

TOYOTA PRIUS+

In 2012 the Toyota Prius advanced from being a single, global model to become a family of full hybrid vehicles. In Europe the first stage of this development was the introduction of Prius+, the first full hybrid seven-seat vehicle to be sold in the region. This model was later joined by Prius Plug-in, a new version of the world's best-selling hybrid that delivered even greater fuel efficiency and low emissions thanks to a rechargeable lithium-ion battery.

Subsequently, Prius+ underwent major revisions, with improvements to its exterior styling, the introduction of advanced technologies for safer journeys and the addition of Toyota's latest multimedia and connectivity features. The package was further refined, with changes to the transmission to deliver quieter, more linear acceleration.

DESIGN

Prius+ was designed as a model distinct from the third generation Prius from the ground up, but it bears design hallmarks that show its connection to the model.

As its name suggests, it offers significantly more space on board, while maintaining an overall compact size to ensure excellent aerodynamic performance. It was 105mm longer than the third generation Prius, 15mm wider and 105mm higher. The wheelbase was 80mm longer, making it possible to seat seven inside, in three rows of seats.

Exterior design

The car's characteristic triangle silhouette makes it easily recognisable, and it presents a clean and strong front-end design styling that helps manage the flow of air over the vehicle. The full benefits of the lightweight high tensile steel and aluminium construction and the quiet Hybrid Synergy Drive powertrain are supported by an exterior designed for maximum aerodynamic efficiency. This helps improve fuel economy, handling stability and quiet performance.

Prius+ was given a more impactful appearance three years after launch with a new frontal treatment that features an upper grille and a more prominent Toyota badge that extends the forward line of the bonnet. There are LED headlights, too, which use a cylindrical projector for both high and low beam. Their slim profile and contrasting black and chrome plating give Prius+ a distinctive, sharp-eyed appearance.

The lower grille adds emphasis to the car's broad stance. The impression of width is reinforced by the shape of the bumper corners, given extra emphasis in a flowing form that extends from the headlights to the air intakes and LED daytime running lights.

At the rear, the top-hinged tailgate is flanked by a combination lamp design with light guides and red inner lenses.

In profile Prius+ develops the familiar Prius triangle silhouette with a spindle shape created by the long, seamless flow of the bonnet, A-pillar and roofline, the clean sweep of the full-length side glazing, emphasised by blacked out centre and rear pillars, and a rising crease line in the lower bodywork which flows unbroken into the rear bumper.

The smooth convergence of airflow from the roof and sides of the vehicle is vital to Prius+ aerodynamic efficiency. The body itself tapers in shape, and the flow of air away from the vehicle is smoothed by a roof spoiler that has been optimised for length and angle, an air-kick shape worked into the rear light units, and aero corners on the rear bumper. Spats fitted at the front of each wheel arch suppress airflow changes around the tyres, improving the car's straight line stability and steering.

Working together, these elements give Prius+ a drag coefficient of Cd 0.28.

Sixteen-inch alloy wheels with aerodynamic wheelcaps are featured on the Icon model and 17-inch alloys are standard on the Excel; both are fitted with tyres with low rolling resistance.

Interior design

The dashboard encompasses the centre console and instrumentation in a single flowing form. Combined with a concave door trim and a well-defined space between the centre console and instrument cluster that links the driver and front passenger, it creates a great sense of spaciousness.

The console flows into an instrument binnacle that is mounted centrally on top of the dashboard. The hybrid system indicator and speedometer are positioned within the binnacle, close to the steering wheel, so minimising driver eye movement from the road ahead. There is a dark silver metallic finish for the driver's switchgear and the air conditioning dial control and a chrome finish for the door handles and air vent trims in the centre console.

A 4.2-inch colour TFT multi-information screen is controlled using switchgear on the steering wheel. As well as basic information such as clock, trip indicator, cruising range fuel consumption, it also displays the Hybrid System Indicator and Energy monitor – features common to all Toyota hybrids. It also provides an “Eco Judge” function, designed to help the driver maximise the powertrain’s efficiency, giving a points score for their eco-driving style.

The screen will also mirror the settings for the air conditioning and audio settings, keeping them in the driver’s line of sight when on the move.

The instruments and switchgear in the central section are clearly divided between those for driving and those for other functions. All the driving-related switchgear is positioned close to the steering wheel and set within a trim with a metal-like finish.

The cabin uses contrasting finishes and soft-touch materials to give an advanced look and feel. Akita grey cloth is used on the Icon and Canyon black upholstery with leather bolsters on the Excel.

Three-tier, seven-seat packaging

Thanks to its extended length, Prius+ offers plenty of cabin space for passengers and their luggage.

The seven-seat format features three independent sliding/split-folding second row seats and a 50:50 split-folding third row. It’s been possible to fit a third tier of seats by locating the hybrid system’s spacing-saving lithium-ion battery pack in the centre console, between the front seats.

The couple distance is key to passenger comfort and in Prius+ the measurement between the front and second row seats is 965mm, while that between the first and third row is a class-leading 1,635mm. Knee room in the second and third rows has been improved by using a thin, curved seatback design for the front and second row seats.

Everyone on board has a good view out, thanks to each row of seats being set 45mm higher than the one in front. This has been achieved while maintaining good headroom throughout the vehicle.

The front seats have 260mm slide and 60mm height adjustment, can be fully reclined, and come with electric lumbar support adjustment as standard. The seat frame design means they

give a better fit and lateral hold, too.

There are gains for second row passengers as well, with generous headroom and shoulder room. The three seats can be individually slid, reclined and folded; the outer seats have a sliding range of 180mm and the one in the middle can be moved through 165mm. This enables a staggered seating plan that can provide more shoulder room for adults. All three seats can be folded fully flat to maximise the loadspace. Each can be reclined by up to 35 degrees.

With all seats in place, Prius+ has 232 litres of cargo space up to the roof. With the third row stowed, this figure rises to 784 litres, and when all the rear seats are folded flat, a maximum 1,750 litres is available. Loading is made easier thanks to the 1,105 by 730mm tailgate.

The storage is flexible, too, with a 345mm-deep 60-litre storage tray beneath the luggage deck. There is room enough to take shopping bags, or a suitcase or baby buggy which can be stored vertically by flipping up the deck board.

There are also plenty of storage spaces around the cabin. Up front there is an 8.5-litre glovebox, 4.5-litre upper glovebox and an accessory space on the side of the driver's seat. The side-opening two-litre centre console box can hold up to eight CDs and can be accessed from both the front and second row seats. The unit includes a dedicated tray for storing a USB-connected phone or digital music player.

The front and rear door pockets are large enough to take A4 documents or plastic bottles, and there are five cupholders distributed between the three rows of seats.

POWERTRAIN

- First non-plug-in Toyota full hybrid to use a lithium-ion battery
- Compact, high-output lithium-ion battery located in the centre console
- Improved exhaust heat recirculation system and change of electric motor cooling from air to liquid
- Reduced final drive gear ratio enables acceleration to be matched with standard Prius

The principal elements in Prius+ Hybrid Synergy Drive system are a 1.8-litre VVT-i petrol engine, a powerful electric motor, a generator, a high-output lithium-ion battery, a power control unit and a power split device.

The engine and motor will work together or the electric motor will operate alone to maximise

efficiency according to driving conditions and driver demands, giving the best balance of performance and fuel economy.

During deceleration and under braking, the electric motor works as a high-output generator to effect regenerative braking, recovering kinetic energy that would normally be lost as heat and storing it as electric power in the high-output battery.

The system drives through a seamless, electronic continuously variable transmission (E-CVT), controlled using shift-by-wire technology and an electronic shift lever.

As in the standard Prius, Prius+ offers three on-demand drive modes to tailor performance of the hybrid powertrain to suit driver preferences. These include an all-electric EV mode for near-silent running with zero tailpipe emissions.

Lithium-ion battery

For Prius+, Toyota adopted lithium-ion technology for the first time in a non-plug-in hybrid, reaping the benefits of significant weight saving and more compact packaging. As the battery is much smaller than the nickel-metal hydride type used in the standard Prius, it has been possible to fit it within the centre console, between the front seats.

Its houses 56 cells, arranged vertically in a double-stacked structure. As well as being smaller in volume, it weighs just 34kg.

1.8-litre Atkinson cycle engine

The light and compact, four-cylinder, 1,798cc Atkinson cycle petrol engine develops a maximum 97bhp/73kW at 5,200rpm and 142Nm of torque at 4,000rpm. Adopting the Atkinson cycle, and introducing a cooled exhaust gas recirculation system, provides valuable gains in fuel efficiency and reduces emissions.

In contrast to a conventional Otto cycle engine, the intake valves on an Atkinson cycle engine close late, delaying compression. This creates a high expansion ratio for less compression, reducing intake and exhaust energy losses and converting combustion energy into engine power more effectively. As a result, the exhaust temperature is lower than in conventional engines. Cooled exhaust gas is reintroduced into the intake system, which further reduces the engine's operating temperatures.

Together these technologies minimise situations when the cooling effect of fuel enrichment is

needed to protect the catalytic converter from overheating damage, thus improving fuel economy and cutting emissions.

Prius+ engine heat management system combines the improved exhaust heat recirculation system with an electric water pump to help improve fuel consumption and cabin comfort in cold weather. To reduce mechanical losses, an electric system is used in place of a conventional water pump and drive belt, which allows the coolant flow rate to be controlled more precisely.

The exhaust heat recirculation system directs exhaust gases via a valve in the exhaust assembly to heat the engine coolant at start-up. The system is 33 per cent lighter and 27 per cent more efficient than that used in the standard Prius engine, and it enables a greater amount of heat to pass from the exhaust to the coolant in the heat exchange system. This allows for more rapid delivery of effective cabin heating, while also improving the efficiency of the hybrid system and overall fuel economy.

E-CVT hybrid transaxle

The transaxle is at the heart of the Hybrid Synergy Drive system, comprising the electric motor, generator, power split device and double-motor reduction mechanism, all contained in a single light and highly compact transmission casing that is much the same size as a conventional gearbox.

Electric motor/generator

The high performance, permanent magnet, synchronous 60kW electric motor/generator works in tandem with the petrol engine to boost acceleration when required, or to power the driven wheels on its own when Prius+ is operating in EV mode.

To help achieve the highest efficiency, in spite of the increase in weight over the standard Prius, the motor's cooling system has been changed from air to liquid.

The motor generates maximum power from zero rpm and a peak 207Nm of torque. The 650V DC maximum drive voltage allows for a lower operating current and, hence, a reduction in heat, helping improve the efficiency of the Hybrid Synergy Drive system.

Power control unit

The power control unit is similar in size to a standard 12V battery. It consists of a voltage boost converter, an inverter and DC/DC converter.

The PCU boosts the DC voltage level from the hybrid battery and converts it to AC electricity to drive the electric motor. It is governed by a motor ECU in the system's power management ECU.

Non-hybrid vehicles use an alternator to charge the auxiliary battery, but because it cannot operate when the engine is switched off, an alternative is needed for hybrids. Hybrid Synergy Drive has a DC/DC converter, which reduces the high voltage of the 202V high-output battery to 14V, to power the car's accessory systems and charge the auxiliary battery.

Performance

Prius+ Hybrid Synergy Drive powertrain combines the 97bhp/73kW output of the 1.8-litre petrol engine with the 60kW output of the electric motor to achieve a maximum system output of 134bhp/100kW. Prius+ can accelerate from 0-62mph in 11.3 seconds and attain a top speed of 103mph (166km/h).

The vehicle's excellent aerodynamics, low weight and full hybrid system together help deliver combined cycle fuel economy from 46.8 to 48.7mpg and emissions of 132g/km (Icon model).

Hybrid Synergy Drive in operation

Over the course of any journey, Toyota's hybrid synergy drive will operate in different modes to maximise Prius+ overall efficiency.

When the vehicle is at rest, the engine automatically stops to conserve fuel. In low efficiency driving conditions, such as at start-up and at low to mid-range engine speeds, the car will automatically run in EV mode, using just its electric motor and thus producing no tailpipe CO₂ and NO_x emissions.

As explained above, the electric motor operates as a high-output generator when the car is decelerating or braking, capturing kinetic energy that would normally be lost as heat, and storing it as electricity in the high-output battery.

The battery's power level is constantly managed via an engine-driven generator, which means there is no need for the system to be recharged from an external power source.

Three on-demand driving modes

In addition to Prius+ Normal drive, there are three further modes the driver can select from –

EV, Eco and Power – to further increase driving efficiency, performance and fuel economy.

These modes are backed up by indicators that can help drivers who want to tailor their driving style to achieve better environmental performance.

When starting Prius+ in Normal mode, the hybrid system automatically operates in EV mode, using just electric motor power to give instant power and an especially smooth and quiet ride. This function is a characteristic of full hybrid technology and is not available in mild hybrid systems.

In Normal mode the full hybrid system will still run on electric power alone when conditions permit, at speeds up to 31mph (50km/h); above this speed, the petrol engine comes smoothly into play.

EV mode can also be selected manually, allowing the driver to make greater throttle inputs without starting up the engine. However, the engine will come into play if the hybrid system determines that its power is needed at any time. In EV mode Prius+ can be driven in town traffic with minimal noise and no tailpipe emissions, but its operation and driving range are dictated by factors such as the level of battery charge, driver inputs and road conditions.

The full hybrid powertrain is optimised so that owners can maximise the opportunities when Prius+ can run in zero emissions EV mode. Toyota's analysis of data obtained from urban and extra-urban journeys shows that the full hybrid powertrain enables a high proportion of zero-emissions driving, averaging up to 61 per cent of journey time and 50 per cent of the total distance travelled.

Because using only light or medium throttle pressure keeps the petrol engine switched off, EV driving contributes to a significant reduction in Prius+ overall fuel consumption.

In Eco mode, throttle response to aggressive use of the accelerator pedal is reduced and the performance of the air conditioning system is adjusted to improve fuel economy. Depending on driving conditions, Eco mode can help drivers cut overall fuel consumption by around 10 per cent.

Conversely, Power mode increases response to throttle inputs by 25 per cent to boost power and improve acceleration.

The three on-demand drive modes are supported by an Eco Drive Monitor. Presented on the Toyota Touch display, this shows the flow of energy through the hybrid system at any time, helping the driver adapt their driving style to achieve the best efficiency and fuel economy.

DRIVING DYNAMICS

- Transmission revised for better driving experience
- Modified electric power steering
- New pitch and bounce control
- Comprehensive NVH measures

Prius+ adopted strategic revisions to its continuously variable transmission that secure quieter and more linear acceleration, more closely linking the driver's use of the throttle to the increase in speed and the rise in the engine note.

Toyota's engineers maintained acceleration performance while reducing engine revs by around 1,000rpm, by using more electric power to support the performance of the 1.8-litre VVT-i Atkinson cycle petrol engine. The result is a more relaxed, smoother and quieter drive, reinforcing the inherently quiet, responsive and intuitive drive quality of Toyota's full hybrid technology.

Prius+ bodyshell has both high torsional rigidity, for a comfortable ride, and light weight, essential for maximising the potential of the full hybrid powertrain.

Using high tensile steel for elements such as the B-pillar and rocker reinforcement, hot press materials in the roof reinforcement and door impact beams, and aluminium for the bonnet and front bumper reinforcement, brings significant weight savings.

Special attention has been paid to torsional rigidity, with careful positioning of reinforcements and bracing throughout the bodyshell.

The front suspension spring supports are coupled with a straight shaped cowl front, which improves the body's frontal rigidity. Lateral rigidity is improved by using a cross section that joins the left and right inner wheel housings, while at the rear a circular reinforcement has been incorporated in the cross section member around the tailgate aperture.

Reinforcing the front suspension by using a brace to couple the front spring support, cowl and A-pillar, helps improve driving stability.

Taken together, these measures have increased bodysell rigidity by 15 per cent compared to the standard Prius, performance that allows softer spring settings to be used to give better ride quality without compromising handling stability.

Revised suspension

Prius+ uses MacPherson strut front and torsion beam rear suspension, tuned for agility and a more comfortable ride.

At the front, a high 6.5-degree caster angle is used and the layout of the anti-roll bar is optimised, for better stability and steering feel. The shock absorbers have a specially designed piston valve with expanding oil paths, which allows for reduced damping force at high piston speeds, reducing impact shock.

The upper support structure separates coil spring and shock absorber inputs into two paths, allowing the spring input to be transmitted to the body without going through the upper support. This allows the rubber section to be designed specifically to manage shock absorber inputs, making it more efficient and contributing to a better balance of handling and ride comfort.

A reduction in the radial dynamic spring rate has reduced road noise, and a 25 per cent increase in the vertical damping coefficient helps deliver a suppler ride.

At the rear the suspension benefits from the same shock absorber design as the front system. The mounting points for the shock absorbers and coil springs have been separated to give a wider loadspace, and the shock's upper mounting has been lower, again to help maximise luggage capacity. Angled carrier bushings allow for neutral handling, with a tendency for understeer that helps improve steering precision.

Improved electric power steering

Prius+ features speed-sensitive electric power tailored to complement the vehicle's specific handling characteristics.

It incorporates a high rigidity intermediate shaft design, and the steering rack is attached directly to the front suspension member for the best possible rigidity and steering response.

The logic control and revised 18.1:1 steering gear ratio are specific to Prius+ to support the smooth and natural feel of the EPS system.

Pitch and bounce control

Prius+ marked the world-first use of a new pitch and bounce control system in a hybrid vehicle. By automatically adjusting electric motor torque in direct response to road surface conditions, the system can reduce the pitching motion of the body, improving ride and handling.

The system uses wheel speed sensor information to establish when the vehicle's nose is lifting or dipping. When the nose lifts, the Hybrid Synergy Drive system's ECU momentarily reduces motor torque to compensate; when it dips, torque is added to compensate in a similar fashion.

Although the adjustment of motor torque is measured in extremely small quantities, it has a noticeable effect on ride and handling: the ride is more comfortable, through the perception of a flatter ride, created by reduced body movement. Also steering feel around the centre line is improved through the tyres gaining better roadholding.

Improved NVH performance

Road and engine noise are rigorously suppressed through the use of high performance sound proofing materials throughout the engine compartment and cabin..

The dashboard's inner silencer was redesigned for improved acoustic separation from the engine bay, and layers of insulating material up to 23mm thick were applied to the back of the instrument panel and the undercovers. Full thickness glazing and an acoustic windscreen further reduce the level of wind noise experienced at cruising speeds.

Reducing the spring rate of the upper front suspension mount rubber bushings and fitting new-design tyres have reduced road noise and made the cabin even quieter.

EQUIPMENT AND UK MARKET

- Toyota Touch 2 as standard, with touchscreen, Bluetooth, DAB and reversing camera
- Toyota Touch 2 with Go, including navigation, standard on Excel grade
- Auto-dimming rear-view mirror, LED headlights, new rear lamp clusters and tyre pressure warning system featured across the range
- Toyota Safety Sense as standard

The Prius+ entry level Icon grade features the Toyota Touch 2 multimedia system with touchscreen, Bluetooth, CD, DAB digital radio and reversing camera, plus a tyre pressure

warning system. A colour TFT screen is housed in the upper instrument panel. LED headlights and rear lights are fitted, together with front fog lights.

On Excel grade, the Toyota Touch 2 with Go system adds navigation and connectivity functions, including access to live traffic information and, via Toyota’s online portal, an expanded range of connected services, text-to-speech function and 3D city modelling with landmark graphics.

Parking is easier than ever with the provision of Intelligent Parking Assist (Excel grade). This will scan a viable parking space and provide automatic steering to guide the Prius+ into place (with the driver maintaining control of the brakes and throttle). The system can also help you exit from a tight parking space.

All Prius+ models are fitted with Toyota Safety Sense, with functions including Pre-Collision System, Adaptive Cruise Control, Lane Departure Alert, Road Sign Assist and Automatic High Beam.

Key equipment features

ICON	EXCEL adds
16in alloy wheels	17in alloy wheels
Dusk-sensing LED headlights	Pre-Crash Safety system
Rain-sensing wipers	Intelligent Park Assist
Toyota Safety Sense with Pre-Collision System, Adaptive Cruise Control, Lane Departure Alert, Road Sign Assist, Automatic High Beam	Toyota Touch 2 with Go
Toyota Touch 2 with DAB, CD, Bluetooth and 6 speakers	Heated front seats
Reversing camera	Rear privacy glass
Colour TFT screen	Sunshades
Smart entry and push-button Start	Intelligent Park Assist
Front fog lamps	Toyota Touch 2 with Go
Auto-dimming rear-view mirror	
Automatic air conditioning	
Cruise Control	
Tyre pressure warning system	

Air conditioning

The air conditioning system in Prius+ is compact, lightweight and efficient to minimise energy consumption and support fuel efficiency.

Thanks to its electric inverter, the system can operate independently of the engine. And when the driver selects Eco mode, a control system adjusts performance so there is less impact on the vehicle's fuel consumption.

The system features single-dial control for easy adjustment of temperature, mode and fan speed.

Ownership costs

Thanks to the exceptional efficiency of its Hybrid Synergy Drive powertrain, its light weight and wind-cheating aerodynamics, Prius+ in Icon trim produces 132g/km of CO₂; output from the Excel (on larger, 17-inch wheels) is only marginally higher at 135g/km.

Fuel economy adds to Prius+ attractive total ownership cost: official figures are from 46.8 to 47.08mpg for the Icon model and 46.8 to 48.7 for the Excel.

TIMELINE AND UK SALES

YEAR	MONTH	EVENT
1997	December	First generation Prius launched in Japan.
2000	October	Prius launched in the UK.
2004	January	Second generation Prius launched in the UK.
2009	January	The third generation Prius makes its debut at the Detroit motor show.
	August	Third-generation Prius UK sales launched.
	September	Prius Plug-in Hybrid concept car unveiled at Frankfurt motor show.
	December	Toyota announces a global trial leasing programme for Prius Plug-in.

2010	June	Toyota and EDF launch a trial of Prius Plug-in London to gather performance and user intelligence prior a production model being launched.
2011	March	Toyota reveals Prius Plug-in at the Geneva motor show and signals it will quickly advance into production.
	September	Production version of Prius+ appears at the Frankfurt motor show.
2012	July	Prius Plug-in UK sales begin .
2013	June	Global Prius sales pass three million units.
2014	July	A Prius Plug-in sets the first fuel economy record lap at the Nürburgring.
2015	January	Prius+ gains Excel Plus grade , revised styling and new equipment features
2016	May	Prius+ transmission revised to improve driving experience. 2016-specification Toyota Touch 2 system is adopted.
2018	January	Excel Plus grade is discontinued; Toyota Safety Sense is introduced as standard among a number of specification changes.

Sales in UK markets in 2019: 3,771

Cumulative UK sales since launch (2012): 10,756

TOYOTA PRIUS+ TECHNICAL SPECIFICATIONS

ENGINE			
Numbers of cylinders and arrangement		4 cylinders, in-line	
Valve mechanism		16-valve double overhead cam (DOHC) with VVT-i	
Bore x stroke (mm)		80.5 x 88.3	
Displacement (cc)		1,798	
Compression ratio		13.0:1	
Fuel system		Electronic fuel injection	
Max. output (bhp/kW @ rpm)		98/73 @ 5,200	
Max. torque (Nm @ rpm)		142 @ 4,000	
MOTOR/GENERATOR			
Motor type		Permanent magnet, synchronous motor	
Max. voltage (DC V)		650	
Max. output (bhp/kW)		81/60	
Max. torque (Nm)		207	
HIGH-VOLTAGE BATTERY			
Battery type		Lithium-ion	
Nominal voltage (DC V)		201.6	
Number of battery Cells		56	
Battery capacity (Ah/kWh)		5.0/1.0	
Max. output (bhp/kW)		36/27	
HYBRID SYNERGY DRIVE			
System max. output (bhp/kW)		134/100	
TRANSMISSION			
Transmission type		Electric continuously variable transmission (E-CVT)	
Gear ratio	Forward	2.683	
	Reverse	2.683	
Differential gear ratio		3.703	
PERFORMANCE			
Max. speed (mph)		103	
0-62mph (sec)		11.3	
FUEL CONSUMPTION (WLTP)		Icon	Excel
Combined cycle (mpg)		46.80 – 47.08	46.8-48.70
Fuel tank capacity (l)		45	
EMISSIONS (WLTP) & INSURANCE		Icon	Excel
Emissions level		Euro 6	
CO ₂ emissions – combined cycle (g/km)		132	135
Insurance groups		11E	12E
SUSPENSION			
Front		MacPherson strut	
Rear		Torsion beam	
BRAKES			
Type	Front	Ventilated discs with ABS and integrated regenerative braking system	
	Rear	Solid discs with ABS	
Disc size (diameter x thickness mm)	Front	296 x 28	
	Rear	291 x 12	
Parking brake type		Pedal	

STEERING			
		Icon (16in wheel)	Excel (17in wheel)
Type		Electric power-assisted rack & pinion	
Steering ratio		16.5:1	16.8:1
Turns (lock to lock)		3.31	3.12
Min. turning radius (m)	Tyre	5.5	5.8
	Body	5.9	6.2
EXTERIOR DIMENSIONS			
Overall length (mm)		4,645	
Overall width (mm)		1,775	
Overall height (mm)		1,575	
Wheel base (mm)		2,780	
Tread (mm)	Front	1,540 / 1,530*	
	Rear	1,545 / 1,535*	
Overhang (mm)	Front	930	
	Rear	905	
Ground clearance (mm)		145	
Drag coefficient (Cd)		0.28	
INTERIOR DIMENSIONS			
Length (mm)		2,690	
Width (mm)		1,520	
Height (mm)		1,220	
Couple distance (mm)		1,635	
LUGGAGE COMPARTMENT			
Luggage capacity, up to roof, 7 seats up (l)		232	
Luggage capacity, up to roof, 5 seats up (l)		784	
Luggage capacity, up to roof, 2 seats up (l)		1,750	
Luggage floor to ground (mm)		700	
Height (mm)		730 / 775**	
Length (mm)		375 / 985**	
Max. width (mm)		1,580	
WEIGHTS			
Kerb weight (kg)		1,495 – 1,565	
Gross vehicle weight (kg)		2,115	

¹ Fuel and emissions figures are NEDC correlated WLTP data.

* 17inch wheels

** with 3rd row folded

TOYOTA PRIUS+ EQUIPMENT LIST

SAFETY	ICON	EXCEL
Toyota Safety Sense: Pre-Collision System, Lane Departure Alert, Road Sign Assist, Automatic High Beam, Adaptive Cruise Control	✓	✓
Blind Spot Monitor	✓	✓
Driver and passenger front airbags	✓	✓
Front side airbags	✓	✓
Driver's knee airbag	✓	✓
Front and rear curtain airbags	✓	✓
ABS with EBD and Brake Assist	✓	✓
Traction Control (TRC)	✓	✓
Vehicle Stability Control (VSC)	✓	✓
Front ELR seatbelts with pretensioners and force limiters	✓	✓
Five three-point ELR rear seatbelts	✓	✓
Driver and front passenger seatbelt warning light and buzzer	✓	✓
Rear seatbelt indicator light	✓	✓
Active front headrests	✓	✓
Anti-theft system (immobiliser and alarm)	✓	✓
Passenger airbag cut-off switch	✓	✓
ISOFIX child seat restraint system	✓	✓
Child-proof rear door locks	✓	✓
Emergency braking signal	✓	✓
Hill Assist Control	✓	✓
Tyre Pressure Warning System	✓	✓
INSTRUMENTS AND CONTROLS	ICON	EXCEL
Touch Tracer switches	✓	✓
EV, Eco and Power selectable drive modes	✓	✓
Multi-function trip computer and Eco Drive Monitor	✓	✓
Push button start	✓	✓
Foot operated parking brake	✓	✓
Intelligent Park Assist	x	✓
COMFORT & CONVENIENCE	ICON	EXCEL
Front and rear electric windows	✓	✓
'One-touch down' window function	✓	✓
Electric power steering	✓	✓
Intelligent Parking Assist	x	✓
Tilt and telescopic-adjustable steering wheel	✓	✓
Manual headlight levelling	✓	✓
Remote fuel filler release	✓	✓
Smart Entry & Start (driver only)	✓	✓
Push-button start	✓	✓
Rain sensing front wipers	✓	✓
12V power sockets (front and rear)	✓	✓
Rear sunshades	x	✓

AUDIO, NAVIGATION AND COMMUNICATIONS	ICON	EXCEL
Six-speaker audio with DAB tuner and USB port	✓	✓
Toyota Touch 2: touchscreen control for audio and information with Bluetooth, USB port and rear-view camera	✓	✓
Toyota Touch 2 with Go: touchscreen control for audio and information with satellite navigation, advanced Bluetooth, access to Google Local Search, voice recognition, 3D maps, contacts function, 3 years' free map updates and rear-view camera	Opt	✓
VENTILATION	ICON	EXCEL
Automatic air conditioning	✓	✓
SECURITY	ICON	EXCEL
Immobiliser with alarm system	✓	✓
Remote central door locking	✓	✓
SEATING & UPHOLSTERY	ICON	EXCEL
Cloth upholstery	✓	x
Canyal black seat trim with leather bolsters	x	✓
Leather steering wheel trim	✓	✓
Three slide/recline/fold second row seats	✓	✓
Two slide/fold third row seats	✓	✓
Height adjustable driver's seat	✓	✓
Heated front seats	x	✓
Electric driver's seat lumbar adjustment	✓	✓
Front seat seatback pockets	✓	✓
Adjustable front headrests	✓	✓
Adjustable rear integrated headrests	✓	✓
EXTERIOR & BODY	ICON	EXCEL
16 in alloy wheels with full wheelcaps	✓	x
17in alloy wheels	x	✓
Space saver spare wheel	✓	✓
Electrically adjustable heated and auto-folding door mirrors with integrated turn indicators	✓	✓
Colour keyed door mirrors	✓	✓
Colour keyed door handles	✓	✓
Colour keyed bumpers	✓	✓
Integrated tailgate spoiler	✓	✓
Rear privacy glass	x	✓
Front fog lamps	✓	✓
LED headlights		
LED daytime running lights	✓	✓
Metallic or pearlescent paint	Opt	Opt
OPTION PACKS	ICON	EXCEL
Protection Pack: front and rear mudflaps, aluminium scuff plates and rear bumper protection plate	Opt	Opt
Parking Pack: rear parking sensors	Opt	Opt

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