

THE NEW TOYOTA HILUX

INTRODUCTION

The new 2020 Hilux brings a striking new frontal design, a more powerful 2.8-litre engine option, new equipment features, added comfort and improvements in performance both on and off-road. The mid-life changes will strengthen the world-famous pick-ups appeal with a growing number of customers who need a vehicle that's right for both their business and leisure needs.

At the top of the new-look range, the Invincible X grade comes with additional strong styling elements, a high-quality interior and premium equipment features, combined with all the toughness and go-anywhere capability that have made Hilux one of the world's best-known and most popular pick-ups.

Since the original model was launched in 1968, Hilux has time and again proved its unstoppable character, conquering the North Pole, Antarctica and Icelandic volcanoes and, in competition form, winning the gruelling Dakar rally in 2019.

POWERTRAIN

- New 201bhp 2.8-litre turbodiesel engine, available for Invincible and Invincible X models
- Six-speed manual or upgraded six-speed automatic transmission
- Hilux Active, Icon and Invincible models also available with established 2.4-litre engine

New 2.8-litre engine

When it comes to a pick-up that's right for the job, looking the part simply isn't enough: you need muscle to match the looks. The new Toyota Hilux has strengthened its appeal with a new, more powerful 2.8-litre engine that maintains its reputation as one of the most competitive and capable models in its segment.

The new engine powers the top-of-the-range Invincible X and (in addition to the current 2.4 unit) Invincible Double Cab models and is available with a choice of automatic or manual transmission.

The DOHC 16-valve 2,755cc turbodiesel unit generates 201bhp/150kW at 3,400rpm. Maximum torque is 500Nm with a six-speed automatic transmission, available between 1,600 and 2,800rpm. With manual transmission, the figure is 420Nm, delivered between 1,400 and 3,400rpm.

There's a significant improvement in performance compared to Hilux's established 2.4-litre unit, with 0-62mph acceleration reduced by 2.1 seconds to 10.7 seconds (automatic version). Despite the engine's larger capacity and higher output, there is only a modest difference in fuel and emissions efficiency: official WLTP combined cycle data shows 28.5 – 30.0mpg and 246 – 259g/km with automatic transmission; 31.3 – 33.2mpg and 224 – 236g/km with manual transmission.

Across the entire range, new Hilux maintains its one-tonne minimum payload capacity and the ability to tow (braked) loads of up to 3.5 tonnes.

The key to this strong balance of performance and efficiency is design and engineering details throughout the engine's construction. These include an optimised combustion chamber shape, pistons and piston rings, a DLC (diamond-like carbon) coating on the piston rings and slowing of the combustion gas flow to reduce friction and cooling losses.

There is also a two-stage oil pump that can change the oil pressure as required, reducing the pump driving force when the engine is cold or operating under light loads and the friction caused by early piston warm-up.

The exhaust gas recirculation section of the intake manifold is designed to suppress variation in the gas and intake efficiency has been improved by dispensing with the swirl control valve. Further measures have adjusted catalyst capacity and performance to ensure compliance with Euro 6d emissions regulations.

The engine is quieter, too, with less vibration thanks to detailed adjustment to the shape of the intake manifold and the catalytic converter's insulator.

2.4-litre diesel engine

New Hilux continues to offer the successful 2.4-litre turbodiesel unit, fitted with a fuel and emissions-reducing stop-start system (not available on the entry level Active Single Cab).

The 16-valve DOHC four-cylinder 2,393cc unit is equipped with a variable nozzle turbocharger and an intercooler. It generates 148bhp (110kW) at 3,400rpm and 400Nm maximum torque between 1,600 and 2,000rpm.

The engine benefits from a range of measures to save weight, improve combustion efficiency and reduce friction, including a resin head cover, a polyamide cylinder head cover and a thinner cylinder head structure.

The efficiency of the intake and exhaust ports and the fuel injection system has been tuned to maximise torque. Two intake ports are used in unison, according to engine speed: a tangential port that produces a high swirl flow, agitating the air/fuel mixture to achieve better combustion efficiency, and a helical port that allows for a high flow volume.

The engine has an electronically controlled, common rail fuel injection system that achieves higher pressure and more advanced injection pressure control and new-shape pistons to suit the combustion chamber design. Precise pilot injection, matching the state of the ambient air, takes place ahead of the main injection to reduce ignition delay, combining stable combustion (even in harsh environments) with quiet operation and high thermal efficiency.

The engine has a water-cooled exhaust gas recirculation system with an EGR cooler bypass function and the catalyst is positioned adjacent to the engine, giving cleaner performance and allowing for a reduction in its size of almost one third. Mechanical friction in the engine is minimised by a high-efficiency vacuum pump, a roller rocker-type valvetrain and a low-friction timing chain.

Transmissions

Both the new 2.8-litre engine and the 2.4-litre power plant are available with either six-speed manual or automatic transmissions.

Hilux's six-speed Super Intelligent Electronically Controlled – Super ECT – automatic transmission has been upgraded with an expanded lock-up range in fourth, fifth and sixth gear. The earlier lock-up improves the vehicle's response to throttle inputs, producing a more direct feeling of acceleration.

The automatic transmission benefits from several control systems to improve fuel economy and driving performance. High-speed Gear Effective Utilisation Control determines the availability of high-speed gears in real time, according to driving conditions. For instance, taking into account the vehicle loading and throttle setting, the system will determine whether sixth gear is available, or if the vehicle should remain in fifth to gain the best balance of power and fuel efficiency.

Deceleration Downshift Control optimises downshifts when decelerating to gain better fuel efficiency. The fuel supply is automatically cut off during periods of engine braking, unless engine speed drops to the low rpm threshold, at which point fuel injection resumes to avoid the engine stalling. Accordingly, the transmission maximises engine braking by selecting a

lower gear to prevent engine speed dropping below the low rpm threshold, thus extending fuel cut-off time to gain a drastic improvement in fuel economy.

Artificial Intelligence (AI-SHIFT) Control incorporates Accelerator Immediate Close and Immediate Open Control. The former makes it easier to maintain the current gear when the accelerator is suddenly released, improving engine braking force and responsiveness when acceleration resumes. The latter performs immediate downshifts when the accelerator is pressed suddenly, improving throttle response.

The ratios in Hilux's six-speed manual transmission have been precisely determined to achieve low-speed torque delivery and high-speed fuel economy.

The shift system's supporting components use multiple bearings and bushings to produce a smooth shift change and satisfying user feedback. The gear combination has been tuned using a micrometer to achieve the smoothest possible torque transmission, with a clutch start switch in place to prevent sudden acceleration if the transmission is engaged at engine start-up.

To achieve the durability and reliability required for an off-road vehicle, the gears' shape and number of teeth are optimised for strength, and each gear has a high load tolerance.

Drive mode switch

Hilux has a Drive Mode switch which lets the driver choose between Eco and Power settings. Eco mode reduces power consumption related to acceleration and heating and cooling to improve fuel economy; Power mode initiates a sharper response to throttle inputs for a more engaging driving experience.

DRIVING DYNAMICS

- Hilux retains ladder-frame chassis to achieve exceptional durability and the torsional rigidity needed to master extreme off-road conditions
- Revised suspension and power steering improve on-road comfort and driveability
- Off-road performance enhanced with new automatic limited-slip differential, reduced engine idling speed, updated Vehicle Stability Control, improved accelerator response and new tyre angle monitor

There is no doubting Hilux's ability to tackle the most extreme off-road conditions, but this go-anywhere capability has to be matched by on-road composure and comfort for everyday driving. The new Hilux reaps the benefits of suspension and steering revisions and the availability of a new, automatic limited-slip differential that improve its on-road ride and handling and its off-road controllability.

Its fundamental strength remains its body-on-frame construction, a design now rare in its segment. The ladder frame chassis is both highly durable and gives Hilux the torsional rigidity to deal with the most severe twisting forces when driving over rough terrain.

On-road performance

On-road comfort and drivability have been improved through changes to the suspension and power steering systems and retuning of the shock absorbers.

The rear suspension system comprises tough and durable leaf springs with twin shock absorbers, with performance revised to achieve SUV-like comfort and stability in on-road driving and a high level of off-road articulation capability.

The improved leaf spring design features a leaf helper contact point, with the main leaf extended by around six per cent, reduction of the vertical spring constant and optimised bushing. The rear shackle bush has a new self-lubricating rubber which reduces friction and makes the suspension stroke easier. The result is a smoother ride, with less impact when driving over steps and holes in the road surface.

The variable flow control power steering gives good steering feel and helps fuel economy, with lighter steering for easier manoeuvrability at low speeds and more weight at higher speeds for better control and driver confidence. When Hilux is being driven straight ahead, with no turning angle, the system enters a standby mode, which reduces steering pump torque and helps save fuel.

Off-road performance

Hilux's peerless off-road credentials have been enhanced with the addition of a new automatic electronic control which replicates the effect of a mechanical limited-slip differential to give better traction and acceleration on low-grip surfaces.

The driver can activate the system with a brief press of the VSC-off switch when the vehicle is being driven in H2 two/rear-wheel drive mode. When a loss of grip is detected, it will brake the slipping wheel and direct drive torque to the opposite wheel that has traction. This new feature is in addition to the Active Traction Control, which operates when the vehicle is in L4

all-wheel drive. Hilux also provides Hill Start Assist Control to help negotiate uphill slopes and, on Icon grade models and above, Downhill Assist Control.

Further measures introduced for new Hilux include a lowering of the engine's idling speed from 850 to 680rpm; accelerator response retuned for greater driver control; an update to the VSC performance; a dedicated Variable Flow Control map for appropriate steering effort; and a new tyre angle monitor.

Hilux's design supports its impressive off-road capabilities, with the Double Cab having a class-leading 310mm running ground clearance, approach and departure angles of 29 and 26 degrees respectively and the ability to wade through water to a depth of 700mm.

Pitch and bounce control

Toyota's Pitch and Bounce Control automatically adjusts engine torque in response to road surface conditions, reducing body pitching to give more comfortable ride and handling.

The system uses information from wheel speed sensors to determine when the vehicle's nose is lifting or dropping because of undulations in the road. When the nose lifts, the heads of people travelling in the vehicle are tilted backwards. Engine torque is momentarily reduced to compensate, reducing the degree of head movement. When the nose dips, heads are tilted forwards, so the system adds torque to compensate in a similar manner.

Although the torque adjustment is measured in extremely small quantities, it has a noticeable effect on ride and handling. Ride comfort is improved through the perception of a flatter ride caused by the reduction in body movement. Steering feel is improved around the centre line thanks to the tyres gaining better ground-holding.

DESIGN AND EQUIPMENT FEATURES

- Striking new design creates a stronger road presence
- Improved instrumentation with new eight-inch multimedia screen
- Latest edition of Toyota Touch multimedia system with faster software and screen response
- Smartphone integration with Apple CarPlay and Android Auto
- Toyota Safety Sense standard on all Hilux models

The front end of the new Hilux has been completely redesigned with a bold and powerfully three-dimensional trapezoidal grille and front bumper treatment, significantly increasing Hilux's road presence and stature and reinforcing its tough, robust, go-anywhere credentials.

The look is particularly emphatic on the Invincible X with additional wheel arch mouldings and fog light surrounds that co-ordinate with the carbon grey grille surround and satin silver front under-run. Both Invincible and Invincible X models now have LED head lights and tail lights and their own, specific new 18-inch alloy wheel designs.

The choice of paint colours has been increased with the addition of new Titan Bronze (exclusively for the Invincible X) and the extension of Scorched Orange availability – previously reserved for a special edition model.

Customers can choose the Hilux body style that best suits their needs: Single Cab for a focus on work; Extra Cab, when occasional extra seating is needed; and Double Cab, with five-seat, four-door convenience, generous deck space and formidable all-wheel drive performance plus, on higher grades, SUV-like cabin comfort and accommodation.

New multimedia package and smartphone integration

All versions of new Hilux apart from the entry-level Active grade come with the latest Toyota Touch 2 multimedia system, with faster software and faster response to touchscreen commands. On the Invincible X, the functionality includes satellite navigation.

Smartphone integration is another new feature, via either Apple CarPlay or Android Auto, provided as standard from Icon grade upwards.

The richness of the Hilux Invincible X's onboard infotainment extends to a powerful nine-speaker JBL Premium Sound audio system, with an eight-channel amp, 244mm subwoofer and Harman Clari-Fi technology that optimises the quality of compressed digital audio files.

Hilux equipment grades

The new model retains the established grade line-up of Active, Icon, Invincible and Invincible X.

Active grade models are designed and specified primarily with work duties in mind, with 17-inch steel wheels, rear diff lock and easy-care PVC upholstery (Single and Extra Cab versions). The standard spec' also provides air conditioning, automatic headlights, radio and CD player, Bluetooth and USB port.

New equipment for Active grade includes Toyota Safety Sense as standard (Pre-Collision System, Adaptive Cruise Control, Lane Departure Alert and Road Sign Assist. Single, Extra and Double Cab versions are available.

Icon grade introduces new 17-inch alloys, LED front fog lights, side steps, privacy glass, fabric upholstery, a reversing camera and power folding door mirrors. New features include the latest Toyota multimedia system and smartphone integration (details above), DAB radio reception and an automatic limited-slip differential.

The new Hilux Invincible builds on its current specification with front and rear parking sensors, LED rear lights, new 18-inch alloy wheels, heated front seats and windscreen wiper de-icer. Other key items include LED headlights, smart entry and push-button start and automatic air conditioning.

At the top of the range, the Hilux Invincible X is newly kitted out with a powerful body styling package, including body mouldings, exclusive front bumper and tailgate handle. In the cabin there is new ambient door panel lighting and a nine-speaker JBL premium audio system, in addition to dual-tone leather upholstery, heated front seats, power driver's seat adjustment,

Icon, Invincible and Invincible X models are all in Double Cab format; Hilux's new 201bhp 2.8-litre engine is available for the Invincible and standard with the Invincible X.

Accessories

The Hilux equipment grades are just the start of the story: customers can choose from dozens of accessories and different deck covers to customise their vehicle to their personal taste and requirements.

Examples of the items on offer include skid plates, scuff plates, a full front guard, wing protectors, tubular or flat side steps, a resin sport bar or stainless steel high-over bar and towing equipment. The load deck accessories include a bed liner, a selection of hard tops and aluminium roll covers.

TOYOTA HILUX TIMELINE AND UK SALES

YEAR	MONTH	EVENT
1972		Hilux is introduced to the UK market.
2004	February	ABS and driver's airbag made standard on all Hilux models.
	July	The Invincible model is added to the range.
2005	October	All-new seventh generation Hilux launched in the UK.
2006	November	The Extra Cab model is introduced, together with the 2.5 D-4D 120 engine.
2007	January	The 3.0 D-4D 170 is added to the range; all engines now meet Euro IV emissions standards.
	May	Hilux becomes the first car to be driven to the Magnetic North Pole, driven by Jeremy Clarkson and James May for the BBC Top Gear television programme.
2008	July	Toyota launches Hilux Invincible 200 , a limited edition model. A Toyota Motorsport diesel engine performance kit increases output to 195bhp, making the Invincible 200 Britain's most powerful production pick-up
2008	November	Introduction of first 2009 model year Hilux .
2009	January	3 Toyota Hilux driven to South Pole as ski race support vehicles
	November	2010 model year Hilux announced with increased power and torque from revised 2.5 D-4D engine.
2011	October	2012 Hilux launched with Euro 5-compliant engines. New front-end styling and revised interior, plus introduction of Toyota Touch and Go with Bluetooth and rear-view camera.
2013	December	Introduction of 2014 Hilux with Toyota Touch 2 and new grade names – Active, Icon and Invincible.
2015	February	The Invincible X is introduced, adding extra styling/personalisation elements to the Invincible specification.
2016	March	An all-new eighth generation Hilux is unveiled at the Geneva motor show. Powered by a new Global Diesel 2.4-litre engine, it taller and wider and offers tougher off-road performance.
	April	Hilux UK specifications and prices are released.
	July	First deliveries of Hilux to UK customers.
	December	Hilux wins best pick-up title in the Commercial Fleet Awards.

2018	April	The new Hilux Invincible X and Limited Edition are presented at the Commercial Vehicle Show. The Arctic Trucks AT35 prepares for its UK sales debut.
	October	Toyota and Arctic Trucks create a new Invincible 50 Limited Edition Hilux to mark the model's 50 th anniversary.
2019	January	A highly modified Hilux wins the Dakar Rally , entered in the event by Toyota Gazoo Racing South Africa.
	October	Improved Toyota Safety Sense available on all versions; new smoked chrome exterior details for Invincible X; and new stop-start engine function on higher grade models.
2020	November	A new Hilux is introduced with revised frontal styling, a more powerful 2.8-litre engine, improved on and off-road handling and new equipment features.

Sales in UK markets in 2020: 5,928

Cumulative UK sales since launch (1972): 167,997

TOYOTA HILUX TECHNICAL SPECIFICATIONS

ENGINE		2.4-litre diesel		2.8-litre diesel	
Engine code		2GD-FTV		1GD-FTV	
Type		4-cylinder in-line		4-cylinder in-line	
Valve mechanism		16-valve DOHC		16-valve DOHC	
Displacement (cc)		2,393		2,755	
Bore x stroke (mm)		92.0 x 90.0		92.0 x 103.6	
Compression ratio		15.6:1		15.6:1	
Max. power (bhp/DIN hp/kW @ rpm)		148/150/110 @ 3,400		201/204/150 @ 3,000 – 3,400	
Max. torque (Nm @ rpm)		400 @ 1,600 – 2,000		500 @ 1,600 – 2,800 (6AT) 420 @ 1,400 – 3,400 (6MT)	
TRANSMISSION		6MT	6AT	6MT	6AT
Gear ratios	1 st	4.784	3.600	4.784	3.600
	2 nd	2.423	2.090	2.423	2.090
	3 rd	1.443	1.488	1.443	1.488
	4 th	1.000	1.000	1.000	1.000
	5 th	0.777	0.687	0.826	0.687
	6 th	0.643	0.580	0.643	0.580
	Reverse	4.066	3.732	4.066	3.732
Differential gear ratio (final drive)		3.583	4.100	3.583	3.909
BRAKES					
Front		Ventilated discs with fixed calliper, 4-piston			
Rear		Leading-trailing drums			
Additional features		ABS, BA, EBD, VSC, TSC, A-TRC, DAC, HAC			
SUSPENSION					
Front		Double wishbone			
Rear		Leaf springs, rigid axle			
STEERING					
Type		Rack and pinion			
Power steering		Hydraulic			
Min. turning radius (m)	Tyre	6.4			
	Body	6.7			
PERFORMANCE		2.4 diesel		2.8 diesel	
		6MT	6AT	6MT	6AT
Max. speed (mph)		106	106	109	109
0-62mph (sec)		13.23	12.75	10.13	10.7

FUEL CONSUMPTION, EMISSIONS & INSURANCE		2.4 diesel		2.8 diesel	
		6MT	6AT	6MT	6AT
Fuel consumption – combined, WLTP data (mpg)	Active Single Cab	27.1 - 28.2	-	-	-
	Active Extra Cab	27.9 - 29.7	-	-	-
	Active Double Cab	27.9 - 29.1	-	-	-
	Icon Double Cab	27.9 - 30.0	28.8 - 30.7	-	-
	Invincible Double Cab	27.9 - 30.0	28.8 - 30.7	31.3 - 33.2	28.5 - 30.0
	Invincible X Double Cab	-	-	31.3 – 32.8	28.5 – 29.7
CO ₂ emissions – combined, WLTP data (g/km)	Active Single Cab	263 - 274	-	-	-
	Active Extra Cab	250 - 265	-	-	-
	Active Double Cab	255 - 265	-	-	-
	Icon Double Cab	246 - 265	241 - 257	-	-
	Invincible Double Cab	247 - 265	242 - 257	224 – 236	246 - 259
	Invincible X Double Cab	-	-	225 - 236	248 - 259
Fuel tank capacity (l)		80			
Insurance groups		41 - 45			
WEIGHTS		2.4 diesel		2.8 diesel	
		6MT	6AT	6MT	6AT
Kerb weight (kg)	Single Cab	1,875-2,130	-	-	-
	Extra Cab	2,075-2,280	-	-	-
	Double Cab	2,105-2,325	2,110-2,325	2,120-2,335	2,125-2,340
Gross Vehicle Weight (kg)	Single Cab	3,080	-	-	
	Extra Cab	3,150	-	-	
	Double Cab	3,210		3,210	

Payload (kg)	Single Cab	1,030	-	-	
	Extra Cab	1,000	-	-	
	Double Cab	1,030 Active 1,025 Icon, Invincible		1,015	1,010
TOWING CAPACITY					
Braked (kg)		3,500	3,500	3,500	3,500
Unbraked		750	750	750	750
EXTERIOR DIMENSIONS		S/CAB	E/CAB	D/CAB	
Overall length (mm)		5,325	5,325	5,325	
Overall width (mm)		1,800	1,855	1,855 1,900 Invincible X	
Overall height (mm)		1,795	1,810	1,815	
Wheelbase (mm)		3,085	3,085	3,085	
Front track (mm)		1,500	1,540	1,540	
Rear track (mm)		1,510	1,550	1,550	
Front overhang (mm)		990	985	985	
Rear overhang (mm)		1,255	1,255	1,255	
Min. running ground clearance (mm)		277	289	310	
Angle of approach (deg)		29	29	29	
Angle of departure (deg)		25	26	26	
Wading depth (mm)		700			
Drag coefficient (Cd, dependant on vehicle specification)		0.394	0.394	0.394	
INTERIOR DIMENSIONS		S/CAB	E/CAB	D/CAB	
Interior length (mm)		1,697	1,404	1,697	
Interior width (mm)		1,480	1,481	1,480 (front) 1,410 (rear)	
Interior height (mm)		1,170	1,168	1,170	
Couple distance (mm)		n/a	n/a	841	
Headroom (mm)		997	997 (front) 969 (rear)	997 (front) 969 (rear)	
DECK DIMENSIONS		S/CAB	E/CAB	D/CAB	
Length (mm)		2,315	1,808	1,525	
Max. width (mm)		1,575	1,540	1,540	
Height (mm)		480	480	480	
WHEELS & TYRES					
Wheels		17in steel, 17 or 18in alloy			
Tyres		265/65R17 – Active & Icon 265/60R18 – Invincible & Invincible X			

TOYOTA HILUX EQUIPMENT SPECIFICATIONS

SAFETY	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE	INVINCIBLE X
Toyota Safety Sense: Pre-Collision System with pedestrian and cyclist detection, Adaptive Cruise Control, Lane Departure Warning, Road Sign Assist	✓	✓	✓	✓	✓
Driver and front passenger airbags	✓	✓	✓	✓	✓
Front side airbags	✓	✓	✓	✓	✓
Curtain airbags	✓	✓	✓	✓	✓
Driver's knee airbag	✓	✓	✓	✓	✓
Isofix child seat anchors	N/A	✓ D/Cab only	✓	✓	✓
Headlamp levelling	✓ manual	✓ manual	✓ manual	✓ auto	✓ auto
ABS	✓	✓	✓	✓	✓
Emergency Brakeforce Distribution	✓	✓	✓	✓	✓
Brake Assist	✓	✓	✓	✓	✓
Vehicle Stability Control	✓	✓	✓	✓	✓
Trailer Sway Control	✓	✓	✓	✓	✓
Downhill Assist Control	✗	✗	✓	✓	✓
Active Traction Control	✓	✓	✓	✓	✓
Hill-start Assist Control	✓	✓	✓	✓	✓
Load sensing proportioning and bypass valve (LSP&BV)	✓	✓	✓	✓	✓
TRANSMISSION	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE	INVINCIBLE X
4WD Auto Disconnecting Differential (ADD)	✓	✓	✓	✓	✓
Locking rear differential	✓	✓	✓	✓	✓
Automatic limited-slip differential	✗	✗	✓	✓	✓
INSTRUMENTS & CONTROLS	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE	INVINCIBLE X
Headlamp warning buzzer	✓	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓	✓
Fuel heater	✓	✓	✓	✓	✓
Clock	✓	✓	✓	✓	✓
4.2-inch multi-information display	✓	✓	✓	✓	✓

COMFORT & CONVENIENCE	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE	INVINCIBLE X
Power steering	✓	✓	✓	✓	✓
Smart entry and start	✗	✗	✗	✓	✓
Automatic headlights	✓	✓	✓	✓	✓
Follow-me-home headlight function	✓	✓	✓	✓	✓
Variable-rate windscreen wiper	✓	✓	✓	✓	✓
Heated rear window	✓	✓	✓	✓	✓
Power windows	✓	✓	✓	✓	✓
Tilt and reach-adjustable steering column	✓	✓	✓	✓	✓
Electrically adjustable, heated door mirrors with integrated turn indicators	✓ w/out indicators	✓	✓	✓	✓
Auto-folding function on door mirrors	✗	✗	✓	✓	✓
Locking glove box	✓	✓	✓	✓	✓
Cooled upper glove box	✓	✓	✓	✓	✓
Centre console with storage and armrest lid	✓	✓	✓	✓	✓
12V accessory socket	✓ (x1)	✓ (x1)	✓(x2)	✓(x2)	✓(x2)
220V plug socket	✗	✗	✓	✓	✓
Windscreen wiper de-icer	✗	✗	✗	✓	✓
Front and rear parking sensors	✗	✗	✗	✓	✓
Ambient interior door panel lighting	✗	✗	✗	✗	✓
AUDIO, INFORMATION AND ENTERTAINMENT	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE	INVINCIBLE X
Audio system AM/FM, CD & Bluetooth – 2 speakers	✓	✗	✗	✗	✗
Audio system AM/FM, CD & Bluetooth – 4 speakers	✗	✓	✗	✗	✗
Toyota Touch 2 with 8in touchscreen, DAB, Bluetooth, 6 speakers and rear-view camera	✗	✗	✓	✓	✓
Toyota Touch 2 with Go, with satellite navigation	✗	✗	✗	✗	✓
JBL Premium Sound audio with 9 speakers	✗	✗	✗	✗	✓
Smartphone integration via Apple CarPlay and Android Auto	✗	✗	✓	✓	✓
USB port	✓	✓	✓	✓	✓
Aux-in socket	✓	✗	✗	✗	✗

VENTILATION	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE E	INVINCIBLE X
Air conditioning – manual	✓	✓	✓	✗	✗
Air conditioning – automatic	✗	✗	✗	✓	✓
SECURITY	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE E	INVINCIBLE X
Remote central locking	✓	✓	✓	✓	✓
Locking tailgate	✗	✓	✓	✓	✓
Engine immobiliser	✓	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE E	INVINCIBLE X
Number of seats	2	4	5	5	5
Tip-up rear seat	✗	✓ D/Cab only	✓	✓	✓
Heated front seats	✗	✗	✗	✓	✓
Height-adjustable driver's seat	✗	✗	✓	✓	✓
Power driver's seat adjustment	✗	✗	✗	✗	✓
60:40 tip-up rear bench	✗	✗	✓	✓	✓
PVC upholstery and flooring	✓ S/Cab & E/Cab	✗	✗	✗	✗
Durable fabric upholstery	✗	✓ D/Cab only	✗	✗	✗
Premium fabric upholstery	✗	✗	✓	✓	✗
Dual-tone leather upholstery	✗	✗	✗	✗	✓
Leather steering wheel with audio controls and leather gear shift trim	✗	✗	✓	✓	✓
Vinyl floor covering	✓ S/Cab & E/Cab	✗	✗	✗	✗
Carpet floor covering	✗	✓ D/Cab only	✓	✓	✓
EXTERIOR & BODY	ACTIVE (Single Cab)	ACTIVE	ICON	INVINCIBLE E	INVINCIBLE X
Exterior deck lashing hooks	✓	✗	✗	✗	✗
Interior deck lashing hooks	✗	✓	✓	✓	✓
Cab protector/ladder rack	✓	✓	✗	✗	✗
Scuff plates	✗	✗	✗	✓	✓
Front and rear mudguards	✓	✓	✓	✓	✓
LED headlights	✗	✗	✗	✓	✓
LED tail lights	✗	✗	✗	✓	✓
LED front fog lamps	✗	✗	✓	✓	✓
Daytime running lights	✓	✓	✓	✓ (LED)	✓ (LED)
Heated door mirrors	✓	✓	✓	✓	✓
Power-folding door mirrors	✗	✗	✓	✓	✓
Side steps (black)	✗	✗	✓	✓	✓
Rear privacy glass	✗	✗	✓	✓	✓
Headlamp cleaners	✗	✗	✓	✓	✓
17-inch steel wheels	✓	✓	✗	✗	✗

17-inch alloy wheels	x	x	✓	x	x
18-inch alloy wheels	x	x	x	✓	✓
All-terrain tyres	✓	✓	x	x	x
Highway terrain tyres	x	x	✓	✓	✓
Full-size spare wheel	✓	✓	✓	✓	✓
Metallic paint	Opt	Opt	Opt	Opt	Opt

ENDS

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