

This press pack accompanied the UK launch of the seventh generation Hilux in 2005. Changes to the model during its time on sale can be tracked using the Timeline feature on the Hilux archive web page. More information about the Hilux range can be obtained from the Toyota press office.

THE NEW TOYOTA HILUX

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POSITIONING AND MARKET

Key Points

- Sixth generation of the legendary Toyota Hilux
- Historically Toyota's second largest-selling model with 12 million produced worldwide
- New Hilux tested in the world's most extreme environments, but tailored to meet the needs of European drivers
- Key model within Toyota's Innovative/International Multi-purpose Vehicle (IMV) project
- Significant increase in exterior dimensions provides more passenger and load space
- Double Cab interior space now rivals D segment cars
- Tip-up rear seat in Double Cab provides extra load space
- Revised 101bhp (102 DIN hp) 2.5-litre D-4D diesel engine
- Maximum torque output 200Nm for 2WD and 260Nm for 4WD models
- Improved five-speed manual transmission with more refined operation
- ABS, driver and front passenger airbags fitted to all models
- Improved noise, vibration and harshness (NVH) performance
- Aerodynamic styling gives best-in-class drag coefficient
- New ladder frame 45 per cent stiffer than on previous model
- Best-in-class turning radii – 5.9m for 2WD models, 6.2 for 4WD versions
- New double wishbone front suspension
- Rear differential lock standard on all models
- Automatic Disconnecting Differential (ADD, standard on HL₃ and Invincible models) enables transfer shifts to be made while the vehicle is moving
- On sale in the UK from 1 October in Single Cab and Double Cab body styles
- Single and Double Cab models built for Europe in South Africa
- Available in the UK in three grades – HL₂, HL₃ and Invincible
- Air conditioning, alarm and remote central locking standard on all versions
- Invincible grade provides in-dash six-disc CD autochanger, rear privacy glass and 16-inch alloy wheels as standard
- Extra Cab model due to join UK range in summer 2006
- Potential to increase Hilux annual sales in the UK to 5,900 units in 2006
- On-the-road prices from £12,145 (Single Cab 2WD HL₂) includes delivery charge, first registration fee, vehicle excise duty, number plates but excludes VAT

New Toyota Hilux Offers Higher Quality, Greater Driving Pleasure

- Toyota's second best-selling model worldwide – 12 million
- Design and dimensions deliver more commanding road presence
- Higher quality and more interior space

The launch of the new Hilux marks the latest generation of one of Toyota's most successful models. Renowned throughout the world for its off-road capabilities, durability and reliability, the Toyota Hilux has long been the vehicle of choice to tackle the toughest driving conditions.

The new Hilux loses none of those qualities, but achieves a new level of driving performance and quality that will appeal to customers who are looking for more than just rugged strength. In creating the new Hilux, Toyota has set out to develop a new work and leisure vehicle for a global market.

The new Hilux is the sixth generation of a model that has been continuously developed and improved throughout its lifetime to meet the changing needs of drivers right around the world. It is built in nine countries, sold in 164 different markets and, with 12 million sales to date, is Toyota's second best-selling model after the Corolla.

Although more refined than ever before, the new Hilux retains its trademark durability and was designed to withstand extreme conditions. The development test programme included durability and high altitude trials in South Africa; high speed testing in intense heat and off-road assessment in the Australian Outback; further high altitude driving at 4,800m in the Peruvian Andes, where oxygen levels drop by 50 per cent; and a high temperature test in Dubai where the thermometer topped 47°C. Finally the Hilux was brought to southern Spain for a conformity test to ensure its suitability in European conditions.

Model development was led by Executive Chief Engineer Kaoru Hosokawa, who said: "Quality, durability and reliability are legendary selling points of the Toyota Hilux. In the new model we want to add other attributes, such as SUV-like driving performance, improved driving position and interior roominess, particularly in the Double Cab.

“In addition, we wanted the new Hilux to adopt a more stylish design, delivering a modern look and a commanding presence.”

As a result, the new Hilux appeals to customers across a wider spectrum, crossing over from the traditional workhorse pick-up market to adopt elements of the contemporary SUV, most notably in the Double Cab models.

A key selling point is its striking, modern design, offering superior quality and significant improvements in interior space and modularity. The frontal styling is bold, with a deep front bumper and a larger bonnet.

The latest model is considerably larger than the vehicle it replaces, not least in length which has increased by 340mm – more than a foot – to 5,255mm. The extra length is mainly in the wheelbase, which has grown to 3,085mm, contributing to greater interior space, a better ride and improved comfort for passengers.

The size of the rear deck has also increased with load capacity on Single Cab models up by 15 per cent and on Double Cabs by 30 per cent.

Drivers will find a natural and comfortable seating position and conventional passenger car-style controls, including a centre-box handbrake. The key factor, however, is the interior roominess: the Double Cab now has ample room for five adults with space similar to that of a regular D segment passenger car.

Market Opportunities

- Single Cab and Double Cab body styles available from launch
- Extra Cab version scheduled for UK in 2006
- 5,900 UK sales target for 2006
- CV On-the-road prices from £12,145 (Single Cab 2WD HL₂) includes delivery charge, first registration fee, vehicle excise duty, number plates but excludes VAT

The launch of the new Hilux offers fresh opportunities for sales growth, particularly in the growing work/leisure double cab market segment. The Hilux now complements the Toyota SUV/off-road range, offering a rugged alternative at an affordable price.

New customers are likely to be conquests from within the current pick-up market and families who enjoy outdoor leisure activities and for whom Hilux will be the principle household car.

Across Europe three body styles – Single, Double and Extra Cab – will be available with 2WD and 4WD transmissions, according to local markets. In the UK Single Cab 2WD and 4WD versions will be offered from launch, with a 4WD Extra Cab model due to join the line-up in late 2006.

At launch Hilux will be powered by Toyota's 2.5-litre D-4D engine, equipped with a second-generation common rail system. The unit develops 101bhp (102 DIN hp) at 3,600rpm; torque output is tailored to the transmission with two-wheel drive models producing 200Nm from 1,400rpm and four-wheel drive versions offering 260Nm from 1,600rpm. Performance is flexible, suiting both work and leisure demands and the engine is fuel efficient and has low running and maintenance costs.

In the UK three grades will be offered: HL₂, HL₃ and Invincible.

In 2006, the first full year of sales, Toyota anticipates 5,900 units will be sold in the UK; across Europe the target is 25,000 units.

THE IMV PROJECT

Efficient use of Global Synergies

- Global production strategy for more than 140 markets
- Hilux one of three world models produced through the Innovative/International Multi-purpose Vehicle (IMV) project
- Adopting the highest global standards to respond effectively to all local markets
- High investment and close to 100 per cent local procurement helps several national economies
- "Simultaneous engineering" concept ensures quality compatible with Toyota's Japanese plants
- Refinement to meet European requirements; reliability to tackle the world's toughest environments
- South Africa lead plant for European Hilux market

The new Hilux is one of three vehicles developed on a global basis through Toyota's Innovative/International Multi-purpose Vehicle (IMV) project.

Announced in 1992, the project has as its core concept an optimised global production and supply system for a range of pick-ups and multi-purpose vehicles. IMV products are designed to sell in more than 140 markets and to meet the demands of modern customers for high levels of quality, durability and comfort.

The IMV project represents an unprecedented approach to manufacturing under the *Made by Toyota* banner. It draws on the resources and potential available in the Toyota global network outside Japan for the supply of fully-built vehicles and components.

Kaoru Hosokawa, IMV Executive Chief Engineer, explains: "What we had in mind was to create a range of vehicles with quality, performance and reliability that is acceptable to the most demanding global markets, while at the same time minimising the number of locally specific features.

"This gives us economies of scale based on volume production, but we are still able to adjust some features, such as ride comfort and equipment, to suit local markets."

Putting this into an historical context, the globalisation of Toyota's business was centred initially on producing vehicles in Japan and exporting them overseas. This was followed by a strategy of manufacturing volume models within key global markets, an approach that resulted in significant investment in production in Europe, as well as other regions.

Now, as free trade agreements become more common, Toyota has been able to establish production and supply structures that are more efficient, thanks to their global scale. These result in more affordable and attractive vehicles for Toyota customers, while at the same time bringing industrial and economic benefits to the countries where production is based. For example, procurement rates outside Japan for IMV projects currently vary between 92 and 96 per cent; Toyota's ultimate target is to achieve 100 per cent.

The new Hilux is a major volume product based on the IMV platform. The IMV range consists of three versions of the pick-up, a minivan and an SUV (the latter two models are not available in Europe).

The IMV concept means there is no longer a 'master' vehicle produced in Japan, Instead, Toyota production quality is maintained through a series of measures. Kaoru Hosokawa explains: "During the development phase a simultaneous engineering activity was initiated, involving manufacturing, purchasing and even working with suppliers to discuss what materials were available locally and how best to adapt local production processes.

"Moreover, we have promoted discussion with Toyota's local sales and marketing representatives to determine which specifications best suit each market.

"At the stage prior to manufacture, our engineers and local distributors formed teams to visit suppliers and help them achieve Toyota quality. We also conducted confirmation tests of the first production parts in each area to ensure Toyota quality without fail. I am sure the vehicles offer a level of quality equivalent to those manufactured at a Toyota plant in Japan."

The IMV concept is not only good for the global economy, it also brings benefits in practical quality and durability. The manufacturing centres are situated in some of the world's toughest off-road markets, which means there is quick feedback on vehicle performance from customers and Toyota engineers. Should any problems arise, they can be tackled rapidly through continuous quality improvements on the production line.

There are four IMV production facilities, located in South Africa, Thailand, Indonesia and Argentina. In addition, there are components manufacturing operations in India and the Philippines, supplying the IMV project and local markets. Diesel engines are produced in Thailand and petrol units (not available in Europe) in Indonesia.

The IMV programme has called for a rapid succession of production launches, with Thailand, the largest centre, coming on stream in August 2004. This was followed by Indonesia, Argentina and, finally, South Africa in April 2005. These sites will supply vehicles to markets in Asia, Europe, Africa, Oceania, Latin America and the Middle East.

In Europe, Toyota Hilux Single Cab and Double Cab models will be imported from South Africa and Extra Cab versions will be brought in from Thailand.

“The new Toyota Hilux marks a coming of age for Toyota South Africa as a fully integrated element of Toyota Motor Corporation’s global supply network,” said Gerry Motley, Toyota South Africa’s Senior Vice President Manufacturing and Assembly.

“Toyota South Africa’s total investment in the IMV project is more than €300 million (approximately £210 million), the largest ever for a new model. The important aspect of this programme for us is the fact that South Africa is the production base for Europe. With that comes a huge quality responsibility, as the expectations in that market are particularly high. We have benchmarked out quality requirement against this expectation. Our IMV programme, with Hilux as the main model, fully meets global expectations and qualifies for the global ‘Built by Toyota’ label,” he said.

The worldwide production target for the IMV project in 2006 is more than 750,000 vehicles, spread across the four manufacturing centres. However, initial sales from earlier this year in Asia, South America and Oceania have already exceeded expectations. In 2005 Toyota plans to build around 550,000 IMVs.

“The initial volume projection for South African manufacture was for 60,000 vehicles annually, with 30,000 of these destined for export markets,” said Johan van Zyl, Toyota South Africa President and CEO.

“The success of the IMV platform since production began in Thailand in August last year has led to an increase in global volume forecasts by TMC. In line with this, we have increased IMV production capacity to 86,000 units a year.”

BODY AND CHASSIS

More Style With Built-In Toughness

- More powerful exterior design
- New ladder frame, 45 per cent stiffer than before
- Additional underbody protection
- Class-leading drag coefficient – 0.36 (without overfenders)
- ‘One-size up’ exterior dimensions bring increased load capacity
- New double wishbone front suspension for improved ride comfort and stability

- New rack and pinion steering configuration for improved steering feel
- Segment-best turning radius aids manoeuvrability (5.9m for 2WD versions)
- Stiffer frame and longer stroke suspension improve 4x4 off-road performance
- Reduced noise and vibration levels

Improved Design, Inside and Out

- More powerful road stance
- New, stiffer ladder frame
- Extensive underbody protection

The new Toyota Hilux makes an immediate visual impact with its powerful design. It is considerably larger than the vehicle it replaces, ensuring a road presence to match its role as a leisure and adventure vehicle. Frontal styling is bold, with a deep front bumper and a massive bonnet.

Executive Chief Engineer Kaoru Hosokawa said: “Under the key words ‘Global Best’, we developed the new Hilux with the intention to move from strictly work use to multi-purpose use, reflecting recent trends in the worldwide pick-up market. The new Hilux answers the needs of world markets with enhanced performance and, at the same time, it offers a body that is one size larger.”

Despite its more complete styling and all-round performance, the new Hilux has lost none of its rock-solid construction. It is built on an all-new ladder frame chassis that not only gives the vehicle true off-road capability and durability, but also delivers better insulation against noise and vibration.

The chassis has 45 per cent greater torsional stiffness than the previous generation Hilux, contributing to better body control and less cabin noise. The chassis side rail section has been increased by 75 per cent, being 20mm higher and 30mm wider than before.

This increase in the section dimensions, combined with a reduction in the number of welded joints through the use of a unified inner frame, contribute to the greater torsional stiffness and stronger cross-members improve vertical rigidity.

The underbody features several protective shields, fitted as standard, to ensure the Hilux is suitable for tough off-road work. These include a front under-guard, a transfer case guard and a fuel tank guard.

‘One Size Up’ Dimensions

- Best-in-class drag coefficient
- Increased load capacity

The new Hilux is designed to be ‘one size up’ from the model it replaces to give it more road presence and satisfy customer demand with a substantial improvement in interior space.

DIMENSIONS (mm)		SINGLE CAB	EXTRA CAB	DOUBLE CAB
Length		5,255 (+340)	5,255 (+105)	5,255 (+400)
Width		1,760	1,760	1,835 (+60)
Height		1,795* (+0)	1,795* (+0)	1,810* (+5)
Front track		1,510**	1,510**	1,540** (+50)
Rear track		1,510**	1,510**	1,540** (+115)
Dec k	Length	2,315 (+155)	1,805 (-50)	1,520 (+165)
	Width	1,520 (+55)	1,515 (+50)	1,515 (+50)
	Height	450 (+50)	450 (+50)	450 (+50)

(-) Increase/decrease on previous generation model

* 4WD models

** With overfenders

Despite the greater size, the sleek body shape supports excellent aerodynamic performance with a class-leading drag coefficient (Cd) of 0.36 (0.39 with overfenders) that rivals some compact SUVs. Design features that contribute to this performance include the angled windscreen, specially shaped door mirrors and concealed windscreen wipers. Airflow around the front tyres and through the radiator is carefully controlled.

These measures improve fuel consumption and high speed stability and also lead to significantly less wind noise at high speed.

Although the new Hilux is bigger in size, the increase in kerb weight is more modest at an average 131kg across the range. This brings benefits in terms of load carrying capacity and fuel efficiency. Extensive use of high tensile steel in the construction of the passenger cabin has increased stiffness and reduced weight.

The new Hilux's payload capacities are 1170kg for the 2WD Single Cab, 945kg for the 4WD Single Cab and 1085 for the 4WD Double Cab.

The load deck is more spacious, particularly in Single and Double Cab versions; the Single Cab has 25 per cent greater load carrying capacity than the previous generation Hilux.

The strong, vertical sides allow an increase in deck width of 50mm (55mm in the Single Cab) and load length has grown by 155mm in the Single Cab and 165mm in the Double Cab: total load lengths are now 2,315 and 1,520mm respectively.

Improved Suspension and Steering

- New double wishbone front suspension
- Improved rear leaf springs
- Rack and pinion steering

The new Hilux's suspension has been designed to offer better handling performance both on and off-road, while still delivering a comfortable ride and excellent straight line stability.

A new front suspension with coil springs and double wishbones enables the Hilux to have excellent bump absorption while maintaining good body control and ride comfort. Two-wheel drive models have a low-mount upper arm and 4WD versions a high-mount upper arm.

The front suspension geometry has been optimised for straight line stability with increased caster angle and a smaller kingpin offset for good braking performance. The suspension bushes have been increased in size and are stiffer, in order to improve stability and absorb road harshness.

To improve the roll feeling and reduce body roll angles, the shock absorber damping has been increased and an anti-roll bar has been connected to the upper suspension arm, using ball joints for greater rigidity. The coil springs are made of stiffer, high tensile steel to reduce the unsprung weight.

As a result of these developments, the new Hilux has a roll stiffness 1.5 times greater than the outgoing model.

At the rear the conventional leaf spring suspension has been retained to avoid intrusion in the cargo deck and to provide a flat ride, especially when the vehicle is running with a light load or no load on board. The suspension settings have been defined for maximum ride comfort and straight line stability. The twin shock absorbers help absorb bumps and maintain rear wheel traction, as well providing improved robustness.

Although larger in size, the new Hilux has the tightest turning radius in its segment: 5.9m for 2WD models and 6.2m for 4WD models.

Hilux is a proven world-beater in tough off-road conditions, able to tackle an approach angle of 30 degrees, a departure angle of 26 degrees and a ramp angle of 25 degrees. The Double Cab has a ground clearance of 212mm (at the rear axle).

Quieter and More Comfortable

- High density silencing material
- Improved exhaust design
- Noise reduced by six per cent at motorway speeds

A wide range of measures has been taken to ensure the new Hilux is quieter and more comfortable to ride in, particularly over longer journeys. These include the adoption of a stiffer chassis frame and high tensile steel body panels. Extensive use of high density silencing material under the bonnet and on both sides of the dash panel also contributes to lower levels of noise and vibration.

Insulating foam is injected into several sections of the body structure around the doors and windscreen and the positioning of reinforcing plates around the body help absorb vibration and noise transmission.

Even the exhaust system, with its large silencer design and specially developed rubber mounts, has been designed to reduce noise levels. As a result, at speeds of 62mph (100km/h), cabin noise level is reduced by six per cent compared with the previous generation Hilux.

POWERTRAINS

Efficient Performance

- 2.5 D-4D engine with second generation common rail system for fuel efficiency and low NVH performance
- Several driveline components improved for greater refinement
- Automatic Disconnecting Differential (ADD) fitted to HL₃ and Invincible models
- Rear differential lock standard on 4WD models

2.5-Litre D-4D Engine

- Second generation common rail system
- Improved fuel efficiency
- Wide torque availability

The new Hilux's drivetrain has been specially adapted to combine a fuel-efficient engine, smooth transmission and rugged four-wheel drive with advanced technologies to offer class-leading off-road performance when needed. Yet, when driven on-road, the Hilux delivers refined performance and low noise levels.

At launch, the Hilux range will be powered by the latest development of the Toyota 2.5-litre D-4D diesel engine, featuring a second generation common rail system. It develops 101bhp (102 DIN hp) at 3,600rpm and is tuned to deliver two different torque outputs: up to 260Nm for 4WD versions and 200Nm for 2WD models.

The engine improvements, together with more efficient aerodynamics contribute to more fuel efficient performance. When driving at a steady 62mph, the new Hilux is six per cent more fuel efficient than the previous model.

The engine is well-suited for both work and leisure applications with maximum torque available from 1,600 to 2,400rpm on 4WD versions and from 1,400 to 3,400rpm on the 2WD vehicles, resulting in smooth and responsive acceleration from low engine speeds.

The engine adopts second generation common rail diesel technology, which boosts performance while reducing combustion noise and emissions. The injection system performs a dual pilot injection at idle and low speeds, significantly reducing engine noise and vibration.

The large, 80-litre fuel tank fitted to Single and Double Cab models gives a good driving range.

Stiff rubber mounts at the front and rear of the engine have been designed to further reduce noise and vibration. And the radiator has been made larger to improve engine cooling and reliability, with a pressurised reservoir tank added to increase the maximum permitted pressure.

Transmission

- More refined operation
- 'Shift on the fly' with ADD
- All 4WD models equipped with rear differential lock

The driving quality of the new Hilux has been further enhanced through a range of improvements to the drive line and balancing of its elements to achieve the best combination of performance and smoothness. This includes developments for quieter operation of the clutch, driveshafts, propeller shaft and differentials.

Further improvements have been made to the five-speed manual transmission, which is now smoother and easier to use with a better gear change feel. Forty-three parts have been refined to reduce friction, decrease forces and increase precision.

A triple synchromesh crown has been adopted on both first and second gears and the addition of a synchroniser on reverse avoids a grating noise when the gear is engaged and improves operation.

On 4WD models, the new Hilux offers a choice of three drivetrain modes, controlled by the transfer box lever, located on the main transmission tunnel, next to the gear lever. The modes are H2 (two-wheel drive), H4 (high ratio, four-wheel drive), and L4 (low ratio, four-wheel drive).

The advanced drivetrain allows "shift on the fly" transfer change from H2 to H4 while the vehicle is in motion. Double Cab HL₃ and Invincible models are equipped with an Automatic Disconnecting Differential (ADD), which engages or disengages the front differential when necessary, even when the vehicle is moving. This helps reduce driveline friction losses, improves NVH performance and aids fuel economy.

As a result, it is possible to shift out of four-wheel drive (from H4 to H2) at any speed and into four-wheel drive (from H2 to H4) at speeds up to 50mph. When the going is really tough, the driver can shift from H4 to L4 (or vice-versa) without stopping the vehicle, at speeds up to 5mph.

A rear differential lock is fitted as standard to all 4WD models.

SAFETY

Superior Protection

- Increased body stiffness with improved energy absorption
- Steering column design helps reduce injury risk in frontal impacts
- Brake pedal designed to retract in a front-end collision
- Driver and passenger front airbags and ABS fitted as standard
- 4WD models adopt thicker brake discs and two-pot callipers
- Improved headlamps provide 175m forward illumination on high beam

Passive Safety

- Energy-absorbing frame structure
- Collapsible steering column
- Retractable brake pedal

The new Toyota Hilux provides enhanced safety for all passengers, in line with its profile as a quality leisure and adventure vehicle.

The stiff box-section chassis is the starting point for the Hilux's strength and durability and is fundamental to the safety package.

It has been designed to offer maximum impact absorption in the event of a collision, with a carefully designed combination of compression and bending areas.

A specially created impact brace between the front and first cross members absorbs energy by collapsing when an impact occurs, reducing potential damage to other chassis components, including the suspension towers. Reinforcements to the side members enhance side and rear impact protection and an extra cross member

beneath the front end of the frame helps prevent the Hilux from riding up over lower vehicles.

The passenger cabin, mounted on the strong chassis, has been designed to minimise intrusion in the event of an accident. High tensile steel is used around the door opening in other lateral areas to improve side impact safety performance. In all, 20 per cent of the cabin weight is made up of high tensile steel.

Impact absorbing material is provided in each pillar trim and the sides of the roof headlining to help absorb energy should a passenger's head strike the cabin structure in an impact.

Dual front airbags are standard across the range and front seatbelts are fitted with pretensioners which tighten the belt at the moment of impact, holding the occupant in a secure position. The front seatbelts also feature force limiters and are height-adjustable for comfort and safety. The steering column is designed to minimise the risk of injury to the driver when the airbag is deployed.



The brake pedal structure is also designed to absorb energy, reducing the chances of injury to the driver's feet.

Active Safety

- ABS standard on all models
- Bigger brake discs with two-pot callipers on 4WD models
- More efficient headlamp illumination

The new Hilux is equipped as standard with a new generation anti-lock brake system, giving better stopping performance.

There are six solenoid valves in the brake actuator hydraulic circuit for greater efficiency. A load sensing proportioning and by-pass valve (LSP & BV) calculates the load being carried on the deck and adjusts the proportion of front to rear braking power accordingly. This greatly enhances braking stability and supports the ABS in helping prevent the rear wheels locking under heavy braking.

The brakes themselves are big and powerful: front discs on 4WD versions have been increased in thickness from 22 to 25mm, while on 2WD models they have grown from 25 to 28mm.

At the same time, the efficiency of the brake callipers has been improved with the adoption of two-pot callipers on 4WD models, which give more consistent and greater pad pressure. These measures combine to improve braking performance and reduce the risk of brake fade, particularly under heavy load conditions.

The new headlamp design is not only more attractive, but also more effective, with a large reflector area and an illumination range of 175m when on full beam.

Interior

Higher Levels of Refinement and Versatility

- Roomier cabin, rivalling D-segment cars
- Easier rear seat access with wider opening doors and higher seat position
- More cabin storage places
- Improved front seats for added comfort on long journeys
- Tip-up rear seat cushion in Double Cab increases load space for large objects
- All-round improvement in perceived quality
- New air conditioning system has quieter operation and uses less refrigerant gas
- More sophisticated audio system available on HL₂ and HL₃ models with MP3/CD player and DSP amplifier

Increased Versatility And Comfort

- Roomier cabin
- More comfortable seats

- Extra storage spaces

The length of the Hilux Double Cab's cabin has been increased by 25mm and the couple distance between the front and rear seats extended by 15mm to 900mm.

The Double Cab's cabin width has also grown by 65mm and headroom is 30mm greater. Rear seat passengers will immediately notice the benefits of improved head and shoulder room.

There are similar increases in the dimensions of the Single Cab models, which gain 40mm in length and 70mm in width.

The seats have been designed to be more comfortable, with an increased hip-point height to give a more natural seating position. The front seats have a cushion panel for more hip support, increasing comfort on longer journeys. The front seats recline, can be folded slightly forwards and have a fore and aft slide adjustment of up to 240mm.

The three rear seats in Double Cab models are each fitted with a headrest and the outer seats have three-point seatbelts.

Getting into and out of the rear seats has been made easier with wider opening doors and a 300mm space between the vehicle's B-pillar and the seat cushion.

Ample storage spaces are provided in the cabin, in line with the Hilux's dual role as a work and leisure vehicle. There are more bottle and cup holders than there are seats, with cubby holes in the console box and bottle holders in both front door pockets.

The Double Cab has extra carrying capacity thanks to a tip-up function on the rear seat. When the seat cushion is unlocked and folded upwards, the seat back moves down, and the cushion can be clipped to the striker plate to create a large, flat luggage area. This is large enough to load objects up to 1,064mm tall and 530mm long.

Interior Quality and Refinement

- Attention to detail

- Improved air conditioning efficiency
- Advanced audio system

The new Toyota Hilux has a high quality cabin, created by combining a flowing character line with a solid surface. Its key attributes are precision, practicality and comfortable use, with the designers taking their styling cues from professional tools.

As with Toyota passenger cars, quality is both actual and perceived. Panel fit has been tightened throughout the body and the interior design and instrument panel fit are comparable to what can be found in C-segment cars.

Trim details, such as the louvre shutters on the air vents, add to the quality appeal. On the top grade models, alloy trim panels are added to the central instrument cluster.

The instrument panel has a tough-looking, strong shape and modern surface finish and is both practical and effective. Key elements include a three-meter instrument cluster in front of the driver, ergonomic positioning of the switches and controls, clear layout of the audio and heater controls and quality touches, such as a flush surface top box and metallic-effect trim features on higher grade models.

The two-tone finish gives a sporty appearance and the interior trim fabric adds freshness with its three-dimensional effect. The fabric door panel trim and a silver finish to the window switch surround (on HL₃ and Invincible models) add to the overall perceived quality.

Drivers enjoy a natural and comfortable seating position with conventional controls, like those in a regular passenger car, including a centre-box handbrake. The interior is fully trimmed in quality materials; detail touches include scuff plates with metallic inserts fitted to the door sills on Invincible models. Hi-tech detailing includes the adoption of electronic twin trip meters with liquid crystal display.

The new air conditioning system, standard throughout the range, is typical of the quality passenger car features that are available on the new Hilux. This has been engineered for quieter operation: a 10 per cent improvement at maximum fan speed.

The system uses a new, high-efficiency sub-cool-type condenser and a new cooler compressor that help reduce the impact on fuel consumption. At the same time, a new-style evaporator reduces the amount of HFC134a refrigerant gas used by 100g.

The advanced audio system, standard on HL₂ and HL₃ grades, can play MP3 files recorded on CD, and comes with a 160W amplifier with Digital Signal Processing (DSP). The Liveliness Enhancing Filter (LEF) boosts low and high frequency sound and the amplifier itself has four different equaliser settings.

The audio system provided on the Hilux Invincible comes with an in-dash six-disc CD autochanger and a cassette player.

Customers can choose at the time of ordering their vehicle to exchange either of these audio packages for a system compatible with satellite navigation. This option is installed pre-delivery and includes full European coverage delivered through a DVD-based turn by turn navigation system.

COST OF OWNERSHIP, GRADE STRUCTURE AND PRICING

A Rational Approach

- New fuel filter warning system alerts driver to any possible abnormal operation
- Cartridge-type oil filter costs less and is more environmentally-friendly
- Lowest-in-segment cumulative standard servicing time up to 60,000 miles
- Competitive pricing for most replacement parts
- Targeting lowest-in-sector insurance classifications

Low Maintenance Costs

- Extended fuel filter life
- Segment's lowest servicing time
- Competitive parts basket price

The new Toyota Hilux is a vehicle that typically will have to endure much tougher use than many passenger cars. For many owners, the cost of ownership profile will be a significant issue.

Both Hilux and Toyota as a brand have a good record of reliability and durability. New Hilux introduces a number of new features that will offer significant savings.

The fuel filter system now has a warning sensor, which monitors performance and alerts the driver to any abnormal operation. Using the Toyota-approved filter with warning sensor can also improve engine reliability as the sensor provides two types of warning: for sediment in the fuel and for abnormal conditions.

The new Hilux uses a cartridge-type oil filter, in which only the internal part has to be replaced. This not only reduces the component cost, but also makes the filter change process more environmentally friendly.

Overall maintenance times have been greatly reduced, compared to some of Hilux's typical market rivals and the cumulative servicing time up to 60,000 is now the best in class. This is particularly important to business users, for whom keeping the time a vehicle is out of service to a minimum is vital.

Hilux 2WD models only require up to 5.6 hours and 4WD versions 6.2 hours for the standard maintenance programme to be carried out. This compares, for example to 13.5 and 21.3 hours respectively for the equivalent 2WD Ford Ranger and Mitsubishi L200 models.

Comparing the 4WD models also demonstrates the exceptional service time efficiency of the new Hilux, with labour time for the first 60,000 miles reduced by more than three hours compared to the previous generation model. Where the Ford and Mitsubishi competitors are concerned, the cumulative service times are more than 15 and 28 hours respectively.

New Vehicle Warranties

The new Hilux comes with the same excellent new vehicle warranty cover as other Toyota models: three years/60,000 miles mechanical warranty; three years/unlimited mileage paint and surface corrosion warranty (one year load bed); and six years/unlimited mileage anti-corrosion warranty (one year load bed).

Insurance Classifications

- Group 10 for 2WD models (UK target)
- Group 11 for 4WD models (UK target)

With its comprehensive safety package and low parts prices, the new Hilux is targeting the lowest insurance group ratings in its class – typically Group 10 for the 2WD and 11 for the 4WD models.

New Grade Structure

The new Toyota Hilux is offered in a new grade structure that addresses both the demands of predominantly work-related use and the more sophisticated specifications sought by those looking for a vehicle that comfortably bridges the divide between business and personal/leisure driving needs.

The Hilux Single Cab is offered in 2WD and 4WD versions, exclusively in the entry-level HL₂ grade, with an emphasis on robust work performance. Features include ABS, driver and passenger airbags, power steering, tachometer, electric windows, air conditioning, remote central locking and an audio system with CD player with MP3 /CD-R compatibility. Exterior lashing hooks are provided on the rear deck and mudflaps are fitted front and rear. Built to withstand wear and tear, it comes with seats finished in a hard-wearing cloth and vinyl floor trim. The 4WD version rides on larger, 16-inch wheels and has a rear differential lock.

The entry-level Double Cab HL₂ model matches the Single Cab 4WD's specification with the addition of a perimeter alarm, a ladder rack/cab protector, an upgraded audio package with four speakers and body colour matched front bumper and grille.

HL₃ grade introduces 15-inch alloy wheels with body colour matched wide wheel arches, chrome detailing on the door handles and mirrors, rear step and grille surround, velour upholstery, electrically adjustable heated door mirrors, alloy side steps, a smooth-sided deck and a Thatcham Category 1 alarm with interior and perimeter protection. The Auto Disconnect Differential (ADD) gives the HL₃ the capability to move from two to four-wheel drive (and vice versa) while on the move.

The flagship of the range remains the Invincible, offering a luxury specification that includes darkened rear privacy glass, a six-disc in-dash CD autochanger, scuff plates on the door sills, chrome tubular side bars, front fog lamps and 16-inch alloys. These generous equipment specifications can be extended with a series of dedicated accessory options, including leather seats and truck tops and bed liners designed for a range of different work and leisure uses.

Competition-Beating Specifications

Standard specifications across the new Hilux range offer much more than the vehicle's main market rivals.

For example, the entry-level Single Cab 4WD HL₂ model comes with remote central locking, a perimeter alarm, electric windows and air conditioning – features that are not provided on the equivalent Mitsubishi L200, Isuzu Rodeo and Nissan Pickup models.

Where the Hilux Double Cab HL₃ is concerned, it outclasses the Mitsubishi L200 4Life and Isuzu Rodeo Max with its provision of remote central locking and air conditioning. The Rodeo also lacks a tachometer and rear diff-lock in its standard specification, as does the Nissan Navara SE. The Hilux is alone in this group to provide a rear step.

Pricing

MODEL	BASIC RETAIL	OTR	VAT
Toyota Hilux Single Cab 4x2	£11,495	£12,145	£2,089.86
Toyota Hilux Single Cab 4x4	£13,595	£14,245	£2,457.36
Toyota Hilux Double Cab HL ₂	£14,495	£15,145	£2,614.86
Toyota Hilux Double Cab HL ₃	£15,095	£15,745	£2,719.85
Toyota Hilux Double Cab Invincible	£16,595	£17,245	£2,982.36

Toyota commercial vehicle on the road price includes delivery charge, RFL, number plates & first registration fee but **excludes** VAT).

TOYOTA HILUX EQUIPMENT SPECIFICATION

	2WD Single Cab HL ₂	4WD Single Cab HL ₂	4WD Double Cab HL ₂	4WD Double Cab HL ₃	4WD Double Cab Invincible
SAFETY					
Driver and front passenger airbags	✓	✓	✓	✓	✓
Front seatbelt pretensioners with force limiters	✓	✓	✓	✓	✓
Outer rear seatbelts with force limiters	✗	✗	✓	✓	✓
Collapsible steering column	✓	✓	✓	✓	✓
Impact-absorbing headlining material	✓	✓	✓	✓	✓
Automatic headlamp levelling	✓	✓	✓	✓	✓

BRAKES					
ABS	✓	✓	✓	✓	✓
Load sensing and proportioning valve (LSP)	✓	✓	✓	✓	✓
SUSPENSION					
4WD Auto Disconnecting Differential (ADD)	x	x	x	✓	✓
Locking rear differential	x	✓	✓	✓	✓
INSTRUMENTS & CONTROLS					
Headlamp warning buzzer	✓	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓	✓
Fuel heater	✓	✓	✓	✓	✓
COMFORT & CONVENIENCE					
Power steering	✓	✓	✓	✓	✓
Solar tinted glass	✓	✓	✓	✓	✓
Dark-tinted rear privacy glass	x	x	x	x	✓
Variable-rate windscreen wiper	✓	✓	✓	✓	✓
Heated rear window	x	x	✓	✓	✓
Electric front windows	✓	✓	✓	✓	✓
Tilt adjustable steering column	✓	✓	✓	✓	✓
Power operated, heated door mirrors	x	x	x	✓	✓
Locking glovebox	✓	✓	✓	✓	✓
Central console with storage and armrest	✓	✓	✓	✓	✓
Cup holders	✓	✓	✓	✓	✓
AUDIO					
RDS Radio/CD Player with MP3/CD-R compatibility – 2 speakers	✓	✓	x	x	x
RDS Radio/CD Player with MP3/CD-R compatibility – 4 speakers	x	x	✓	✓	x
RDS Radio/in-dash 6-disc CD autochanger – 4 speakers	x	x	x	x	✓
VENTILATION					
Air conditioning	✓	✓	✓	✓	✓
SECURITY					
Alarm (perimeter)	✓	✓	✓	x	x
Thatcham Cat. 1 alarm (interior & perimeter)	x	x	x	✓	✓
Remote central locking	✓	✓	✓	✓	✓
Engine immobiliser	✓	✓	✓	✓	✓
Window etching linked to 24-hour international security register	✓	✓	✓	✓	✓
Security marking of parts, traceable to individual vehicle	✓	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM					
Number of seats	2	2	5	5	5
Cloth upholstery	✓	✓	✓	x	x
Velour upholstery	x	x	x	✓	✓
Leather steering wheel and gear shift trim	x	x	x	x	✓
Vinyl floor mat in cab	✓	✓	x	x	x
Carpet in cab	x	x	✓	✓	✓
EXTERIOR & BODY					
Front fog lamps	x	x	x	x	✓
Front & rear mudguards	✓	✓	✓	✓	✓
Chrome grille surround	x	x	x	✓	✓
Alloy side steps	x	x	x	✓	x
Chrome tubular sidebars	x	x	x	x	✓

Overfenders (wide wheel arches)	x	x	x	✓	✓
Body coloured front bumper and grille	x	x	✓	✓	✓
Step rear bumper	✓	✓	x	x	x
Smooth sided rear deck	x	x	✓	✓	✓
Ladder rack	✓	✓	✓	x	x

TOYOTA HILUX TECHNICAL SPECIFICATION

DIMENSIONS & WEIGHTS	2WD Single Cab	4WD Single Cab	4WD Double Cab
Overall length (mm)	5,255	5,255	5,255 (5,130 HL ₂)
Overall width (mm)	1,760	1,760	1,835 (1,760 HL ₂)
Overall height (mm)	1,680	1,795	1,810
Wheelbase (mm)	3,085	3,085	3,085
Front track (mm)	1,510	1,510	1,540
Rear track (mm)	1,510	1,510	1,540
Front overhang (mm)	885	885	885
Rear overhang (mm)	1,285	1,285	1,285
Deck length (mm)	2,315	2,315	1,520
Deck width (mm)	1,520	1,520	1,515
Deck height (mm)	450	450	450
Rear load height (mm)	745	860	850
Deck volume (l)	1,530	1,530	0.983
Kerb weight (kg)	1,600	1,790	1,865
Gross weight (kg)	2,770	2,735	2,950
Max. payload (kg)	1,170	945	1,085
Towing capacity braked (kg)	1,800	2,250	2,250
Towing capacity unbraked (kg)	750	750	750
Turning radius (m)	5.9	6.2	6.2
ENGINE	2WD & 4WD		
Engine code	2KD-FTV		
Cylinder arrangement	4 in-line		
Engine size (cc)	2,494		
Valve mechanism	16-valve DOHC		
Bore & stroke (mm)	92.0 x 93.8		
Compression ratio	18.5:1		
Fuel type	48 Cetane diesel		
	2WD	4WD	
Max. power (bhp/rpm)	101 (102 DIN hp) @ 3,600		
Max. torque (Nm/rpm)	200 @ 1,400-3,400	260 @ 1,600-2,400	
TRANSMISSION			
Type	5-speed manual	5-speed manual	
Clutch type	Dry, single plate	Dry, single plate	
Transmission ratio			
1 st	3.928	4.313	
2 nd	2.333	2.330	
3 rd	1.451	1.436	
4 th	1.000	1.000	
5 th	0.798	0.838	
Reverse	4.743	4.220	
Differential gear (front/rear)	- /4.100	3.909/3.909	
BRAKES			

Front (diameter/width mm)	Ventilated discs 257/28		Ventilated discs 297/25	
Rear (diameter mm)	Drums 254		Drums 295	
Additional features	ABS, LSP&BV (load sensing proportioning and bypass valve)			
WHEELS AND TYRES	2WD Single Cab	4WD Single/Double Cab HL₂	4WD Double Cab HL₃	4WD Double Cab Invincible
Wheel size (in)	15 steel	16 steel	15 alloy	16 alloy
Tyre size	205/70R15	205/70/R16	255/70/R15	255/70/R16
STEERING	2WD		4WD	
Type	Rack & pinion with hydraulic power steering			
Ratio (:1)	18.9		19.4	
Turns (lock to lock)	3.82		3.72	
SUSPENSION				
Front	Double wishbone with coil springs			
Rear	Leaf springs with double tube shock absorbers			