

THE TOYOTA GR SUPRA

THE LEGEND RETURNS

- **The fifth generation of Toyota's legendary sports car**
- **The first global GR model from Toyota Gazoo Racing**
- **Conceived as a sports car in its purest form, with no compromise**

The Toyota GR Supra is the fifth generation of Toyota's legendary sports car and the first global GR model from Toyota Gazoo Racing.

It has been conceived as a sports car in its purest form, with no compromise that might diminish the pleasure of the driving experience. Chief Engineer Tetsuya Tada adhered to the classic form of a front-mounted, straight-six engine driving the rear wheels, building on the heritage of Toyota's past Supra generations and original 2000GT sports car.

Driving enthusiasts can expect an exhilarating blend of power, agility and precision handling, delivered by the car's combination of a short wheelbase and wide track, light weight, low centre of gravity and highly rigid body.

The 3.0-litre engine is fitted with a single twin-scroll turbocharger and produces 335bhp and 500Nm of torque. Coupled to an eight-speed automatic transmission, it is characterised by smooth and powerful acceleration, with large amounts of torque available across the full spectrum of engine speeds.

In 2022, Toyota extended the range to include a six-speed manual transmission for the GR Supra 3.0, pleasing purists who were keen to see a manual option.

Toyota Gazoo Racing was instrumental in honing the sports car's performance, working extensively on the famous Nürburgring Nordschleife and surrounding roads in Germany to achieve the most agile, stable and rewarding handling possible. Further extensive testing was carried out on roads around the world.

To be certain that the car delivered on its promise, Toyota President Akio Toyoda put it to the test at the Nürburgring in his role as a Master Driver before giving it the final green light.

The first 3.0-litre models were delivered to UK customers from September 2019. In January 2021 the UK range was extended to include a new 2.0-litre version, equipped with an in-line

four-cylinder turbo power plant. The 2.0-litre engine widened GR Supra's market appeal and, being lighter and more compact than the 3.0-litre unit, improves the car's inertia characteristics and chassis balance for even sharper handling.

Where weight is concerned, the GR Supra 2.0 is 100kg lighter than its 3.0-litre counterpart, a saving that further strengthens the car's dynamic performance. The engine's shorter length means its mass is located closer to the centre of the car, supporting an ideal front/rear balance and better inertia characteristics. Although power is less – 254bhp/190 kW – the engine's performance is rewarding, supported by a muscular 400Nm of torque available across a wide range of engine speeds, harnessed through the same eight-speed, rapid-shifting ZF automatic transmission. Nought to 62mph can be accomplished in 5.2 seconds with GR Supra's launch control system, and top speed matches the 3.0-litre model at an electronically governed 155mph.

All GR Supra models are manufactured in Graz, Austria.

The Toyota GR Supra: a first for Toyota Gazoo Racing

The Toyota GR Supra was the first GR model to be produced by Toyota Gazoo Racing for the global market.

Toyota Gazoo Racing is the umbrella organisation for Toyota's global motorsports programme and has won multiple drivers' and manufacturers' titles in the FIA World Rally and World Endurance Championships, four editions of the Le Mans 24 Hours and the Dakar Rally.

Its work is based on three pillars: developing people through participation in motorsport; creating fans through the excitement of motorsport; and applying the knowledge gained from motorsport to make ever-better, fun-to-drive cars for the road.

This ethos was fully embraced by Kiichiro Toyoda, the founder of Toyota's car-making business, and is shared today by Akio Toyoda, Toyota Motor Corporation President, to support the company's commitment to make ever-better cars.

Starting with the Toyota GR Supra, Toyota Gazoo Racing will transfer the technical learnings it gains from the racetrack and rally stage to the development of new generations of Toyota's sports-focused GR models and also its wider range of vehicles, driven by tens of millions of people around the world.

INSIGHT: TETSUYA TADA, CHIEF ENGINEER

- **Single-minded approach to create a “fun-to-drive” sports car**
- **Achievement of the “golden ratio” determined overall package and dimensions**
- **An antithesis to today’s industry trends**

Tetsuya Tada, Chief Engineer of the Toyota GR Supra, gives his personal insight into the project and what he aimed to achieve with the new car.

The Supra legacy

Being asked to make a sports car that offers the ultimate, pure driving pleasure felt like a mandate from heaven, telling me to “make a Supra!” The GT86 helped broaden the scope and appeal of Toyota’s sports cars. Next, I needed to deliver a car that offers a seemingly limitless sense of control, a car that will meet expectations and delight even hardcore fans.

In making Supra, I insisted on visiting enthusiasts’ clubs around the world to talk to owners of previous models. I asked them what they thought the minimum requirements should be and the response was always “a straight-six turbo and front engine/rear-wheel drive configuration”. It was pretty clear and I had more or less anticipated this. The key point was to keep that combination intact.

The new Supra is not simply a revival, though; only those core engine and rear-wheel drive elements have been carried over. As the name Supra suggests, I was determined to deliver a “supreme fun-to-drive” car that could only be made in the modern era.

A deep dive into driving pleasure

I repeatedly told the development team that I wanted them to hone any aspects of the car that stimulate the driver’s senses or instincts. I said that it wasn’t necessary to achieve perfect scores for every aspect, we just need to make sure the car is fun to drive. Anything that goes against that can be disregarded.

It was a key factor to make the car a two-seater. Driving quality is 90 per cent dictated by a car’s basic packaging – the track and wheelbase are particularly important. In fact, it’s the golden ratio between these two dimensions that delivers the best driving quality, and I was determined not to sacrifice this. But the only way to achieve the golden ratio was to make Supra a two-seater. Even though I was warned not providing four seats would reduce the number of cars we might sell, I politely but firmly stood my ground. For me, it was all about delivering a pure sports car with the ultimate driving pleasure.

The front engine/rear-wheel drive package

With the new Supra we did everything that could be done with front engine/rear-wheel drive packaging. For example, the speed through a slalom course is about 20 per cent faster than our original target time. And it's not just a fast car, it's exhilarating.

The antithesis of simple transportation

The auto industry is said to be undergoing a "once-in-a-hundred-years" revolution. Technological innovations such as EV electric power, autonomous driving and Artificial Intelligence are turning the car into a high-tech "mode of transport". With that being the case, cars might no longer need to be fun to drive. But I am not sure we should just accept the impact this is having on the role of the car. In that sense, Supra might be the antithesis of society's current car-related trends.

Of course, an EV can also be developed as a sports car, and we already have racing categories such as Formula E. Electric motors may in fact offer faster acceleration than petrol engines, but that's just a matter of specifications. Surely acceleration won't be exhilarating if you disregard the feeling and resonance with the driver's senses.

When it comes to feeling, I can confidently declare that the acceleration from the Supra's straight-six turbo feels truly exhilarating. I am sure people who have never known, or have forgotten about the pleasure of driving a car, will enjoy an amazing experience and realise that cars really should be fun to drive.

CONCEPT AND DESIGN

- **A modern representation of Toyota's sports car heritage**
- **"Condensed Extreme" – compact and powerful**
- **Interior design puts the driver at the centre of the action**

Even at first glance, it's clear to see how Toyota's sports car heritage is referenced in the design of GR Supra. The influence of the landmark 2000GT is particularly in evidence in the long bonnet, compact body and double-bubble roof, while the distinctive look of the fourth generation Supra is captured in both the front and rear styling, notably in the muscular rear wings and the arc of the integrated spoiler. The resemblance is more than skin-deep, though, as GR Supra has the same classic sports car format of a powerful, front-mounted six-cylinder engine and rear-wheel drive as its celebrated predecessors.

GR Supra's design theme was first previewed in the dramatic FT-1 concept car, styled at Toyota's CALTY studio in California and revealed in 2014 at the North American

International Auto Show in Detroit. Chief Designer Nobuo Nakamura gave his team a simple brief, purposely avoiding any emotive words so that they were free to express their vision of a pure and individual sports car in a truly original design.

“With Chief Engineer Tada pursuing driving pleasure, I knew that my mission was to create a design that would be visually and physically exciting to sports car fans,” he said. “By using a straight-six front engine/rear-wheel drive layout – something rarely seen in cars today – I was able to reach something beyond Toyota’s boundaries.”

The key words Nakamura-san used to guide his team were “Condensed Extreme”. This refers directly to the vehicle’s packaging, comprising three principal elements:

1. A short wheelbase, large wheels and a wide stance
2. A taut, two-seat cabin
3. A long bonnet with a compact body, reflecting the drivetrain combination of in-line six-cylinder engine and rear-wheel drive.

Nakamura envisioned a car that is indisputably modern in design, yet evokes the romance of classic sports car styling. The result approached the limits of what can be manufactured in higher volume, in particular with the powerful curves of the rear wings.

In the finished design, the ‘Condensed’ theme is evident in the relationship between the large-diameter tyres, short wheelbase and overall length. It’s notable that the wheelbase is in fact shorter than in the GT86 coupe and that the tyres are larger. ‘Extreme’ is interpreted in the car’s wide stance, with tight cabin proportions and a broad tread, contributing to a high level of manoeuvrability and stability.

The design was optimal for achieving both the best drag and lift characteristics and an ideal front/rear weight balance. For example, the double-bubble roof is not simply a heritage-inspired feature, it is effective in reducing drag by reducing the car’s frontal area, without sacrificing headroom in the cabin.

The frontal design was inspired by the fourth generation Supra but has an even more expressive look with a low stance emphasised by a prominent central grille flanked by large air intakes. Again, these intakes are not simple design cues, but are essential for engine cooling. The distinctive headlight units have a six-lens LED arrangement and incorporate both the turn indicators and daytime running lights. Positioning the lights closer in towards the car’s nose adds further visual volume and power to the shell-like front wings.

In side view, the low bonnet generates a dynamic line that flows rearwards from the car’s low nose, while the back edge of the bonnet and the rear spoiler are set almost at the same

height, linked by a low belt line. The underbody has a slight forward angle, while the cabin has a strong rearward slant. Blacked-out A-pillars and character lines on the side of the roof emphasise the taut, compact cabin. Sharp-looking, robust sills express the car's high rigidity.

In Europe, the Toyota GR Supra 3.0 models are fitted as standard with lightweight but highly rigid 19-inch forged alloy wheels with alternating black and polished slim spokes.

At the rear, the arching spoiler has been optimised to suppress lift, while the bumper's trapezoid shape generates a sense of movement down and out towards the tyres. The combination lights have a simple internal ring arrangement, while the distinctive fog lights and reversing lights are formed by dot-LEDs grouped in the centre of the lower bumper.

The Toyota GR Supra's evocative styling is shown to its best effect with a choice of six different paintwork colours, including strong new Prominence Red and Lightning. An additional new Matt Storm Grey is featured on the Toyota GR Supra A90 Edition, an exclusive launch model reserved for the first 90 European customers (further details below). This adds extra visual drama and metal-like texture to the car's curved surfaces with a matt finish and a hint of blue.

Cockpit concept: putting the driver at the centre of the action

The driver's cockpit in the new Toyota GR Supra neatly combines sports car elements with ultra-modern functionality. Designed to help the driver focus entirely on the business of driving, it is directly influenced by the layout found in single-seater race cars. The low, slim horizontal dashboard maximises the forward view through the windscreen, helping the driver place the car with precision in high-speed driving, while the principal controls are tightly grouped for quick and easy operation. The instrument panel, centre console and door trim are combined in a seamless design that gives the cockpit a strong, unified feel.

The line of the cockpit flows down into soft, supportive knee pads in the door trim and on the side of the centre console, their shape defined with the benefit of Toyota Gazoo Racing's circuit racing experience.

The head-up display (3.0 Pro model), meters and paddle shifts all sit directly in front of the driver, with additional switches located on the three-spoke steering wheel. The wheel itself is contoured for excellent grip and is wrapped in leather. The 8.8-inch high-definition driver's instrument display is clearly visible through the steering wheel, with the 3D-effect tachometer and shift indicator positioned in the centre; a digital speed read-out to the left; and infotainment and navigation information to the right.

An asymmetric centre console marks a clear division between the enveloping driver's cockpit and the more open passenger side of the cabin. Knee pads are provided for the passenger, too. The air conditioning control panel sits proud of the console with memory-touch switches for easy operation; an 8.8-inch central multimedia display is mounted above the console, operated using a touchscreen or a rotary controller.

The boot space is large enough for two people's luggage for a weekend away and can be extended with a removable panel, creating room for a golf bag or all the personal kit needed for a track day.

Console redesigned for manual transmission

To achieve the perfect ergonomics, the console unit and the control for drive mode selection were redesigned for the GR Supra with manual transmission. The lever ratio has been changed and the effort required to make shifts and engage reverse gear has been adjusted.

The revised layout provides a comfortable 42mm clearance between the shift knob and air conditioning panel.

The feel of the gear shift in the hand and the weight of operation are part of the human sensory connection with the car, so attention has been paid to the weight and shape of the gear knob and the quality of shift engagement. As a result, Toyota adjusted the effort level to engage reverse and opted for a heavier gear knob (200g) for a more pleasing inertia effect when used.

Racing-inspired seats

GR Supra's seats have a racing-influenced design that ensures comfort at all times and excellent support, in particular if the car is being used on-track. Body-holding side bolsters are featured on the cushion and high back, and there is an integrated head restraint. The upholstery options include full leather and a combination of leather bolsters with a perforated Alcantara covering for the seat back and cushion that provides a degree of air ventilation and additional body-holding performance.

POWERTRAIN AND PERFORMANCE

- **3.0-litre in-line six-cylinder, turbocharged engine, 335bhp, 500Nm of torque**
- **2.0-litre in-line four-cylinder turbo engine introduced in 2021**
- **Eight-speed automatic transmission for both engines; six-speed manual option introduced for the 3.0-litre in June 2022**
- **A chassis designed for optimum balance and performance**

- **Active differential, Adaptive Variable Suspension and sports braking system**

3.0-litre turbo engine

The performance heart of the Toyota GR Supra is its 3.0-litre in-line six-cylinder engine, producing 335bhp and 500Nm of torque. It is fitted with a single twin-scroll turbocharger, high-precision direct fuel injection and continuously variable valve control that secure segment-leading torque performance from very low revs. The unit is powerful, well-balanced, smooth and free-revving, with an exhilarating acceleration feel and minimal vibration.

It makes use of a motor-actuated variable valve-timing system that gives precise control of the opening and closing of the intake and exhaust valves, in line with the driving conditions and driver's inputs. The result is linear delivery of high torque at all engine speeds and high output at high rpm. Intake valve lift is controlled according to the driving situation, reducing pumping losses and realising high output.

The engine uses direct injection with a 35MPa high-pressure system that provides spray atomisation and precise injection control for high combustion efficiency.

The design of the twin-scroll turbocharger divides the path from the exhaust manifold to the turbine into two parts. This suppresses exhaust gas interference between the cylinders, allowing the turbine to operate from lower engine rpm and giving direct response to the driver's use of the accelerator.

Eight-speed automatic transmission

The engine is matched to an eight-speed automatic transmission that provides lightning-fast up and downshifts, with short ratios used for the lower gears. The driver can take control of gear changes using paddle shifts on the steering wheel; they can also select Normal or Sport driving modes to suit their preference and the conditions.

A launch control function enables powerful acceleration from standstill with maximum traction, helping the car move from rest to 62mph in 4.3 seconds. Engine sound and response, shift pattern, damping, steering and active differential performance are adjusted when the driver selects Sport mode. The Vehicle Stability Control has a special, selectable "track" setting that reduces the level of system intervention, giving the driver greater control of the vehicle's dynamic performance.

Six-speed intelligent manual transmission

GR Supra's six-speed intelligent manual transmission (iMT) has been engineered and tuned specifically for use with the coupe's straight-six engine.

The engineering team were able to modify existing transmission housing, driveshaft and gear set components and remove elements that were not required, such as the acoustic package, which further reduced weight.

At the heart of the transmission is a clutch that has been re-engineered with a larger diameter and reinforced diaphragm spring. With a larger friction area and a stronger spring, this has the high performance capability appropriate for use with GR Supra's high-torque engine.

The iMT uses an intelligent control system programmed with new software that prioritises sporty performance. When upshifting, the parameters are tuned to optimise engine torque at the moment of clutch engagement and release; on downshifts, the software has been fine-tuned for consistent performance.

The iMT is set as the default but can be switched off in Sport mode if the driver prefers.

To avoid a sluggish take-off and a low in-gear acceleration feel, the final drive ratio has been shortened, from 3.15 (in the GR Supra automatic) to 3.46. The result is response and gearing appropriate for sports car performance.

The traction and braking have been optimised for operation with manual transmission. With an automatic, it's possible to use second gear when pulling away uphill when opposite wheels are on surfaces with different grip levels – for example, when the car is parked partly on an icy road margin. Progress is smooth with no rolling back or wheel slip. With a manual gearbox, first gear has to be used and releasing the clutch brings a greater risk of wheel spin. To address the issue, Toyota engineers have tuned the car's traction control (TRC) to achieve smooth operation like that experienced with the automatic.

The traction control is also the focus of measures to ensure an ideal balance of agility and stability when exiting a corner on the throttle. TRC intervention has been calibrated to maintain stability – the car keeping faithfully to the driver's intended line – while allowing the right amount of power for a sporty feeling.

2.0-litre turbo engine

A 2.0-litre turbo engine was added to the UK GR Supra range in January 2021. It is a 1,998cc in-line four-cylinder DOHC 16-valve petrol unit fitted with the same twin-scroll

turbocharger as the six-cylinder power plant. It is engineered for agile, powerful acceleration, perfectly suited to the GR Supra's character as a sports car in its purest form.

Maximum power is 254bhp/190 kW at 5,000-6,000rpm, while peak torque of 400Nm is available across an impressive span of revs, from 1,550 to 4,000rpm. This enables 0-62mph acceleration in 5.2 seconds (with launch control function, see above); top speed is electronically limited to 155mph.

Sports car performance does not come at a high cost in terms of fuel consumption and emissions: the 2.0-litre turbo achieves 38.7mpg (WLTP combined cycle data) and 167g/km CO₂ emissions (WLTP combined).

Active differential

The Toyota GR Supra sold in Europe is fitted with an active differential that operates both when accelerating and decelerating and can seamlessly adjust from zero to full, 100 per cent lock, with instant response.

A dedicated ECU monitors a wide range of inputs, including steering wheel, throttle and brake pressure, engine and wheel speed and yaw rate, for appropriate triggering of the actuator. The torque difference between the left and right wheels is controlled flexibly and seamlessly depending on the driving situation.

This delivers huge benefits in stability and efficiency when the tyres are reaching their performance limit. The effect is felt in all phases of cornering, with increased stability during the braking and cornering, and then maximum grip as the driver accelerates out of the bend. Operation is adjusted when Sport mode is selected, to give more efficient cornering in high-speed driving, for example when using the car on a circuit.

Ideal chassis balance

A car's wheelbase and track dimensions are the first thing to consider when starting the design process with a clean sheet of paper. Where the Toyota GR Supra is concerned, these were defined in order to prioritise the car's agility and handling.

The key calculation is the ratio between the wheelbase length and the track. It is widely recognised that the best balance of agility and stability is obtained with a ratio of between 1.5 and 1.6; achieving the 1.55 "golden ratio" was thus the starting point for the GR Supra development team, the key building block on which everything else has been optimised. (For reference: wheelbase 2,470mm; rear track 1,589mm).

Intensive handling development programme

High targets were set for the handling performance and these were achieved in a development programme led by Toyota Gazoo Racing that included extensive testing on a wide variety of challenging roads worldwide. The on-road testing was complemented by sessions on race tracks, including the Nürburgring Nordschleife.

High structural rigidity (greater even than the Lexus LFA supercar), a centre of gravity lower than the GT86 coupe and ideal 50:50 front/rear weight distribution were fundamental to achieving the car's dynamic goals, but they required bold engineering decisions. For example, the desired weight balance was gained by moving the engine as far as possible rearwards, which itself introduced new production challenges.

The high body rigidity allowed for more precise and detailed refinements to the suspension geometry and tuning of the shock absorbers. The suspension design comprises double-joint spring MacPherson struts at the front and a five-link system at the rear. The front suspension subframe and control arm mounting points have been made extremely rigid to yield precise cornering characteristics, while the use of aluminium for the control arms and swivel bearings reduces the car's unsprung weight, giving superior agility and efficiency. The new GR Supra also features high-performance wheel hubs with an increased camber and optimised kinematics.

The rear suspension benefits from a similarly lightweight design for the rigid subframe and the bracing that connects it to the body, helping ensure extremely precise wheel control. The 19-inch forged alloy wheels (18-inch alloys on the 2.0-litre model) are fitted with high grip Michelin Pilot Super Sport tyres. For optimum performance, the tyre sizes are slightly wider at the rear than the front.

In 2022, the suspension was revised with measures including more rigid vulcanised rubber in the front and rear anti-roll bar bushes and re-tuned shock absorbers.

The Adaptive Variable Suspension (AVS) enhances performance with instant response to changes in the road surface, adjusting the shock absorber force at each wheel to maintain a flat vehicle posture, excellent steering response and supple ride comfort. Sensors constantly monitor the way the car is being driven and the road conditions, controlling the damping force accordingly.

The driver can choose between two AVS modes – Normal and Sport – to suit their mood or the driving conditions. Normal mode strikes a high balance between vehicle stability and ride comfort, enabling a sporty drive without sacrificing comfort. SPORT mode delivers a flat vehicle posture, reduced body roll and a more agile steering response.

The electric power steering is rack-assisted and sports tuned. Its characteristics are automatically adjusted in accordance with vehicle speed, reducing the level of effort needed at lower speeds and gradually weighting up to offer greater control and stability at higher speeds. When driving in Sport mode, steering effort is increased, in line with the changes to the chassis and powertrain.

The system features a steering rack with the motor and reduction gear mounted separately. This gives greater flexibility for the engine mounting system and contributes to the lowering of the car's centre of gravity.

A sports braking system is fitted as standard with red aluminium Brembo callipers – opposed four-piston at the front and floating single-piston at the rear. The ventilated discs measure 348 x 36mm at the front and 345 x 24mm at the rear. The parking brake is electric.

The brakes are equipped with standby, drying and anti-fade functions: the drying function applies the brakes at pre-determined intervals when the car's windscreen wipers are operating to dry the discs; fade prevention automatically increases brake pressure when the discs become hot.

ABS, Brake Assist, Vehicle Stability Control, Traction Control, and Hill-start Assist Control are also featured as standard, together with Active Cornering Assist, which creates additional yaw movements by independent braking intervention to improve agility and line-tracing.

Hairpin+ function

The ambition to make GR Supra fun to drive in the most demanding scenarios has helped inspire the introduction of a new Hairpin+ function. This is designed to allow more freedom and reward specifically when taking tight bends on an uphill gradient (more than five per cent) with a high-friction road surface, like those found on European mountain routes.

More “free” wheel spin can make such routes more enjoyable to drive, so Toyota has optimised engine torque control to allow a greater difference in the degree of left and right-side wheel spin.

Anti-roll programme

A highly agile vehicle with high peak friction tyres may be sensitive to sudden “snap-off” oversteer – something that is hard to control with the car's vehicle stability control (VSC) alone. To counter this behaviour, an anti-roll programme (ARP) has been adopted for both the manual and automatic versions of GR Supra. This intervenes at an earlier point with the

VSC to cover any sudden loss of grip when the car's high-response suspension setting is used.

In addition, the Track mode has been tuned to allow for easy drifting with freedom of throttle control. The vehicle remains agile, but there is less risk of spinning thanks to specific engine and torque control.

EQUIPMENT AND CONNECTIVITY

- **High-performance PRO equipment grade for both 2.0 and 3.0-litre models**
- **Multimedia package includes Supra Connect and Apple CarPlay**
- **Supra Safety+ Package as standard**

The Toyota GR Supra range is offered in Pro grade specification for the 2.0 and 3.0-litre automatic models and standard and Pro specifications for the 3.0-litre manual versions.

The specification for the 3.0-litre Pro models includes black leather upholstery, a 12-speaker JBL premium sound system, head-up display, wireless mobile phone charger and storage and lighting packs. The phone charging tray is located in the centre console and can accommodate devices compatible with global Qi wireless charging standards. The charging status is shown on the centre display and if the owner forgets to remove their phone from the tray when leaving the car, a warning message is shown.

High-performance features and systems to help the driver enjoy the car's full dynamic potential. These include an active differential, Adaptive Variable Suspension, and 19-inch forged alloy wheels with a high-performance brake package.

Other features include dual-zone automatic air conditioning, Adaptive Cruise Control with stop and go, smart entry and push-button start, steering wheel with leather trim and auxiliary switches and a digital combimeter in the driver's instrument display. LED technology is used for the headlights with Automatic High Beam, rear lights and daytime running lights, and the mirrors (door mirrors and rear-view mirror) are all auto-dimming. Further convenience is provided by rain-sensing wipers and a rear-view camera.

The multimedia package has an 8.8-inch display, navigation system with Supra Connect (in applicable markets), Bluetooth and USB port. It enables smartphone integration with Apple CarPlay, allowing dedicated iPhone applications to be accessed using the display. A number of connected services can also be accessed, including real time traffic information, map updates and a concierge service.

Safety features include the Supra Safety+ package, which provides a comprehensive range of active safety features. These include a Pre-Collision System with a pedestrian detection function and the ability to recognise cyclists during daytime driving; Lane Departure Alert with steering assist; Adaptive Cruise Control, Automatic High Beam; Adaptive Front-light System, which adjusts the headlight illumination in line with the car's steering angle; and Road Sign Assist.

In addition, the car is also equipped with a Blind Spot Monitor with Lane Change Departure Alert, Rear Cross-Traffic Alert, Rear-end Collision Alert, and Intelligent parking sensors with automatic braking to help prevent collisions with objects or vehicles approaching from either side when reversing out of a parking space or driveway. All Toyota GR Supra versions are fitted with an alarm, Tyre Pressure Monitoring System and an eCall function that will send an automatic location alert to the emergency services in the event of a serious collision.

The 2.0-litre GR Supra Pro has 18-inch alloy wheels, a four-speaker 100W audio system with 8.8-inch touchscreen display, cruise control, automatic headlights and wipers, smart entry and start and heated sports seats upholstered in black Alcantara.

The GR Supra 3.0 manual has a specification that supports the car's lightweight quality: lighter 19-inch forged alloy wheels and manually adjustable seats with Alcantara upholstery. It also provides cruise control, a Blind Spot Monitor, front and rear parking sensors, 10-speaker audio system, wireless charger and Toyota Supra Safety+ safety and assistance systems.

GR Supra timeline and UK sales

YEAR	MONTH	EVENT
2018	March	Toyota reveals the GR Supra Racing Concept, signalling its intention to bring back the Supra name.
	July	Prototype model makes its world debut at the Goodwood Festival of Speed.
	October	First customer reservations accepted for the new GR Supra in the UK.
2019	January	GR Supra world debut at the North American International Auto Show in Detroit.
	March	GR Supra GT4 concept presented at the Geneva Motor Show.
	September	First GR Supra deliveries to customers in the UK.
2021	January	Toyota launches the GR Supra 2.0 in the UK.
	March	Introduction of the GR Supra Jarama Racetrack Edition, a limited-run version of the 3.0-litre model.
2022	June	A six-speed manual transmission is introduced for the 3.0-litre GR Supra. All models benefit from re-tuned suspension and braking control systems.

GR Supra sales in UK markets in 2021: 304

Cumulative UK sales since launch (2019): 765

TOYOTA GR SUPRA TECHNICAL SPECIFICATIONS

ENGINE		GR SUPRA 2.0	GR SUPRA 3.0
Type		In-line 4-cylinder with single twin-scroll turbo	In-line 6-cylinder with single twin-scroll turbo
Fuel system		Direct injection	
Valve mechanism		DOHC 16-valve with variable lift control (intake) and variable camshaft timing (intake and exhaust)	DOHC 24-valve with variable lift control (intake) and variable camshaft timing (intake and exhaust)
Displacement (cc)		1,998	2,998
Bore x stroke (mm)		82 x 94.6	
Compression ratio		10.2:1	11.0:1
Max. power (bhp/DIN hp/kW @ rpm)		254/258/190 @ 5,000-6,500	335/340/250 @ 5,000-6,500
Max. torque (Nm @ rpm)		400 @ 1,550-4,400	500 @ 1,600-4,500
Emissions level		Euro 6D Temp	
TRANSMISSION		GR SUPRA 2.0	GR SUPRA 3.0
			8AT 6MT
Type		8-speed Sports Automatic 8HP 51	6-speed manual
Gear ratios	1 st	5.250	4.110
	2 nd	3.360	2.315
	3 rd	2.172	1.542
	4 th	1.720	1.179
	5 th	1.316	1.000
	6 th	1.000	0.846
	7 th	0.822	-
	8 th	0.640	-
	Reverse	3.712	3.727
	Final drive	3.150	3.460
PERFORMANCE		GR SUPRA 2.0	GR SUPRA 3.0
			8AT 6MT
Power-to-weight ratio (kg/kW)		7.7:1	6:1 TBC
Max. speed (mph)		155 (electronically limited)	

0-62mph acceleration (sec)	5.2	4.3	4.6
FUEL CONSUMPTION (WLTP)	GR SUPRA 2.0	GR SUPRA 3.0	
		8AT	6MT
Combined cycle (mpg)	38.7	34.40	32
Fuel tank capacity (l)	52		
EMISSIONS (WLTP), INSURANCE & WARRANTY	GR SUPRA 2.0	GR SUPRA 3.0	
		8AT	6MT
CO ₂ emissions – combined cycle (g/km)	167	188	198.3
Insurance groups	34E – 37E		
New vehicle warranty	3 years/60,000 miles		
SUSPENSION	GR SUPRA 2.0	GR SUPRA 3.0	
Front	MacPherson strut		
Rear	Five-link axle		
STEERING	GR SUPRA 2.0	GR SUPRA 3.0	
Type	Rack and pinion, electric power steering		
Steering ratio	15.1:1		
Min. turning radius – tyre (m)	5.2		
Min. turning radius – body (m)	5.5		
BRAKES	GR SUPRA 2.0	GR SUPRA 3.0	
Front	Ventilated discs, 4-pot fixed callipers		
Rear	Ventilated discs, single-pot floating calliper		
Front diameter x thickness (mm)	348 x 36		
Rear diameter x thickness (mm)	345 x 24		
TYRES	GR SUPRA 2.0	GR SUPRA 3.0	
Type	Michelin Pilot Super Sport		
Front	255/40ZR18 95Y (18in wheel) 255/35ZR19 96Y (19in wheel)		
Rear	275/40ZR18 99Y (18in wheel) 275/35ZR19 100Y (19in wheel)		
EXTERIOR DIMENSIONS	GR SUPRA 2.0	GR SUPRA 3.0	
Overall length (mm)	4,379		
Overall width (mm)	1,854		
Overall height (mm)	1,292		
Wheelbase (mm)	2,470		

Front tread (mm)	1,594		
Rear tread (mm)	1,589		
Load capacity (VDA I)	290		
WEIGHTS	GR SUPRA 2.0	GR SUPRA 3.0	
		8AT	6MT
Kerb weight – without driver (kg)	1,395	1,495	1,502
Kerb weight – ECE (kg)	1,470	1,570	1,577
Gross vehicle weight (kg)	1,710	1,815	1,795

TOYOTA GR SUPRA EQUIPMENT SPECIFICATIONS*

SAFETY & HANDLING	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
Toyota Supra Safety+: Pre-Collision System with pedestrian and cyclist detection, Intelligent Adaptive Cruise Control, Lane Departure Alert with steering control, Automatic High Beam, Road Sign Assist	x	x	✓
Toyota Supra Safety+: Pre-Collision System with pedestrian and cyclist detection, Lane Departure Alert with steering control, Automatic High Beam, Road Sign Assist	✓	✓	x
Airbags (7)	✓	✓	✓
Child seat restraint system	✓	✓	✓
ABS	✓	✓	✓
Traction Control	✓	✓	✓
Vehicle Stability Control	✓	✓	✓
Seatbelt fastening reminder	✓	✓	✓
Blind Spot Monitor	x	✓	✓
Rear Cross Traffic Alert	x	✓	✓
Tyre Pressure Monitoring System	✓	✓	✓
Rear-end collision warning	x	✓	✓
Emergency brake light signal	✓	✓	✓
Automatic headlight levelling	✓	✓	✓
Speed-detecting automatic door locking	✓	✓	✓
eCall	✓	✓	✓
Active sports differential	✓	✓	✓
Adaptive Variable Suspension	✓	✓	✓
Sport braking system	✓	✓	✓
Start hold control	✓	✓	✓
Cruise control	✓	✓	x
COMFORT & CONVENIENCE	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
Automatic dual-zone air conditioning	✓	✓	✓
Tilt and telescopic steering wheel adjustment	✓	✓	✓
Smart entry and push-button start	✓	✓	✓
Automatic wipers	✓	✓	✓

Automatic headlights	✓	✓	✓
Reversing camera	✓	✓	✓
Electronic parking brake	✓	✓	✓
Front and rear parking sensors	✗	✓	✓
12V power outlet in front cabin	✓	✓	✓
12V power outlet in boot	✗	✓	✓
Multimedia/audio/phone/cruise control switches on steering wheel	✓	✓	✓
Remote boot door release in cabin	✓	✓	✓
Front cup holders (x2)	✓	✓	✓
Front footwell lights	✓	✓	✓
Door courtesy lights	✗	✓	✓
Glovebox light	✗	✓	✓
Tonneau cover	✓	✓	✓
Boot light	✓	✓	✓
Luggage net	✗	✓	✓
INSTRUMENTS & CONTROLS	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
Drive Mode Selector	✓	✓	✓
Paddle shifts on steering wheel	✓	✗	✓
Reversing camera	✓	✓	✓
Adjustable speed limiter	✓	✓	✓
Head-up display	✗	✗	✓
Digital speedometer	✓	✓	✓
Gear Shift Indicator	✓	✓	✓
SECURITY	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
Alarm with tilt and intrusion sensors	✓	✓	✓
Locking wheelnuts	✓	✓	✓
Power/remote door locking	✓	✓	✓
Immobiliser	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
Manually adjustable seats	✓	✓	✗
Power-adjustable seats	✗	✗	✓
Memory function on driver's seat	✗	✗	✓
Power-tilting cushion on driver's seat	✗	✗	✓
Sports seats	✓	✓	✓
Heated seats	✓	✗	✓
Black Alcantara seat upholstery	✓	✓	✗
Black leather seat upholstery	✗	✗	✓
Seatback pockets	✓	✓	✓
Aluminium scuff plates	✓	✓	✓
Aluminium sport pedals	✓	✓	✓

AUDIO, MULTIMEDIA & CONNECTIVITY	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
4-speaker audio system	✓	✗	✗
10-speaker audio system	✗	✓	✗
12-speaker JBL audio system	✗	✗	✓
DAB reception	✓	✓	✓
Bluetooth	✓	✓	✓
1.5-amp USB port	✓	✓	✗
2.1A-amp USB port	✗	✗	✓
8.8-inch touchscreen TFT display	✓	✓	✓
Navigation system with 3D mapping	✗	✗	✓
Voice recognition	✓	✓	✓
Toyota Supra Connect connected services	✓	✓	✓
Apple CarPlay smartphone connectivity	✓	✓	✓
Wireless mobile phone charger	✗	✓	✓
EXTERIOR	GR SUPRA 2.0 PRO	GR SUPRA 3.0	GR SUPRA 3.0 PRO
LED headlights with follow-me-home function	✓	✓	✗
LED dual-beam projector headlights with follow-me-home function	✗	✗	✓
Automatic headlight cut-off	✓	✓	✓
LED daytime running lights	✓	✓	✓
LED front light guides	✓	✓	✓
LED rear fog light	✓	✓	✓
LED turn indicators	✓	✓	✓
Cornering lights	✓	✓	✓
Power-adjustable heated door mirrors with auto-retracting and auto-dimming functions	✓	✓	✓
Reverse-tilt function on passenger door mirror	✓	✓	✓
Door mirror memory setting	✗	✗	✓
18in black/silver bi-tone 5-double-spoke alloy wheels	✓	✓	✗
19in black/silver forged alloy wheels	✗	✗	✓
19in lightweight forged alloys	✗	✓	✗
Tyre repair kit	✓	✓	✓
Red brake calipers with Supra logo	✓	✓	✓
Dual exhaust tailpipes with chrome finishers	✓	✗	✗

Dual exhaust tailpipes with brushed steel finishers	x	✓	✓
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* These specifications are a guide for media, they are not a customer resource; customers can confirm the specification of individual vehicles with their Toyota Centre.

ENDS

Ref:220605M