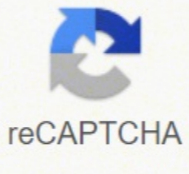




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MORE FROM QUESTIONSANSWERED.NET In fact, the system changes relate primarily to the suspension — stiffer, and with a new rear anti-roll bar — and steering, which Toyota hopes is a “sportier” feeling. Car and Driver claimed driving the 2020 Highlander was a “snooze-worthy experience.” It calls the XSE an unusual step for the family-oriented Highlander, but an attempt to “wake up the Highlander.” Does it work? After all, the new Highlander XSE has the same 3.5-litre V-6 engine that produces 295 hp and 263 lb-ft of torque produced by the base Highlander models. Photo Courtesy: Toyota According to Motor Trend, the XSE model is designed for family drivers who long for — but will resist any urge to purchase — a sports sedan. It sure looks the edgier and more aggressive part — all without sacrificing everything millions of families have loved about the Highlander for years. What Do We Make of the New 2021 Highlander? The 2021 Toyota Highlander XLE has been described by Car and Driver as “the pick of the litter.” Why? And the new XSE also has the same eight-speed automatic transmission. Are the tweaks primarily aesthetic? A hybrid version of the Highlander was introduced to the United States market in 2005. Other perks? In fact, it can be boiled down to one word: stability. Of course, the variety means there’s probably a Highlander that fits your needs, but the trick is figuring out which one. The edgy XSE trim level, which is available with other Toyota models, sits between the comfort-focused Highlander LE and XLE models (and the premium Limited and Platinum trim levels). It includes features we all love and long for, such as heated front seats; a wireless charging pad for our smartphones; and a powered sunroof. It means the exterior appeals to younger — and younger-at-heart — drivers. While stability is usually a good thing, it can come at the cost of thrills and excitement, especially for those looking for a ride experience typical of Jeeps or other SUVs. With this in mind, if you’re looking for those thrills, the Highlander isn’t the SUV for you, but, if having a capable, smooth ride for your family is of utmost importance, take one of these for a spin. If you’re really looking to pack on the features, an additional \$1,400 means you can drive away in a Hybrid Highlander XSE — at over \$11,000 less than Ford’s hybrid Explorer. And should you consider switching from a Toyota 4Runner or RAV4 — or even from a Chevrolet Traverse, Volkswagen Atlas or Dodge Durango — to one of these new Highlanders? What does that mean, exactly? With this in mind, there are more exciting rides in this segment, like the Mazda CX-9, for example. Kelley Blue Book describes the Indiana-built 2021 Toyota Highlander as a “great crossover” and “among the most recommendable 3-row midsize SUVs.” Compared to prior versions of the Highlander, the 2021 version of the fourth-generation Highlander has more interior room, extra tech and new safety features. Upgrading to the Premium Audio with Dynamic Navigation Package means drivers will enjoy an upgraded stereo and in-dash navigation. And, for \$1,600 more, the all-wheel-drive version can be yours. Needless to say, it’s a popular vehicle with lots of room to grow. The V-6 has no difficulty with on-ramp accelerations and gets from stop-to-60 in 6.7 seconds — pretty quick for a vehicle of this size and weight. Of note, as Motor Trend points out, is the introduction of a new trim level — XSE (Extreme Sport Edition). However, the gas engine’s V6 powertrain is the same, unless you’re looking into the Highlander Hybrid option, which features a new and more efficient 4-cylinder engine. What’s the Bottom Line? The best features of the new 2021 Highlander are its comfortable and quiet ride; the commanding driving position and effective sightlines; and its admirable fuel economy and power tradeoffs. After all, out of all the new models, the XSE seems to hit the sweet spot. Need to compromise between those two extremes? Test drive the XSE model, which is as thrilling in appearance as the new 2021 Highlander gets without sacrificing that dependability. Let’s take a look at the critical consensus. With its 2021 model, Toyota has sought to tweak and improve a Highlander that was just redesigned for its fourth generation in 2020. Photo Courtesy: Toyota 2021 models include: Base L-model, starting at \$34,810 LE model, starting at \$37,010 Hybrid LE, starting at \$38,410 Hybrid XLE, starting at \$41,210 Hybrid Limited model, starting at \$45,165 Platinum gas model, starting at \$46,965 Hybrid Platinum model, starting at \$48,365 So, how do the 2021 Highlanders stand up in comparison to other models and options on the SUV market? Photo Courtesy: Toyota The downsides of the 2021 Toyota Highlander have a lot in common with its upsides. For families in search of a hybrid option, the XLE will save you over \$11,000 when compared to the esteemed Ford Expedition, which is a deal that’s hard to pass up. Along with those highlights, the Highlander scores points for Toyota’s long history of dependability and service. Photo Courtesy: Toyota We’ll come back to the Hybrid momentarily, but let’s take a closer look at the XSE model of the new Highlander. Over 2.6 million of the first four generations of Toyota Highlanders — manufactured in 2000, 2007, 2013 and 2019 — were sold in the United States, and an additional 168,000 Highlander Hybrid models were sold between 2005 and 2019. And, inside, it means luxe interior leather and infotainment options. There’s a good argument for that line of thinking. Additionally, the XSE’s handling is stable and its ride feels well-suited to chauffeuring your family around, sans any thrills. In total, there are 10 new models of the seven- to eight-seat Highlander. So, how does the 2021 Highlander stack up? Introducing a New Highlander and Highlander Hybrid for 2021 Toyota has launched new Highlander and Highlander Hybrid models for 2021. While it’s not the flashy sports car of your dreams, the XSE fits well alongside the performance versions of Ford and Jeep SUVs. The model’s distinctive features include 20-inch wheels; black accents on the exterior; a sportier suspension tuning; a much lower air intake; sharply angled headlights; and a chrome dual-tip exhaust. Photo Courtesy: Toyota The Toyota Highlander was first introduced to the world at the 2000 New York International Auto Show, and, by 2001, it arrived for sale in the United States, becoming one of the first midsize sport utility vehicles (SUV) or crossovers to define an entirely new automotive segment.

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