Used Toyota C-HR inspection checklist

What to check on a used C-HR, what a problem looks like, and when to walk away.

COVERS **1st gen** 2017–2023 **2nd gen** 2024 on

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Panels.** Walk around checking panel gaps are even on both sides, especially around the doors, bonnet and sloped rear pillar. An uneven gap or a panel that sits proud points to a replaced or poorly refitted panel. $
- ☐ **Paint.** Check the paint colour matches across every panel, and look for overspray on rubber seals or trim. Overspray on seals usually means a panel has been repainted after crash repair. $
- ☐ **Lights.** Test every light including indicators and reverse lights, and check the windscreen for chips plus the camera and sensor housings near the mirror and grille for damage. Cracked housings here can disable safety features like auto braking. $
- ☐ **Wheels.** Look over each alloy wheel rim for kerb scuffs or cracks. Low-profile tyres on this model make kerb damage to the rims easy to spot. $

2 Under the bonnet

- ☐ **Engine oil.** Check the engine oil is between the dipstick marks and a clean brown colour, not black or gritty. A low level between services hints the engine is using oil. $
- ☐ **Coolant.** Check the main coolant reservoir is at the mark and the fluid looks clean, not rusty or oily. Crusty residue near the front of the engine can mean a leaking water pump. $
- ☐ **Hybrid coolant tank.** Hybrid: find the separate coolant tank for the hybrid system and check the level sits at the mark. This tank is easy to miss and often gets ignored at servicing. $
- ☐ **Cold start.** Start the car from cold if possible. It should start easily with no rattle or smoke, and on hybrids "READY" should show with the engine cutting in and out smoothly. A hesitant or rough start can point to engine or hybrid system problems. $

3 Underbody and wheels

- ☐ **Tyres.** Check all four tyres are above the wear bars, worn evenly, and roughly under six years old from the date code on the sidewall. Replacing matching low-profile tyres can cost more than expected. $
- ☐ **Rust.** Look under the car at the floor and around the suspension mounts for rust bubbling through the paint or eating into metal. Rust around structural points is far more serious than surface rust on a bracket. !
- ☐ **Crash repairs.** Look underneath for bent metal, fresh welds or a patch of new black coating standing out against otherwise dirty metal. A single clean patch among older grime suggests hidden repair work after a crash. !
- ☐ **Brake discs.** Look through the wheel spokes at the brake discs for deep grooves, a raised lip on the edge, or a rusty orange rim on the rear discs. Rust that has eaten into the rear disc surface is a sign of corrosion that's expensive to fix. !
- ☐ **AWD drivetrain.** AWD: look underneath at the rear axle and drive components for oil leaks or wet patches. A leak here can mean an expensive rear differential repair. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key or press start to "on": every dash light should come on then go out once the car is running. An airbag, brake, engine or hybrid light that stays lit needs an explanation before you buy. !
- ☐ **Hybrid battery vent.** Hybrid: find the hybrid battery cooling vent, usually near the rear seat, and check it is clear of dust, clutter or stored items. A blocked vent can cause the hybrid battery to overheat and wear out early. $
- ☐ **Seatbelts.** Pull each seatbelt fully out, let it retract and buckle it in, checking the webbing for fraying or cuts. A belt that sticks or retracts slowly may not work properly in a crash. !
- ☐ **Battery drain.** Ask if the car has sat unused for long periods or needed jump-starts, and check it starts briskly rather than struggling when you turn the key. A car that struggles to start or needs frequent jump-starts points to a weak 12V battery or a drain in the electrics. $

5 Test drive

- ☐ **Automatic gearbox.** Drive at varying speeds checking for smooth pull-away with no jerking, slipping or hesitation, and no whine that grows louder with speed. A rising whine, especially under light acceleration, can mean a worn transmission bearing. $

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

5 Test drive continued

- [ ] **Hybrid system.** Check the car moves off on electric power at low speed and the engine joins in smoothly, with no surging, cutting out or warning lights. Rough transitions between electric and engine power suggest hybrid system wear. $
- [ ] **AWD system.** AWD: in a car park, drive slowly on full steering lock in both directions and listen for clunking or juddering. Noise on tight turns can mean a worn AWD coupling or driveline part. $
- [ ] **Brakes.** Brake firmly from speed on a quiet road; the pedal should feel firm and the car should stop straight with no pulling, pulsing or grinding. Pulsing through the pedal usually means warped or corroded brake discs. !
- [ ] **Steering.** Turn the wheel and check it returns straight on its own after a turn, without wandering or needing correction on a straight road. The firm, sporty suspension tune can hide worn bushes that would otherwise show up in steering feel. $

6 Documentation

- [ ] **Service history.** Check the logbook is stamped on time and matches any receipts provided, including any hybrid battery health check reports. Gaps in the history can mean deferred maintenance you'll inherit, and missing battery checks can affect warranty cover. $
- [ ] **Registration.** Check the registration status online using the plate number to confirm it is current, and ask the seller whether a roadworthy certificate is included if your state requires one for sale.

What this guide can't tell you about the C-HR you're looking at

4+
recalls on C-HRs built since 2017*

5
common faults reported on C-HRs built since 2017*

627
owner complaints on C-HRs built 2018–2022*

Money owing, stolen or a write-off?
A tidy car can hide all three.

What's each fault worth?
Shufti's negotiation coach turns it into leverage.

A Shufti inspection covers all of that, plus:

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- Spots issues from your photos and audio
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* Shufti analysis, October 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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