

CARGAZING

2023 TOYOTA HIGHLANDER

Highlander Offers New Engine

Turbocharged Powerplant Offers More Torque and Fewer Emissions

PRESS RELEASE

For the 2023 model year, Toyota is giving buyers even more reasons to choose the Highlander for their next vehicle, starting with an all-new engine for the gas models that offers impressive performance in a compact package.

2023 Highlander gas models are now equipped with a new, higher-torque, high-efficiency turbocharged engine. The 265-horsepower, 2.4-liter turbocharged four-cylinder, which uses balance shafts for super-smooth performance, delivers 310 lb-ft of torque – this results in a significant 17% increase over the previous 3.5-liter V6 engine’s 263 lb-ft. Even better, the driver will feel this gain in everyday driving situations, especially when taking advantage of the Highlander’s 7- or 8-person seating and generous cargo capacity. Just as important, fuel efficiency is also improved for this higher-torque engine with an EPA-estimate of up to 25 MPG combined. The new engine, standard across all gas grades, is also more environmentally conscious, with more than a 50% reduction in NOx and NMOG compared to the outgoing V6 engine.

The new Highlander turbo models are equipped to tow up to 5,000-pounds and include Trailer Sway Control (TSC), which uses the Vehicle



MANUFACTURER PHOTO

Stability Control (VSC) to help control unwanted trailer movement. To help reduce fuel consumption and emissions, the standard Stop and Start Engine System allows the engine to shut off when the vehicle comes to a complete stop and instantly restarts when the driver’s foot lifts from the brake pedal.

ALL-WHEEL DRIVE

The 2023 Highlander turbo models get a grip on just

about any road with a choice of FWD or two different available AWD systems. For the Highlander Gas L, LE and XLE models, the optional AWD system can send up to 50% of available torque to the rear wheels to help counter wheel slip when necessary.

The Highlander XSE, Limited and Platinum turbo models step up to a more performance-minded system, Dynamic Torque Vectoring AWD with Drive Mode Select

and Driveline Disconnect. In addition to governing torque distribution between the front and rear wheels, this advanced system uses special couplings to actively manage torque distribution between the left and right rear wheels.

For even more control for the gas all-wheel drive iteration, Downhill Assist Control (DAC) is also available. When AWD is not needed, such as in steady highway cruising, rear Driveline Disconnect auto-

matically disengages drive to the rear wheels and stops the propeller shaft’s rotation, helping to reduce fuel consumption. The system seamlessly re-engages when AWD is needed to handle road conditions.

TECHNOLOGY

Updates for Highlander go beyond the new engine and offer larger multimedia screens and other amenities for greater value across all

BY THE NUMBERS

Base Price: \$36,420
Wheelbase: 112.2 in.
Length: 194.9 in.
Width: 76 in.
Height: 68.1 in.
Engine: 2.4-liter turbocharged four cylinder (265 hp, 310 ft-lbs)
Transmission: Eight-speed automatic
EPA Mileage: 22 city, 29 highway

grades and powertrains. Buyers want larger, more versatile multimedia screens, and the Highlander delivers. In addition to the JBL® Premium Audio System with 11 speakers as carryover from 2022, the Limited and Platinum grades now have two 12.3-inch screens as standard; one Multi-Information Display (MID) screen and one multimedia screen. Just as important to users, content can now occupy the full 12.3-inch, glare-reducing optically bonded screen. On both grades, a second new 12.3” Full Digital Instrument Cluster screen replaces the former 7-inch TFT, with four different visual modes for a personalized touch: Casual, Smart, Tough and Sporty mode. So now, these premium Highlander grades provide the most screen area than previous generation models.