January 2026

THE GR YARIS

- Toyota's rally-bred performance hatchback
- In-line three-cylinder 1.6-litre turbocharged engine produces 276bhp (280 DIN hp/206 kW), with peak torque of 345Nm
- Driver's cockpit with race car-style digital instrumentation and improved location of key controls and data sources
- Increased body rigidity, strengthened suspension, full-time all-wheel drive and selectable drive modes
- Powertrain cooling package provided as standard
- GR Yaris Aero Performance introduces motorsports-derived aero parts
- Exclusive Sébastien Ogier and Morizo RR special editions, developed by Toyota Gazoo Racing's world champion driver and Master Driver Akio Toyoda – aka Morizo
- Conversion of the GR Yaris to run on hydrogen gives a glimpse of future possibilities for developing performance car engines that use carbon-neutral fuel

INTRODUCTION

The original GR Yaris, first revealed in 2020, received such a positive reception on its launch, Toyota might have considered its work was done. Here was a car that at straight away stormed to the top of the hot-hatch segment, a rally-born, thoroughbred machine that left all competitors in its wake.

This was in fact just the start of the story. In the years since the first car came off the production line, intensive efforts have been invested in making it even better: more powerful, more responsive, more engaging and more rewarding to drive.

The winning combination of power, poise and precise control of the GR Yaris Rally1 Hybrid competition car has filtered down directly from World Rally, the sport's premier competition, to the road-going GR Yaris, a car that's genuinely "born from WRC". This high-performance hatchback is a perfect expression of Toyota's focus on using involvement in top level motorsport to fuel the development of ever better cars – both for racing and the road.

Toyota Gazoo Racing engineers worked with race and rally professionals in the spirit of constant improvement to enrich the GR Yaris's essential character as a "driver-first" car –

one that is all about the special experience you enjoy from the moment you get behind the wheel and fire up the engine.

An extensive list of upgrades was implemented in 2024, justifying the model's "new GR Yaris" description. Key elements included evolution of the world-leading turbocharged three-cylinder engine to deliver even more power and torque.

The bespoke GR Yaris chassis was further strengthened and in the cabin the cockpit layout and driving position were redrawn for a more authentic sports car feel, whether on-road driving or in motorsports competition. The suspension was also adjusted for greater handling control and robust performance under high loads, with revised spring rates and a strengthened front shock absorber assembly.

The GR Yaris offers everything that made the original such a success, but more so. A more focused range comprises a single version in "Circuit" specification that includes a cooling performance pack. This equips the car with an additional sub-radiator, intercooler spray and modified air intake. In 2026, the range grew to include a new Aero Performance version, equipped with a series of additional components to provide even better handing and stability. New special editions celebrating Sébastien Ogier's nine World Rally Championship titles and a version tuned to the driving taste of Akio Toyoda – aka Morizo – were also introduced

GR YARIS: THE STORY SO FAR

- GR Yaris developed by Toyota Gazoo Racing
- Engineering and design benefit directly from TGR's World Rally Championship-winning expertise

The GR Yaris is the perfect demonstration of how Toyota and its performance arm Toyota Gazoo Racing is committed to developing ever-better cars through motorsport. From the outset, this was not going to be just another hot hatch: this was a car that in engineering and design terms directly reaped the benefits of Toyota Gazoo Racing's championship winning experience in the WRC.

A new engine, a new electronic all-wheel drive system and a tailor-made chassis were all part of the plan. When the production car reached the hands of the press and customers, the response far surpassed Toyota's expectations. Customers include many performance car aficionados, who consider the GR Yaris to be worthy of a place alongside significantly more powerful prestige models in their collections. The GR Yaris is thus beyond categorisation; it is in a class of its own and an instant sports car classic.

The development programme that has delivered the new GR Yaris follows the concept of “develop, race, break, fix”. This describes how in seeking improvements, the car is pushed to its limits – literally to the breaking point of its components. Chief Engineer Naohiko Saito said: “Every aspect of the new GR Yaris incorporates the knowhow and expertise fed back from actual motorsport situations and from our Master Driver Akio Toyoda and race and rally drivers.”

POWERTRAIN: MORE POWER, MORE TORQUE, MORE CONTROL

- Maximum output from turbocharged three-cylinder engine increased to 276bhp
- Power unit “tested to breaking point” in race and rally competition to ensure durability

At launch, the GR Yaris’s turbocharged engine had the distinction of being the world’s most powerful three-cylinder production unit. Now it offers even more power with the maximum increased from 257bhp to 276hp.

This new benchmark in performance reaffirms the car’s supremacy in its class, increasing its advantage over the competition and delivering an authentic race car feel that reaffirms how Toyota has realised its ambition to build a rally car for the road.

At the same time as engine output was raised, steps were taken to ensure durability is maintained. Once again, the race track and the rally stage were the proving ground, with the engine tested to breaking point in the Japan Rally Championship and the Japanese Endurance Race series. Details include a strengthened valvetrain, a new exhaust valve material and an increase in the D-4ST fuel injection pressure. New lightweight pistons with wear-resistant rings were fitted and a new intake pressure sensor was added.

The specification for Europe includes a cooling pack as standard, comprising an additional sub-radiator that extend the time the car can be driven on full throttle; modifications to the air intake; and an intercooler water spray.

A sporty engine sound is a key part of the GR driving experience. In the GR Yaris the effect is heightened by a control sound directed through the sound system’s amplifier to enhance the quality of the engine note. Active Noise Control uses a microphone to detect noise generated by engine rotation; cancelling noise is calculated by computer and output through the car’s audio speakers.

Six-speed manual sports transmission

Changes were made to the six-speed manual sports transmission's clutch system, adding a new dual mass flywheel and tuning the clutch characteristics for controllable performance when making a rapid start and in competition driving.

Clutch pedal operation was also adjusted with the peak pressing force set relatively high to achieve the kind of feedback that's appropriate for a sports car.

GR-FOUR ALL-WHEEL DRIVE

- GR-FOUR provides precise front/rear drive torque control
- Two limited-slip differentials manage left/right drive balance
- Driver can adjust AWD settings to suit conditions or their preference using mode switch

Optimum grip and traction are achieved with the GR-FOUR electronically controlled, permanent all-wheel drive system. The distribution of torque between the front and rear axles is governed by a high-response coupling, while two Torsen limited-slip differentials manage the split between the left and right-side wheels to give natural and direct car control.

The ingenious system uses slightly different gear ratios for the front and rear axles and allows for a theoretical range of front/rear torque balance from 100:0 (full front-wheel drive) to 0:100 (full rear-wheel drive). This flexibility gives a performance advantage over AWD on-demand systems that use twin-coupling or permanent AWD systems with a centre differential. The GR-FOUR system is also considerably lighter in weight.

The driver can adjust four-wheel drive performance to suit their preference or the driving situation using a 4WD mode dial switch. In normal mode the standard front/rear torque distribution is 60:40, but with new variable drive torque, the balance shifts in Track mode between 60:40 and 30:70. This increases the driving rewards on circuits and winding roads: the car will enter a bend with 60:40 distribution, but this will change to 30:70 to gain more rear wheel traction and secure better acceleration out of the bend. In Gravel mode the base setting is 53:47 for fast, competitive driving on circuits or special stages. In each mode, the torque balance will automatically adjust in response to the driver's inputs, vehicle behaviour and road or track conditions.

The all-wheel drive system's ECU provides linear control of the drive torque distribution, in line with the driving situation, responding to vehicle information including vehicle speed, acceleration and brake pressure. The system also uses an electronically controlled multi-plate clutch, operating according to data from sensors measuring wheel speed, G-forces and clutch temperature.

CHASSIS AND HANDLING

- Increased body rigidity delivers even better chassis and steering response
- Purpose-designed chassis combining elements of Toyota's GA-B and GA-C platforms
- Suspension strengthened to enhance performance under high loads

The GR Yaris's lightweight body has been rendered even more rigid with around a 13 per cent increase in spot welds and the application of approximately 24 per cent more structural adhesive. As a result, the car's yaw response, steering feedback and grip feel have been enhanced, building what was already a taut and highly rewarding chassis.

The platform was purpose-designed for the car, combining the front section of the Yaris's GA-B structure and a new rear end crafted from Toyota's larger GA-C platform. The body shell features a roof made from a lightweight forged (rather than woven) carbon compound material. Aluminium is used for the bonnet and doors, again saving weight and helping lower the car's centre of gravity. Thin-sheet steel is used in the wings and side members, with light and strong high-tensile steels in critical areas to ensure the car's structure can safely absorb and dissipate impact forces.

Strengthened suspension

The light but rigid suspension systems – front MacPherson struts and rear double wishbones with trailing arms – benefit from adjustments made in response to feedback from competition drivers. Adding extra bolts to fasten the front shock absorbers to the body suppresses changes in alignment that can happen when upper bush deforms in high-load driving. The front and rear springs were also adjusted for optimum performance and improved handling control.

Brakes

The braking system comprises 356mm ventilated front discs with four-pot, lightweight aluminium callipers and 297mm ventilated rear discs with two-pot aluminium callipers. The callipers are painted red and decorated with the GR logo.

High-friction pads are used front and rear. The brakes' heat capacity is suitable for circuit driving, with performance closer to that of heavier and more powerful C-segment cars.

The brake pedal has a short stroke and is tuned for solid feedback. Braking has a linear feel, with little variation between city and sports driving.

Steering

The steering is engineered for high control and linear feedback, contributing to how the driver feels a great sense of connection to the car, and to the road.

Using additional bolts in the front shock absorber mounts contributes to sharper and more direct steering response. The driver receives the optimum feedback, even when making only small steering angle adjustments. Performance is further sharpened by minimising the delay before steering assistance is activated when the driver turns the wheel. The steering stroke ratio is 13.6:1 and the steering wheel takes 2.36 turns lock-to-lock.

Wheels and tyres

The GR Yaris is fitted with 18-inch BBS alloy wheels with a 10-spoke design, shod with Michelin Pilot 4S high-performance tyres, designed for extra grip for high-speed driving stability and control.

COMPETITION-INSPIRED DRIVER'S COCKPIT

- Driver's cockpit redesigned with input from professional race and rally drivers
- Key controls repositioned for quick, intuitive operation
- Driver's field of vision increased

Significant changes were made inside the GR Yaris to give the driver's cockpit an authentically sporty feel with a design that's true to the "driver first" principles that define the car.

The GR team took insights from racing and rally drivers as inspiration for re-positioning controls and giving the driver faster, clearer access.

Controls that often need to be used in competition driving, such as intercooler spray, VSC-OFF and hazard lights were moved closer to the driver so they can be reached quickly and easily when using a racing harness. On the passenger side, the tray in the instrument panel was made larger so there is space for extra meters or a co-driver's monitor to be fitted.

The driver's field of vision from the wheel was improved by lowering the top edge of the instrument panel by 50mm, changing the position of the rear-view mirror and angling the control panel 15 degrees further towards the driver.

The instrumentation includes a new 12.3-inch fully digital combimeter with two layout modes – normal and sport, the latter providing a sports performance-focused data display. The design is free of any superfluous ornamentation, so graphics are clear and information can be instantly viewed and understood. On the automatic model, the read-out includes transmission oil temperature and a visual warning in addition to a sound alarm to alert the driver when engine revs are too high for downshifting.

Precise changes were made to give the driver the best posture. The seat was lowered by 25mm and steering wheel adjusted accordingly. The shift direction was changed to suit competition driving so the driver pushes the lever forward for downshifts and pulls back for upshifts – a detail promoted by Master Driver and Toyota Motor Corporation Chairman Akio Toyoda (alias "Morizo").

EXTERIOR DESIGN

- GR Yaris a model in its own right, sharing only three external elements with the standard Yaris – the headlights, door mirrors and roof antenna
- New lower grille and enlarged side grille to enhance cooling performance
- Relocated rear fog and reversing lights

As might be expected in such a thoroughbred machine, the changes to the GR Yaris's exterior were much more than simple cosmetic tweaks. Once again, the feedback from professional and master drivers and experience gained in the heat of motorsport were integral to the revisions.

The essential package remains the same: GR Yaris is a three-door car that's very much a model in its own right: only the headlights, antenna and door mirrors are carried over from the standard hatchback. Every element was revised to achieve optimum downforces, aerodynamics and grip.

At the front of the car there is a new steel mesh for the lower grille, optimised for the best balance of thickness, strength and weight reduction. The side grille has a larger opening and lower bumper has a new split-construction that makes it easier and less costly to repair or replace.

At the rear, an opening in the bottom edge of the lower garnish allows air from beneath the floor to escape, reducing drag, improving the car's manoeuvrability and stability and dispersing heat from the exhaust system.

The fog and reversing lights have been relocated, moving from the lower bumper to be integrated in the rear combination lamps, reducing the risk of damage. Similarly, the high-mounted stop light was moved from the rear spoiler to lower down on the back door so that all rear lamps are aligned and in a clear line of sight for following drivers. Moving the stop light also makes it easier for the spoiler to be changed or customised.

DEVELOPED IN THE SPIRITUAL HOME OF WORLD RALLYING

- Development centre at Toyota Gazoo Racing World Rally Team's base in Jyväskylä, Finland
- Location allows for easy access to challenging roads for vehicle testing
- Model development faithful to TGR's philosophy that "the road shapes the driver as well as the car"

When Toyota returned to the WRC in 2017 after 18 years away from rallying's top level, an ambition to be the best was supported by the decision to base the new team in Finland. The town of Jyväskylä is widely regarded as the spiritual home of rallying and its location provides excellent access to challenging roads on which to test and tune vehicle performance.

This supports Toyota Gazoo Racing Racing's belief that development is best achieved in extreme conditions and its philosophy that "the road shapes the driver as well as the car". Around the world, people drive their cars in all conditions and on all types of surfaces, every day. To learn how to make ever-better cars, Toyota needs to gain a clear understanding of how ordinary people deal with their everyday driving demands.

Rallying is a motorsport that's about how far cars can go in a wide range of driving conditions, which makes it the perfect high-level arena for gaining knowledge and experience and developing technologies, skills and solutions that can be applied to new production vehicles. This is why Toyota competes in the WRC.

SAFETY AND EQUIPMENT FEATURES

- Third generation Toyota Safety Sense as standard
- Toyota Smart Connect + multimedia system with wireless smartphone integration
- Fully digital driver's combimeter

Third generation Toyota Safety Sense

Notwithstanding its pure-bred performance profile, the GR Yaris is equipped as standard with the third generation of Toyota Safety Sense, providing a comprehensive package of systems to detect potential hazards, provide timely warnings and, when needed, provide steering, braking and drive assistance to help avoid a collision.

Should an impact be unavoidable, the car's body structure is engineered to deform, absorbing and dissipating impact forces in a controlled fashion and safeguarding the integrity of the passenger cell.

The safety and driver assistance systems have been updated for added functionality and enhanced performance. For example, the Pre-Collision System can now recognise motorcycles and oncoming traffic and its intersection collision avoidance support can detect crossing vehicles. The Dynamic Radar Cruise Control has gained added turn-signal linked control and deceleration assist and it offers a wider choice of distance settings. Future software updates for the car's safety and multimedia systems can be delivered over the air via the Data Communication Module (DCM), avoiding the need for the car to be taken to a service centre.

Equipment specification

Key equipment features include the Toyota Smart Connect+ multimedia system with eight-inch touchscreen, navigation (both cloud-based and embedded systems), wireless smartphone integration with Apple CarPlay and Android Auto a 12.3-inch digital driver's combimeter.

Exterior features include power-folding heated door mirrors, rear privacy glass and automatic headlights. In the cabin there is dual-zone automatic air conditioning, front sports seats, aluminium pedals and a GR steering wheel.

THE GR YARIS AERO PERFORMANCE AND SPECIAL EDITIONS

- GR Yaris Aero Performance benefits from motorsports-refined aero package
- GR Yaris Sébastien Ogier 9x World Champion Edition
- GR Yaris Morizo RR special edition

GR Yaris Aero Performance

Toyota Gazoo Racing's commitment to making ever-better cars through motorsport has seen regular enhancement of the GR Yaris since its 2020 launch. The constant improvement process involves the analysis of driving data, the review of feedback from drivers and detailed scrutiny of parts when they have been taken beyond the limits of their performance.

The Aero Performance grade, introduced to the range in early 2026, is a result of that philosophy, introducing six new aerodynamic performance parts. Areas where improvements could be made were identified in competition driving and parts performance was fine-tuned with first-hand contributions from professional drivers.

A large cooling duct and grille have been added to the aluminium bonnet, which shares its contoured shape with the GR Yaris's predecessor, the GRMN Yaris. It improves cooling by discharging heat from the engine compartment during high-speed driving and was developed and proven in cars competing in the Japanese Rally Championship.

A front lip spoiler helps achieve a higher level of aerodynamic balance, suppressing front lift and enhancing grip. It was added to the GR Yaris Aero Performance after development with pro-racer Kazuya Oshima who competes with Rookie Racing in Japan's Super Formula, Super GT and Super Taikyu championships.

A large, variable rear spoiler contributes to high-speed handling and braking stability. Its angle can be manually adjusted to suit different situations, for example circuit driving or to deliver a more enjoyable road drive.

A new floor undercover has been fitted, inspired by the flat bottom of the fuel tank used in Super Taikyu endurance racing in Japan. This optimises underbody airflow to further improve the car's aerodynamic performance.

New **ducts** are featured to the rear of the front wings. These release and direct rearwards air accumulating in the front wheelhouses, improving steering feel under braking and handling stability when entering a corner.

Ducts have also been added on each side of the rear bumper. These reduce the car's drag coefficient, creating a smooth flow of air beneath the car. Their development was prompted

in response to a scenario from the harsh environment of circuit racing where a GR Yaris in Super Taikyu racing experienced exceptional aerodynamic loads.

In addition to these aerodynamic parts, the GR Yaris Aero Performance also adopts a racing-style vertical handbrake.

Special editions

The **GR Yaris Sébastien Ogier 9x World Champion Edition**, revealed at the first round of the 2026 FIA World Rally Championship, Rallye Monte-Carlo, is based on the GR Yaris Aero Performance and incorporates exclusive equipment reflecting the Frenchman's preferences and driving style.

Together with Ogier, TGR developed two special all wheel drive control modes. SEB mode replaces the original TRACK mode and uses a 40:60 front-rear torque split to enable rear-drive-oriented vehicle control while maintaining front-end turning performance. MORIZO mode replaces the original GRAVEL mode; this maximises traction and cornering performance. Under acceleration, front and rear wheels are locked, while under braking, locking force is reduced as necessary. Ogier favoured the torque distribution settings developed by Toyota Motor Corporation Chairman Akio Toyoda – aka Morizo – through extensive rally driving, leading to its adoption in this edition.

The interior and exterior have been modified to combine refined understatement with functional design inspired by the demands of real rally stages. The new Black Gravite colour represents TGR's 2025 motorsports activities and is complemented by matt black wheels in a matching tone. The brake callipers are finished in Ogier's signature blue, while the radiator grille features a tricolour accent inspired by the French flag.

Red, blue and grey stitching extends the French tricolour theme to the steering wheel, which has a smaller overall diameter and a redesigned switch layout, based on insights from the GR Yaris Rally2 rally car. The exclusive leather grip of the vertical handbrake features grey stitching, while a commemorative serial-number plate celebrates Ogier's titles. There are also dedicated display graphics for SEB and MORIZO modes on the full TFT GR instrument display.

The **GR Yaris Morizo RR** special edition, revealed at the 2026 Tokyo Auto Salon, has been created with Toyota Motor Corporation Chairman and Master Driver Akio Toyoda, aka

Morizo. It benefits from insights gained through competing as Toyota Gazoo Rookie Racing (TGRR) in the 2025 Nürburgring 24 Hours.

Developed with insights and experience from that event, the car adopts some new technical features.

Nürburgring-honed suspension: benefiting from the powerful downforce generated by the exclusive carbon fibre rear wing, the suspension has been optimised to achieve damping forces that keep the tyres in firm contact with the road, including on uneven surfaces like those found at the Nürburgring. The electric power steering control has been modified accordingly.

Exclusive four-wheel drive control mode, developed with Morizo: “Morizo” mode replaces the “Gravel” mode of the original vehicle and sets the front/rear initial torque and drive force distribution at 50:50.

The special edition also features a carbon fibre rear wing – exclusive to the model – a front spoiler, side skirts and a carbon fibre bonnet.

The exterior colour is also exclusive to the model, Gravel Khaki. The radiator grille has a Piano Black finish and Matt Bronze wheels complete the external look.

The brake callipers and interior stitching are in Morizo’s signature yellow colour. The steering wheel is another exclusive feature, with a suede finish, a slightly reduced outer diameter and modified paddle shifters. The steering wheel-mounted switches are laid out independently, based on lessons learned with the GR Yaris Rally2 rally car.

Each car has an exclusive serial number plate bearing the Morizo RR logo.

EXPLORING FUTURE POSSIBILITIES: THE HYDROGEN-FUELLED GR YARIS

- The GR Yaris’s turbocharged three-cylinder engine has been converted to run on hydrogen
- Engineering study uses elements from the Toyota Mirai hydrogen fuel cell electric saloon, including hydrogen tanks installed in the car’s boot
- Demonstration of how existing internal combustion engines can be adapted to use carbon-neutral hydrogen

Toyota includes the development of internal combustion engines that can run on carbon-neutral fuel in its multi-path technology approach to reducing and ultimately eliminating

vehicle CO_2 emissions. Its development programme has already produced high-performance hydrogen powertrains for race cars competing in endurance events in Japan.

It has further investigated the potential of hydrogen ICE engines by converting the turbocharged three-cylinder petrol engine that powers the new GR Yaris. Thanks to technologies developed by Toyota and Toyota Gazoo Racing, the conversion process is relatively straightforward: the major changes are replacement of the fuel tank and related fuel lines with components suitable for hydrogen.

Many parts have been adopted from Mirai, Toyota’s hydrogen fuel cell electric saloon, including high-pressure fuel tanks, installed in the GR Yaris’s boot. The principal change to the engine itself is the installation of a new fuel system with injectors, piping and spark plugs.

GR YARIS TECHNICAL SPECIFICATIONS

ENGINE		
Code		G16E-GTS
Type		3 cylinders in-line
Valve mechanism		DOHC 12-valve with Dual VVT-i
Fuel system		Direct & indirect, D-4ST
Turbocharging		Single-scroll turbo with ball bearings
Displacement (cc)		1,618
Bore x stroke (mm)		87.5 x 89.7
Compression ratio		10.5:1
Max. power (bhp/DIN hp/kW @ rpm)		276/280/206 @ 6,500
Max. torque (Nm @ rpm)		345 @ 3,150 – 4,600
TRANSMISSION		
Type		6-speed iMT
Ratios	1st	3.538
	2nd	2.238
	3rd	1.535
	4th	1.162
	5th	1.081
	6th	0.902
	Reverse	3.831
Differential gear ratio		3.941 (1st to 4th) 3.350 (5th to 6th & reverse)
AWD system		GR-Four with electronically controlled multi-plate clutch
Limited-slip differentials		Torsen, front and rear
PERFORMANCE		
Max. speed (mph		143
0-62mph acceleration (sec)		5.2
FUEL CONSUMPTION, EMISSIONS (WLTP) & INSURANCE		
Fuel consumption – combined cycle (mpg)		32.1 – 32.5
Fuel tank capacity (l)		50
CO_2 emissions (g/km)		197
Insurance groups		43A-44A

SUSPENSION	
Front Suspension	MacPherson strut with reinforced lower arm
Rear suspension	Trailing double wishbones
STEERING	
Steering type	Rack and pinion electric power steering
Steering ratio	13.6:1
Turns lock-to-lock	2.36
Min. turning radius (m)	5.31 (tyre) 5.64 (body)
BRAKES	
Front, diameter x thickness (mm)	Two-piece ventilated, grooved discs, 356 x 28 with 4-pot aluminium monoblock callipers
Rear, diameter x thickness (mm)	Ventilated grooved discs 297 x 18 with 2-pot aluminium monoblock callipers
WHEELS & TYRES	
Wheels	18in BBS 8J forged aluminium
Tyres	225/40ZR18 Michelin Pilot Sport 4S
EXTERIOR DIMENSIONS	
Overall length (mm)	3,995
Overall width (mm)	1,805
Overall height (mm)	1,455
Wheelbase (mm)	2,560
Front track (mm)	1,535
Rear track (mm)	1,565
Running ground clearance (mm)	124
Coefficient of drag (Cd)	0.352
INTERIOR DIMENSIONS	
Length (mm)	1,785
Width (mm)	1,430
Height (mm)	1,175
Load space (VDA litres, rear seats in place)	174
WEIGHTS	
Kerb weight (min-max kg)	1,280-1,305
Gross vehicle weight (kg)	1,645

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TOYOTA GR YARIS EQUIPMENT SPECIFICATIONS

SAFETY, DRIVER ASSISTANCE & HANDLING	
Toyota Safety Sense (Pre-Collision System, Lane Trace Assist/Lane Departure Alert, Intelligent Adaptive Cruise Control, Road Sign Assist, Emergency Steering Assist (daytime)	✓
Driver's airbag	✓
Front passenger airbag with cut-off switch	✓
Front and rear side airbags	✓
ISOFIX child seat fixings on outer rear seats	✓
Front and rear seatbelt fastening reminder	✓
Anti-lock Braking System (ABS) with brake assist (BA)	✓
Vehicle Stability Control (S-VSC)	✓
Hill-start Assist Control (HAC)	✓
Tyre pressure warning system	✓
eCall	✓
GR-Four all-wheel drive with three modes	✓
Open differential lock	✓
Front and rear Torsen limited-slip differentials	✓
GR performance-tuned suspension	✓
INSTRUMENTS & CONTROLS	
12.3in digital combimeter	✓
GR-Four AWD mode selector switch	✓
Paddle shifts (8AT only)	✓
COMFORT & CONVENIENCE	
Front power windows	✓
Auto-dimming rear-view mirror	✓
Reversing camera	✓
Three-spoke GR steering wheel	✓

Tilt and telescopic steering wheel adjustment	✓
Auxiliary switches on steering wheel	✓
Automatic windscreen wipers	✓
Follow-me-home headlight function	✓
Manual headlight levelling	✓
Smart entry and push-button start	✓
Auto-diming rear-view mirror	✓
12V power outlet (front)	✓
Dual-zone automatic air conditioning	✓
Pollen filter	✓
AUDIO, COMMUNICATION & INFORMATION	
6-speaker audio system	✓
Toyota smart Connect+ multimedia system with cloud and embedded navigation systems, voice recognition and on-board agent	✓
8in multimedia display	✓
Wireless smartphone integration: Apple CarPlay and Android Auto	✓
Bluetooth	✓
USB-C port	✓
Data Communication Module (DCM)	✓
Over-the-air system software updates	✓
SECURITY	
Transponder engine immobiliser	✓
Remote central double locking	✓
Alarm	✓
SEATING, UPHOLSTERY & TRIM	
Front sports seats	✓
60:40 split-fold rear seats	✓
Height-adjustable driver’s seat	✓
Ultrasuede upholstery and trim	✓
Leather handbrake and steering wheel trim	✓

Aluminium pedal set	✓
GR floor mats	✓
Scuff plates	✓
Soft load compartment cover	✓
EXTERIOR & BODY	
LED headlights	✓
LED daytime running lights	✓
Full LED rear lights	✓
LED turn indicators	✓
Forged carbon fibre roof	✓
Rear privacy glass	✓
Rear spoiler	✓
Shark fin antenna	✓
Dual exhaust tailpipes	✓
Power-adjustable, heated, auto-retracting door mirrors	✓
Black door mirror casings	✓
GR badging	✓
18in BBS 10-spoke forged alloy wheels	✓
Tyre repair kit	✓
Michelin Pilot Sport 4S tyres	✓
Red brake callipers with GR logo	✓

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