for this and therefore drivers who are short will face the steering wheel rim. They are almost forced to put the seat high and upright. On the

contrary, those who are tall may find it annoying that the door handle and/or centre console press against the knees (depending on seating position).

## Equipment

Centrally on the dashboard is a generously sized display screen that controls the combined audio, communication and navigation system. This has been developed in-house by Toyota, so it does not rely on third parties and privacy is guaranteed. Toyota's infotainment system does not excel in beauty or ease of operation, but its functionality leaves nothing to be desired. This includes the ability to automatically plan charging stops on long journeys. The system has up-to-date information on charging station occupancy, so the C-HR+ driver won't have any unpleasant surprises.



The mandatory, but largely unwanted, safety systems were once difficult to disable at Toyota. Henceforth, a tap on a symbol on the top edge of the screen is enough to drive comfortably without interference from a well-meaning "assistant".

## Electric car

Another point where Toyota has listened carefully to the customer: this electric car offers a choice of batteries (always NMC technology). For those who can charge at home or do not travel too long distances, there is a battery with a capacity of 58 kWh for a range of 456 km. For those who regularly make long trips or

charge publicly and do not want to occupy the charging station every day, there is a battery with a capacity of 77 kWh. its range is 609 km.

In addition, there is a choice of front- or all-wheel drive, either one or two electric motors (not in the UK). With one motor on the front and one on the rear wheels, total power is 343 hp. This makes the C-HR distinctly fast and almost makes the driver feel like the vehicle needs to be tamed.



With only an engine on the front wheels, maximum power is still 224 hp. Even with that, performance is fine and the C-HR+ is faster than a comparable car with a petrol engine, while the electric Toyota is also more relaxed to drive. For this test, most kilometres were covered in the two-wheel-drive C-HR+. The route consisted of a mix of mountain roads, highways and city traffic. After just under a day's driving, average consumption came to 14.9 kWh / 100 (actual range: 507 km). That's decent on this route and for a car with this performance.

But it should be possible to be even more economical, as Toyota offers few options to recover energy during engine braking. The driver can use levers behind the steering wheel to determine in four steps how much energy is recovered when releasing the accelerator. However, even in the maximum setting, the C-HR+ does not recover half as much energy as some other electric cars. According to Toyota, this was chosen because sudden engine braking changes the balance in the bodywork and this would affect handling.

According to Autozine, the manufacturer should not make a choice for the buyer, but offer options. After all, this involves software, so it is easy to let the user choose how the car behaves.



## Handling

The C-HR+ sits on a shortened version of the platform of the Toyota bZ4X ("e-TNGA"). The suspension has been completely revised to give the C-HR+ a livelier character. It has succeeded, because when driven smoothly, the C-HR+ is capable and confident. In fast corners, the car is stable and forgiving, which means the driver will not easily overestimate himself.

The test car is mounted on 18-inch (20-inch is optional) rims, which provides a good balance between dynamics and comfort. It also provides quietness in the car.

**"In fast corners, the car is stable and forgiving, which means the driver will not easily overestimate himself"**



## Conclusion

What does the Toyota C-HR+ offer over a regular C-HR? More space, more modern equipment, better performance, more comfort, lower costs per mile and lower emissions. In fact, the differences are so great that these are two different cars. This is also evident in the size and design. The C-HR is a short, stocky and muscular appearance that is bought for its looks. The C-HR+, on the other hand, is intended as a family car and is therefore more spacious and comes in more retained colours.

The C-HR+ has not been perceived as a better version of the C-HR, as both models serve their own target audience. However, the C-HR+ has been perceived as a logical step for those looking to progress beyond the C-HR. When the C-HR+ is compared to the C-HR, it is a step up in all respects: many pluses and only a single minus. ■



# Specifications

## Toyota C-HR+

### Size and weight



Length x width x height	452 x 187 x 160 cm
Wheelbase	275 cm
Kerb weight	1.940 kg
Trailer	750 kg
Trailer - braked	750 kg
Battery	77 kWh
Luggage space	416/1207 l
Tyre size	235/60R18

### Engine and performance



power	224 PS @ 0 rpm
Max torque	269 Nm @ 1 rpm
Drive	front wheels
Acceleration 0 - 62 mph	7.3 secs
Top speed	160 km/h
Average mileage	13.30 kWh / 100 km
Mileage urban	unknown
Mileage extra urban	unknown
Range	609 km
CO2 emissions	0 gr. / km

### Price

Price	Â£ 37,650
Price base model	Â£ 34,495