

TOYOTA AYGO

INTRODUCTION

Launched in 2005, the first generation Aygo was designed to attract young, urban-based customers, and to bring a greater sense of playfulness to the Toyota brand.

Toyota's first model in the compact city car segment was also the result of a joint venture with the French manufacturing group Groupe PSA. Cars were specifically developed for Europe and produced at a new TPCA (Toyota Peugeot Citroën Automobile) factory in Kolin, in the Czech Republic.

Aygo remained fresh throughout its lifecycle, with new colours introduced every year, regular special editions in local markets and major product updates in 2008 and 2012. Total sales of more than 760,000 units and customer conquest and brand loyalty ratings well above those of the average A-segment car attest to its sustained market appeal.

Since its launch in 2014, the second generation Aygo has been a success for Toyota in Europe. Its instantly recognisable frontal 'X' design feature and the broad range of customisation options have helped it stand out from the crowd.

Aygo appeals to a more style-conscious audience than those who buy their cars for purely rational reasons and its striking good looks and engaging driving characteristics have made it one of the best-performing Toyota models for attracting new people to the brand.

The current Aygo, introduced in 2018, further strengthens the model's fundamental appeal and stand-out positioning in the highly competitive city car market. Toyota's designers and engineers not only reinforced its youthful and distinctive image, but also made the powertrain more efficient and improved the car's performance and handling characteristics to make it even more fun to drive.

Foreword by David Terai, Aygo Chief Engineer

With my 14 years' experience as a Chief Engineer in joint venture projects, I know the importance of sustaining modernity during a vehicle's lifecycle. So when we started development of the second generation Aygo in 2012, I already had in mind the visual changes and innovations I wanted to pursue for this mid-lifecycle model change.

When we started the concept study in 2015, the first thing I did was explain to the team – consisting of Toyota Motor Europe's Styling and R&D divisions – my idea of a three-dimensional X design at the front to create more 'liveliness'.

From the start of the development, it was clear that we had many big challenges on our hands, since the outgoing model was still very well thought-of by A-segment customers, thanks to its strong exterior design and fuel efficiency. But we also had to take into account the increased number of competitors which makes the segment an even more challenging environment.

Based on this, we wanted the model to look and feel like a new car, while focusing on three pillars to enhance Aygo's fundamental qualities: re-evaluate the exterior design, make the car quieter and more fun to drive, and lower the total cost of ownership by making new Aygo even cheaper to run.

My message to the design team has always been that Aygo needs a strong presence in the European market, with a fun character and customisation inspired by Japanese Manga culture, but executed in a way that's appreciated by European customers.

I wanted the frontal design to express more liveliness and agility. The new three-dimensional frontal graphic gives the car a completely new look, but it remains unmistakably an Aygo. By using unique front and rear LED lighting signatures and new wheel designs we have enhanced the originality of the exterior even further.

In the cabin we've upgraded the materials to bring more harmony and increase the feeling of quality. And we've also adopted a new multimedia unit featuring Apple CarPlay and Android Auto for seamless smartphone integration.

Through significant improvements to the 1.0-litre, three-cylinder engine – such as adding exhaust variable valve timing and twin injectors – we are now able to offer A-segment customers the best combination of performance and best-in-class fuel efficiency, in-line with Aygo's essential 'fun and efficient' character. Thanks to these changes I can confidently say that new Aygo is the most responsive car in its segment, while keeping its green credentials.

The team and I are very proud of what we have achieved. This is without doubt the best Aygo yet.

A FRESH LOOK AND UPGRADED INTERIOR FINISHES

- **A more powerful, three-dimensional execution of Aygo's defining 'X' frontal design**
- **New front and rear lamp clusters with LED light guide signatures**
- **Dedicated wheel designs for each model grade**

Aygo retains its famous frontal 'X' signature, but this has matured from being a two-dimensional graphic into a more powerful, three-dimensional architectural element.

The distinctive design incorporates redesigned headlamp clusters, with integral daytime running lights, reinforcing the car's striking appearance.

The lower section of the X frames the front grille, emphasising Aygo's stable stance and agility. Black, gloss black or silver trim beneath the lights accentuates the X signature and the vehicle's width.

In profile, the more three-dimensional frontal form combines with new-look outer lenses in the rear lamp clusters to strengthen the visual connection between the front and rear of the car, giving the impression of dynamic, forward movement.

At the rear, LED light guides give a sophisticated look and make the model instantly recognisable. The light signature creates the perception of a compact cabin above a wider lower bumper area, to emphasise the vehicle's rear width and stability.

On board, upgraded combimeter instrument graphics have a more three-dimensional appearance and a new illumination colour. Quartz Grey and Piano Black colour schemes are offered, with different seat fabrics according to model grades.

Further grade-specific interior colour schemes and fabrics are fully described in the Grade Structure and Customisation chapter.

Interview with Elvio D'Aprile, Manager at Toyota Motor Europe's Styling Division

The contrasting 'X' graphic at the front was Aygo's key trademark, why did you decide to move away from it?

The 'X' graphic is such a strong signature and an integral part of Aygo's design that we absolutely needed to retain it. The main challenge for our team was to find a new and original way of visualising it, while ensuring that it still expresses Aygo's identity.

On the one hand it has to be visually strong because it determines the car's character and identity; on the other it can't be too busy. It needs to be a long-lasting design, fresh from day one until the end of the vehicle's lifecycle.

On the outgoing model the 'X' is a contrasting graphic on a plain surface. We developed a new design by creating an X-shape that is much more three-dimensional. It's a real shape now, not just a graphic. This is the best way to achieve a stronger signature while retaining the famous 'X'-shape.

Through the adoption of headlights with LED light guides, and by positioning coloured patches beneath them, the visual impact of the X-shape is further enhanced. The new frontal look also helps increase the vehicle's road presence and improve its aerodynamics.

The frontal 'X' was an integral part of Aygo's extensive customisation options. Does the removal of this feature mean that new Aygo is stepping away from this?

Not at all. We were very careful about offering customisation options because it's one of the key elements of Aygo. However we're now moving in a more subtle direction.

On the outgoing model, the 'X' was such a prominent piece of the front design that your attention was immediately drawn to it. However by separating the front bumper structure, new Aygo owners can now choose a different colour for the spoiler lip and the patches under the headlamps.

And even though those individual parts are smaller, together they still create a big visual impact.

What other exterior changes have been implemented?

At the rear there was no need to make big changes since the current bumper design already had a kind of 'X' design in it.

We did increase the visual impact of the vehicle by introducing new rear lamp clusters. They are executed in red with a chrome element and feature LED light guides with a specific signature, something not found anywhere else in the A-segment

The wheels are another striking element in the visual impact of a car. So we took the opportunity of this mid-lifecycle update to redesign them. And we're introducing a dedicated wheel design for each grade, to emphasise their individual character.

The wheels are 15-inch, but through the spoke design and the contrast between the machined-face surface and the black paint we have created the visual effect of a larger wheel size.

What changes did you make to the interior?

We re-evaluated the interior colours. The combimeter features a new colour and a more three-dimensional 'turbine' design. This adds a touch of modernity and refinement to the driver's binnacle.

We also upgraded the interior colours and trims. The vibrancy of the interior is further enhanced with the body colour-matching of the side air vents. The result is a more harmonious interior with a greater feeling of quality and more customisation options.

MORE EFFICIENT AND EVEN MORE FUN TO DRIVE

- **More frugal, Euro 6.2-compliant 1.0-litre, three-cylinder engine**
- **CO₂ emissions reduced to ensure best-in-class efficiency**
- **Improved engine response and vehicle handling for greater driving enjoyment**
- **Better NVH performance for increased on-board comfort**

Toyota's award-winning, 998cc, three-cylinder, 12-valve, DOHC, Dual VVT-I engine complies with Euro 6.2 emissions standards. It has been extensively revised so that it delivers an ideal balance of power and fuel consumption with better torque at lower engine rpm for an even better driving experience in urban traffic.

A series of design and engineering details have been introduced which help secure better fuel economy and exhaust gas performance.

- The cylinder head has a dual fuel injector system to improve combustion efficiency, and the shape of the intake port has been changed to achieve optimum intake tumble flow.
- The shape of the exhaust port has been enlarged, reducing pressure in the exhaust manifold, contributing to better torque delivery at all engine speeds.
- A variable valve-timing mechanism has been added to the exhaust camshaft. Optimisation of the valve spring characteristics and the addition of a diamond-like carbon coating to the valve lifter reduce friction.
- Within the cylinder block, the shape of cooling passages between the cylinder bores has been optimised. This gives superior anti-knock performance in addition to benefiting fuel economy and exhaust gas performance.
- A foamed rubber-type water jacket spacer has been adopted to optimise cylinder bore heat distribution, reducing piston-generated friction.

- The shape of the combustion chamber has been revised, increasing the engine's compression ratio from 11.5:1 to 11.8:1. And both piston and piston ring friction have been reduced through resin coating of the reshaped piston skirt and the addition of a diamond-like carbon coating to the piston ring top section.
- An Exhaust Gas Recirculation (EGR) cooler system has been added, improving the cycle efficiency of the EGR system. A dynamic damper has been added to the right-hand engine mount to improve noise and vibration performance.
- Finally, an improved balance shaft has been adopted to reduce vibration at idling speed.

As a result of these changes, the engine develops 71bhp/53kW at 6,000rpm, and 93Nm of torque at 4,400rpm. Aygo will accelerate from nought to 62mph in 13.8 seconds, and on to a top speed of 99mph. Combined cycle fuel consumption is from 53.3 to 56.5mpg and CO₂ emissions are from 114 to 120g/km.

x-shift

Aygo's optional x-shift automated manual transmission has a fully automatic shift mode, so no clutch pedal is required. Computer control is used to synchronise engine, clutch and transaxle for quick and precise shifting.

Selecting E (Easy Mode), M (Manual) or R (Reverse) allows the car to 'creep' like a conventional automatic. In E mode, the system selects a suitable gear according to the pressure on the accelerator pedal, vehicle speed and driving conditions.

It has a kick-down function like that on automatic transmissions and it can also be temporarily overridden by using steering wheel-mounted shift paddles. Selecting M mode lets the driver change gear via manually using the shift lever or the paddles.

When equipped with x-shift, Aygo returns combined cycle fuel consumption from 51.4 to 54.3mpg with 118 to 124g/km CO₂ emissions.

Driving dynamics

Complementing the improvements to engine performance and efficiency, Aygo's suspension settings were revised and the steering software was updated, allowing the vehicle to react quickly and precisely to driver inputs for even greater agility and around-town driving enjoyment.

Various elements of the car's proven MacPherson front and torsion beam rear suspension systems were adjusted and fine-tuned to improve ride comfort with no detriment to handling agility and responsiveness.

The shock absorber damping force of both the front and rear suspension systems is calibrated for better handling and ride comfort, and a lower coil spring insulator added to the front suspension helps achieve a more comfortable ride.

Engineering a quieter cabin

Adding extra sealing and absorption materials to the dashboard, A-pillars, doors and rear deck have resulted in a marked reduction in NVH in the cabin at all engine speeds.

The material used for the dash inner silencer has been optimised to give better sound insulation and absorption. The silencer's upper surface area was enlarged and benefits from the addition of a caulking sponge.

The thickness of the front cowl louvre caulking sponge was increased by 3mm, and that of the air shutter and cowl separator by 2mm, reducing engine noise and wind noise when driving at high speeds.

The thickness of the front wing protector has been increased by 1.3mm, reducing engine and road noise. A caulking sponge has been added to the wing garnish reducing the amount of engine and wind noise penetrating the gap between the wing panel and side member.

Labyrinth clips have been added to the door inner panels to cut the amount of road noise coming through the door drainage holes, and hole plugs in the door inner

panel and front pillar inner panel reduce both engine noise and wind noise when driving at high speeds.

In the cabin, further noise and vibration suppression measures include the addition of felt and ethylene propylene rubber seals to the front pillar garnish, an increased area of felt within the rear door trim, and the addition of felt to the tailgate trim.

Interview with Kristof Muylle, Senior Project Manager at Toyota Motor Europe's R&D centre

What were the R&D team's main objectives for new Aygo?

Based on customer feedback, we identified three key focus areas for this mid-lifecycle model change.

Firstly we wanted to ensure that Aygo maintains its best-in-class position in the A-segment for fuel efficiency and CO₂. Secondly, we improved the model's noise, vibration and harshness performance, to increase on-board comfort.

Our third focus area related to the vehicle's dynamic abilities. Aygo's fun-to-drive factor is one of its strong points, and we wanted to take that even further.

How did you make new Aygo more efficient?

The 1.0-litre, three-cylinder engine was extensively revised and we improved the combustion efficiency by using a new dual fuel injector system. The compression ratio has been increased and friction within the engine has been reduced.

A new throttle body motor and ignition coil were adopted and, last but not least, we made changes to the cylinder head and block, the piston design and the EGR system.

By applying all these changes we were able to make new Aygo's powertrain compliant with the latest Euro 6.2 regulations and reduce CO₂ emissions by 5g/km across the entire model range.

This is a tremendous achievement for such a small engine that was already very efficient.

What countermeasures did you take to improve Aygo's NVH performance?

We wanted to reduce the level of noise coming into the cabin, so we set about a comprehensive programme of revisions focusing on four areas around the car: the dashboard, the A-pillar, the doors and the rear deck.

By upgrading the sound absorption material, adding insulation and implementing a raft of small optimisations, we have been able to reduce the sound level in the cabin at all road speeds and all engine revs.

This increases the on-board comfort at highway speeds and in city driving, which of course is Aygo's natural habitat.

How did you make Aygo even more fun to drive?

We want the driver to feel confident with the steering feel and pedal operation at all times. We aimed to reduce the burden of driving as much as possible, especially in city environments, where you have to deal with so many external factors. We wanted the driver to feel more relaxed and to enjoy the driving much more.

By slightly lowering the engine's maximum torque yet making it available at lower rpm, we were able to improve drivability and take-off performance. Pulling away in first and second gear has been made easier, which is essential for a car that will be mainly used for city driving.

Also, the engine improvements which I mentioned earlier, together with an upgrade in the steering software and suspension revisions, help to provide a more refined driving experience.

The car's sharper handling and effortless steering feel ensure that the driver always feels in full control of the vehicle. The fact that new Aygo is now even more nimble adds to its fun-to-drive factor.

REVISED GRADE STRUCTURE AND CUSTOMISATION

- **Each grade appeals to the tastes and needs of different target customers**
- **UK model range features x-play, x-trend and x-clusiv grades**
- **Apple CarPlay and Android Auto supported by display audio with Smartphone Integration Powered by Pioneer**
- **Toyota Safety Sense available on all grades**

Aygo's grade structure has been developed to appeal to a wide audience, with a special focus on the high end of the segment. Each has its own design elements, easily recognisable by different front bumper executions, dedicated alloy wheels and interior finishes.

x-play has an extensive standard equipment specification that includes air-conditioning, steering wheel-mounted audio switches, a height adjustable driver's seat, an adjustable speed limiter, LED rear lights, Apple CarPlay/Android Auto smartphone integration and the x-touch multimedia system with reversing camera, DAB and Bluetooth. Toyota Safety Sense was made a standard feature of all Aygo models from summer 2020 (details below).

The Aygo **x-trend** extends the specification with 15-inch machined alloy wheels, front fog lights, automatic air conditioning, automatic headlights, rear privacy glass, exterior decals for the sills, bumpers and door mirror covers and a reversing camera. New bi-tone paint options were introduced in summer 2021.

The **x-clusiv** builds on the x-play standard specification with a distinctive bi-tone paint scheme – Scarlet Flare red with a black roof or Bold Black with a red roof. It has 15-inch alloy wheels with a twin-spoke design, seats with leather upholstery, automatic air conditioning, smart entry and start, Toyota Safety Sense and the x-touch multimedia system which supports Apple CarPlay and Android Auto.

Multimedia

The x-touch multimedia system uses a seven-inch full-colour touch screen fully integrated in the instrument panel. The package includes a rear-view camera fitted as standard.

The main menu has a clear, five-icon lay-out, offering at-a-glance identification of all functions.

A Display Audio with Smartphone Integration Powered by Pioneer is fitted as standard on x-clusiv models. It builds on all the features of the standard system with the addition of voice control and support for both Apple CarPlay and Android Auto.

Phone, message and music apps are mirrored on the touchscreen, while Apple Siri and Google Voice Command provide easy and safe operability.

DAB is standard on both multimedia systems.

Rear-view monitoring system

The rear-view monitoring system can help the driver safely negotiate parking or manoeuvring in tight spaces. It is activated whenever reverse gear is selected and uses a rear-view camera to display an image of the area behind the car on the x-touch colour screen.

Smart entry and start system

Aygo x-clusiv's smart entry and start system offers drivers the convenience of being able to lock and unlock the car and start the engine via a dash-mounted button, without having to take the key out of their pocket.

Projector headlamps

All new Aygo models feature Poly-Ellipsoid System (PES)-type halogen headlamps which have a longer reach and broader illumination on both low and high beam. The headlamp clusters are also fitted with LED light guides, giving the car a distinctive illumination pattern.

Toyota Safety Sense

Toyota Safety Sense groups together active safety technologies designed to help prevent or mitigate collisions across a wide range of traffic situations. It is provided as standard on all Aygo models.

Between speeds of approximately six and 50mph (10 to 80km/h), a Pre-Collision System (PCS)¹ will detect vehicles ahead and reduce the risk of hitting them from behind. When it calculates there is a possibility of a collision it prompts the driver to brake with a warning light and buzzer.

PCS also primes the braking system to deliver extra stopping force the moment the driver presses the brake pedal. If the driver fails to react in time, the system automatically applies the brakes, reducing speed by approximately 19mph (30km/h²), potentially bringing the car to a complete stop, in order to prevent the collision or lessen the impact force.

The Lane Departure Alert (LDA) system monitors lane markings and helps prevent accidents and head-on collisions caused by the vehicle unintentionally leaving its traffic lane. If the car begins to deviate from its lane without the turn indicators being used, LDA warns the driver with an audible and visual alert.

¹ Technical name: Pre-Crash System

² Results achieved during testing using a vehicle travelling at 30 km/h and a stationary vehicle. System operation depends on driving environment (incl. road and weather) and vehicle circumstances.

Aygo timeline and UK sales

YEAR	MONTH	EVENT
2005	July	Aygo goes on sale in the UK with a 1.0 VVT-I petrol engine and choice of manual or MultiMode (M/M) transmission.
	October	Introduction of Aygo Customised leather option.
	December	Aygo wins Top Gear Car of the Year Award jointly with Bugatti Veyron.
2006	January	A 1.4 diesel engine is added to the range, developed by PSA Peugeot-Citroen.
	February	Aygo Hide (leather and Alcantara) option introduced.
	July	Aygo Black introduced.
2007	May	Diesel engine and Sport grade deleted. Aygo Blue introduced. 1.0 VVT-I engine wins sub-1.0-litre category in International Engine of the Year awards.
2008	Jan	Aygo Black deleted, replaced by new top-of-the-range Aygo Platinum.
	May	New Slate Blue metallic paint finish for Aygo Blue. 1.0 VVT-I engine wins sub-1.0-litre category in International Engine of the Year awards for second consecutive year.
2009	January	Aygo revised for 2009 with Toyota Optimal Drive 1.0-litre VVT-I engine, giving improved fuel economy and emissions; Front bumper, grille and rear lamp clusters revised. Aygo Platinum deleted, Aygo Blue and Aygo Black introduced.
	May	1.0 VVT-I engine wins sub-1.0-litre category in International Engine of the Year awards for third year running.
2009	June	A new Aygo Platinum replaces Aygo Black as top-of-the-range feature model.
2010	March	Aygo Black returns to the range in place of Aygo Platinum.
	May	1.0 VVT-I engine makes it four in a row by winning the sub-1.0-litre category in International Engine of the Year awards.
2011	January	Aygo Go! Introduced, Aygo Black deleted from range.
	April	Aygo Ice introduced, Aygo Blue deleted from the range.
2012	March	New front-end styling. Engine revisions reduce CO ₂ emissions and improve fuel economy. Introduction Aygo Fire feature model. Introduction of Technology Pack options with VSC available for all models
2013	July	New Aygo range introduced with Active, Active Plus, Mode and Move grades. Safety upgrade sees all versions gain VSC, curtain airbags and ISOFIX child seat mounts as standard. New roof decal designs and two-tone paint finish options are introduced.
2014	March	Toyota reveals the new second generation Aygo at the Geneva motor show.
	June	Toyota announces prices and three core grades for Aygo in the UK, x, x-play and x-expression, plus special edition x-cite and x-clusiv models.
	August	Aygo UK sales are launched.

2015	January	A retracting roof is introduced as an option for x-pression models.
	July	New x-cite and x-pure special edition models are introduced.
	August	Toyota Safety Sense is made available as an option on all Aygo models above x grade.
2016	February	New x-clusiv model introduced, featuring an electric retracting canvas roof.
	April	A new x-cite model is introduced with Yellow Fizz paintwork.
	December	New x-press and x-style models join the range; x-pression, x-pure and x-clusiv grades are deleted.
2017	February	x-clusiv specification is revised with additional colour choices and new Vogue leather seat upholstery. Funroof becomes an option.
	May	Aygo x-claim introduced as limited edition, top of the range model.
	July	Aygo x-cite is revised with new bi-tone Red Pop and black exterior and red interior detailing.
2018	March	A new-look Aygo is revealed at the Geneva Motor Show.
	June	The new Aygo range goes on sale in the UK.
2019	January	The Aygo range is revised with the introduction of the new x-trend and deletion of the x-press and x-plore versions.
2020	June	Model range rationalised to x-play, x-trend and x-clusiv grades. JBL Edition introduced and Toyota Safety Sense made standard across the range.
2021	June	End of JBL Edition. Stop-start system introduced for models with manual transmission.

Sales in UK markets in 2020: 16,884

Cumulative UK sales since launch (2005): 278,528

TOYOTA AYGO TECHNICAL SPECIFICATIONS

ENGINE			
Type	1.0-litre dual VVT-i		
Configuration	3-cylinder, in-line		
Valve mechanism	12-valve DOHC, chain drive		
Displacement (cc)	998		
Bore x stroke (mm)	71 x 84		
Compression ratio	11.8:1		
Max. power (bhp/kW @ rpm)	71/53 @ 6,000		
Max. torque (Nm @ rpm)	93 @ 4,400		
BRAKES			
Front	Ventilated discs, 247 x 20mm		
Rear	Drums, 200mm inner diameter		
SUSPENSION			
Front	MacPherson strut		
Rear	Torsion beam		
STEERING			
Type	Rack and pinion, electric power steering		
TRANSMISSION			
Type	5-speed manual	x-shift (automated manual)	
Gear ratios	1 st	3.545	3.545
	2 nd	1.913	1.913
	3 rd	1.310	1.161
	4 th	1.027	0.973
	5 th	0.850	0.804
	Reverse	3.214	3.2124
Differential gear ratio	3.550	4.294	
PERFORMANCE		5MT	x-shift
Max. speed (mph)	99	99	
0-62mph acceleration (sec)	13.8	15.2	
FUEL CONSUMPTION (WLTP)		5MT	x-shift
Combined (mpg)	53.2 – 56.4	51.3 – 54.3	

EMISSIONS (WLTP) & INSURANCE	5MT	x-shift
CO ₂ emissions (g/km)	114 – 120	118 – 124
Insurance groups	5A to 9A	
WEIGHTS	5MT	x-shift
Kerb weight (kg)	840 – 900	860 – 905
Gross vehicle weight	1,240	1,240
EXTERIOR DIMENSIONS		
Overall length (mm)	3,455	
Overall width (mm)	1,615	
Overall height (mm)	1,460	
Front overhang (mm)	675	
Rear overhang (mm)	440	
Wheelbase (mm)	2,340	
Front track (mm)	1,425	
Rear track (mm)	1,420	
Drag coefficient (Cd)	0.28	
Wheel size (in)	15	
Tyre size	165/60R15	
Turning radius – tyre (m)	5.1	
INTERIOR DIMENSIONS		
Interior length* (mm)	1,630**	
Interior width (mm)	1,300	
Interior height (mm)	1,205	
Couple distance (mm)	806	
Luggage capacity (l)	168	

* Measured from accelerator pedal to rear seat hip point.

TOYOTA AYGO EQUIPMENT SPECIFICATIONS

SAFETY & HANDLING	x-play	x-trend	x-clusiv
Driver and passenger airbag	✓	✓	✓
Front side airbags	✓	✓	✓
Curtain airbags	✓	✓	✓
Isofix child seat fixings	✓	✓	✓
Passenger airbag cut-off switch	✓	✓	✓
Driver's seatbelt reminder system, with buzzer	✓	✓	✓
Front seatbelts with pretensioners and force limiters	✓	✓	✓
Four 3-point seatbelts with Emergency Locking Retractor	✓	✓	✓
ABS with EBD	✓	✓	✓
Vehicle Stability Control	✓	✓	✓
Childproof rear door locks (5-door models)	✓	✓	✓
Hill-start Assist Control	✓	✓	✓
Tyre Pressure Warning System	✓	✓	✓
Speed limiter (manual transmission models only)	✓	✓	✓
Toyota Safety Sense (Pre-Collision System, Autonomous Emergency Braking, Lane Departure Alert)	✓	✓	✓
INSTRUMENTS & CONTROLS	x-play	x-trend	x-clusiv
Lights on audible warning	✓	✓	✓
Twin speed wiper	✓	✓	✓
Electronic headlamp levelling	✓	✓	✓
Tachometer	✓	✓	✓
Engine stop-start system (with manual transmission)	✓	✓	✓
COMFORT & CONVENIENCE	x-play	x-trend	x-clusiv
Power-adjustable heated door mirrors	✓	✓	✓
Locking fuel filler cap	✓	✓	✓
Electric front windows	✓	✓	✓
Stepless tilt-adjustable steering column	✓	✓	✓
Accessory power socket in cabin	✓	✓	✓
Steering wheel-mounted audio and phone controls	✓	✓	✓
AUDIO & INFORMATION	x-play	x-trend	x-clusiv
AM/FM RDS radio player with 4 speakers	✓	x	x
x-touch multimedia system with DAB, display audio and rear-view camera	✓	✓	✓
Android Auto/Apple CarPlay	✓	✓	✓
Aux-in and USB connection	✓	✓	✓
Roof-mounted aerial	✓	✓	✓
VENTILATION	x-play	x-trend	x-clusiv
Air conditioning with clean air filter	✓	x	x
Automatic air conditioning with clean air filter	x	✓	✓
SECURITY	x-play	x-trend	x-clusiv
Transponder key engine immobiliser	✓	✓	✓
Remote central locking	✓	✓	✓
Vehicle parts marking – major parts traceable to VIN	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	x-play	x-trend	x-clusiv
Recline and slide-adjustable front seats	✓	✓	✓
Driver's seat height adjustment	✓	✓	✓
Grey fabric seat upholstery with white bolsters	✓	✓	x
Leather seat upholstery	x	x	✓
50:50 split/fold rear seat back	✓	✓	✓
Front seats with integrated head restraints	✓	✓	✓
Rear seats with detachable headrests	✓	✓	✓

Leather steering wheel and gear knob trim	✓	✓	✓
Chrome interior door handle finish	✓	✓	✓
Black headlining	✗	✓	✗
EXTERIOR & BODY	x-play	x-trend	x-clusiv
Projector headlights with LED tracer lights	✓	✓	✓
Dusk-sensing headlights	✗	✓	✓
Front fog lights	✗	✓	✓
LED daytime running lights	✓	✓	✓
Rear LED lights	✓	✓	✓
Integrated rear spoiler	✓	✓	✓
Rear privacy glass	✗	✓	✓
Colour-keyed door handles and mirrors	✓	✓	✓
Red or black body decals	✗	✓	✗
Gloss black roof (bi-tone)	✗	✗	✓
15-inch steel wheels with full wheelcaps	✓	✗	✗
15-inch gloss black alloy wheels	Opt	✗	✗
15-inch machined alloy wheels	✗	✓	✗
15-inch machined/black alloy wheels (grade-specific designs)	✗	✗	✓
Tyre repair kit	✓	✓	✓
Metallic paint	Opt	Opt	✓
Bi-tone finish with rear privacy glass	✗	Opt	✓
Roof decal	Opt	✓	✗
OPTION PACKS	x-play	x-trend	x-clusiv
Connectivity Pack	✗	Opt	✓
CUSTOMISATION PACKS	x-play	x-trend	x-clusiv
OUTshield (rear parking sensors, boot liner, aluminium scuff plates, rubber floor mats, mud flaps)	Opt	Opt	Opt
INnovate: body-coloured air vent surrounds, gear shift surround and centre console	Opt	Opt	✗

ENDS

Ref:210713M