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TEST DRIVE

Scion's Scion 2018 Toyota C-HR

DAN LYONS | text and photos
Special to the Times Union

C-HR's edgy shape hints at its origins. Part crossover, part coupe, it was originally slated to be a Scion, and migrated to the Toyota lineup when Scion's tent was struck in 2016.

From the outside, C-HR is all curves and angles, compressed into a compact form. Inside, your first impression when seated may well be what you're seated in. The front buckets are quite nicely designed. They support both your back and the back of your head, with side bolsters to keep you planted during spirited driving, and they stay comfortable over the long haul. Nice seats.

A six-footer will have slightly less legroom up front than they'd wish for, though it's not a bad compromise. With front seats at full pushback, getting a same-size passenger in back is a tight squeeze at the knees. Those under six feet will have no problem

2018 Toyota C-HR
MSRP: \$ 24,350 • As Tested: \$25,956

with either of these things, though the placement of the outside door handles (high) might be a stretch for smaller kids. Rear seatbacks fold flat forward, and cargo capacity ranges from 19-36 cubic feet. That's on the smaller side of the crossover segment, but big enough to be useful. For example, in my CH-R tester I packed a large rollaboard, a large carryon and a briefcase in back



THE 2018 TOYOTA C-HR is part crossover, part coupe. The C-HR's edgy styling betrays that it was originally intended to join the line-up of Toyota's now-defunct Scion youth-oriented brand. It's an agile handler with a smooth ride.

without folding the seatbacks, and had a little room to spare.

C-HR brings with it a minimalist approach to options: two trim levels, no significant stand-alone factory extras. Base, XLE models are nicely equipped, with a roster of standard safety technology that's more comprehensive than most. Among the list of no-cost features is Toyota's Safety Sense P, which includes adaptive cruise control, pre-collision system with pedestrian detection, lane departure warning and lane keeping, and automatic high beam control.

Also on XLE: 18-inch alloy rims, rearview camera, dual zone automatic climate control, a cargo cover in

the storage bay and a 7-inch touchscreen audio system with AM/FM/HD, six speakers, USB/iPod connectivity, voice recognition capability and Bluetooth. Stepping up to XLE Premium adds things like heated front seats, fog lights, keyless ignition/entry and blind spot monitoring with rear cross traffic alert.

The dash display is easy to decipher and use. HVAC functions are on a pad midway up the center stack. Sound system controls are found one level up, in the touchscreen. Rearview camera displays are typically found in the center console, but in the C-HR, it's embedded in the rearview mirror. The location isn't a problem, but the screen size (small) does limit its usefulness. The sloping roofline and tall tail conspire to create ¾-rear blind

From the outside, the Toyota C-HR is all curves and angles, compressed into a compact form.

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