

Updated: March 2025

THE TOYOTA HILUX

INTRODUCTION

Hilux has gained a striking new frontal design, a more powerful 2.8-litre engine option, extra equipment features, added comfort and improvements in performance both on and off-road. The mid-life upgrades strengthen the world-famous pick-up's 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 range, the GR Sport II and Invincible X grades come with additional strong styling elements, high-quality interiors 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.

Hilux has also gained its first electrified powertrain, a 48V mild hybrid system which debuted on the Invincible X double cab model in early 2025.

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 and 2022.

POWERTRAINS

- 201bhp 2.8-litre turbodiesel engine, available for Invincible, Invincible X and GR Sport II models
- Six-speed manual or upgraded six-speed automatic transmission
- Hilux Invincible X also available with new 2.8-litre 48V mild hybrid system

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 Toyota Hilux is available with a powerful 2.8-litre engine that maintains its reputation as one of the most competitive and capable models in its segment.

The engine powers the top-of-the-range GR Sport II, Invincible X and (in addition to the 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/204 DIN hp/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.

Across the entire range, Hilux has a one-tonne 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

Hilux continues to offer the successful 2.4-litre turbodiesel unit, fitted with a fuel and emissions-reducing stop-start system. It is available exclusively for the Invincible grade double cab model, with automatic transmission.

The 16-valve DOHC four-cylinder 2,393cc unit is equipped with a variable nozzle turbocharger and an intercooler. It generates 148bhp/150 DIN hp/110kW at 3,400rpm and 400Nm maximum torque between 1,600 and 2,000rpm.

Transmissions

Both the 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 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.

HILUX HYBRID 48V

- Hilux evolves with the adoption of an electrified mild hybrid powertrain
- A stronger proposition for business with enhanced performance on and off-road
- Smooth and natural acceleration and deceleration feel in on-road driving with superior stop-and-start system and regenerative braking function
- Off-road performance benefits from revised low-speed idling control and adoption of Multi-Terrain Select system
- Introduced in the UK in the Hilux Invincible X Double Cab

The Toyota Hilux has established a worldwide reputation for exceptional strength and durability, faithfully serving its owners and drivers in the world's most challenging environments. During that time, it has evolved to become a genuine dual-use vehicle: it has retained all the toughness and reliability required for serious work duties while offering the comfort, refinement, on-road poise and safety for day-to-day and leisure driving.

This evolution has entered a new phase with the introduction of the model's first electrified powertrain, the Toyota Hilux Hybrid 48V.

The 48V mild hybrid system strengthens the Hilux's proposition as an ideal partner for business and commercial users, delivering multiple benefits. Performance is smoother, quieter and more refined, whether driving on standard roads or tackling tougher terrain. Critically, this is achieved without compromising the pick-up's off-road prowess – notably there is no impact on its deep water (700mm) wading or its load-carrying capabilities. This has been achieved by ensuring components such as the battery are positioned high up on the engine and using a fabric layer in the structure of the timing belt – a Toyota first.

In the UK the new powertrain is available exclusively in the Invincible X Double Cab model (with auto transmission).

New Toyota 48V Hybrid system

Hilux is the first model to use the new Toyota 48V Hybrid system. This mild hybrid powertrain retains the strengths of the pick-up's proven 2.8-litre turbodiesel engine and introduces a new electric motor-generator, a 48V lithium-ion hybrid battery and a DC-DC converter.

These new components have all been designed for simple integration, avoiding the need for complex adjustments to the powertrain layout.

Another key consideration was to ensure the system can withstand the kind of harsh operating conditions the Hilux is likely to encounter. For instance, new parts, including the motor-generator, are located high enough on the engine to maintain the vehicle's 700mm wading capability.

Electric motor-generator

The electric motor-generator – a permanent magnet synchronous unit – is driven by the engine and in turn charges the lithium-ion hybrid battery. It provides multiple benefits that make driving easier, smoother and quieter in all conditions – both on-road and off. Its compact dimensions helped make the hybrid system easy to integrate with Hilux's existing powertrain.

Its benefits include a regenerative braking function, recovering energy produced every time the driver comes off the throttle. Combined with engine braking, this saves fuel, makes driving easier and gives natural-feeling deceleration. In on-road driving, acceleration when starting off and deceleration are smoother, linear and natural-feeling, contributing to a more composed and comfortable ride. The power assistance provided by the electric motor-generator also reduces the engine load in low-efficiency running,

When covering rougher, off-road surfaces, the motor generator adds to Hilux's ability to overcome obstacles. Controllability at low speeds is further helped by a 20 per cent reduction in the engine's idling speed, from 720 to 600rpm.

The motor-generator's operating status is indicated in the driver's multi-information display with a read-out showing CHG (energy regeneration), ECO and PWR (providing assist in both cases).

Smoother, quicker, quieter stop-start performance

The stop-start system delivers a more comfortable drive in traffic, with the 48V Hybrid system enabling quicker and quieter restart response.

The electric motor-generator operates in place of a conventional starter motor and is always connected which means restart is enabled even at high engine speeds and there is less delay in immediate restarts after stopping.

Auto-stopping is provided in heavy traffic, or at times when the driver accidentally restarts the engine by reducing their pressure on the brake pedal. The driver can set their preference for stop and start performance, selecting NORMAL or LONG in the vehicle's

multi-information display. When choosing LONG, the engine's idling stop time when the air conditioning is operating is increased.

When the vehicle is on an uphill gradient, a slight delay might occur between engine restart and the generation of drive torque. As an auxiliary function, the stop and start system will maintain brake pressure until the necessary drive torque is generated, to support smooth start-off performance. Also, on level surfaces, any excess drive torque from the engine speed racing on restart is offset.

Injection volume control has been optimised to support the system's responsiveness, balanced against the level of shock experienced during acceleration.

Lithium-ion hybrid battery

The 48V lithium-ion hybrid battery has 13 cells and a 4.3Ah capacity. It weighs just 7.6kg and, thanks to the use of small internal components, is sufficiently compact to be housed beneath the rear seats, with minimal impact on cabin space. When fully charged, the battery can supply up to an additional 12kW of power and 65Nm of torque to the powertrain at start-off.

Both the hybrid battery and the low-profile DC-DC converter are protected against water ingress, and cooling air is drawn into the battery from the front of the vehicle, with a lower temperature than the cabin air. A filter helps prevent the build-up of dust in the battery's cooling paths and fan, which helps prevent deterioration of battery performance from high temperatures.

Two-arm belt-tensioner

A two-arm tensioner provides the belt tension required by the electric motor-generator. The first of its kind to be used in a Toyota, it has been designed specifically for use in diesel engine vehicles and to meet the demands of rough-road driving. It also provides a restart assist function and helps secure improved acceleration response. Its noise and vibration performance is on par with petrol engine passenger vehicles.

The belt's material composition is key to its performance. A high-strength cotton fabric layer on the ribbed side of the belt reduces noise, absorbs water and maintains its friction coefficient when wet. This helps achieve consistent performance in challenging conditions, for example when driving through water. Not only can the Hilux 48V wade through water 700mm deep, it can be stopped at this depth for up to 10 minutes.

A high-strength aramid cord is used in the core of the belt, improving reliability when tension increases are experienced when the motor-generator starts the engine or the increases the level of power generation.

Stoppers in the tensioner arms reduce abnormal noise and vibration caused by the arms striking the housing when switching to motor-generator mode. Bushes in the damping mechanism are designed to help prevent foreign bodies entering the sliding parts, such as dust and grit in rough road driving.

New Multi-Terrain Select (MTS)

The Hilux Hybrid 48V is the first Hilux to feature the Multi-Terrain Select system, operated using the MTS switch and mode selector on the centre console. This adjusts the vehicle's drive control systems – drive force, suspension and hydraulic brake pressure – to enhance traction, manoeuvrability and stability in different driving conditions.

There are six settings: Sand, Mud, Rock, Dirt, Deep Snow and Auto. In Auto mode, sensors around the vehicle continuously assess the road conditions and automatically apply the appropriate control settings. Sand, Mud, Rock and Auto can be engaged when the Hilux is in (low) L4 running; Dirt, Sand, Mud, Deep Snow and Auto can be used in the H4 transmission range.

- **AUTO MODE:** provides ground-covering performance without the driver having change the mode according to the road and driving conditions.
- **DIRT MODE:** when driving on unpaved roads, vehicle speed and stability are the same as on paved surfaces. The system provides suitable tyre-ground contact feel on undulating or uneven road surfaces and suitable driving force, even when towing.
- **SAND MODE:** in H4 range, this mode prevents delivery of excessive drive force, to avoid the vehicle becoming stuck, while still providing enough drive for cruising. In L4 range, higher driving force is provided should the vehicle become stuck, or the sandy surface gives a high level of resistance.
- **MUD MODE:** in this mode the wheels spin to help progress on muddy roads with very low grip levels. Higher driving force is provided in L4 range when the mud is deep enough to cover the tyres.
- **DEEP SNOW MODE:** this mode can be used when making forward and reverse movements to tackle high snow bumps. When the snow is deep enough to cover the tyres, the system spins the wheels to create a snowplough effect. Moderate drive force is provided when starting off to prevent wheel spin. NB: this mode is not intended for use when driving on packed snow road surfaces.
- **ROCK MODE:** this mode is suitable for driving over harsh, rocky terrain, suppressing tyre slippage. Should only two tyres be in contact with the ground, the

system will transmit drive force to the other two wheels while simultaneously controlling vehicle speed.

The digital multi-information display features a different background for each mode. In Sand, Mud, Deep Snow and Deep Snow modes in H4 and in all L4 modes, the VSC OFF indicator is illuminated; in all modes, the slip indicator light will flash on and off when brake control is being applied.

A strong, stable ride

The new Hilux Hybrid 48V has plenty of street presence, measuring 5,325mm long, up to 1,900mm wide and 1,865mm high. It's a practical pick-up, the double cab format matched to a 1,555mm long bed. The mild hybrid system in no way diminishes the load-carrying capability: payload is up to 1,000kg and towing capacity is 3,500kg.

The classic body-on-frame architecture and ladder frame chassis are key to its strength, durability and torsional rigidity. The rear suspension's hard-wearing leaf springs and twin shock absorbers provide sure-footed off-road performance and SUV-like on-road comfort and handling. Hilux's "go-anywhere" credentials are supported by a running ground clearance of 310mm and approach and departure angles at 29 and 27 degrees respectively.

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. It reaps the benefits of suspension and steering revisions and the availability of an 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 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 GR Sport II model uses monotube shock absorbers (painted red to denote the GR status) to gain superior damping performance with faster response and better heat dissipation. It also uses stiffer front springs. Compared to the standard Hilux, these upgrades deliver significant improvements in handling, including steering effort and steering angle response, straight-line performance, a flat ride and reassuring roll and rear grip feel.

Hilux's 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 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 an 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 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 Invincible grade models and above, Downhill Assist Control.

Further measures 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 tyre angle monitor.

Hilux's design supports its impressive off-road capabilities, with the Double Cab having a 310mm running ground clearance (330mm GR Sport II), approach and departure angles of 29 (30 degrees GR Sport II) 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 design creates a stronger road presence
- Improved instrumentation with new eight-inch multimedia screen
- 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

Hilux's front end has been completely redesigned with a powerfully three-dimensional trapezoidal grille and front bumper treatment, increasing its road presence 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. Invincible, Invincible X and GR Sport II models have LED headlights and tail lights.

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.

Multimedia package and smartphone integration

All versions of Hilux apart from the entry-level Active grade come with the Toyota Touch 2 multimedia system, with faster software and faster response to touchscreen commands. On the Invincible X the functionality includes satellite navigation; the GR Sport II has the Toyota Smart Connect+ multimedia system – details below.

Smartphone integration is enabled via Apple CarPlay or Android Auto, provided as standard.

Hilux equipment grades

Hilux's grade comprises Active, Invincible, Invincible X and new GR Sport II versions.

Active grade models are designed and specified primarily with work duties in mind, with 17-inch steel wheels and a rear diff lock. The standard spec' also provides air conditioning, automatic headlights, Apple CarPlay/Android Auto smartphone connection, DAB radio, Bluetooth and USB port.

Toyota Safety Sense is provided as standard (Pre-Collision System, Adaptive Cruise Control, Lane Departure Alert and Road Sign Assist) together with eCall, enabled by a Data Communications Module (DCM). Single, Extra and Double Cab versions are available.

Hilux Invincible features LED lights, front and rear parking sensors, automatic limited-slip differential, LED rear lights, 18-inch alloy wheels, heated front seats, auto-dimming rear-view mirror and windscreen wiper de-icer. Other key items include eight-inch multimedia touchscreen, smart entry, reversing camera and push-button start, a tailgate damper and automatic air conditioning.

The Hilux Invincible X is kitted out with a powerful body styling package, including body mouldings, exclusive front bumper and tailgate handle. In the cabin there is ambient door panel lighting and in addition to dual-tone leather upholstery, heated front and rear seats and power driver's seat adjustment. Manoeuvring over rough ground and in tight spaces is made easier with a Panoramic View Monitor, giving a 360-degree view of the vehicle's immediate surroundings.

GR Sport II

With even more powerful looks and benefiting from a series of technical adjustments, the GR Sport II celebrates Hilux's formidable heritage.

The new model has a double cab body and is powered by Hilux's proven, 2.8-litre unit driving through a six-speed automatic transmission.

This is the best-driving Hilux yet, on and off-road, thanks to the wider track, a raised ride height and improvements in handling characteristics, including a reduced roll angle and more precise steering response. There is less noise and vibration and suspension and brakes have also been revised.

The styling details include red coil springs and coloured dampers – black at the front and red at the rear, plus black overfenders. There are also new 17-inch black alloy wheels which strike a contrast with red brake callipers. They contribute to the vehicle's performance too, with a lightweight design that's aerodynamically efficient. The specification includes an aero sport bar and a soft cover for the load area. The bodywork features both black badging and the GR Sport logo.

The GR Sport II further stands out with its black G-mesh upper and lower grilles, separated by the TOYOTA name spelled out in classic style. The black detailing theme continues with the side steps, mirrors, door handles, sport bar and rear bumper. A silver front under-run and distinctive GR Sport badging complete the look.

The cabin complements the strong design with a black monochrome theme with red accents. Red seatbelts, paddle shifts and aluminium pedals reference the motorsport influence.

The sports seats are upholstered in a combination of black synthetic suede and leather with silver stitching and perforations. The GR logo is featured in the information display and instrumentation and there are new-look door trims.

Toyota Smart Connect+ multimedia

The Hilux GR Sport II is fitted with the Toyota Smart Connect+ multimedia system, accessed via an eight-inch touchscreen display. Users can also connect their smartphone or tablet to the system – wired or wirelessly if using Apple CarPlay or with a wired link for Android Auto.

The multimedia package includes access to cloud-based journey navigation, which uses constantly updated real-time traffic event information for accurate and efficient route planning. There is also an embedded navigation system that can be used when no data connection to the cloud is available.

The GR Sport II is also equipped as standard with a nine-speaker JBL premium audio system.

There is further convenience with future multimedia and safety system software tweaks or upgrades delivered seamlessly over the air, via the car's data communications module (DCM).

Technical enhancements

The world-famous “go-anywhere” qualities of Hilux are strengthened with an increase in the approach angle from 29 to 30 degrees and higher ground clearance, achieved by raising the ride height by 20mm and widening the front and rear tracks, by 140mm and 150mm respectively.

Improved aerodynamic performance is achieved with a new front “air curtain” structure that includes a new bumper and fog lamp bezel designs that optimise drag efficiency and reduce turbulence in the wheel arches, plus an aero-styled sport bar and deck cover.

Measures to gain a smoother and more stable ride over any terrain include new monotube dampers in place of the previous twin-tube units. These provide better performance and faster response in tough conditions.

The new, lighter 17-inch wheels are fitted with all-terrain tyres; superior braking performance is secured with larger front discs and new rear discs in place of the previous drums.

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.

Up to 10 years/100,000 miles warranty

In common with every new Toyota, Hilux is eligible for Toyota warranty protection for up to 10 years or 100,000 miles (whichever comes first). This comprises an initial three-year manufacturer warranty, followed by up to a further seven years of service-activated warranty.

For the first three years of the car's life, owners can have it serviced at a place of their choice. When the new car warranty period expires, they can then benefit from an additional 12 months (or 10,000 miles) warranty when their vehicle has a qualifying service at an authorised Toyota workshop. The warranty is provided at no extra cost, up to a limit of 10 years/100,000 miles. Terms and conditions apply; full details are available at www.toyota.co.uk.

In common with all other Toyota Professional light commercial vehicles, new Hilux models come with five years' free roadside assistance.

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		6AT	6MT	6AT
Gear ratios	1 st	3.600	4.784	3.600
	2 nd	2.090	2.423	2.090
	3 rd	1.488	1.443	1.488
	4 th	1.000	1.000	1.000
	5 th	0.687	0.826	0.687
	6 th	0.580	0.643	0.580
	Reverse	3.732	4.066	3.732
Differential gear ratio (final drive)		4.100	3.583	3.909
HYBRID SYSTEM				
Battery				
Type		-	-	Lithium-ion
No of cells		-	-	13
Capacity (Ah)		-	-	4.3
Weight (kg)		-	-	7.6
Motor-generator				
Type		-	-	Permanent magnet, synchronous motor
Max. output (kW)		-	-	12
Max. torque (Nm)		-	-	65
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	
		6AT	6MT	6AT
Max. speed (mph)		106	109	109
0-62mph (sec)		12.75	10.13	10.7

FUEL CONSUMPTION, EMISSIONS & INSURANCE		2.4 diesel		2.8 diesel			
		6AT		6MT	6AT		
Fuel consumption – combined, WLTP data (mpg)		28.9 – 30.1		31.3 – 33.2	27.9 – 30.1		
CO ₂ emissions – combined, WLTP data (g/km)		241 - 257		223 - 236	242 - 265		
Fuel tank capacity (l)		80					
Insurance groups		40D – 49D					
WEIGHTS		2.4 diesel		2.8 diesel			
		6AT		6MT	6AT		
Kerb weight (kg)	Single Cab	-		2,000 – 2,130	-		
	Extra Cab	-		2,075 – 2,260	-		
	Double Cab	2,110-2,305		2,120-2,290	2,170 – 2,250		
Gross Vehicle Weight (kg)	Single Cab	-		3,080	-		
	Extra Cab	-		3,150	-		
	Double Cab	3,210		3,210			
Payload (kg)	Single Cab	-		N/A	-		
	Extra Cab	-		1,075			
	Double Cab	1,100		1,030 – 1,090	1,040 – 1,085		
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)		1,855	1,860	1,865			
Wheelbase (mm)		3,085	3,085	3,085			
Front track (mm)		1,500	1,540	1,540 1,675 GR Sport II			
Rear track (mm)		1,510	1,550	1,550 1,705 GR Sport II			
Front overhang (mm)		985	985	985			
Rear overhang (mm)		1,255	1,255	1,255			
Min. running ground clearance (mm)		277	289	310 323 GR Sport II			
Angle of approach (deg)		29	29	29			
Angle of departure (deg)		25	26	26-27			
Wading depth (mm)		700					
INTERIOR DIMENSIONS		S/CAB	E/CAB	D/CAB			
Interior length (mm)		932	1,404	1,697			
Interior width (mm)		1,481	1,481	1,480 (front) 1,410 (rear)			
Interior height (mm)		1,175	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 & GR Sport II 265/60R18 – Invincible & Invincible X		

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TOYOTA HILUX EQUIPMENT SPECIFICATIONS

SAFETY	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
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	✓ D/Cab only	✓	✓	✓
Headlamp levelling	✓ manual	✓ auto	✓ 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)	✓	✓	✓	✓
eCall emergency alert	✓	✓	✓	✓
TRANSMISSION	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
4WD Auto Disconnecting Differential (ADD)	✓	✓	✓	✓
Locking rear differential	✓	✓	✓	✓
Automatic limited-slip differential	✕	✓	✓	✓
Paddle shifts	✕	✕	✕	✓
INSTRUMENTS & CONTROLS	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Headlamp warning buzzer	✓	✓	✓	✓
Tachometer	✓	✓	✓	✓
Fuel heater	✓	✓	✓	✓
Clock	✓	✓	✓	✓

Data Communication Module	✓	✓	✓	✓
COMFORT & CONVENIENCE	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Power steering	✓	✓	✓	✓
Smart entry and start	✘	✓	✓	✓
Automatic headlights	✓	✓	✓	✓
Follow-me-home headlight function	✓	✓	✓	✓
Illuminated entry system	✓	✓	✓	✓
Variable-rate windscreen wiper	✓	✓	✓	✓
Auto-dimming rear-view mirror	✘	✓	✓	✓
Heated rear window	✓	✓	✓	✓
Power windows	✓	✓	✓	✓
Auto up/down window functions	✓	✓	✓	✓
Tilt and reach-adjustable steering column	✓	✓	✓	✓
Auxiliary switches on steering wheel	✓	✓	✓	✓
Locking glove box	✓	✓	✓	✓
Cooled upper glove box	✓	✓	✓	✓
Centre console with storage and armrest lid	✓	✓	✓	✓
12V accessory socket	✓ (x1)	✓ (x2)	✓ (x2)	✓ (x2)
Windscreen wiper de-icer	✘	✓	✓	✓
Front and rear parking sensors	✘	✓	✓	✓
Rear-view camera	✘	✓	✓	✓
Panoramic View Monitor	✘	✘	✓	✓
Ambient interior door panel lighting	✘	✘	✓	✓
AUDIO, INFORMATION AND ENTERTAINMENT	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Audio system AM/FM, CD & Bluetooth – 4 speakers	✓	✘	✘	✘
Toyota Touch 2 multimedia with 8in touchscreen	✘	✓	✓	✘
Toyota Smart Connect+ multimedia system	✘	✘	✘	✓
4.2in colour multi-information display	✓	✓	✓	✓
Bluetooth	✓	✓	✓	✓
4 audio speakers	✓**	✘	✘	✘
6 audio speakers	✘	✓	✓	✘
JBL premium audio with 9 speakers	✘	✘	✘	✓
DAB	✓	✓	✓	✓

Satellite navigation	x	x	✓	✓
Smartphone integration via Apple CarPlay and Android Auto	✓	✓	✓	✓
USB port	✓	✓	✓	✓
VENTILATION	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Air conditioning – manual	✓	x	x	x
Air conditioning – automatic	x	✓	✓	✓
Pollen filter	✓	✓	✓	✓
Rear passenger footwell heating	x	✓	✓	✓
SECURITY	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Remote central locking	✓	✓	✓	✓
Locking tailgate	✓	✓	✓	✓
Engine immobiliser	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Number of seats	2-5	5	5	5
Tip-up rear seat	✓ D/Cab only	✓	✓	✓
Heated front seats	x	✓	✓	✓
Heated rear seats	x	x	✓	✓
Height-adjustable driver's seat	x	✓	✓	✓
Power driver's seat adjustment	x	x	✓	✓
60:40 tip-up rear bench	x	✓	✓	✓
Durable fabric upholstery	✓	x	x	x
Premium fabric upholstery	x	✓	x	x
Dual-tone leather upholstery	x	x	✓	x
Combination synthetic suede/leather upholstery	x	x	x	✓
Red seatbelts	x	x	x	✓
Leather steering wheel with audio controls and leather gear shift trim	x	✓	✓	✓
Carpet floor covering	✓ D/Cab only	✓	✓	✓
EXTERIOR & BODY	ACTIVE	INVINCIBLE	INVINCIBLE X	GR SPORT II
Exterior deck lashing hooks	x	x	x	x
Interior deck lashing hooks	✓	✓	✓	✓
Soft load space cover	x	x	x	✓
Cab protector/ladder rack	✓	x	x	x
Scuff plates	x	✓	✓	✓
Front and rear mudguards	✓	✓	✓	✓
Front spoiler	x	✓	✓	✓
LED headlights	x	✓	✓	✓
LED tail lights	x	✓	✓	✓

LED front fog lamps	x	✓	✓	✓
Daytime running lights	✓	✓ (LED)	✓ (LED)	✓ (LED)
Electrically adjustable, heated door mirrors with integrated turn indicators	✓*	✓	✓	✓
Power-folding door mirrors	x	✓	✓	✓
Black door handles & door mirrors	✓	x	x	✓
Grey door handles & door mirrors	x	✓	x	x
Chrome door handles & door mirrors	x	x	✓	x
Body colour front bumper	x	✓	✓	✓
Dark grey rear bumper	✓	x	✓	x
Black rear bumper	x	x	x	✓
Chrome rear bumper	x	✓	x	x
Black painted lower grille	x	✓	✓	x
Black painted upper grille	x	✓	x	x
Black upper & lower grilles with G-mesh pattern	x	x	x	✓
Dark grey painted upper grille	x	x	✓	x
Side steps (black)	✓	✓	✓	✓
Black overfenders	x	x	x	✓
Underbody protection cover	✓	✓	✓	✓
Tailgate damper	x	✓	✓	✓
Rear privacy glass	x	✓	✓	✓
Headlamp cleaners	x	✓	✓	✓
17-inch steel wheels	✓	x	x	x
17-inch black alloy wheels	x	x	x	✓
18-inch alloy wheels	x	✓ (black/machined)	✓ (black)	x
All-terrain tyres	✓	x	x	✓
Highway terrain tyres	x	✓	✓	x
Full-size spare wheel	✓	✓	✓	✓
Metallic/pearlescent paint	Opt	Opt	Opt	Opt

* Without turn indicators on Single Cab model. ** Two audio speakers in Single Cab model.

*** Exterior lashing hooks on Single Cab model.

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ENDS