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THE TOYOTA LAND CRUISER

- All-new Land Cruiser delivers the model's traditional strengths of quality, durability and reliability
- Engineered to take the toughest conditions in its stride – the vehicle that will take you anywhere and everywhere, and bring you back, safe and sound
- Strong, purposeful design that draws on Land Cruiser's heritage styling
- New body-on-frame Toyota New Global Architecture GA-F platform provides the foundation for significantly increased rigidity and excellent response, ride and handling – on and off-road
- First Land Cruiser to adopt electric power steering and a new disconnecting anti-roll bar system
- New electrified powertrain introduced for 2026 featuring 2.8-litre turbodiesel engine with 48V battery
- New eight-speed automatic transmission

In a lifespan of more than 70 years, the Toyota Land Cruiser has earned an unrivalled global reputation for strength, reliability and the ability to cope with the harshest conditions. At the same time, it has constantly evolved to become a vehicle that is equally at home on the highway, embracing new designs, technologies and engineering solutions that build both its capabilities and its all-round customer appeal.

The arrival of the all-new Land Cruiser is thus a significant event, a model that scales new heights of off-road performance, underpinned by its new GA-F platform and frame; excellent functionality for carrying passengers and cargo; enhanced visibility for the driver; and simplicity, with parts designed to be easy to repair or replace with customised items.

The "back to origins' quality is evident in a powerful new design that fuses Land Cruiser's style heritage with a sharp, contemporary appearance that is timeless and communicates the kind of solid, functional quality associated with the best professional tools. Practicality is designed in, for example with the bonnet's raised corners and lowered central section that give the driver a commanding view, and the shaping of body parts to help avoid damage in harsh driving conditions. Aerodynamic details have also been included to the benefit of handling stability, brake and engine cooling and airflow management.

Likewise, the cabin has a functional, durable yet high-quality feel, with seating for up to seven and generous load space for whatever needs to be carried. Controls are positioned and shaped for quick and intuitive operation and information sources are clear and positioned for at-a-glance recognition. The instrumentation includes a new 12.3-inch colour driver's instrument display and multi-function dial selector, designed in consultation with professional rally drivers. When moving off road there are padded surfaces to protect knees and shoulders, while the new-design seats provide superior body-holding performance.

Power is provided by a re-engineered 2.8-litre turbodiesel engine with 202bhp/205 DIN hp/151kW matched to a new eight-speed Direct Shift automatic transmission. For 2026, the powertrain was electrified with the addition of a 48-volt lithium-ion battery, electric motor-generator and DC-DC converter, giving smoother, quieter and more responsive performance in both on and off-road driving. The vehicle's 500Nm maximum torque has been maintained, allowing loads of up to 3,500kg to be towed.

The new Land Cruiser is designed to deliver the highest levels of off-road performance while being composed, comfortable and easy to manoeuvre when driving on-road. Under the skin, the new global architecture GA-F body-on-frame is the foundation for the car's essential strength and rigidity, while the sophisticated Multi-Terrain Select and Multi-Terrain Monitor provide sophisticated assistance when tackling challenging conditions.

This is the first Land Cruiser to use electric power steering, giving more direct operation and easier manoeuvrability, with less risk of kick-back. Also new is the Stabiliser Disconnect Mechanism, which unlocks the front anti-roll bar, increasing wheel articulation to help tackle rough and rocky surfaces. A new braking system and double wishbone front suspension, a revised rear axle and updated Crawl Control also contribute to the handling prowess.

At the same time as strength and off-road capability have been enhanced, Toyota has focused on raising the levels of on-board quietness and comfort with extensive measures to counter noise and vibration. These include enhanced body sealing and extensive use of sound-absorbing materials. Ride quality has been elevated thanks to the rigidity of the new GA-F body and frame, a pitch control system and new mount designs for the engine and body.

Safety also reaches new heights with the third generation of Toyota Safety Sense active safety and driver assistance systems. The new Land Cruiser is better equipped than ever before to support the driver, recognising and warning them of a wider range of common accident risks and ready to provide braking, steering and drive control to help avoid a collision.

THE LAND CRUISER HERITAGE

The Land Cruiser was born 73 years ago as the Toyota BJ, on 1 August 1951. Shortly afterwards it demonstrated its strength and capabilities by becoming the first vehicle to successfully climb to the sixth station on the slopes of Mount Fuji.

The Land Cruiser name was adopted in 1954 and today, it is Toyota's longest-running production model with worldwide sales of more than 11.3 million* to date across more than 170 countries and regions.

Toyota's mission for Land Cruiser remains to provide people with a vehicle that will take them to their destination in safety and security, even in the harshest environments. The different experiences of customers around the world have proved invaluable in evolving the Land Cruiser's essential strengths of reliability, durability and the ability to tackle rough road conditions. Moreover, the achievement of Land Cruiser has set the template for the Quality, Durability and Reliability that are fundamental to all Toyota models.

The Land Cruiser trio: Heavy Duty, Station Wagon and Light Duty

The name "Land Cruiser" covers many thousands of variations that have appeared over the years, but since the 1980s the range has comprised three core vehicle types: the Heavy Duty, the Station Wagon and the Light Duty series, each satisfying different customer priorities.

As its name implies, the Heavy Duty series is true to the spirit of the original model, being designed and engineered for ultimate toughness and simplicity. Today the principal markets for the Heavy Duty Land Cruiser are in Africa, the Middle East and the Pacific. It's symbolic of this model's enduring character that the current 70 series has just entered its fifth decade of production.

The first Station Wagon model was introduced in 1967, marking a fundamental change in Toyota's strategy for Land Cruiser. This was a model targeting people who wanted an all-wheel drive vehicle for recreational use rather than work purposes, with plenty of room in both the passenger compartment and the load space. Through successive generations the Station Wagon Land Cruisers have developed a luxury profile and embraced sophisticated technologies for safety, comfort and performance. They remain the pinnacle of the Land Cruiser range. This model is currently not available in Europe.

In 1984, the Light Duty series made its debut. Originally developed primarily for the European market, the Light Duty Land Cruisers – also known as the Land Cruiser Prado – follow the principle of the Station Wagon in appealing to a wider, general consumer market. While still retaining excellent off-road capabilities – and Land Cruiser's classic body-on-frame construction – the Light Duty series is also engineered for ride comfort, stability and versatility as a car for everyday use. The all-new Land Cruiser is the latest generation in the Light Duty series.

**As of June 2023, cumulative and annual sales volumes include the Lexus LX and Lexus GX models.*

DESIGN: TRADITION BLENDED WITH MODERNITY

- Design expresses authentic off-roader performance in a fusion of heritage and modernity
- Silhouette and vehicle proportions reference Land Cruiser's design heritage
- Measures adopted to secure excellent view for the driver, including a bonnet with raised corners and lowered central section
- Powerful frontal design with classic TOYOTA emblem
- Body shaped to help avoid damage in harsh conditions; parts designed to be easily replaced
- Interior presents a functional yet high-quality design with customisable digital instrument display and latest Toyota multimedia package
- Seating for up to seven on board, with generous load space provision

Exterior

The design of the new Land Cruiser is a clear expression of the vehicle's status as a fully fledged off-roader that's inherently strong and stable.

Its essential reliability is reflected in the shape and composition of parts designed to cope with harsh conditions and be easy to replace if damage occurs. There's a timelessness, too, in design simplicity that expresses quality and will not look out-of-date, and a sense of professionalism in the form-follows-function design of the kind found in top-quality professional tools.

Brought together, these elements create a fusion of heritage and modernity: this is a Land Cruiser that is rooted in its origins yet meets the highest contemporary standards.

The classic Land Cruiser silhouette references the definitive lines of the early Land Cruiser models (the 40 and 70 Series Heavy Duty Land Cruisers are clear influences) with a strong horizontal axis, a long bonnet, upright windscreen, a short front overhang and distinctive trapezoidal wheel arches. The proportions are also true to Land Cruiser's design heritage, with a tight, box-shaped cabin set behind the car's vertical axis to gain both interior space and comfort. The car's overall length is 4,925mm, width 1,980mm and height 1,935mm; the wheelbase is 2,850mm.

The configuration and proportions of the frontal elements create a classic Land Cruiser look. Functional parts are grouped together towards the centre with high-set headlights to help avoid damage in tough driving conditions. The sense of purpose is further emphasised by the restoration of the classic TOYOTA logo front centre and at the rear above the licence plate garnish. Practicality is designed-in with bumper corners that are easy to replace if damaged.

The headlights have a slim, oblong triple-eye arrangement of LEDs while the front fog lights are deeply recessed in the bumper corners, again to help avoid damage. The front and rear corners are chamfered (which also aids manoeuvrability); and the lower door sections have a scraped, concave surface.

Giving the driver the best view ahead and to the side was a design priority. This produced a bonnet shape with raised sides which make it easier to locate the vehicle's corners, and a lowered centre section that improves the forward view, reducing the blind spot immediately in front of the vehicle. To improve the view to the side, the A pillar is set at a more upright angle, the mirrors are attached to the doors and the belt line has been stepped down – a reference to the classic Toyota BJ70 – by about 30mm compared to the current model.

The bodywork displays contrasting sharp hard and glossy curved surfaces for a simple, modern look with a sense of tension and high precision. The overall effect is of the Land Cruiser having been carved from a single lump of pure metal. The car's wide stance, flared front and rear wings and the tight body shape combine to emphasise stable performance.

At the rear, the lights are again tightly grouped in vertically stacked combi-units.

The Land Cruiser uses new-design 20-inch alloy wheels. A range of body accessories gives customers the chance to tailor their vehicle to suit their requirements, including roof rails and side steps.

Aerodynamic detailing

The distinctive exterior design incorporates a series of details to enhance the vehicle's aerodynamic performance.

Spats are fitted ahead of the front wheels, reducing the airflow striking the tyres and directing air to help cool the brake discs. The spats are deformable, so can withstand rough road driving.

Other measures include a reduction in the difference between the levels of the front pillars and the rain gutters and precise calculation of the door mirror sweep-back angle and housing profile to suppress turbulence. Side door mouldings have been added to rectify airflow along the side of the vehicle and a rear spoiler helps manage airflow away from the back of the vehicle and reduce lift force.

Interior design

The interior design expresses a safe, functional look suitable for off-road driving with an emphasis on durability, high quality and measures to reduce fatigue.

The instrument panel and upper door mouldings have strong horizontal lines that make it easy to grasp the vehicle's orientation in challenging conditions and make for an open cabin environment with an excellent outward view for everyone on board. The panel's cross-section is lowered in front of the front passenger, enhancing the open feel.

Information sources – the driver's instrument combimeter and multimedia display – are set high for easy visibility and there is a wide console area – a Land Cruiser characteristic – that keeps driving controls close at hand for quick and intuitive operation. The 12.3-inch digital instrument display presents meters and data with sharp graphics that are clear to read in all lighting conditions. The multimedia system is accessed via a 12.3 high-definition touchscreen. The package includes cloud-based navigation that benefits from up-to-the-moment traffic information; additional embedded navigation that can be used when cloud access isn't available; and the "Hey Toyota" assistant for voice command control of multiple functions and systems.

The physical shape of the switches and their operating methods have been unified – simple toggle or push controls – so the driver can operate them easily without having to look away from the wheel or change their posture. Professional rally drivers were consulted on the design of the combination of dial selector and push switch used for vehicle system functions such as the Multi-Terrain Select.

Knee pads and padded door shoulders provide protection when the going gets tough and the top of the door panel has a scooped profile so the driver has space for free elbow movement. The new steering wheel design reflects the solid, stable exterior styling, with wide spoke openings to help prevent fingers being injured in the event of steering kickback. The centre pad displays the classic TOYOTA logo, with function switches rationally organised on the left and right sections of the centre spokes.

A sense of precision and quality is expressed in the co-ordinated design of control switches and details such as the serrated patterns around the air vents and mode selector, the matching of thick upholstery materials with rope-like piping and trim parts that have the look of machined metal.

Throughout, there is a unified look to the interior, with consistent material quality, feel and appearance, communicating a strong character. Functional areas are flat and hard; touch points are soft and thickly covered. Digital design techniques were used to combine different parts into a single unit, for example incorporating the combimeter and centre display within the large instrument panel so there is less segmentation.

A new, simplified headlining shape increases the sense of space, with options for an opening panoramic roof that extends above the second-row seats.

Seating and upholsteries

The 2026 Land Cruiser has a five-seat interior as standard, upholstered in black leather. The front seats have a new design to provide strong support when driving off-road. The eight-way power-adjustable driver’s seat has a (manually) extending cushion that provides an extra 50mm of thigh support. Its design avoids opening a groove between the extension and the main cushion for seamless support.

The front seats have thinner seatbacks, improving leg and knee room for rear seat passengers, and have integrated heating and ventilation. Thicker urethane cushions disperse pressure over a wider area of the occupant’s body and are shaped to promote the optimum pelvis angle, reducing the load on the waist and muscles. The cushion sits on a hard lower layer, a construction that helps prevent the occupant’s posture collapsing when turning or changing lanes. The side bolsters project further, helping keep the body in place when horizontal forces are experienced, as when driving over rough surfaces.

The rear seats are in a bench arrangement that divides 60:40 with a reclining function; the outer seats have heating and ventilation functions.

Load space

With all seats in place, the load compartment offers 742 litres of space (up to the tonneau cover, 1,063 litres to the roof). With rear seats folded, the maximum capacity is 2,000 litres.

Access is made easy with a power-opening, top-hinged back door with an independently opening glass hatch.

POWERTRAIN RESPONSE, CONTROL AND EFFICIENCY

- New electrified diesel 48V powertrain features 2.8-litre turbodiesel engine with 202bhp/205 DIN hp/151kW, engineered for driveability and efficiency
- 48V lithium-ion battery, electric motor-generator and DC-DC converter
- New eight-speed Direct Shift automatic transmission
- Permanent all-wheel drive

Land Cruiser Diesel 48V system

Toyota's 48V system has been designed for simple integration: being more compact than a full hybrid system, it can be more easily fitted to existing powertrains without requiring significant redesigns or re-engineering. This also enabled it to be installed in the new Hilux pick-up.

The powertrain uses the Land Cruiser's established 2.8-litre turbodiesel engine and adds three principal components: an electric motor-generator, which replaces the conventional alternator; a 48V lithium-ion battery; and a DC-DC converter which controls the energy flow between battery and motor.

The system in no way compromises the Land Cruiser's ability to operate in extreme conditions and rough terrain. For example, the motor-generator has been positioned high on the engine block so that the vehicle can still wade at low speed through water up to 700mm deep.

Electric motor-generator

The electric motor-generator – a permanent magnet synchronous type unit – is driven by the engine and in turn charges the lithium-ion battery. It brings multiple benefits to the driving experience, both on-road and off.

It provides a regeneration function, recovering energy every time the driver comes off the throttle using engine braking. This is then used to provide the engine's stop-start function and support acceleration. It improves efficiency, makes driving easier and produces natural-feeling deceleration. In on-road driving, acceleration when pulling away and deceleration are smooth and linear, contributing to a more composed and comfortable ride.

On rougher, off-road surfaces, the motor-generator supports the vehicle's ability to tackle obstacles. Its operating status is indicated in the driver's multi-information display with a read-out showing CHG (energy regeneration), ECO or PWR (providing assist in both cases).

Stop-start performance

The 48V system enables quicker and quieter engine stop-start performance with less shock, making for an easier and more comfortable drive in traffic. As the motor-generator is always connected, there is less delay in immediate engine restarts after stopping. It also allows for restarts at high engine speeds.

The system will operate an auto-stop when driving in heavy traffic, or 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 is increased when the air conditioning is operating.

When the vehicle is on an uphill gradient, there may be a slight delay between engine restart and the generation of drive torque. As an auxiliary function, the stop-start system will maintain the brake pressure until sufficient drive torque is generated, to achieve a smooth start-off. Also, when the vehicle is on a level surface, the system offsets any excess drive torque produced on restart.

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. Weighing just 7.6kg, it has been designed with compact internal components to allow for integration beneath a revised deck board layout, helping to limit the impact on overall load space.

When fully charged, it 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 as much cooling air as possible 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 helps prevent battery performance deteriorating in high temperatures.

Two-arm belt-tensioner

The motor-generator operates with two-arm belt tensioner which has been designed specifically for use in diesel engine vehicles and to meet the demands of rough-road driving. As well as ensuring the required the level of belt tension, it also provides restart assistance and improved acceleration response. Noise and vibration performance is on par with petrol engine 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, such as when driving through water.

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

Stoppers 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.

2.8-litre turbodiesel engine

The 2,755cc in-line four-cylinder DOHC direct injection multivalve unit produces a maximum 202bhp/205 DIN hp/151kW at 3,000rpm and is matched to a new eight-speed Direct Shift automatic transmission. With maximum torque of 500Nm generated between 1,600 and 2,800rpm, it has the muscle to tow loads of up to 3,500kg.

Official WLTP combined cycle figures for fuel consumption and CO_2 emissions are 26.4mpg and 282g/km respectively.

Development of the new unit made acceleration control a priority, with performance that is faithful to the driver's intentions, whether on road or off, driving city streets or on the open highway. The intention was that driving feel should be direct, like that experienced with a manual transmission. To help focus their work, the engineering team gathered knowledge from development of the Land Cruiser 300 (Station Wagon model, not available in Europe) and quality, durability and reliability intelligence from the current Land Cruiser Prado. Customer feedback about how the vehicle is used day-to-day was also analysed.

This helped produce advances in acceleration performance and driveability; improvements in noise and vibration levels; and enhanced handling in severe conditions. The powertrain is engineered to provide linear acceleration with a strong initial response, while the lock-up function in the eight-speed automatic transmission suppresses surges in engine revs.

A redesigned and more efficient turbocharger is key to the enhanced torque response, with the introduction of impeller with compact blades and a reduction in the unit's diameter, A new belt layout makes space for the new electric power steering system (see below) and the adoption of a higher output (200A) alternator to ably support customer auxiliary power requirements.

Measures to address environmental performance include an increase in the efficiency of the SCR catalyst and an enlarged, 17-litre urea tank.

New eight-speed Direct Shift automatic transmission

The powertrain features a new eight-speed automatic transmission designed to enhance driving performance and fuel economy and offering quiet performance. With closer gear ratios, a new, compact torque converter and optimised components, the transmission delivers precise lock-up control, rhythmic shifting and a smooth acceleration feel.

The torque converter has a multi-plate lock-up clutch with an expanded range, contributing to the direct drive feel and overall fuel economy. Lock-up control can be implemented from low speeds, adding to the quality of the drive feel.

The unit also benefits from a new dynamic damper structure to help reduce torque fluctuations to the drive shaft. Both the torque converter and damper structure have been revised to reduce size and save weight.

The compact and lightweight gear train provides both efficiency and durability. Close gear ratios are used at higher vehicle speeds with consistent, small changes in engine rpm when shifting in the high range to produce a rhythmic feel. The first gear ratio has been lowered to improve start-off acceleration and off-road performance, while eighth gear has an increased ratio for quieter high-speed cruising at lower engine revs, with enhanced fuel economy.

Shifting response is enhanced by 25 per cent with the adoption of a new linear solenoid that is 29 per cent lighter than the previous unit, compared to the current six-speed automatic. Quieter performance and fuel economy are supported by a smaller-diameter oil pump.

Permanent all-wheel drive

The driveline for the permanent all-wheel drive features a revised propeller shaft structure designed for durability and quieter performance. Changes have also been made to the differentials: the centre unit has been revised for performance and fuel efficiency gains; the electronic locking rear diff has been strengthened for added reliability. Both are turned to achieve the best balance of off-road traction and on-road stability.

The differential locking system has been changed from a motor to a solenoid type, giving 85 per cent quicker response (around 0.15 sec) should the vehicle become stranded.

The transfer unit has also been updated for improved durability, an increase in actuator motor torque and anti-corrosion performance. A new toggle switch for selecting the H4 or L4 ranges and new diff lock switches are located on the centre console, next to the shift lever.

ON AND OFF-ROAD STABILITY, CONTROL AND CONFIDENCE

- Handling capabilities designed-in to ensure highest levels of off-road performance
- Composed, comfortable and easy to manoeuvre on-road
- New GA-F body-on-frame provides essential strength and rigidity
- First Land Cruiser to adopt electric power steering

- Electronic locking rear differential fitted as standard
- World-first Stabiliser Disconnect Mechanism to unlock front anti-roll bar and gain increased wheel articulation
- Multi-Terrain Select and Multi-Terrain Monitor help the driver negotiate challenging conditions

The essential quality of the Land Cruiser as a vehicle that can “take you anywhere and everywhere and bring you back safe and sound” includes the ability to tackle challenging off-road conditions. In taking the model back to its origins, Toyota has ensured the vehicle has the fundamental, built-in strength to deliver on this promise, rather than relying on sophisticated technologies.

At the same time, easy manoeuvrability was a key consideration: beyond its off-road strengths, this is a vehicle that is simple in concept and composed and comfortable to drive for everyone in everyday use. Visibility is good, switchgear is simple to understand and intuitive to use and vehicle responses are prompt and faithful to the driver’s intentions.

Extreme testing

The development programme tested the new model to the limits of its endurance. Toyota constructed a new off-road test track – the daunting Course F at the Shibetsu proving ground in Japan – faithfully reproducing a range of the most challenging driving conditions from around the world.

The course’s design includes slopes, muddy tracks, rocky roads and mogul landscapes, each placing different demands on the vehicle. Using this facility not only helped confirm and enhance the new Land Cruiser’s off-road performance, “one step above” the current model, it also helped refine its suitability for everyday use and its functionality.

Extensive testing has also taken place in the Middle East and Australia.

Capability founded on new GA-F platform and frame

The Land Cruiser’s authentic off-road character is reflected in its retention of a body-on-frame construction, but its capability moves a step above the previous model. The foundation for its performance is the new GA-F platform and frame, as also featured in the larger Land Cruiser 300 (a model not available in the UK).

This gives the vehicle structure significantly greater strength and rigidity, achieved through focused construction techniques. There are 84 extra short-pitch weld points around the side doors and lower rocker edges and, for the first time, structural adhesive is applied (a total of 11.9 m) to enhance rigidity where sheet metal parts meet. Tailor-welded blanks have been introduced in the side rails and crossmember in place of reinforcements, maintaining rigidity while saving weight. Thick sheet steel and high-tensile materials are used in strategic locations throughout the frame to ensure robust strength.

Overall, the torsional rigidity of the frame has increased by 50 per cent, while that of the frame and body combined has risen by 30 per cent. The result is a vehicle that responds and moves just as the driver intends.

First Land Cruiser with electric power steering

This is the first Land Cruiser to be fitted with an electric power steering system (EPS).

Compared to a hydraulic system, this reduces the amount of kickback that can occur when driving over rough surfaces and provides smoother, more direct steering and easier manoeuvrability at all speeds. Using EPS also allows the new Land Cruiser to feature Lane Tracing Assist as part of its Toyota Safety Sense active safety and driver assistance package.

The rack-and-pinion system saves energy, with electric power used only when required – not when idling or in straight-line driving.

To help communicate good feedback to the driver, steering column rigidity has been enhanced and the steering shaft and tube have been enlarged.

New braking system

The new electronically controlled braking system has been designed for improved feel and performance that matches the driver’s intentions. Control, performance and rigidity have been optimised to produce a natural and linear feel.

An on-demand pressure system provided by a general purpose VSC unit operates in addition to a conventional pressure system, enhancing the braking feel. Co-operative braking control combines the hydraulic braking force with regenerative braking force from the motor; maximising the use of regenerative braking force contributes to fuel economy.

Disc brakes are used: 340mm diameter at the front; 335mm at the rear. An electronic parking brake operates on the rear wheels.

Downhill Assist Control (DAC) can be used to automatically provide stable braking when negotiating steep descents at low speed, avoiding wheel-locking. The system has been developed so that it can be used as a cruise control function at speeds between 2.5 and 18.5mph in the vehicle's H4 and L4 range.

Crawl Control

Crawl Control can be used to maintain a low and stable speed in off-road/downhill driving. It controls the engine torque and brake pressure, avoiding wheelspin and wheel-locking and allowing the driver to focus on the steering.

When driving in the L4 transfer mode, the driver can select the appropriate speed using the dial selector on the console. There are five different speed settings appropriate for a wide range of driving surfaces and inclines.

Suspension

The front suspension features a new independent double wishbone system with extended stroke to gain high road-holding performance and off-road capability. It's constructed from high-strength, lightweight components for durable, reliable performance.

A stable drive is supported by an increased caster trail while stability under braking is enhanced by a reduction in the kingpin offset angle and increase in the anti-dive angle.

At the rear the four-link rigid axle benefits from detailed revisions to achieve smoother, more linear performance while saving weight and enhancing reliability. The anti-roll bar is made from a new material that is both lighter and more rigid, while further weight is saved with a thinner axle cross-section and optimised bracket wall thickness – a design that also strengthens reliability. An increase in the anti-lift angle helps prevent rear-wheel lift. The entire geometry has been optimised so that the movement of each link is smooth and linear, helping secure a comfortable ride.

Stabiliser Disconnect Mechanism

The new Land Cruiser is the first Toyota to use a Stabiliser Disconnect Mechanism (SDM), which has the dual benefits of enhancing off-road performance and a more comfortable ride on standard roads.

Using a switch on the centre console, the driver can unlock the front anti-roll bar (stabiliser), increasing suspension travel. Travelling at low speeds on rough, rocky surfaces the extended wheel articulation helps keep all four wheels in contact with the ground, making the vehicle easier to manoeuvre. In standard form, the new Land Cruiser has 10 per cent greater wheel articulation compared to the current model; when the SDM is engaged, this increases by a further 10 per cent.

With the suspension able to elongate and contract freely, roll rigidity is reduced and body movement in all directions is suppressed, making for a more comfortable ride for all passengers on very rough terrain. When vehicle speed increases, the anti-roll bar will automatically be re-locked.

Multi-Terrain Select

The Multi-Terrain Select (MTS) adjusts the vehicle's steering, drive force and hydraulic brake control to meet the demands of different off-road driving scenarios. The system now provides an additional Auto mode so the driver doesn't have to alter the setting as conditions change and it can also be used when the car is in the high transfer mode as well as low.

MTS is simple to engage, using the powertrain control switch and multi-function dial selector on the centre console. In the low transfer mode the options are Mud, Sand, Rock and Auto; in high mode the choice is Mud, Sand, Dirt, Deep Snow and Auto.

Panoramic View Monitor/Multi-Terrain Monitor

The Panoramic View Monitor (PVM) provides a complete view of the area immediately around and, using a Multi-Terrain Monitor (MTM) function, beneath the vehicle to help with precise manoeuvring on challenging terrain. The driver can switch between four cameras to check blind spots; the camera feeds can also be combined to create a composite image. The Under Vehicle Terrain View shows the position of the rear wheels and the driving surface. New MTM options include back underfloor view with guidelines showing the vehicle

and tyre positions. The images in the display screen can be expanded using touch controls to gain an even more detailed view.

The PVM can be used at speeds up to 7.5mph and, for the first time in a Land Cruiser, can be activated using voice command as well as a console switch. A rear camera washer helps maintain a clear image.

QUIETNESS AND COMFORT

- Extensive noise and vibration countermeasures through the vehicle
- Focus on comfort with pitch control, new engine mount design and cushion mounts between the body and frame

The new Land Cruiser may be engineered to take extreme conditions in its stride, but that does not mean on-board quietness and comfort have been sacrificed. Extensive measures have been taken to avoid and counteract noise and vibration.

Vehicle development minimised the number of points where sound can enter the cabin and produced a body on frame design that is less prone to generating noise. Similarly, noise sources were identified and reduced.

Countermeasures include enhanced body sealing, for example at the base of the front and centre pillars, and gap sealing around the door apertures. Sound-absorbing material has been added to the air intake system and the wheel arch liners and even the tyre tread patterns have been calculated to reduce noise generation.

Compared to the current model, there is a thicker dash silencer with an intermediate layer, covering a larger area. Damping material has also been added to the vehicle floor. The higher rigidity of the new GA-F body and frame is also effective in dispersing the resonance of each part, damping vibration.

Further measures contribute to a comfortable ride, including the increase in rigidity in the new GA-F platform and frame. Further gains have been made with the use of a pitch control system to maintain a smooth ride; a new engine mount design; cushion mounts between the body and frame; and direct connection of the seat frames to the vehicle body, rather than to an intermediate bracket.

COMPREHENSIVE SAFETY FEATURES

- Robust construction provides fundamental protection
- Comprehensive safety and driver assistance features, including latest generation of Toyota Safety Sense active and preventive systems

The new Land Cruiser's robust construction provides essentially strong protection in the event of an impact. But beyond its basic strength, it benefits from comprehensive provisions to help prevent accidents from happening and providing protection for everyone on board should an impact be unavoidable.

The package includes the latest generation of Toyota Safety Sense with new and enhanced systems and functions. The level of accident risk detection has been raised with revisions to the camera and radar sensors to increase their target range. They can now detect more types of hazard – vehicles, pedestrians and obstacles – both closer to and further away from the vehicle.

The benefit can be seen in the performance of the **Pre-Collision System**. The PCS's Intersection Collision Avoidance provides extra layers of safety when negotiating a junction, able to detect both crossing pedestrians and motorcycles and crossing and oncoming vehicles (across two lanes).

When a driver needs to steer to avoid a hazard such as a person walking in the side of the road, a cyclist or parked vehicle, there's a risk they might swerve the car out of its lane. With the new **Emergency Steering Assist** with active support, the PCS recognises the hazard and provides steering assistance and gentle braking when the driver turns the wheel, helping keep the car within its traffic lane.

When driving at low speed, **Acceleration Suppression** will regulate drive force and control braking if the driver accelerates sharply when there is an obstacle immediately ahead, helping avoid a collision.

The **Dynamic Radar Cruise Control** (DRCC) offers support functions that enhance safety and ease the burden on the driver. The turn signal-linked control provides preliminary acceleration when the driver uses the turn indicator to begin an overtaking manoeuvre; if another vehicle is detected in the overtaking lane the acceleration is suppressed. The system can also be used to avoid unintentional "undertaking" – passing a vehicle on the wrong side – and it provides deceleration assist, smoothly slowing the car when changing into a lane where there is a slower vehicle ahead.

The DRCC now provides earlier detection of another vehicle cutting in front, so deceleration is less abrupt. It will also take the second vehicle ahead into consideration for smoother speed management, in situations where the immediate vehicle in front moves into another lane. Improved curve recognition allows for better speed management through bends. There are now four distance setting options for the DRCC to suit the driver's preference and traffic conditions.

The introduction of **Proactive Driving Assist** (PDA) adds a range of safeguards when driving in low-speed traffic. Obstacle Anticipation Assist detects hazards ahead such as parked vehicles, pedestrians and cyclists at an early stage and provides steering a braking support to help the driver avoid approaching too close. Deceleration Assist provides smooth slowing when the driver comes off the accelerator when approaching a slower vehicle ahead, or when entering a bend.

New to Land Cruiser, **Front Cross Traffic Alert** uses the car's front side radars to detect vehicles approaching from the side, sounding a buzzer alert and (where fitted) a warning in the head-up display. The system is of particular value when emerging from junctions with poor or obscured sightlines.

Other new features include an **Emergency Driving Stop System**. When Lane Tracing Assist is engaged, this detects when the driver has stopped making steering, braking and throttle inputs over a period of time and issues an alert. If there is still no response, it brings the vehicle to a smooth stop and activates the hazard lights. **Safe Exit Assist** is linked to the car's Blind Spot Monitor and warns if there is a risk of a door being opened into the path of a vehicle or cycle approaching from the rear.

The Toyota Safety Sense systems can be kept up-to-date with software upgrades delivered over-the-air, avoiding the need for the vehicle to be taken to a service centre.

UK MODEL RANGE AND PRICING

- Available in one equipment grade - Invincible
- Five doors and five seats
- Equipment features include include Toyota Smart Connect+ multimedia system, head-up display, JBL premium sound system and panoramic roof

The UK Land Cruiser line-up comprises a single Invincible grade, with five doors and five seats.

Equipment features include black leather upholstery, air conditioning with separate front and rear cabin controls and the Toyota Smart Connect+ multimedia system with 12.3-inch touchscreen and both cloud-based and embedded navigation. A head-up display, fully digital driver's instrument combimeter, 14-speaker JBL audio system, roof rails and a sunroof are also included. The Invincible has 20-inch black alloy wheels.

Features that support its off-road performance include the Multi Terrain Select system, which automatically adjusts vehicle settings to suit different driving conditions, Multi-Terrain Select, Crawl Control and the world-first Stabiliser Disconnect Mechanism, which allows the driver to disengage the front anti-roll bar (stabiliser) to help maintain front-wheel contact with the ground on very uneven surfaces.

Up to 10 years/100,000 miles warranty

In common with every new Toyota, the all-new Land Cruiser 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.

TOYOTA LAND CRUISER TECHNICAL SPECIFICATIONS

ENGINE		
Engine type		Four cylinders in-line
Displacement (cc)		2,755
Valvetrain		16-valve DOHC
Fuel injection type		Common rail
Bore x stroke (mm)		92.0 x 103.6
Compression ratio		11.0:1
Max power (bhp/DIN hp/kW @ rpm)		202/205/151 @ 3,000 – 3,400
Max torque (Nm/rpm)		500 @ 1,600 – 2,800
BATTERY		
Type		Lithium-ion
Capacity (Ah)		4.3
Max. output (kW)		8.5
TRANSMISSION		
Type		8-speed Direct Shift automatic
Ratios	1st	4.413
	2nd	2.808
	3rd	1.950
	4th	1.511
	5th	1.274
	6th	0.100
	7th	0.793
	8th	0.651
	Reverse	3.645
Final drive ratio		3.583
PERFORMANCE		
Acceleration 0-62mph (sec)		12.3
Max. speed (mph)		105
FUEL CONSUMPTION (WLTP)		
Combined cycle (mpg)		25.9-26.4
Fuel tank capacity (l)		80
EMISSIONS (WLTP) & INSURANCE		
Emissions standard		EURO 6E
CO_2 emissions (g/km)		282
Insurance groups		48-49E
SUSPENSION		
Front		Double wishbone
Rear		Four-link rigid with lateral control arm
BRAKES		
Front		340mm ventilated discs
Rear		335mm ventilated discs
STEERING		
Type		Rack and pinion, electric power steering
Turns lock-to-lock		3.24

OFF-ROAD PERFORMANCE	
Approach angle (deg)	32
Departure angle (deg)	22
Ramp angle (deg)	25
Climb angle (deg)	42
Side tilt angle (deg)	44
Minimum running ground clearance (mm)	215.3
Wading depth (mm)	700
DIMENSIONS	
Overall length (mm)	4,925
Overall width (mm)	1,980
Overall height (mm)	1,935
Wheelbase (mm)	2,850
Front track (mm)	1,664
Rear track (mm)	1,668
Front overhang (mm)	935
Rear overhang (mm)	1,140
Turning radius – tyre (m)	6.0
Turning radius – body (m)	6.4
Load space capacity (min-max, l)	742 – 2,000
WEIGHTS	
Kerb weight (kg)	2,415 – 2,565
Gross vehicle weight (kg)	3,100
Towing capacity – braked (kg)	750
Towing capacity – braked (kg)	3,500

These specifications are intended as a guide for media only. Customers wishing to confirm the details of a specific vehicle should contact their Toyota centre or visit www.toyota.co.uk.

TOYOTA LAND CRUISER EQUIPMENT SPECIFICATIONS

SAFETY	**INVINCIBLE**
Toyota Safety Sense: Pre-Collision System, intelligent Adaptive Cruise Control, Road Sign Assist, Lane Departure Alert/Lane Trace Assist/Lane Change Assist	✓
Adaptive High-beam System	✓
Driver monitoring camera	✓
Emergency Driving Stop system	✓
Auto-flashing rear hazard lights	✓
Two-stage driver and passenger airbags	✓
Driver and front passenger knee airbag	✓
Front side airbags	✓
Full-length curtain airbags	✓
ABS	✓
Electronic Brakeforce Distribution (EBD) and Brake Assist (BA)	✓
Active traction control	✓
Vehicle stability control	✓
Isofix child seat anchor points	✓
Blind Spot Monitor	✓
Front Cross Traffic Alert	✓
Rear Cross Traffic Alert with auto braking	✓
Safe Exit Assist	✓
Tyre Pressure Warning System	✓
Trailer sway control	✓
eCall	✓
OFF ROAD & HANDLING	**INVINCIBLE**
Permanent all-wheel drive, H4 & L4 transmission ranges	✓
Hill-start Assist Control (HAC) and Downhill Assist Control (DAC)	✓
Crawl Control	✓
High/Low gear range	✓
Electronic rear differential lock	✓
Multi-Terrain Select (MTS)	✓
Multi-Terrain Monitor (MTM)	✓
Stabiliser Disconnect System (SDM)	✓
INSTRUMENTS & CONTROLS	**INVINCIBLE**
10in colour head-up display	✓
12.3in digital driver’s instrument display	✓
Electronic parking brake	✓
Automatic headlight levelling	✓
COMFORT AND CONVENIENCE	**INVINCIBLE**
Smart Entry and Start	✓
Power back door	✓
Dual-zone automatic air conditioning	✓
Remote air conditioning operation via MyToyota app	✓
Air vents for rear passengers	✓

Heated steering wheel	✓
Illuminated door pockets	✓
Power steering column adjustment	✓
Automatic headlights	✓
Automatic windscreen wipers	✓
Digital rear-view mirror	✓
Rear-view camera with reversing guidelines	✓
Front and rear parking sensors with auto braking	✓
Panoramic View Monitor	✓
Utility rails in loadspace	✓
Tonneau cover for loadspace	✓
Wireless smartphone charger	✓
12V power outlet in rear cabin	✓
220V power outlet in load compartment	✓
Noise-reducing windscreen	✓
SEATING, UPHOLSTERY & TRIM	**INVINCIBLE**
Power front seat adjustment	✓
Memory function for driver's seat	✓
Heated/ventilated front seats	✓
Extending cushion on driver's seat	✓
60:40 power-folding second row seats	✓
Reclining rear row seats	✓
Heated and ventilated outer rear seats	✓
Leather upholstery	✓
Titanium-effect dashboard trim	✓
Soft-touch door trims	✓
Leather steering wheel and shift gaiter trim	✓
AUDIO, NAVIGATION AND ENTERTAINMENT	**INVINCIBLE**
Toyota Smart Connect+ multimedia system with embedded and cloud navigation and voice agent	✓
12.3in multimedia touchscreen display	✓
14-speaker JBL premium sound system	✓
Steering wheel-mounted audio, information, safety system and Bluetooth controls	✓
Smartphone integration with Apple CarPlay/Android Auto	✓
USB-C ports (3x front, 1x rear)	✓
SECURITY	**INVINCIBLE**
Remote central locking/double locking/child locks	✓
Auto door locking	✓
Transponder engine immobiliser	✓
Remote alarm with perimeter and microwave interior protection	✓
Glass break and tilt sensors	✓
EXTERIOR AND BODY	**INVINCIBLE**
Side steps - black	✓

Gloss black door handles	✓
Grain-effect scuff plates	✓
Mudguards	✓
Grain finish on rear bumper	✓
Skyview opening panoramic roof	✓
Rear privacy glass	✓
Opening window in back door	✓
Roof rails	✓
Rear spoiler	✓
20in matt grey alloy wheels	✓
Matt black centre wheel caps	✓
Full-size spare wheel	✓
Door mirrors: power-adjustable, heated, retracting with memory setting and puddle lights	✓
LED projector headlights with follow-me-home function	✓
LED daytime running lights	✓
LED front fog lights	✓
LED turn indicators	✓
Metallic/premium paint	Opt

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ENDS