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2024 Toyota Crown

Starting at **\$41,445****8.5**/10
C/D RATING

SPECS

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TOYOTA

Select a year

2024

2023

HIGHS

Small-car fuel efficiency in a full-size package, posh interior, quick acceleration with optional turbo-hybrid setup.

LOWS

Love-it-or-laugh-it design, premium JBL stereo option disappoints, gets into Lexus pricing at the high end.

VERDICT

Get past the Crown's controversial styling and you'll enjoy a near-luxury experience and surprising fuel economy along with the look that has passers-by asking "what's that?"


BY DREW DORIAN

Overview

Although a [sedan with a raised suspension](#) isn't a new concept, the 2024 Toyota Crown follows that formula with mixed results. While it's sold as a traditional sedan body in other parts of the world, the variant we get here in the U.S. is only offered in a high-riding setup. Its looks aren't for everyone, but if you can get past its styling you'll find a car with Lexus-levels of luxury inside and either of two hybrid powertrains under the hood that are proven fuel economy winners. Most Crown models come with a 236-hp hybrid powertrain that delivered 42 mpg in our testing, but to unlock the Crown's maximum performance, try the Platinum level which comes with a 340-hp turbocharged hybrid setup that sprinted to 60 mph in 5.1 seconds at our test track.


Where This Vehicle Ranks

#1 in Best Full-Size Sedans >




1

Toyota Crown
STARTING AT: \$41,445




2

Volkswagen Arteon
STARTING AT: \$49,225



3

Nissan Maxima
STARTING AT: \$39,455



4

Dodge Charger



5

Chrysler 300

STARTING AT: \$36,920

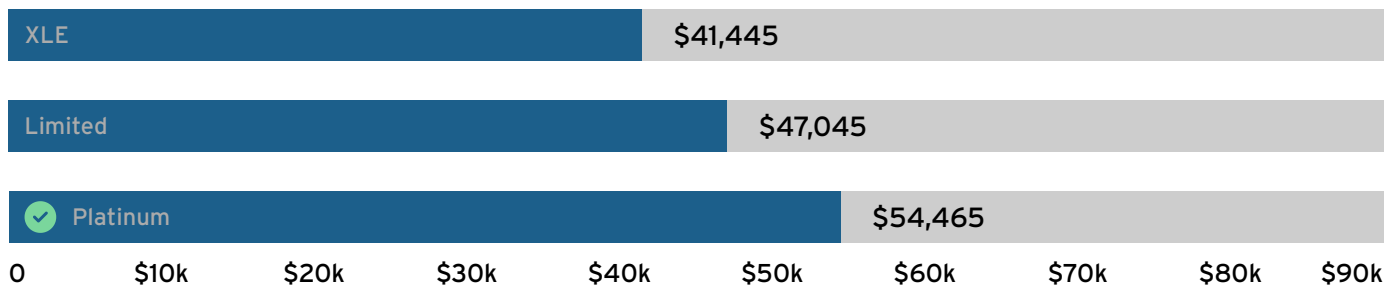
STARTING AT: \$37,740

What's New for 2024?

Toyota's wacky Crown sedan-cum-SUV gets a few tweaks to interior materials for 2024 to help improve fit and finish. The mid-range Limited can now be ordered with the Advance Technology package, which includes adaptive cruise control with stop-and-go functionality, a lane-change assist feature, and a front cross-traffic alert system; the top-spec Platinum trim gets those features as standard.

Pricing and Which One to Buy

The price of the 2024 Toyota Crown starts at \$41,445 and goes up to \$54,465 depending on the trim and options.



All three of the Crown's trim levels provide a more luxury-oriented experience than other four-door offerings from Toyota. The most intriguing option is the more powerful Hybrid Max powertrain, which is exclusive to the top-end Platinum trim, so it's the one we'd choose.

Engine, Transmission, and Performance

All Crown models have a hybrid powertrain, but only the top-spec Platinum model gets Toyota's new Hybrid Max setup, which pairs a turbocharged 2.4-liter four-cylinder with an electric motor on the rear axle for a combined 340 horsepower. The XLE and Limited models get a less powerful 236-hp hybrid system that uses a 2.5-liter four-cylinder and three electric motors. The XLE and Limited have a continuously variable automatic transmission (CVT) while the Platinum uses a six-speed automatic; all-wheel drive is standard on every trim. With the base powertrain, the Crown's acceleration is adequate; at our test track it hit 60 mph in

7.2 seconds. The Platinum trim, with its more powerful setup, is noticeably brisker as proven by its 5.1-second launch to 60 mph. The Crown's suspension has been [tuned for a relaxing ride](#), so don't expect cornering heroics but the Platinum model does come with adaptive dampers that sharpen things up and give the big four-door a slightly more fun-loving nature.



TOYOTA

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2023 Toyota Crown Is a Hybrid Sedan with 340 HP



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Fuel Economy and Real-World MPG

The EPA estimates that the Crown with the base hybrid powertrain will be capable of returning up to 42 mpg city and 41 mpg highway. The Platinum model's more powerful Hybrid Max powertrain is claimed to deliver around 29 mpg city and 32 mpg highway. On our 75-mph highway fuel economy route, the Crown Limited delivered an impressive 42 mpg while the top-spec Platinum returned 32 mpg, exactly as the EPA predicted. For more information about the Crown's fuel economy, visit [the EPA's website](#).

Interior, Comfort, and Cargo

Inside, the Crown's cabin looks appropriately premium. Drivers who trade in their Avalon sedans are in for an upgrade, especially if they buy a Limited or Platinum model. The driving position is raised from a traditional sedan height to something akin to a compact SUV's, which may make the Crown an attractive alternative to full-size sedans that still adhere to a more traditional formula. All models come standard with eight-way power-adjustable front seats with heat, dual-zone automatic climate control, and ambient interior lighting. Limited and Platinum trims add a panoramic sunroof, leather upholstery, and ventilated front seats.



TOYOTA

THE CAR AND DRIVER DIFFERENCE



Our Comprehensive Car Testing Explained



Why We Test: Every Number Tells a Story

Infotainment and Connectivity

A 12.3-inch infotainment touchscreen is standard across the range, and it runs Toyota's latest—and much improved—software interface. Apple CarPlay and Android Auto are integrated into the infotainment software and connect to smartphones via a wireless connection. A second 12.3-inch display has digital gauges in front of the driver, and the Crown also includes niceties such as a wireless smartphone charging pad, onboard Wi-Fi, and USB-C ports. The base XLE

trim comes with a six-speaker stereo, but Limited and Platinum models get an 11-speaker JBL stereo instead. In our first drive of the Crown, the JBL stereo failed to impress and lacked the richness of the setup that had been offered in the Avalon.

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How to Buy or Lease a New Car



How to Buy a Used Car



How to Repair, Maintain, and Care for Your Car

Safety and Driver-Assistance Features

Toyota equips most of its cars with a host of standard driver-assistance features, and the Crown is no different. All models come with a package of features including automated emergency braking, adaptive cruise control, lane-keeping assist, automatic high-beam headlamps, and more. For more information about the Crown's crash-test results, visit the National Highway Traffic Safety Administration ([NHTSA](https://www.nhtsa.gov)) and Insurance Institute for Highway Safety ([IIHS](https://www.iihs.org)) websites. Key safety features include:

- **Standard automated emergency braking with pedestrian detection**
- **Standard lane-departure warning with lane-keeping assist**
- **Standard adaptive cruise control with a lane-centering feature**

Warranty and Maintenance Coverage

While the rival [Volkswagen Arteon](#) offers longer bumper-to-bumper warranty coverage, the Crown's two years of complimentary maintenance is a standout.

- **Limited warranty covers three years or 36,000 miles**
- **Powertrain warranty covers five years or 60,000 miles**
- **Hybrid components are covered for eight years or 100,000 miles**
- **Complimentary maintenance is covered for two years or 25,000 miles**



Specifications

2023 Toyota Crown Limited

Vehicle Type: front-engine, front- and rear-motor, all-wheel-drive, 5-passenger, 4-door sedan

PRICE

Base/As Tested: \$46,645/\$50,169
Options: Advanced Technology package (21-inch wheels, Panoramic View monitor, digital key), \$2950; Supersonic Red paint, \$425; mudguards, \$149

POWERTRAIN

DOHC 16-valve 2.5-liter Atkinson-cycle inline-4, 184 hp, 163 lb-ft + 3 AC motors, front: 118 hp, 149 lb-ft, rear: 54 hp, 89 lb-ft (combined output: 236 hp; 0.6-kWh [C/D est] nickel-metal hydride battery pack)
Transmissions, F/R: continuously variable automatic/direct-drive

CHASSIS

Suspension, F/R: struts/multilink
Brakes, F/R: 12.9-in vented disc/12.5-in disc

Tires: Bridgestone Turanza EL450
225/45R-21 95W M+S

DIMENSIONS

Wheelbase: 112.2 in
Length: 196.1 in
Width: 72.4 in
Height: 60.6 in
Passenger Volume, F/R: 53/47 ft³
Cargo Volume: 15 ft³
Curb Weight: 4063 lb

C/D TEST RESULTS

60 mph: 7.2 sec
1/4-Mile: 15.5 sec @ 91 mph
100 mph: 18.7 sec
Results above omit [1-ft rollout](#) of 0.3 sec.
Rolling Start, 5–60 mph: 7.7 sec
Top Gear, 30–50 mph: 3.9 sec
Top Gear, 50–70 mph: 5.1 sec
Top Speed (gov ltd): 116 mph
Braking, 70–0 mph: 191 ft
Roadholding, 300-ft Skidpad: 0.82 g

C/D FUEL ECONOMY

Observed: 42 mpg

75-mph Highway Driving: 42 mpg
75-mph Highway Range: 600 mi

Tires: Michelin Primacy Tour A/S
225/45R-21 95W M+S

EPA FUEL ECONOMY

Combined/City/Highway: 41/42/41 mpg

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2023 Toyota Crown Platinum

Vehicle Type: front-engine, front- and rear-motor, all-wheel-drive, 5-passenger, 4-door sedan

PRICE

Base/As Tested: \$53,445/\$54,638
Options: two-tone paint, \$550; Bronze Age/Black paint, \$425; mudguards, \$149; rear bumper applique, \$69

POWERTRAIN

turbocharged and intercooled DOHC 16-valve 2.4-liter inline-4, 264 hp, 332 lb-ft + 2 AC motors, front: 82 hp, 215 lb-ft; rear: 79 hp, 124 lb-ft (combined output: 340 hp, 400 lb-ft; 0.6-kWh [C/D est] nickel-metal hydride battery pack)
Transmissions, F/R: 6-speed automatic/direct-drive

CHASSIS

Suspension, F/R: struts/multilink
Brakes, F/R: 12.9-in vented disc/12.5-in disc

DIMENSIONS

Wheelbase: 112.2 in
Length: 196.1 in
Width: 72.4 in
Height: 60.6 in
Passenger Volume, F/R: 53/47 ft³
Cargo Volume: 15 ft³
Curb Weight: 4338 lb

C/D TEST RESULTS

60 mph: 5.1 sec
100 mph: 13.5 sec
1/4-Mile: 13.8 sec @ 101 mph
120 mph: 20.8 sec
Results above omit [1-ft rollout](#) of 0.3 sec.
Rolling Start, 5–60 mph: 5.9 sec
Top Gear, 30–50 mph: 3.0 sec
Top Gear, 50–70 mph: 4.2 sec
Top Speed (gov ltd): 129 mph
Braking, 70–0 mph: 189 ft
Roadholding, 300-ft Skidpad: 0.83 g

C/D FUEL ECONOMY

Observed: 28 mpg
75-mph Highway Driving: 32 mpg
75-mph Highway Range: 460 mi

EPA FUEL ECONOMY

Combined/City/Highway: 30/29/32 mpg

C/D TESTING EXPLAINED

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SIMILAR VEHICLES

2024 Volkswagen Arteon

8/10
C/D RATING



Starting at

\$49,225

EPA MPG

25 combined

C/D SAYS: The Volkswagen Arteon is a great sedan with lots of space but despite its charm, VW has decided to discontinue its full-size entry after the 2024 model year.

[Learn More](#)

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2023 Nissan Maxima

8/10
C/D RATING



Starting at

\$39,455

EPA MPG

24 combined

C/D SAYS: The 2023 Nissan Maxima is a credible near-luxury sedan with V-6 power and pleasant road manners, but it buckles under the weight of its sports-sedan past.

[Learn More](#)

MORE FROM TOYOTA

2024 Toyota bZ4X

7.5/10
C/D RATING



Starting at
\$44,420

EPA Est. Range ⚡
222-252 miles

C/D SAYS: Although competent and pleasant to drive, the 2024 Toyota bZ4X's range and charging limit its appeal compared to other EVs. [Learn More](#)

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2026 Toyota Tacoma Electric



Starting at
\$50,000 est

EPA Est. Range ⚡
N/A

C/D SAYS: Toyota's midsize Tacoma truck is likely to welcome an electric powertrain option a year or so after the gas-powered pickup debuts. [Learn More](#)

