

An Electric Easy Chair

Toyota's New C-HR Makes a Strong Case for Comfort

By Derek Price
CARGAZING.COM

Electric cars have spoiled me for acceleration.

After driving enough of them, I've come to expect an immediate shove when I press the pedal. The 2026 Toyota C-HR delivers that, but the part I kept appreciating during my week behind the wheel was how comfortable it felt.

The suspension is soft. The seats are wide and nicely cushioned. And the upright driving position gives me a view of the road that feels almost like sitting in a truck, despite this Toyota's compact dimensions.

That combination makes a lot of sense in an everyday EV.

Toyota has revived the C-HR name for an entirely electric vehicle, and anyone who remembers the old gasoline model needs to reset their expectations.

The styling still has a family resemblance, with a sloping roof and angular bodywork. Underneath, though, it's a different proposition, built on a dedicated electric platform with two motors and standard all-wheel drive.

Those motors produce 338 horsepower. Toyota estimates a 4.9-second sprint to 60 mph, which puts an enormous distance between this C-HR and its gas-powered predecessor.



With a sloping roof, angular tail and broad stance, the 2026 Toyota C-HR brings familiar styling cues to a new electric SUV with standard all-wheel drive.

It feels like a more premium vehicle now, too. The added muscle helps, but the seating and suspension do just as much to change its character.

I'd buy it for comfort before excitement.

My XSE tester rides on 20-inch wheels, which often make me brace for a firm ride. Here, the softness still comes through. It's a particularly appealing quality when the car's main assignment is getting through an ordinary day.

The cabin has several thoughtful touches.

I like the gauge cluster's

location high on the dashboard, close to the windshield. Checking speed and other information takes only a small movement of my eyes away from the road.

The dual wireless phone chargers are another favorite. The driver and passenger each get a place to charge, a simple convenience that deserves to be more common.

Other technology needs some polishing.

The driver-monitoring system occasionally acts like a helicopter parent. Put my hands in the wrong spot on the steering wheel, and it

complains that it can't see my face.

Turn my head to watch traffic at an intersection, and it scolds me for not paying attention.

Watching traffic is precisely why I turned my head.

That's a minor annoyance to me, but Toyota needs to fine-tune a system that sometimes mistakes attentive driving for distraction.

I've also heard complaints about the gear selector. I found it easy to learn and intuitive to use.

Still, I wish automakers would stop treating every

new vehicle as an opportunity to reinvent shifting. Different doesn't automatically mean better.

The C-HR starts at \$37,000 for the SE and \$39,000 for the XSE, before destination. My tester totals \$43,429 with options and delivery, putting it on the shopping list alongside the related Subaru Uncharted.

Equipment includes a 14-inch touchscreen and heated front seats. My tester added a panoramic roof, JBL audio and a cold weather package, among other extras.

The XSE carries an EPA range estimate of 273 miles, compared with 287 for the SE. Toyota says a compatible fast charger can replenish the battery from 10% to 80% in about 30 minutes under ideal conditions.

Long trips still require planning around chargers. With home charging and a second vehicle for road trips, though, this would be an easy car to fit into my life.

Toyota's early battery EVs left me wanting more, especially from a company so experienced with hybrids. This one feels like substantial progress.

It's my favorite Toyota EV to date. I'd happily recommend it as an everyday driver, especially to someone who values a comfortable seat and a soft ride as much as I do.

AT A GLANCE

WHAT WAS TESTED?

2026 Toyota C-HR XSE AWD (\$39,000). Options: Panoramic roof (\$1,000), JBL audio (\$600), two-tone paint (\$500), cold weather package (\$450), mats and wheel locks (\$429). Price as tested (including \$1,450 destination charge): \$43,429

BY THE NUMBERS

Wheelbase: 108.3 in.
Length: 177.9 in.
Width: 73.6 in.
Height: 63.8 in.
Power: Dual electric motors (338 horsepower)
Range: 273 miles
MPGe: 112 combined

RATINGS

Style: 8
Performance: 9
Price: 8
Handling: 7
Ride: 9
Comfort: 9
Quality: 8
Overall: 9

WHY BUY IT?

Commuters with home charging will appreciate the C-HR's soft ride, comfortable driving position and strong acceleration in a compact electric SUV.



With a sloping roof, angular tail and broad stance, the 2026 Toyota C-HR brings familiar styling cues to a new electric SUV with standard all-wheel drive.

An Electric Easy Chair

Toyota’s New C-HR Makes a Strong Case for Comfort

By Derek Price
CARGAZING.COM

Electric cars have spoiled me for acceleration. After driving enough of them, I’ve come to expect an immediate shove when I press the pedal.

The 2026 Toyota C-HR delivers that, but the part I kept appreciating during my week behind the wheel was how comfortable it felt.

The suspension is soft. The seats are wide and nicely cushioned. And the upright driving position gives me a view of the road that feels almost like sitting in a truck, despite this Toyota’s compact dimensions.

That combination makes a lot of sense in an everyday EV.

Toyota has revived the C-HR name for an entirely electric vehicle, and anyone who remembers the old gasoline model needs to reset their expectations.

The styling still has a family resemblance, with a sloping roof and angular bodywork. Underneath, though, it’s a different proposition, built on a dedicated electric platform with two motors and standard all-wheel drive.

Those motors produce 338 horsepower. Toyota estimates a 4.9-second sprint to 60 mph, which puts an enormous distance between this C-HR and its gas-powered predecessor.

It feels like a more premium vehicle now, too. The added muscle helps, but the seating and suspension do just as much to change its character.

I’d buy it for comfort before excitement. My XSE tester rides on 20-inch wheels,



Inside, the C-HR places its digital gauges near the windshield and provides two wireless phone chargers alongside a large central touchscreen.

which often make me brace for a firm ride. Here, the softness still comes through.

It’s a particularly appealing quality when the car’s main assignment is getting through an ordinary day.

The cabin has several thoughtful touches. I like the gauge cluster’s location high on the dashboard, close to the windshield. Checking speed and other information takes only a small movement of my eyes away from the road.

The dual wireless phone chargers are

another favorite. The driver and passenger each get a place to charge, a simple convenience that deserves to be more common.

Other technology needs some polishing. The driver-monitoring system occasionally acts like a helicopter parent. Put my hands in the wrong spot on the steering wheel, and it complains that it can’t see my face.

Turn my head to watch traffic at an intersection, and it scolds me for not paying attention.

Watching traffic is precisely why I turned my head.

That’s a minor annoyance to me, but Toyota needs to fine-tune a system that sometimes mistakes attentive driving for distraction.

I’ve also heard complaints about the gear selector. I found it easy to learn and intuitive to use.

Still, I wish automakers would stop treating every new vehicle as an opportunity to reinvent shifting. Different doesn’t automatically mean better.

The C-HR starts at \$37,000 for the SE and \$39,000 for the XSE, before destination. My tester totals \$43,429 with options and delivery, putting it on the shopping list alongside the related Subaru Uncharted.

Equipment includes a 14-inch touchscreen and heated front seats. My tester added a panoramic roof, JBL audio and a cold weather package, among other extras.

The XSE carries an EPA range estimate of 273 miles, compared with 287 for the SE. Toyota says a compatible fast charger can replenish the battery from 10% to 80% in about 30 minutes under ideal conditions.

Long trips still require planning around chargers. With home charging and a second vehicle for road trips, though, this would be an easy car to fit into my life.

Toyota’s early battery EVs left me wanting more, especially from a company so experienced with hybrids. This one feels like substantial progress.

It’s my favorite Toyota EV to date. I’d happily recommend it as an everyday driver, especially to someone who values a comfortable seat and a soft ride as much as I do.

A CLOSER LOOK



AT A GLANCE

FACTS, FIGURES AND RATINGS

WHAT WAS TESTED? 2026 Toyota C-HR XSE AWD (\$39,000). Options: Panoramic roof (\$1,000), JBL audio (\$600), two-tone paint (\$500), cold weather package (\$450), mats and wheel locks (\$429). Price as tested (including \$1,450 destination charge): \$43,429	BY THE NUMBERS Wheelbase: 108.3 in. Length: 177.9 in. Width: 73.6 in. Height: 63.8 in. Power: Dual electric motors (338 horsepower) Range: 273 miles MPGe: 112 combined	RATINGS Style: 8 Performance: 9 Price: 8 Handling: 7 Ride: 9 Comfort: 9 Quality: 8 Overall: 9	WHY BUY IT? Commuters with home charging will appreciate the C-HR’s soft ride, comfortable driving position and strong acceleration in a compact electric SUV.
--	---	--	--