

This press pack accompanied the UK launch of the second generation Previa in 2000. Changes to the model during its time on sale can be tracked using the Timeline feature on the Previa archive web page. More details about the Previa range can be obtained from the press office

NEW TOYOTA PREVIA

PREVIA - THE NEXT GENERATION

KEY POINTS

- All new engine, gearboxes and chassis.
- Now front-engined/front-wheel drive for car like driving and increased interior space (previous car was mid-engine – rear wheel drive).
- Seven and eight seat configurations.
- New 2.4 litre, four cylinder petrol engine with VVT-i (variable valve timing - intelligent) produces 156 PS@ 5,600rpm and 166lbft (225Nm)@4,000rpm.
- Class leading safety with ABS, twin air bags and electronic brake force distribution (EBD) as standard on all models. Excellent results in Euro-NCAP expected.
- Same overall length, but longer wheelbase and increased interior room.
- Lower roof height, but more interior headroom, especially in the rear.
- Class leading flexibility and functionality of the interior.
- Seven-seater has seven individual seats; eight-seater has 2nd and 3rd row bench seats.
- Ample luggage capacity even with 3rd row seats in.
- Max speed 115mph (auto 112mph) with 0-62mph in 10.9 sec (auto 11.2sec). Combined consumption of 30.1mpg (auto 26.9mpg).
- 18 different 'cubbie holes' including cup and bottle holders.
- Individual overhead lights and air vents for six passengers (i.e. not central seats).

- Electric windows and remote central double-locking with immobiliser (transponder in key).
- Satellite navigation standard on CDX derivative, an option on all others.
- Easy entry/exit, especially for young and old, thanks to low seat hip points (40-50mm lower than previous car).
- Low weight and powerful brakes with EBD give shortest stopping distance in class.
- Balance shaft in engine for smoothness.
- Direct injection diesel available in 2001.
- On sale in the UK on 5th July.
- One engine, two gearboxes and three trim grades – GS, GLS and CDX – offering good value for money.
- On the road prices:-

GS	man	£19,950	8 seat only
GS	auto	£21,450	8 seat only
GLS	auto	£22,950	7 or 8 seat
CDX	auto	£24,450	7 seat only

SECTION ONE – SHORT STORY

Espace, the final frontier. This is the story of Previa, the Next Generation large MPV from Toyota. Previa will make other MPVs seem like mere Voyagers as it boldly goes on a Galaxy Quest.

There are a worrying number of Star Trek puns associated with large MPVs. Perhaps Toyota should have renamed the new car Enterprise. Certainly, the striking design of the new car would make Jim, Bones, Uhura, Spock, Chekov, Sulu and Scottie feel right at home. Fortunately, Previa's class leading safety features mean that even the unknown, red shirted security man would return safe. (And yes, that makes eight - more than a Galaxy, Voyager or Espace can accommodate.) There is, however, no guarantee that the Captain will keep his shirt on, although he won't have lost it due to the price.

So here we go, hailing on all frequencies – the new Toyota Previa...

PREVIA – TRANSPORT FOR THE NEXT GENERATION

- Spacious, modern design with flexible interior
- Five, six, seven or eight seat configuration
- Economical, powerful, 2.4-litre VVT-i petrol engine
- Outstanding safety features and high level of standard equipment

New Previa is a striking, large MPV that has been designed from the outset to carry up to eight adult passengers and their luggage in comfort. It offers flexible accommodation, excellent ride and handling and, thanks to 'intelligent' engineering, an unmatched balance of performance and economy.

The new Previa, engineered to be driven with all the ease and confidence of a saloon car, sets fresh standards in the large MPV segment.

DRAMATIC STYLING

New Previa has interior space and comfort as a priority, but without compromising driveability, handling or active safety. The 'one-wave' design of the first Previa model has been sharpened and refined to create a modern vehicle that will attract customers wanting 21st century transport.

Unlike its predecessor new Previa adopts a front-engine, front-wheel drive layout which has enabled the Toyota engineers to create an even more spacious interior within the same overall length (15.7ft / 4750mm).

The wheelbase has been increased by 1.6in (40mm) to 114.2in (2900mm), the seating positions lowered and made more natural, and the overall height slightly lowered at 69.7in (1770mm). But headroom, particularly for rear seat passengers, is improved and Previa has lost none of its sense of interior space. Indeed the flexibility and functionality of the interior design sets Previa ahead of its competitors.

BEND THE SPACE-SEAT CONTINUUM

New Previa offers a flexible range of seating options from two to eight. It will be available as a seven seater with individual second and third row seats - or as an eight seater with second and third row bench seats.

The individual seats on the seven seater tumble and fold or can be detached and removed from the vehicle entirely - creating a capacious load carrier with two, three, four or five, six and seven seats in place depending on need.

In the eight seater the second row bench seat is split 60:40 and has a reclining back, while the third row bench tips to create extra luggage space.

Whatever seating configuration is chosen, Previa has outstanding luggage carrying capacity. There is ample space behind the third row of seats with a full sized 'boot' 20.9in (530mm) long and at least 18.2cuft (0.515m³). Both second and third rows of seats slide to create optimum legroom and comfort for passengers.

THIS ENGINE CAN TAKE IT, CAPTAIN – THE NEW 2.4-LITRE VVT-i ENGINE

New Previa is fitted with an all-new 2.4-litre VVT-i engine, developing 156PS (115kW) at 5,600rpm and maximum torque of 166lbft (225Nm) at 4,000rpm. The Previa is front-engined, front wheel drive for saloon-like vehicle control and road holding with maximum interior space thanks to a low, flat floor.

New Previa comes with either a newly developed five-speed manual gearbox or a new four-speed automatic transmission that is compact and lightweight. The automatic gearbox is equipped with an advanced control system that actively responds to driver input and offers rapid, smooth gear changes.

VVT-i technology allied to excellent aerodynamics (Cd 0.29) and reduced overall weight, means new Previa offers excellent fuel economy. On the European standard combined cycle, new Previa achieves 30.1mpg (man) and 26.9mpg (auto).

Real, on-road performance is excellent with a top speed of 115mph (auto 112mph) and acceleration to 62mph in 10.9 seconds (auto 11.2).

BOLDLY GO THANKS TO PREVIA'S OUTSTANDING SAFETY

Safety is a key issue for families buying MPVs and Toyota has an outstanding record in European and worldwide crash tests, plus substantial 'real world' experience. The new Previa builds on this impressive heritage.

Anti-lock braking (ABS) is standard across all models, and so is electronic brake force distribution (EBD), which balances the braking forces between wheels in accordance with driving conditions.

New Previa is equipped with Supplemental Restraint System (SRS) airbags for driver and front seat passenger as standard. Front seat belts with pretensioner and force limiters are standard.

In the event of an accident, the brake pedal is designed to retreat away from the driver, reducing the risk of any lower leg injury. The Previa is equipped with a fuel cut-off system that stops the fuel pumps if an airbag is deployed.

EASIER TO USE THAN CHEKOV'S CONSOLE

The 'one-wave' exterior styling of new Previa is carried over to the interior where driver and passengers will find advanced functionality and comfort. The design emphasis was on ergonomics.

The instrument panel has been placed slightly higher towards the centre, but angled to the driver, to offer excellent visibility with minimal line of sight movement. The main displays are 'Optitron' type, using a cold cathode lamp to project a clear, high contrast analogue image which is both easy to read and stylish.

To reflect the likely leisure and family usage of new Previa, there are 18 different storage spaces throughout the cabin with cup and bottle holders placed conveniently for all passengers. There are also personal roof lights for each individual seat (except centre seats).

Electric powered front and rear windows are standard for all models. Remote control central double locking and an engine immobiliser, triggered by a transponder chip in the ignition key, are standard equipment.

A six-speaker stereo system is standard on all derivatives. The GLS and CDX have CD/tuners with satellite navigation standard on the CDX. With this, the multi-display also gives driver information such as outside temperature, speed, and fuel consumption in addition to the audio operation status.

STAY AS CALM AS A VULCAN WITH TOYOTA'S WARRANTY

A pan-European three-year, or 60,000mile, mechanical warranty and a 12-year, corrosion perforation warranty will support the new Previa. Bodywork is also protected with a six-year paint warranty.

Full after sales support is available through Toyota's extensive and highly trained dealer network.

ONE ENGINE, TWO TRANSMISSIONS AND THREE GRADES

New Previa will be available in three trim levels: GS, GLS and CDX. GS will be available with either manual or automatic transmission while GLS and CDX are automatic only. All will have the 2.4 litre VVT-i petrol engine. A common rail, direct injection diesel engine will be available from 2001.

The GS is only available as an eight seater and the CDX only as a seven seater. The GLS is available as either a seven or an eight seater at no extra cost.

On sale in the UK from 5th July 2000, the on-the-road prices will be: -

GS	man	£19,950	8 seat only
GS	auto	£21,450	8 seat only
GLS	auto	£22,950	7 or 8 seat
CDX	auto	£24,450	7 seat only

SECTION TWO - NEW PREVIA IN THE UK

A BRIEF HISTORY

The Previa was launched in September 1990, available in only one GL grade. October 1993 saw the addition of a high-grade GX to the range, with an entry-level GS grade joining the other two derivatives in October 1995. The entire range received specification improvements and revisions in 1996 and in 1998, while a number of Limited Edition versions have been introduced over the vehicle's life.

UK Sales	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
	708	1837	221	2598	2920	3426	3615	3111	1961	781

The forecast for the balance of 2000 (the new Previa goes on sale on 5th July) is 1,200 cars with 2,500 expected in a full year.

THE UK MPV MARKET

In 1991, the MPV market consisted of only two competitors: the Toyota Previa, which replaced the Toyota SpaceCruiser (there's that Sci-Fi theme again) in September 1990, and the Renault Espace that was launched in 1985. By 1995, the arrival of competitor models from Ford, VW, Peugeot-Citroën, Fiat and Nissan meant that the MPV market had now grown to 20,125 units, an increase of 181 per cent.

New model entrants and the more recent introduction of smaller MPVs saw the total MPV market reach a record level of 51,750 units in 1999, an increase of 8.8 per cent over 1998.

Today the MPV market can be split into the three main sectors:

LARGE MPV:

- Large MPVs dominated the total MPV market until 1996 when the Toyota Picnic and then the Renault (Mégane) Scénic were introduced.
- The Ford Galaxy, Renault Espace and Chrysler Voyager dominate this sector – they currently account for over 33 per cent of the total MPV market.
- It is within this sector that Previa competes.
- Large MPVs are able to seat up to seven people; some offer eight-seat capacity.

MID-SIZE MPV:

- The trend towards smaller MPVs began with the launch of the Toyota Picnic in 1996 and Renault Scénic in 1997.
- Mid-sized MPVs enjoyed great success and soon prompted other manufacturers to enter the sector.
- Mid-size MPVs accommodate five people, although some models can seat up to seven.

MINI MPV:

- The move towards even smaller MPVs began with the Suzuki Wagon R and Daihatsu Move/Move+ in 1997.
- Toyota's Yaris Verso is the newest (and best) entrant, with models from Vauxhall, Mercedes and Audi due to follow.

THE UK MPV MARKET - SEATING CAPACITY AND VERSATILITY

Analysis of seating options within the large MPV segment reveals that a seven-seat capacity dominates, with the split appearing as follows:

8 seat	12%
7 seat	68%
6 seat	13%
5 seat	7%

Only the Toyota Previa and the smaller Nissan Serena offer eight seats. The market leaders, such as Ford Galaxy/VW Sharan, Chrysler Voyager and Renault Espace only offer a maximum of seven seats. Entry level grade vehicles usually offer a maximum of five seats, with higher specification derivatives of the same model offering an increase in seating to seven seats.

THE UK MPV MARKET - ENGINE OPTIONS

The Previa's new 2.4 VVT-i engine falls within the 2.0 to 2.5 litre range, which represents almost 60 per cent of the large MPV market. Details of this engine mix (measured in litres) are indicated below. A common-rail, direct injection diesel engine will be available in Previa in 2001. Automatic models make up 19.2 per cent of the large MPV segment.

<u>Engine size (Litres)</u>	<u>% Share of Large MPV Market</u>
1.5 to 1.9	33.7%
2.0 to 2.5	58.4%
2.6 to 3.0	3.4%
3.1 +	4.5%
Diesel (turbo)	50.3%
Petrol	49.7%

THE UK MPV MARKET - FLEET SALES

Fleet sales account for 71.3 per cent of the large MPV market. However, the retail/fleet mix does differ considerably between individual products. For example, Ford's Galaxy sells over 80 per cent of its volume into fleet, compared to only 23 per cent in the case of Voyager. The expected mix for new Previa is around 50 per cent.

FUEL ECONOMY AND CO₂ EMISSIONS

The new Previa has a very impressive combined fuel consumption figure, only beaten by the Chrysler Voyager (petrol). Emission levels are also competitive, meaning that the Previa

offers good fuel consumption with minimum pollution. The economy and CO₂ levels are also favourable when compared against the diesel engines offered by competitors:

	<u>Combined mpg</u>	<u>CO₂ Emissions (g/100km)</u>
Galaxy 1.9 TD	41.5	173 (manual)
Galaxy 2.3 petrol	28.0	260 (auto)
Galaxy 2.8 petrol	25.2	295 (auto)

Voyager 2.5 TD	33.6	228 (manual)
Voyager 2.0 petrol	31.0	229 (manual)
Voyager 3.3 petrol	23.0	290 (auto)
Espace 2.2 TD	35.3	216 (manual)
Espace 2.0 petrol	26.4	211 (auto)
Espace 3.0 petrol	20.6	273 (auto)
Current Previa 2.4 petrol	25.2	265 (manual)
	22.1	302 (auto)
New Previa 2.4 petrol	30.1	226 (manual)
	26.9	253 (automatic)

Please note that competitor figures relating to manual transmission have only been shown where there is no automatic transmission equivalent available.

There are currently no alternative fuel MPVs in the UK market, although Toyota showed a Previa based hybrid prototype at the 1999 Tokyo Motor Show.

DIMENSIONS

Compared to the previous model the exterior dimensions of the new Previa have been reduced, but the interior room has been increased, providing more space for occupants. The table below highlights Previa's advantage against its main rivals:

Dimension	Overall	Overall	Wheelbase	Length Between Front	Boot
Comparison (mm)	Length	Height		And Rear Seats	Length
New Previa	4750	1770*	2900	1780	780
Ford Galaxy	4617	1728	2835	1740	601
Chrysler Voyager	4733	1789	2878	1740	450
Renault Espace	4517	1692	1692	1715	515
Peugeot 806	4454	1714	1714	1610	619

* = without roof-rails; 1810mm with

STANDARD SPECIFICATION - SECURITY

The new Previa features a number of class leading security features which offer peace of mind ownership.

- Engine Immobiliser System
- Alarm
- Remote Central Door Locking
- Double Locking
- Spare Wheel Security Bracket
- Security Window Etching
- Vehicle Parts Marking
- Locking Wheel Nuts

EUROPEAN MPV MARKET

The Toyota Previa has been one of the driving forces in the rapid growth of the European MPV market since it was launched in 1990. Ten years ago there were just 80,000 MPV sales a year; now that figure is more than 825,000 and rising rapidly.

Although much of the growth in recent years has come from the smaller MPV market, there are still significant numbers of large and mid-size MPVs sold, particularly in northern Europe. These segments, where Previa and Picnic represent Toyota, represent around 420,000 sales a year.

With its striking, modern looks; spacious, flexible interior; and saloon car-like driving performance, the new Previa is set to improve Toyota's performance in the UK's MPV segment.

Previas sales are particularly strong in Germany, Switzerland and the UK. At the height of its success, the current Previa took around 10 per cent of the segment.

"The reason Previa has been so successful is not just its luxury specification and high level of performance, but surely the variety of uses it can be put to and the pleasure it can give," explains Chief engineer, Takashi Okuda.

"These points have been strengthened with the new model. We have advanced the styling, created an even more spacious interior which can be arranged flexibly and given Previa a new quality which can only improve its dominant position over its rivals."

WHO BUYS LARGE MPVs?

Customers for large MPVs are well informed about the market and are quite clear about why they are buying: they have lots of children.

Of course no one buys a large MPV unless they have lots of people to move around, but that does not make them uninterested in the car they buy. Despite the stereotype that the world is divided into those who have to drive an MPV and those who laugh at them, MPV drivers are actually pretty cool by modern standards.

How you say? Well, in these caring, sharing days success is no longer measured only by success in work, but in family values too. Why, even our political leaders are keen to involve their children in photocalls.

Political cynicism aside, Toyota's research has shown that far from being forced to buy an MPV, most buyers welcome the opportunity to have a vehicle in which the whole family can travel and do things together. Toyota's research among UK MPV buyers revealed that family outings are viewed as one of life's best experiences.

The car, the MPV especially, has become an extension to the home, and therefore needs to be a safe, comfortable place for parents to put their children. This is why safety and comfort factors – particularly enough space for the kids to have their own territory, just like in the house – are high on the MPV buyer's list of priorities. They want spacious, flexible cars that reflect their active lifestyle and are looking for prestige products with a stamp of individuality.

Experience shows that once they have enjoyed the benefits of a Previa, families are very reluctant to give it up and are extremely loyal. Many customers are now on their second or third Previa because of the combination of space, reliability and safety.

The other significant customers for large MPVs are hotels and car hire companies who are attracted by the seating capacity and flexibility. Previa has a strong presence in this sector thanks to its long established record for safety, reliability and strong resale value.

The flexibility offered by the seven-seater version of new Previa is likely to make it the best selling model, the GLS being the best selling derivative.

There is a growing demand for automatic transmission in this market segment and around half of all sales will be automatics.

STANDARD SPECIFICATION - DERIVATIVES

The new Previa will be offered in three derivatives which each offer high value levels of specification. Full specification is listed at the end of the pack, but the highlights of the specification build up are summarised below:

GS	GLS	CDX
Driver and passenger air bags	>	>
Alarm with immobiliser	>	>
ABS with EBD	>	>
Single air-conditioning	double air-conditioning	>
Radio/cassette/tuner	CD/radio/tuner	>
Front and rear electric windows	>	>
Remote central locking	>	>
Double locking	>	>
8 seat capacity	option of 7 or 8 seats	7 seats only
	roof rails	>
	alloy wheels	>
	cruise control	>
		twin sunroofs
		privacy glass

satellite navigation

This high level of standard specification allied to competitive on the road prices mean that each of the new Previa derivatives offers good value for money (see following price-spec adjusted charts).

SPECIFICATION – PREVIA GS MANUAL VERSUS COMPETITORS

	Toyota Previo GS	Ford Galaxy Zetec	Chrysler Voyager SE	Renault Espace Alize
OTR PRICE	£19,950	£19,700	£19,025	£19,310
8 seat capacity		(£250)	(£250)	(£250)
Radio/cassette	Std	Std	Std	Std
Twin airbags	Std	Std	Std	Std
ABS	Std	Std	Std	Std
Remote locking	Std	Std	Std	Std
Double locking	Std	Std	(£65)	Std
Front air conditioning	Std	Std	Std	Std
Alarm	Std	(£100)*	(£105)	(£105)
Immobiliser	Std	Std	Std	Std
Front electric windows	Std	Std	Std	Std
Rear electric windows	Std	(£150)	(£150)	(£150)
Front fog lamps	Std	Std	(£45)	(£45)
Rear roof spoiler	Std	(£173)	(£173)	(£173)
Power mirrors	Std	Std	Std	Std
Tonneau cover	Std	(£75)	(£75)	(£125)*
OTR Price	£19,950	£19,700	£19,025	£19,310
Specification Adjustment	N/A	£748	£863	£848
Adjusted Price	£19,950	£20,448	£19,888	£20,158

% +/- v Previa	0.0%	+2.5%	-0.3%	+1.0%
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*All option prices taken from JATO sector averages unless accompanied by * (manufacturers' recommended retail price taken from model range price lists).*

The GS derivative of the new Previa has a higher standard specification than any of its rivals. Price adjusted comparisons show that the Previa is undercut only by the ageing Chrysler Voyager and is 2.5 per cent less than the smaller Ford Galaxy. Only the Previa offers eight seats

SPECIFICATION – PREVIA GLS AUTOMATIC VERSUS COMPETITORS

	Toyota Previas GLS	Ford Galaxy Ghia	Chrysler Voyager LE (man only)	Renault Espace RT-X
OTR PRICE	£22,950	£22,200	£21,225	£22,310
8 seat option	Std	(£250)	(£250)	(£250)
Radio/CD player	Std	Std	Std	Std
Twin airbags	Std	Std	Std	Std
ABS	Std	Std	Std	Std
15" alloy wheels	Std	Std	Std	Std
16" alloy wheels	Std	Std	Std	Std
Roof rails	Std	Std	Std	Std
Cruise control	Std	Std	Std	(£250)
Remote locking	Std	Std	Std	Std
Double locking	Std	Std	(£65)	Std
Front air conditioning	Std	Std	Std	Std
Rear air conditioning	Std	(£500)	(£500)	(£500)
Alarm	Std	(£100)*	(£105)	Std
Immobiliser	Std	Std	Std	Std
Front electric windows	Std	Std	Std	Std

Rear electric windows	Std	Std	(£150)	(£150)
Front fog lamps	Std	Std	Std	Std
Rear roof spoiler	Std	(£173)	(£173)	(£173)
Power mirrors	Std	Std	Std	Std
Tonneau cover	Std	Std	Std	(£125)*
OTR Price	£22,950	£22,200	£21,225	£22,310
Specification Adjustment	N/A	£1,023	£1,243	£1,448
Adjusted Price	£22,950	£23,223	£22,468	£23,758
% +/- v Previa	0.0%	+1.2%	-2.1%	+3.5%

*All option prices taken from JATO sector averages unless accompanied by * (manufacturers' recommended retail price taken from model range price lists).*

In the mid-range GLS, again only the Voyager undercuts the Previa spec-for-spec, but then only for the sacrifice of an automatic gearbox. The Renault needs almost £1,500 worth of extras to match the standard specification of the Previa. The GLS comes in either seven or eight seat layouts for the same price.

SPECIFICATION – PREVIA CDX AUTOMATIC VERSUS COMPETITORS

	Toyota Previa CDX	Ford Galaxy Ghia V6	Chrysler Voyager LE V6	Renault Espace RXE V6
OTR PRICE	£24,450	£24,700	£23,725	£27,695
Radio/CD player	Std	Std	Std	Std
Twin airbags	Std	Std	Std	Std
ABS	Std	Std	Std	Std
15" alloy wheels	Std	Std	Std	Std
16" alloy wheels	Std	Std	Std	Std
Roof rails	Std	Std	Std	Std
Cruise control	Std	Std	Std	(£250)

Remote locking	Std	Std	Std	Std
Double locking	Std	Std	(£65)	Std
Front air conditioning	Std	Std	Std	Std
Rear air conditioning	Std	(£825)	(£500)	(£500)
Front sunroof	Std	Std	(£250)	(£500)
Rear sunroof	Std	Std	(£250)	(£200)
Privacy Glass	Std	Std	(£160)	(£160)
Alarm	Std	(£100)	(£105)	Std
Immobiliser	Std	Std	Std	Std
Satellite Navigation System	Std	(£500)	(£500)	(£500)
Front electric windows	Std	Std	Std	Std
Rear electric windows	Std	Std	(£150)	(£150)
Front fog lamps	Std	Std	Std	Std
Rear roof spoiler	Std	(£173)	(£173)	(£173)
Power mirrors	Std	Std	Std	Std
Tonneau cover	Std	Std	Std	(£125)*
OTR Price	£24,450	£24,700	£23,725	£27,695
Specification Adjustment	N/A	£1,598	£2,153	£2,558
Adjusted Price	£24,450	£26,298	£25,878	£30,253
% +/- v Previa	0.0%	+7.6%	+5.8%	+23.7%

*All option prices taken from JATO sector averages unless accompanied by * (manufacturers' recommended retail price taken from model range price lists).*

The top of the range CDX not only offers buyers everything as standard – including satellite navigation – but it does it for significantly less money than any of its rivals.

NEW PREVIA PARTS PRICING COMPARISON

Toyota has for several years now been overcoming the misconception that its parts are expensive by the simple expedient of showing that they are not. Comparing parts prices for regular servicing and front and rear crash repair it shows that the new Previa is matched only by the VW, although strangely the identical Ford is between 21 to 47 per

cent more. The Chrysler is particularly expensive in all three areas being as much as 200 per cent more to repair in a rear crash and 164 per cent more overall. Espace is the second most expensive being over 50 per cent more overall.

	Toyota Previa	Renault Espace	Peugeot 806	Ford Galaxy	VW Sharan	Chrysler Voyager
Front Crash Parts						
Bonnet (Hood)	£ 88.75	£ 231.49	£ 124.26	£ 144.43	£ 154.16	£ 336.00
Radiator Grille	<i>n/app</i>	£ 23.70	£ 126.11	£ 85.32	£ 90.00	£ 44.30
Front Bumper Cover	£ 89.38	£ 197.45	£ 291.83	£ 158.05	£ 91.06	£ 387.84
Front Wing (RH)	£ 95.84	£ 86.50	£ 65.59	£ 85.12	£ 110.00	£ 155.53
Headlamp (excl. bulb) (RH)	£ 119.67	£ 95.00	£ 155.56	£ 88.02	£ 90.00	£ 143.72
Front Indicator (RH)	<i>n/app</i>	£ 24.50	£ 22.49	£ 21.11	£ 24.00	£ 157.66
Radiator	£ 197.19	£ 150.00	£ 108.82	£ 190.08	£ 90.00	£ 403.59
A/C Condenser	£ 198.96	£ 357.00	£ 246.48	£ 258.53	£ 148.00	£ 521.72
Front Panel	£ 137.92	£ 167.00	£ 61.56	£ 93.70	£ 124.00	£ 118.13
Total Front	£ 927.71	£ 1,332.64	£ 1,202.70	£ 1,124.36	£ 921.22	£ 2,268.49
% Difference vs. Previa	+ 0.0%	+ 43.6%	+ 29.6%	+ 21.2%	(0.7%)	+ 144.5%
Rear Crash Parts						
Rear Bumper Cover	£ 72.97	£ 167.00	£ 87.28	£ 180.31	£ 192.96	£ 393.75
Tailgate	£ 272.20	£ 510.00	£ 356.60	£ 300.90	£ 209.36	£ 777.66
Rear Quarter Panel (LH)	£ 164.86	£ 178.54	£ 85.00	£ 431.41	£ 168.40	£ 689.06
Rear Combi Light (excl. bulb) (LH)	£ 50.89	£ 55.50	£ 33.50	£ 38.58	£ 35.00	£ 89.22
Rear Panel	£ 121.40	£ 191.00	£ 142.62	£ 56.55	£ 71.40	£ 150.00
Total Rear	£ 682.32	£ 1,102.04	£ 705.00	£ 1,007.75	£ 677.12	£ 2,099.69
% Difference vs. Previa	+ 0.0%	+ 61.5%	+ 3.3%	+ 47.7%	(0.8%)	+ 207.7%
Maintenance Parts						
Oil Filter	£ 7.39	£ 6.30	£ 6.77	£ 5.71	£ 7.02	£ 4.80
Air Filter	£ 18.66	£ 11.55	£ 8.67	£ 11.30	£ 15.00	£ 13.08
Front Brake Pads	£ 36.69	£ 56.60	£ 57.34	£ 33.30	£ 50.00	£ 78.88
Rear Brake Pads / Shoes	£ 29.84	£ 80.00	£ 36.82	£ 26.35	£ 40.00	£ 57.54
Spark Plug (each)	£ 2.74	£ 2.11	£ 5.61	£ 4.99	£ 4.40	£ 3.03
Spark Plug (set)	£ 10.96	£ 8.44	£ 22.44	£ 19.96	£ 17.60	£ 12.12

Total Maintenance	£ 103.54	£ 162.89	£ 132.04	£ 96.62	£ 129.62	£ 166.42
% Difference vs. Previa	+ 0.0%	+ 57.3%	+ 27.5%	(6.7%)	+ 25.2%	+ 60.7%
Grand Total	£ 1,713.57	£ 2,597.57	£ 2,039.74	£ 2,228.73	£ 1,727.96	£ 4,534.60
% Difference vs. Previa (NG)	+ 0.0%	+ 51.6%	+ 19.0%	+ 30.1%	+ 0.8%	+ 164.6%

RUNNING COSTS

Over a typical three-year, 60,000mile period Toyota GB estimates that the new Previa will cost a total of £1,475 in maintenance and parts. That is just 2.46 pence per mile and the figure even includes a pessimistic allowance of five per cent per annum inflation.

Thanks to the extended service intervals, the first year/20,000miles is just £157.90 with year two and the next 20,000miles adding £854.44. The third year comes in at just £462.87.

See Table p. 43

SECTION THREE - INTERIOR

DISTINCTIVE, MODERN STYLING

- Striking, modern 'one wave' design
- Spacious, flexible and functional interior
- Wide range of seating configurations
- Ample load and storage space

The key Previa features are space, style and status. The one-box form has evolved and been given a sharper profile. A combination of distinctive wedge shape and rising curves has created a dramatic 'one-wave' design.

The cab-forward stance is most obvious from the front where the large glass area and steeply angled nose are strong features. The large, multi-reflector combination front lamps with head, fog and turn indicators dominate the wings and accentuate the new face of the Previa. The deep, full width front bumper with lateral bars, highlighting the low centre of gravity and stability of the Previa creates a strong horizontal line.



From the side the new Previa presents a continuous flowing silhouette from the bonnet through to the roof line. The extensive glass area creates a light, spacious feel while the sharp rising lines of the wheel arches, front and rear, add to a modern dynamic shape.

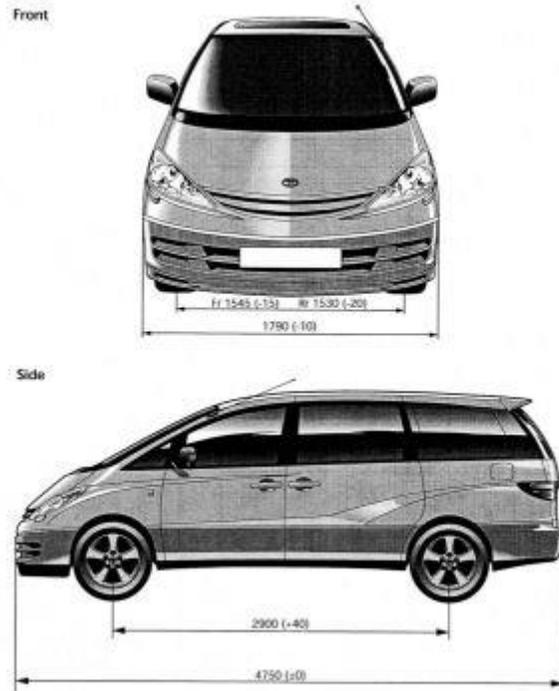
Typical of the attention to detail is the way in which the sliding door centre rail is built into the rear quarter window, concealing it from view and leaving an uninterrupted rear panel.

At the rear, the multi-reflector combination lamps wrap around to create a unity between the body side and tailgate. Once again there is a large glass area while the sharp-edged roof spoiler, with high mounted stop lamp, gives a clear horizontal tone.

SPACIOUS AND FUNCTIONAL

- Increased wheelbase for space and stability
- Lots of space for 5 to 8 passengers and luggage
- Low, natural seating position

New Previa is slightly smaller than the previous model but even more spacious inside. The wheelbase has been extended by 1.6in to 114.2in, within an overall length of 187in. The overall width of the Previa is slightly reduced (by 0.4 inches) which, along with its reduced turning circle, makes it easier to manoeuvre in city traffic and when parking.



The roofline is slightly lower (by 0.4in) but, thanks to the low, flat floor and new seating positions, headroom for all three rows of passengers is considerably increased. Driver and front seat passengers will find 1.4in more space and the driver benefits from a height adjustable seat.

Getting in and out of the new Previa is a simple, natural movement and the seating position is 1.6in to 2in lower than the current model. All three rows of seats slide backwards and forwards with ample movement in the second and third rows to create a comfortable seating position and plenty of luggage space.

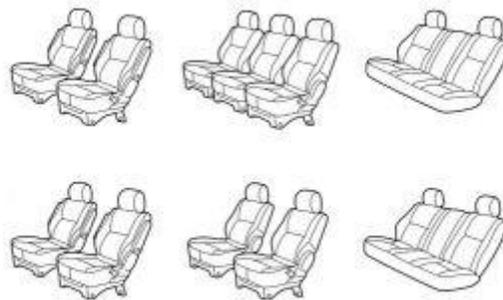
Second and third rows slide 4.7in in seven-seat configuration. In eight seat configuration, the second row has an 11.8in slide and the third row slides 32.5in. Front seats slide by 9.5in.

FLEXIBLE SEATING ARRANGEMENT

- Wide range of seating configurations
- Increased driver and passenger comfort

The new Previa offers a very useful combination of absolute space and flexible seating. This is a lifestyle vehicle that can be adapted to suit multiple purposes - quickly and simply.

In seven-seat configuration, the second row offers three separate seats each with headrests and with a centre seat incorporating a seat-back table. Once again, all seats can individually fold and tumble or be removed entirely - converting the Previa to a two-seat load carrier if necessary.



The new Previa adopts bench seats for the eight-seat configuration. The second row is split 60:40 with reclining seat back even to the point where the interior can be converted into one large bed. Meanwhile the third row seat has a simple tip-up mechanism which clears space for large luggage items, allowing between 27.4in and 34.2in of loading length depending on the seating sliding positions. The third row bench seat has a reinforced seat back to limit injury to passengers from luggage in the event of an accident.

With all three seat rows in position, the new Previa still offers ample luggage space and again depending on the 3rd row seating position between 11in and 20.9in of load length. The maximum load length, with only two seats fitted is 97in or just over 8ft.

THE FINISHING TOUCHES

- Six new colours
- Alloy wheels standard on GLS and CDX

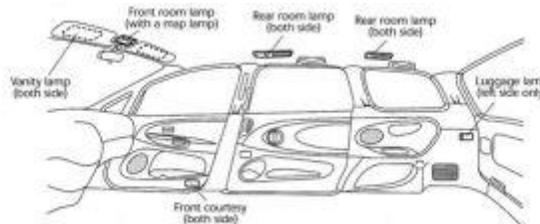
The new Previa is available in a range of six colours that complement its modern styling. They include rich tones such as Henna Red and Ashdown Green, and more

conventional Arctic White, Silver Steel Metallic, Carlo Blue Metallic and Moon Steel Metallic.

There is one interior scheme blue-grey called Drake Grey designed to match the exterior tone.

A five-spoke wheel cover, with 205/65 R15 tyres, is standard equipment on the GS while stylish 15" alloy wheels are standard on the GLS and CDX.

Highlighting the attention to detail in the new Previa, individual lighting and air conditioning controls (when air conditioning is fitted) are available for each passenger.



SPACIOUS, WELL EQUIPPED, COMFORTABLE INTERIOR

- Modern, spacious interior design
- 'Optitron' meters for maximum clarity
- Loads of storage space for all the family
- Saloon car comfort and equipment
- Low noise and comfortable ride

The new Toyota Previa stands out from rivals in the large MPV segment because of its spacious, practical and comfortable interior. The modern styling of the exterior is carried over to the interior where functionality and ease-of-use have been key design priorities.

Previa offers saloon car comfort and driving position while families will enjoy the practicalities - such as the 18 storage areas and cup holders as well as individual roof mounted lighting. They will also come to appreciate the quiet, smooth ride. New Previa has been designed to reduce noise, vibration and harshness to a minimum.

"New Previa will provide a more relaxed, comfortable driving experience for the whole family," said chief engineer, Takashi Okuda. "It is modern in style but still has space and comfort as its design priorities."

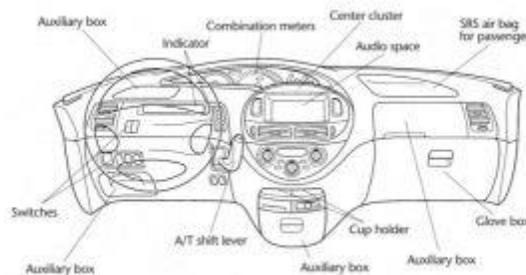
'ONE-WAVE' THEME THROUGHOUT

Step into the Previa and you are immediately aware of the sense of space. The low, flat floor, good headroom and flexible seating arrangement allow plenty of room to move around. Seating is natural and comfortable.

The striking, modern design of the dashboard is both stylish and practical. It takes its theme from the 'one-wave' pattern of the exterior and swoops across the car in a series of interlocking curves.

The main instrument panel is placed high and centrally, angled towards the driver. This helps reduce eye movement away from the road, improving safety, reducing fatigue and helping to boost concentration.

The main meters use an Optitron display projecting information onto the instrument panel which cuts reflections and glare. The analogue figures are clear and easy to read both day and night. The meters appear black when power is switched off.



Minor controls and switches are conveniently placed around the steering column and in front of the driver, where there are also various status and warning lamps.

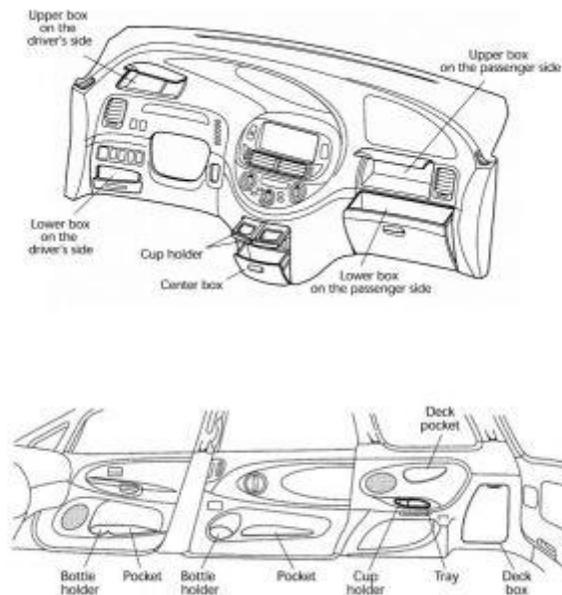
The centre console, which projects towards the driver, contains the air conditioning and audio systems with a multi-information display screen that is ergonomically correctly placed. Depending on specification, this can include RDS radio information, fuel consumption and speed calculations, and outside temperature indication. On the CDX it

will also act as the screen for the standard satellite navigation system. This can be fitted as an option to the other grades.

STORAGE FOR THE FAMILY

- 18 storage spaces
- Personal roof lighting

The storage and lighting in new Previa is designed to cope with all the demands of family life on the move. Children will enjoy losing things in the numerous 'cubby-holes' around the car, while adults will appreciate the security offered by hiding away valuable items such as compact discs and tapes.

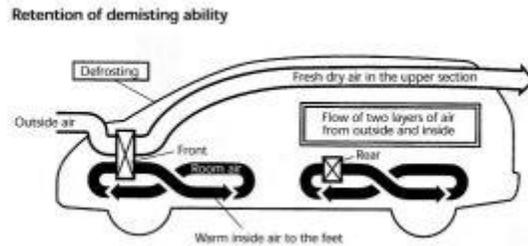


There are personal roof lights for all except the centre seats on the seven and eight-seater, as well as a vanity lamp and a lamp in the side of the luggage compartment.

AIRFLOW CONTROLLED INSIDE AS WELL AS OUT

Airflow throughout the cabin has been carefully controlled to ensure maximum driver and passenger comfort under all conditions.

A double-layer air system allows fresh, cool outside air to circulate in the upper section of the Previa while warm, heater air is circulated around the passenger footwells.



The GS has manual front air conditioning fitted as standard. The GLS and CDX have manual front and rear 'dual' air conditioning with rear ducting as standard. The rear cooler can be activated by rear seat passengers via a ceiling-mounted control. The CDX also features darkened rear privacy glass and front and rear sunroofs.

EASY ACCESS DOORS

The sliding rear side doors, designed for easy passenger access, are equipped with several safety features to avoid the door being fully opened when the window is open or to keep the door open when the Previa is parked on a slope.

For instance, they cannot be fully opened when the petrol filler cap is open - to avoid damaging the filler.

EXTENSIVE SOUND PROOFING

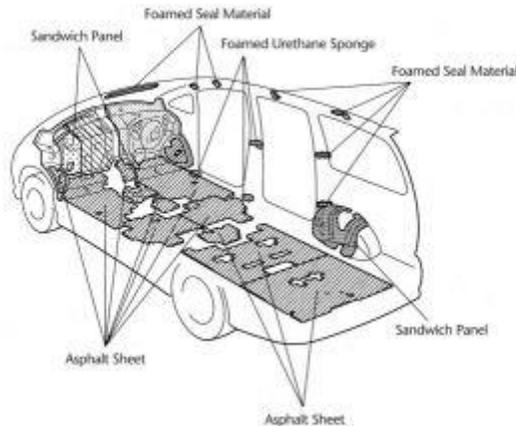
The new Previa has been designed to provide quiet cruising, with extensive sound proofing measures to reduce road and mechanical noise. It has a strong, stiff chassis and body structure, using high strength sheet steel, to cut noise transmission and provide a solid foundation for the sophisticated suspension.

Wind noise has also been significantly reduced by controlling the wind flow around the front pillar and lower windshield area, as well as optimising the outer mirror shape and utilising thicker glass for the windows.

Sound absorbing and vibration damping material is placed throughout the car with asphalt sheeting along the floor and insulation made of felt and non-PVC material is

placed on the cabin side of the dash bulk head. The dashboard rigidity is increased by a crossmember behind the main panel.

A 0.6in (15mm) thick layer of sound insulation material is also added to reduce noise, vibration and harshness.



There is additional silencing under the engine bonnet to reduce the amount of external noise and improve performance in European 'drive-by' noise tests.

These measures combine to ensure both driver and passengers enjoy executive car levels of comfort and noise when they travel in the Previa.

SECTION FOUR - SAFETY

SAFETY IS FIRST AND FOREMOST

- Active and passive safety a design priority
- Twin airbags as standard
- ABS with electronic brake force distribution standard
- Energy absorbing body structure
- Sophisticated suspension offers stable ride and handling

Previa customers are family motorists for whom safety is a prime concern. It is an attitude shared at Toyota, which has an outstanding record in European and worldwide crash tests on all vehicles, including MPVs.

From the outset, the new Previa was designed with the safety of driver and passengers in mind. Toyota engineers were determined it should offer active safety by driving and handling like a saloon car - plus sound passive safety measures to offer genuine protection in the unfortunate case of an accident.

ELECTRONIC BRAKING CONTROL

- Precise braking control

The new Previa has anti-lock braking with electronic brake force distribution (EBD) as standard equipment on all models. The brake force distribution, which was performed mechanically in the past, is now controlled by the ABS computer, allowing precise control in accordance with both loading mass and vehicle driving conditions.

The computer controls brake force distribution between the front and rear wheels during straight line braking, making allowances for any load carrying, and between left and right wheels during cornering. In each case the EBD system optimises braking force to wheels which might otherwise lock, and also maintains the braking performance of a loaded vehicle through reducing the physical pedal effort needed.

PASSIVE SAFETY PROTECTION

- Twin airbags are standard
- Pretensioned front seat belts with force limiters

Both driver and front seat passenger are protected by full Supplemental Restraint System (SRS) airbags, which act as supplements to the seat belts in reducing shock to the head and chest.

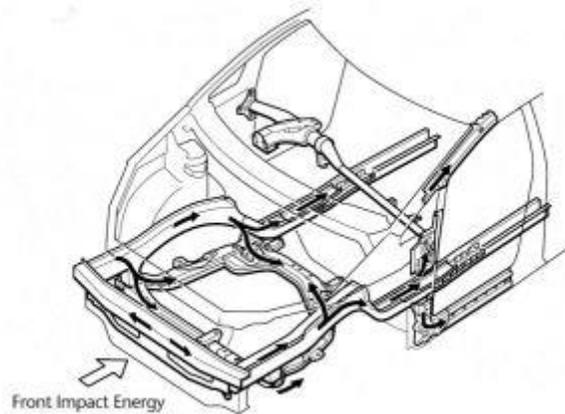
The front seat belts are fitted with pretensioners and force limiters, which first tighten the belt around the occupant to hold them in position before very slowly releasing to reduce pressure on the chest.

IMPACT ABSORBING STRUCTURE

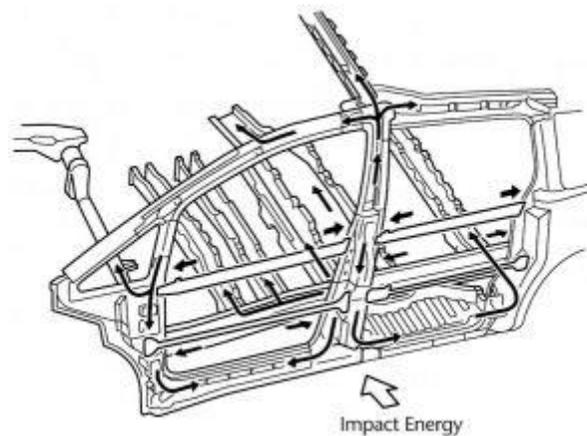
- Reduced cabin deformation
- Head impact protection structure

The body structure of the Previa is light but strong and has been designed, using the latest computerised crash simulation techniques plus practical testing, to absorb impact energy in the event of a collision.

The front bumper reinforcements, side members and underbody frames have been engineered in such a way as to channel impact energy around the cabin structure and minimise cabin deformation - reducing the risk of injury and the chances of being trapped in the vehicle.



Side impact protection beams are placed in the centre of both side doors to channel energy into the door frames and the front outer pillar sub-assembly is strengthened. A roof reinforcement directly above the centre pillar, and a chassis outrigger below, helps minimise cabin deformation.

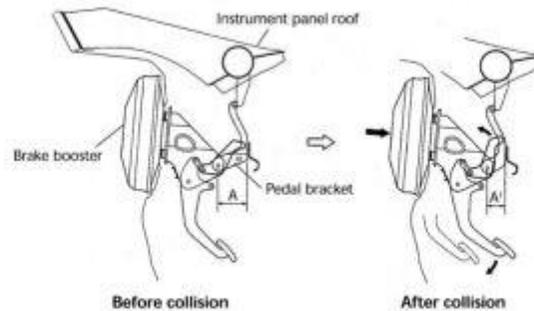


The side pillars and internal roof side-rails of the new Previa are trimmed with an energy absorbing structure which is designed to help protect passengers' heads during secondary collisions.

MINIMAL INTRUSION

Both the steering column and the brake pedal are designed to create minimal intrusion into the passenger compartment in the event of a frontal collision.

The steering column has a breakaway bracket and an energy absorbing plate that allows the entire column to retract. The movement is taken up by contraction of the intermediate shaft. The brake pedal also moves away from the driver during a collision.



The new Previa is fitted with an automatic fuel cut-off device that stops the fuel pump when an airbag is activated.

POWERFUL, EFFECTIVE BRAKES

New Previa utilises highly effective, 10.8in (275mm) ventilated disc brakes at the front and solid 11.5in (291mm) discs at the rear.

Thanks to its light body weight and powerful, but safe braking the new Previa has the shortest stopping distance in its class.

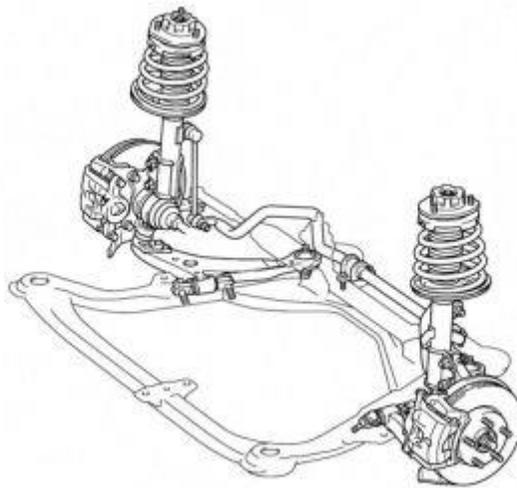
SOPHISTICATED SUSPENSION DESIGN

- MacPherson strut front suspension
- Compact torsion beam rear suspension

- 'Passive' steer rear suspension for maximum stability

The suspension system of the new Previa has been developed to provide excellent levels of ride comfort and handling, plus stability under all driving conditions for maximum safety and control. New Previa really does ride and handle like a saloon car.

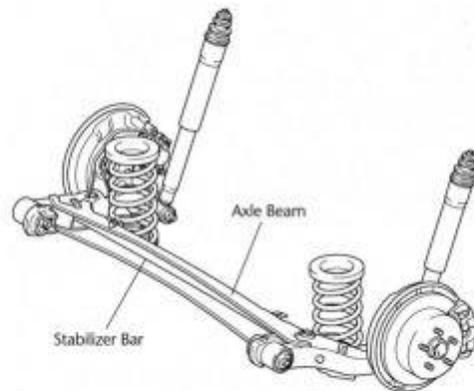
The independent front suspension uses MacPherson struts with an L-shaped lower arm and an anti-roll bar. The front suspension adopts so-called 'nachlauf' geometry (the king pin axis is located ahead of the axle centre) to create excellent straight line stability and improved steering feel.



Low pressure gas shock absorbers help achieve further stability and ride comfort. Initial negative camber on the front wheels helps keep the tyres flat on the road during cornering and anti-dive geometry provides stability under braking.

The torsion beam rear suspension is compact and effective, giving maximum driver control and allowing a lower floor and flatter rear interior. The coil springs and rear shock absorbers are separated, also in order to save space.

A rear anti-roll bar is fitted to improve handling and stability while the trailing arm bushes are designed to deform during cornering, allowing the toe-in characteristics to change (so-called 'passive' steer) and the wheels to remain in a more stable position. This greatly improves high speed direction changes and straight line stability.



SECTION FIVE – POWER TRAIN

INTELLIGENT APPLICATION OF TECHNOLOGY ADDS DRIVER APPEAL

- New 2.4litre VVT-i engine for performance and economy
- Balance shaft for extra smooth running
- Low maintenance costs with Toyota Direct Ignition
- Top speed 115 mph; 0-62mph in 10.9 seconds
- Choice of five speed manual or four speed automatic

The new Toyota Previa has unique driver appeal in the large MPV segment. This is a car that offers all the flexibility and practicality of a large MPV but which drives and handles like a family saloon.

Chief engineer, Takashi Okuda, said: "We have responded to the calls for a more relaxed and comfortable driving experience; one that relates to the lifestyle of the MPV owner. We have tackled the issues of fuel consumption, engine efficiency and interior noise with our 'intelligent' engineering approach.

"In short, we have created an MPV which sets new standards in the class and offers the drive and comfort of a prestige passenger car."

The new Toyota Previa is the latest model in the range to benefit from Variable Valve Timing-intelligent (VVT-i) technology. Toyota cars equipped with VVT-i are more flexible and easier to drive; offer better performance than comparable cars with the same engine size; use less fuel and emit less carbon dioxide, less nitrous oxides and less hydrocarbons.

Toyota engineers have adopted a front-engined, front-wheel drive layout for the new Previa that helps give it saloon car stability and feel. The new layout also allows more interior space and a flatter, lower floor.

SMOOTH, POWERFUL ENGINE

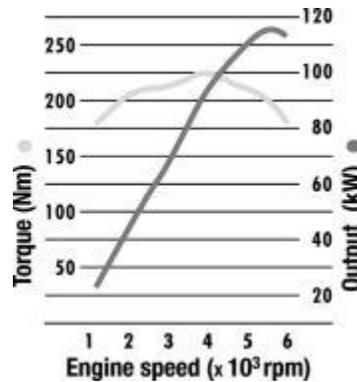
- New 2.4litre, 166lbft (156PS) VVT-i engine
- Maximum 166lbft (225Nm) torque at 4,000rpm
- Balance shaft for reduced vibrations
- Toyota Direct Ignition

The Previa engine, designated 2AZ-FE, has been engineered for high performance with quietness, fuel economy and clean emissions. It is a lightweight aluminium-alloy block four-cylinder unit with twin overhead camshafts and four valves per cylinder.

The engine is a long stroke design with 2,362cc displacement (88.5mm x 96.0mm, bore and stroke) and compression ratio set at 9.6:1 for maximum efficiency. Knock resistance and fuel efficiency are improved through the tapered squish design of the combustion chamber and piston heads.

The cylinder head is a cross-flow, aluminium alloy unit with a lightweight, magnesium alloy cylinder head cover for reduced weight and noise transmission.

The engine develops a maximum 115kW (156PS) of power at 5,600rpm with maximum torque of 166 lbft (225Nm) at 4,000rpm. Torque output is very constant, thanks to the variable valve timing, contributing to the easy driving style of new Previa.



To help reduce noise and vibration the 2AZ-FE engine is fitted with a balance shaft driven by resin gears off the crankshaft. The balance shaft eliminates the secondary inertia created by the vertical movement of the pistons.

OUTSTANDING PERFORMANCE

- Top speed 115 mph; 0-62 mph in 10.9 seconds
- Euro combined fuel efficiency of 30.1 mpg (manual version)

The use of intelligent VVT-i technology and lightweight body means Previa offers outstanding performance and fuel consumption. The car has a top speed of 115mph and will accelerate to 62mph in 10.9 seconds. It will cover the standing 400m in 17.8 seconds.

Equally impressive is the fuel consumption of 30.1mpg (auto 26.9mpg) on the combined Euro cycle. On the extra urban cycle, consumption drops to 35.8mpg (auto 33.2mpg); on the urban cycle, 23.3mpg (auto 20.0mpg) with a net performance improvement of more than 30% over the previous car.

TOYOTA DIRECT IGNITION

The Toyota Direct Ignition system improves the ignition timing accuracy, reduces high voltage loss and cuts maintenance by eliminating the need for a distributor.

The Direct Ignition system on the 2AZ-FE engine provides four ignition coils, one for each spark plug. The coils are integrated with the spark plug cap to provide direct contact. Ignition timing is controlled by the engine control unit that takes information from the crankshaft position, the camshaft position and various other relevant engine sensors.

HIGH EFFICIENCY MANIFOLDS

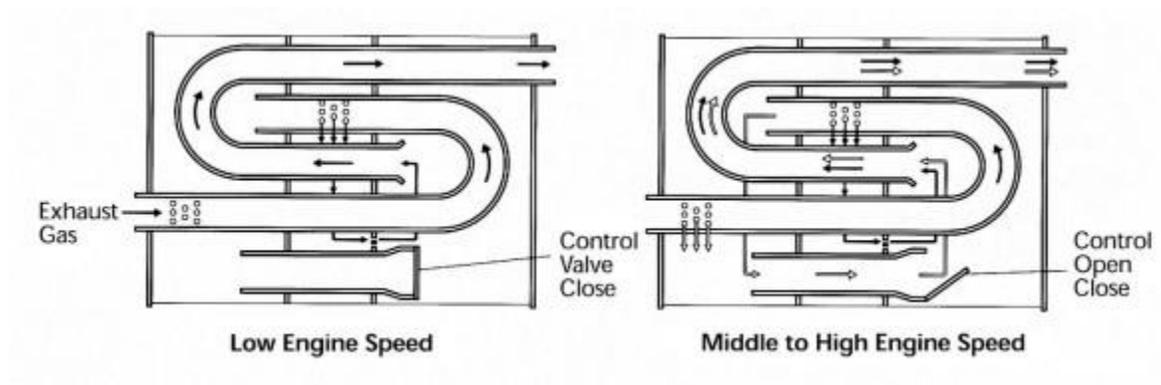
- Increased mid-range torque
- Warm-up catalytic converters
- Quieter low speed running

The intake and exhaust systems play a key role in the efficiency of the new Previa engine.

The intake manifold is made of plastic, in order to cut heat transfer from the cylinder head and reduce air intake temperatures, improving volumetric efficiency. A resonator in the air intake chamber optimises intake pulsation and improves engine torque in the mid-speed range.

The exhaust manifold is made of stainless steel for weight reduction and the dual pipes include warm-up, three-way catalytic converters for reducing exhaust emissions during cold starts.

The main silencer box includes a variable valve that opens steplessly in accordance with operating conditions. This allows the Previa to run quieter at low engine speeds and reduces exhaust back pressure for maximum efficiency at higher engine speeds.



CHOICE OF TRANSMISSIONS

- Slick shift, five speed manual
- New, compact four speed automatic

The new Previa is offered with a choice of manual or automatic transmissions. Around 75+ per cent of customers are expected to opt for the automatic option with its four-speed pattern and neat, gun-grip style shift lever.

The U241E automatic transaxle is compact and light, with characteristics that are tuned for the Previa and its 2.4 litre VVT-i engine. It is electronically controlled to ensure smooth, rapid shifts under all driving conditions.

Engine timing is retarded during up or down shifts to improve feel and the computer momentarily selects third, then first, when shifting from neutral to drive in order to reduce vehicle squat.

The five speed manual gearbox, E352, uses triple-cone synchromesh on first and second gear, and double cone on reverse. This helps reduce shifting effort and provides smoother gear changes.

A hydraulically operated, single plate clutch is fitted to manual transmission models.

Detailed specifications can be found in the Technical Specifications section.

EQUIPMENT LIST

EXTERIOR	GS	GLS	CDX
Bumpers and cladding – colour keyed	✓	✓	✓
Door handles – colour keyed	✓	✓	✓
Green tempered glass	✓	✓	✓
Grille – chrome	✓	✓	✓
Outer mirrors – power/heated	✓	✓	✓
Privacy glass (rear + side windows)	x	x	✓
Roof rails	x	✓	✓
Two sliding doors	✓	✓	✓

INTERIOR			
Air conditioning – front	✓	✓	✓
Air conditioning – front + rear	✘	✓	✓
Clean air filter	✓	✓	✓
Cruise control	✘	✓	✓
Front arm rests	✓	✓	✓
Front room lamp	✓	✓	✓
Illuminated entry	✓	✓	✓
Integrated audio	✓	✓	✓
Remote locking	✓	✓	✓
Luggage room lamp	✓	✓	✓
Multi-information display	✓	✓	✓
Navigation system	Opt	Opt	✓
Optitron meters (analogue)	✓	✓	✓
Power locks	✓	✓	✓
Power steering	✓	✓	✓
Power windows – front + rear	✓	✓	✓
Rear personal lamps	✓	✓	✓
Tilt steering	✓	✓	✓
Tonneau cover	✓	✓	✓
Twin power sunroof	✘	✘	✓
SAFETY			
ABS + EBD (4 disc brakes)	✓	✓	✓
Airbags – (D + P)	✓	✓	✓
Front fog lamps	✓	✓	✓

Front seats: 3 point seat belts with pretensioners and force limiters	✓	✓	✓
GOA (crash resistant) body structure	✓	✓	✓
Headlamp levelling	✓	✓	✓
Immobiliser and alarm	✓	✓	✓
Isofix child seat system (x2)	✓	✓	✓
Rear fog lamps	✓	✓	✓
Rear seats: 3 point ALR/ELR seat belts (except 2 point for centre seat)	✓	✓	✓
Rear window defogger	✓	✓	✓
Double locking	✓	✓	✓
Reinforced rear seatback for luggage intrusion	✓	✓	✓
Side impact bars	✓	✓	✓
STORAGE COMPARTMENTS			
DASHBOARD			
Double glove box	✓	✓	✓
Two cup holders	✓	✓	✓
CD box (up to 10)	✓	✓	✓
Wallet box	✓	✓	✓
Coin holder	✓	✓	✓
DOORS			
4 bottle holders	✓	✓	✓
2 cup holders	✓	✓	✓

4 bigger boxes	✓	✓	✓
2 smaller boxes	✓	✓	✓
Deck box	✓	✓	✓
OTHER			
Seat back pockets (D + P)	✓	✓	✓
2 coat hooks	✓	✓	✓
4 deck hooks	✓	✓	✓
7 assist grips	✓	✓	✓
AUDIO			
Audio-preparation	✓	✓	✓
Audio tuner/ cassette	✓	✗	✗
Audio tuner/CD	Opt	✓	✓
Six speakers	✓	✓	✓
Six CD autochanger	Opt	Opt	Opt
SEAT ARRANGEMENT			
7-seater (Individual seats)	✗	Opt	✓
8-seater (Bench)	✓	Opt	✗

TECHNICAL SPECIFICATIONS

ENGINE	
Code name	2AZ-FE
Type	L4
Valve mechanism	16 valve, DOHC, VVT-i
Bore x Stroke (mm)	88.5 x 96.0
Displacement (cc)	2362

Compression ratio	9.6:1	
Max power (kW/rpm)	115@5600 (156hp@5600)	
Max torque (Nm/rpm) (lb ft)	225@4000 (166)	
ACCELERATION (sec)	5M/T	4A/T
0-100km/h	10.9	11.2
0-400m	17.8	18.0
Max.speed (mph) (km/h)	115 (185)	112 (180)
FUEL CONSUMPTION mpg	5M/T	4A/T
Combined	30.1	26.9
Urban	23.3	20.0
Extra Urban	35.8	33.2
SUSPENSION		
Front	MacPherson Strut	
Rear	Torsion Beam	
BRAKES		
Front	10.8" Ventilated discs	
Rear	11.0" Disc	
STEERING		
Type	Rack and Pinion	
Ratio	15" tyre: 18.24	
Turns to lock	15" tyre: 3.62	
TYRES AND WHEELS		
Wheel size	15" Steel wheels or aluminium wheels	
Tyre size	205/65 R 15	

DIMENSIONS

DIMENSIONS	
Overall length (inch / mm)	187 / 4750
Overall width (inch / mm)	70.5 / 1790
Overall height (inch / mm)	69.7 / 1770 15" tyre (with roof rail +40)
Wheelbase (inch / mm)	114.2 / 2900
Track width (inch / mm) front	60.8 / 1545
Track width (inch / mm) rear	60.2 / 1530
Interior length (inch / mm)	119.7 / 3040 (7 seat configuration) 122.8 / 3120 (8 seat configuration)
Interior width (inch / mm)	61.4 / 1560
Interior height (inch / mm)	49.8 / 1265 (8 seater) 49.4 / 1255 (7 seater) 48.8 / 1240 with sunroof (7 seater)
Interior volume (cu ft / m ³)	166 / 4.7
Luggage capacity (cu ft / m ³)	18.2 / 0.515 behind RR2 57.4 / 1.625 behind RR1 103.4 / 2.927 behind FR
Fuel tank capacity (gal / L)	16.7 / 76
Coefficient of drag	0.29
Minimum turning radius (ft / m)	18.4 / 5.6 (15" tyre)
Kerb weight (lb / kg)	3355-3817 / 1555-1735
Gross vehicle weight (total lb / kg)	4938-5280 / 2355-2400
Towing capacity (lb / kg)	3520 / 1600
Towing capacity w/o brakes (lb / kg)	1320 / 600

Turning circle (ft / m)		36.7 / 11.2 (15" tyre)	
LUGGAGE SPACE BENCH SEAT (inch / mm)	FRONT POSITION	NEUTRAL POSITION	REAR POSITION
3 rd Seat row (down)	20.9 / 530	17.3 / 440	11.0 / 280
3 rd Seat row (tipped up)	39.2 / 995	37.0 / 940	27.4 / 695
LUGGAGE SPACE DETACHABLE SEAT (inch/mm)			
3 rd Seat row (in)	23.8 / 605	21.5 / 545	19.1 / 485
3 rd Seat row (removed)	55.3 / 1405	52.9 / 1345	50.6 / 1285

(Luggage space data measurement taken from seat cushion rear to back door trim)