

This press pack accompanied the UK launch of the first generation Toyota Auris in February 2007. Some changes were made to the model range during its time on sale, which can be tracked using the Timeline feature available on the Auris archive web page. Additional assets and information relating to the first generation Auris range may be obtained from the Toyota press office if required.

THE NEW TOYOTA AURIS

KEY POINTS

- Auris – a new name for an all-new family hatchback from Toyota
- “Inside-out” design approach maximises usable interior space
- Focus on passenger comfort with improved head and legroom
- Interior styling features innovative bridged centre console
- 1.4-litre VVT-i and new 1.6-litre Dual VVT-i petrol engines
- Three diesel engines - 1.4-litre D-4D 90, 2.0-litre D-4D 130 and 2.2-litre D-4D 180
- 2.2-litre D-4D 180 exclusive to flagship Auris T180
- Speed-sensitive electric power steering
- New front and rear suspension, with dedicated multilink rear suspension for Auris T180
- Nine airbags standard on all models, including driver’s knee airbag
- Top five-star safety rating for adult occupant protection in independent Euro NCAP crash testing
- Five-door Auris built at Burnaston in the UK
- Top residual values predicted by CAP monitor
- Four model grades – T₂, T₃, T Spirit and T180
- Special Auris TR feature model available from launch
- All models feature air conditioning, remote central locking, reclining rear seat and driver’s knee airbag
- On-the-road prices from £11,995
- On sale in the UK from 1 February, T180 and three-door models available from 1 April

INTRODUCTION

Auris is a new name for an all-new Toyota, a C-segment hatchback designed, developed and engineered for the European market and built in Europe, too. Distinctively styled, built to Toyota’s trademark superior quality standards throughout and delivering first class safety and driving performance, Auris is set to transform Toyota’s profile in one of the most significant and competitive market sectors.

Built on a new platform, Auris is available in three and five-door body styles and with a choice of two petrol and three diesel engines and three transmissions. Sales will commence in the UK on 1 February, with four model grades on offer: T₂, T₃, T Spirit and the flagship T180. The T180 is exclusively equipped with Toyota's clean and powerful 2.2-litre D-4D 180 diesel engine.

DESIGN

Auris was created at Toyota's European design studio ED² and reflects contemporary European tastes. It has a distinctively "short and tall" shape, its class-leading height contributing to the excellent headroom and comfort provided for all passengers.

The designers worked from the inside out, to give priority to making the best possible use of interior space for both comfort and practicality. This is particularly effective in the rear, where the design of the exhaust system has allowed for a flat floor, enabling three adults to be comfortably accommodated. The couple distance between front and rear seats is on a par with that of the Avensis. Further convenience is provided by the split-folding rear seat with two-stage recline function.

The exterior has a highly efficient aerodynamic shape, which contributes to vehicle stability, low levels of noise and fuel economy. The efficient design extends to the underneath of the vehicle, where elements such as the suspension, exhaust system and engine undercover have been shaped to help maintain a smooth airflow.

Similarly, extensive measures have been taken to deliver low levels of noise and vibration, with sound absorbing and insulating materials used in key areas throughout the vehicle. The high rigidity of the Auris's new platform also plays an important role in reducing vibration and noise intrusion.

POWERTRAINS AND PERFORMANCE

Auris will be launched with two petrol and three diesel engines. Flagship of the range is the clean and powerful 2.2-litre D-4D 180, one of the most advanced diesel engines available on the market. This 175bhp (177 DIN hp) power plant is featured exclusively in the Auris T180 model. Matched to a six-speed manual gearbox, it produces 400Nm of torque between 2,000 and 2,600rpm, giving acceleration from rest to 62mph in 8.1 seconds and a top speed of 130mph, with combined cycle fuel economy of 45.6mpg. The D-4D is equipped with Toyota's D-CAT clean diesel technology, which includes a maintenance-free four-way DPNR catalyst that reduces nitrogen oxides and particulate emissions to class-leading low levels.

The diesel line-up starts with the fuel-frugal 1.4-litre D-4D 90 eight-valve engine, which is capable of 56.5mpg (combined cycle). Ideally suited for town driving, its urban cycle consumption is more than 40mpg, with carbon dioxide emissions of 132g/km. Auris is also available with a 2.0-litre D-4D 130 engine, a multivalve unit that delivers 124bhp

(126 DIN hp). This engine's qualities are already well-proven in the Avensis, combining high torque (300Nm between 2,000 and 2,800rpm) and low noise levels. The nought to 62mph acceleration benchmark is reached in 10.3 seconds, with headline fuel economy of 52.3mpg (combined cycle).

The principal petrol engine is a new 1.6-litre petrol unit with Dual VVT-i, an intelligent, variable timing system for both inlet and exhaust valves that improves fuel efficiency and power output across a wide range of engine speeds. Expected to be the most popular engine choice in the range, this 122bhp (124 DIN hp) four-cylinder unit produces 157Nm of torque, giving nought to 62mph acceleration in 10.4 seconds, a top speed of 118mph and combined cycle fuel consumption of 39.8mpg.

The entry point to the petrol range is Toyota's 96bhp (97 DIN hp) 1.4-litre VVT-i engine, which delivers 40.9mpg (combined cycle), acceleration to 62mph in 13.0 seconds and a maximum 106mph.

Three transmissions are offered: five-speed manual for the 1.4 and 1.6-litre petrol and D-4D 90 diesel engines; six-speed manual for the D-4D 130 and 180 engines; and the option of Toyota's MultiMode transmission on the 1.6 Dual VVT-i and D-4D 90 engines. MultiMode lets the driver choose between fully automatic or sequential manual gear selection, using the gear lever or paddle shifts mounted on the steering wheel. MultiMode's high efficiency in automatic mode returns fuel consumption that matches, or in some cases even improves on the figures achieved with standard manual transmission.

RIDE AND HANDLING

Auris uses new front and rear suspension systems engineered to deliver ride comfort, stability and rewarding handling performance. At the front an L-arm MacPherson strut arrangement is common to all versions, while at the rear a compact torsion beam is deployed, with springs and dampers located independently, to avoid intrusion in the boot space. The T180 differs from other models in using a multi-link rear suspension, designed for better dynamic performance in line with its higher performance capabilities.

Auris uses a new Electric Power Steering (EPS) system with a quick (14.44) ratio and speed-sensitive feel. Requiring just 2.9 turns lock-to-lock, it gives precise and instant driver control.

SAFETY

Auris follows the pattern set by the latest generation of Toyota models in adopting the Minimal Intrusion Cabin System (MICS), ensuring a basic construction that enables impact forces from an accident to be absorbed and channelled away from the passenger cell. This basic robustness, with strategic reinforcements and use of light-but-strong high-tensile steel around the vehicle, is fundamental to Auris's success in independent

crash testing. Auris's ability to withstand a range of different impacts at different speeds was extensively researched by Toyota in-house, using both computer simulations and live test data.

The effectiveness of Toyota's comprehensive safety provisions in Auris are acknowledged in independent crash test ratings from Euro NCAP that are among the very best in the C-segment. Auris is the fifth Toyota model to gain the top five-star award for adult occupant protection, with four stars gained for child occupant protection and three stars for pedestrian safety.

Special attention has been paid in the design of the car's front end to reducing the risk of injury to pedestrians, with impact absorbing qualities built in to the bonnet structure and bumper and radiator mounts and a crushable structure fitted to the back edge of the bonnet.

Active safety features include ABS and Electronic Brakeforce Distribution (EBD) with Brake Assist (BA) fitted as standard on all versions of Auris. Vehicle Stability Control (VSC), with Traction Control (TRC), is provided on T 180 models, and is available as an option on all other versions. Auris also benefits from large-diameter brake discs all round.

Where passive safety features are concerned, Auris is equipped across the range with nine airbags, including a driver's knee airbag. The front seats and head restraints are constructed to Toyota's latest-generation Whiplash Injury Lessening design, while in the rear, Isofix child seat mounts are provided.

EQUIPMENT

Auris is available in four grades, T₂, T₃, T Spirit and T180. All models feature air conditioning, nine airbags, ABS with EBD, a reclining, split-folding rear seat, electric front windows, electrically adjustable door mirrors, remote central locking and a sound system with CD player that can play digital music files stored on disc.

T₃ versions gain 16-inch alloy wheels, colour-keyed door mirrors and handles, front fog lamps, heated door mirrors, leather trim on the steering wheel and gear shift knob, electric rear windows (five-door models), audio controls on the steering wheel and a six-speaker sound system.

The T Spirit grade introduces automatic headlights and wipers, dual zone climate control, Toyota's Smart Entry and Start system, cruise control, different design 16in wheels and an auto-dimming rear view mirror. The T180 has distinctive styling features, including smoked glass headlamps, dedicated interior trim and double stitching around the steering wheel and gear lever trim. It comes with 17-inch alloy wheels, an electric sunroof, Multilink rear suspension and Vehicle Stability Control with Traction Control, in addition to the T Spirit specification.

Extra value Auris TR

From launch, the Auris range will include a special TR model, designed to offer customers extra value. The TR specification is based on that of the T₃ grade, with the addition of scuff plates and extra chrome detailing at the rear of the car. In spite of these extra features, the TR models are priced £1,000 less than their T₃ equivalents.

The TR is available with the 1.6 Dual VVT-i petrol and 2.0 D-4D 130 diesel engines, in three and five-door body styles, priced from £12,495 on the road.

SALES AND MARKETING

The Toyota Auris goes on sale in the UK on 1 February, priced from £11,995 on the road (T₂ 1.4 D-4D 90 three-door model). The Auris T180 and three-door models will join the line-up from 1 April. In 2007, Toyota aims to sell around 22,000 units in the UK.

Auris joins Yaris and Avensis as a core model within Toyota's European range and will play a key role in building volumes in Europe towards the 1.2 million annual sales target set for 2008. Within the competitive C-segment, Auris will have broad appeal beyond the traditional family hatchback market, both to customers scaling down from larger models to enjoy greater convenience and economy without sacrificing quality, and those moving up from the supermini sector, seeking more space, comfort and refinement.

AURIS: A NEW NAME FOR A NEW ERA

- Auris joins Toyota's core model range
- Targeting around 22,000 UK sales in 2007
- Five-door models built in Britain

The market for compact hatchbacks – the C-segment – is both highly competitive and influential, accounting for around 26 per cent of annual new car sales in the UK (approximately 21 per cent for volume models). It attracts customers across a broad spectrum, including both those who are scaling down from larger models and who appreciate high equipment levels and comfort, and those moving up from superminis, who value convenience and economy.

Toyota recognises that meeting the diverse demands of the segment is a complex task. It has addressed the challenge by creating a car that is distinctive and sophisticated, while at the same time, delivering the superior quality, reliability and innovation that are established hallmarks of Toyota products.

Auris will add impetus to Toyota's brand growth in Europe, joining Yaris and Avensis at the core of the model range to help achieve the company's target of 1.2 million sales annually in the region, a goal that Toyota is on course to achieve by 2008. Andrea

Formica, Toyota Europe Senior Vice President Sales, Marketing and After Sales, said: "While we have achieved considerable success with Yaris and Avensis, we will make a step-change with Auris."

Sales ambitions

Toyota is set to shake up the status quo in the European C-segment, where currently the top five players command almost 70 per cent of sales. Auris will appeal beyond the established demographic for the segment, meeting the needs of younger, older and family customers.

Across Europe, Toyota expects to sell more than 150,000 Auris models in 2007, increasing volume to 200,000 units in 2008. In the UK, the sales forecast for this year is approximately 22,000. This will increase Toyota's share of the UK C-segment from 4.2 per cent in 2006 to almost five per cent in 2007.

Five-door versions of Auris are built at TMUK's Burnaston factory in Derbyshire, alongside Avensis. Three-door models are produced at TMMT's Adazpari plant in Turkey, which also manufactures the Verso.

New model, new name

In choosing a name for its new car, Toyota needed a word that would be easy to pronounce in all European languages and which would also be appropriate for the product. The result was Auris, a name that links naturally to Yaris and Avensis and which has its roots in *aurum*, the Latin word for gold, reflecting the model's all-round high quality appeal.

"Creating a new name for the car was a priority," said Andrea Formica. "In order to achieve the level of volume growth we are seeking in Europe, we needed to change people's perceptions of our C-segment hatchback. We believe we have succeeded, people spontaneously reacted to the name with words such as 'futuristic', 'high-class' and 'attractive'."

The Corolla heritage

Auris enters Toyota's European model range as its contender in the compact hatchback market, taking on a position hitherto filled by the Corolla. The Corolla is firmly established as the world's best-selling model range with more than 32 million sales since the first generation model was launched in 1966, and it will remain in production for other world markets. A new Corolla saloon, launched at the Helsinki motor show in November, will be available in certain parts of Europe, but is not planned for sale in the UK.

NEW DESIGN CONCEPT

- "Inside-out" design approach
- Distinctive bridged centre console

Auris was created at Toyota's ED² design centre in the South of France and broke with convention by being designed from the inside out, in order to achieve the best possible use of interior space for comfort and practicality, without compromising the driving experience.

The keynote feature is the distinctive bridged centre console, which not only brings the gear lever and handbrake closer to hand for the driver, creating a cockpit feel around the driver, but also opens up useful extra storage space lower down.

The curves of the console flow naturally into the main instrument panel and are echoed in the design of the door trim and furniture. Silver-finish detailing and soft-touch fabrics add to the perceived quality, while the modern feel of the cabin is reflected in striking door trims that combine the handle and grip in a single spear-shaped unit.

As the car was designed around the needs of its occupants, extra emphasis was placed on providing good head and shoulder room for front and rear seat passengers. The couple distance between the front and rear seats is 910mm within a wheelbase of 2,600mm, ensuring plenty of leg room for those travelling in the back. In terms of space, rear seat accommodation is almost on a par with the Toyota Avensis, the flat floor making access easy and ensuring there's comfortable space for three adults. For driver comfort, the steering position is set well back, with a seating hip height of 590mm. The steering column adjusts for both reach and rake.

With the rear seats in place, the boot has a load capacity of 354 litres, 16 litres more than in the Corolla. This grows to a maximum 761 litres when the rear seats are folded down. Thanks to the compact suspension design, the shape of the load space isn't compromised, measuring 1,185mm across at its widest point. With the rear seats folded down, items up to 1,715mm long can be carried.

EXTERIOR DESIGN

Auris has "short and tall" proportions that are unlike any other car in its class and which define its ability to provide such a spacious interior. Overall width is 1,760mm and height 1,515mm; overall length is 4,220mm and the front and rear track are notably wide at 1,524 and 1,522mm respectively.

Compared to Corolla, Auris has the same wheelbase but is 40mm longer and taller and 50mm wider.

Short front and rear overhangs (890 and 730mm) contribute to the car's neat silhouette, with a rising belt line and a strong, forward-angled rear pillar providing dynamic character. The prominent Toyota emblem provides a focal point for the design of the front end, following a styling cue witnessed on other new-generation Toyota models. The

front bumper flows around the vehicle into the prominent wheelarches, its line repeated in the headlamp units, which wrap smoothly into the wings. Strong vertical lines either side of the front grille give the car recognisable character.

Sporting elements in the design include the low door profile, which emphasises the Auris's large wheels (16-inch on most models and 17-inch on the T180), the wide track and the flared wheelarches. The rear of the car is wide and low, with the bumper and light clusters wrapping neatly around the back edges, echoing the styling at the front.

RIDE AND HANDLING QUALITY

- All-new platform
- Developed in Europe, for Europe
- Excellent driver control and handling
- Low noise levels

Every aspect of the Toyota Auris has been fine tuned in order to meet the needs and preferences of European motorists. Built on a completely new platform, it's a car that not only looks the part, but one that also delivers a rewarding driving experience.

Yoshihiko Kanamori, Auris chief engineer, explains: "Following production of the new platform, the model has been refined through a locally tailored European testing programme. Attention has been paid to every detail, from the driving position to tuning of the chassis, to ensure the best driving performance."

SUSPENSION AND STEERING

- All-new front and rear suspension
- Multi-link rear suspension for Auris T180
- Electric Power Steering

The Auris's new platform is matched with redesigned suspension, brakes and steering, which together promote stable performance at high speed, fine handling and ride comfort.

The new front suspension uses a variation of the MacPherson strut, the L-arm. This has a compact and highly rigid design, which brings the strut in-board from the wheel hub, allowing for a wider track, better suppression of noise and vibration and improved stability.

Careful attention has been paid to the position of the lower L-arm, the camber and caster angles and the kingpin inclination to ensure straight line stability with precise steering response.

The lightweight anti-roll bar has ball joint mountings to the strut casing and bushes embedded in the suspension member to achieve consistent rigidity and an efficient layout.

Two rear suspension systems

Two different rear suspension systems have been created for Auris to suit the performance characteristics of specific models in the range.

The flagship T180 model is equipped with a new double wishbone system, which has a compact design and gives high performance stability. By adopting the double wishbone format, the engineers have been able to isolate specific force inputs and tailor the bushes and mounts accordingly to achieve the best performance.

The axle is designed to handle the high specific forces and torque generated by a more sporty driving style, in particular during throttle lift-off. The double wishbone design ensures any destabilising elements are eliminated.

The trailing arm, upper arm and one lower arm are made of lightweight, high-tensile steel. Toe adjustment of the second lower arm is used to achieve accurate stabilisation performance from the suspension geometry, while all bushings are designed for both compliance and rigidity.

Using a separate layout for the coil springs and the dampers keeps the design compact, avoiding intrusion in the vehicle's flat floor and load area, and also improves damper efficiency.

Other models in the Auris range use a very compact torsion beam rear suspension, which allows for generous load space in the boot, while giving the car good handling stability and ride comfort. The springs and dampers are positioned separately, allowing for a wide and flat load space, while the torsion beam itself is positioned behind the fuel tank and in front of the spare wheel carrier, which also helps in the creation of a flat underfloor.

The torsion beam and the new-design slanted, trailing bushes permit precise camber and toe change control in response to the inclining lateral forces that occur when cornering.

Electric power steering

Stable suspension is critical, but the quality of throttle and steering response also contributes to the overall driving quality. Auris uses a new Electric Power Steering (EPS) system with a quick (14.44) ratio and speed-sensitive feel. Requiring just 2.9 turns lock-to-lock, it gives precise and instant driver control.

EPS only uses power when steering force is needed and thus contributes to fuel economy. It also requires no hydraulic fluid. The compact, high-output motor and torque sensor are built into the steering column, providing direct and efficient steering assistance, with enhanced steering feel.

REFINED DRIVING EXPERIENCE

- Clean aerodynamic shape
- Low noise and vibration levels

As well being an engaging drive, Auris is quiet and comfortable, too, thanks to the balance achieved in its design, aerodynamics and rigid body structure.

For example, the car's exterior lines are not just clean and pleasing to look at, they help create an efficient aerodynamic shape that promotes fuel economy, low noise and good stability.

Smooth, flowing surfaces with tight shut lines ensure a clean flow of air over the bodywork, while underneath the car the attention to aerodynamic detail includes a flat engine undercover and efficient design of the suspension parts, fuel tank, exhaust pipe and rear floor section.

Ground clearance at the rear bumper is set higher to increase the air flow and the styling of the car's rear end minimises the amount of wind swirl from the roof. The front bumper acts as a splitter, smoothing the airflow around and below the car's sides. Its broad width, plus the use of front and rear wheel spats, helps shield the wheels when driving at high speed, adding to the Auris's straight line stability and prompt steering response.

The efforts to achieve the best aerodynamic performance extend to flush surface mounting of the acoustic windscreen glass, shaping of the louvre at the back of the bonnet and even design of the windscreen wipers.

Similarly extensive measures have been taken to reduce levels of noise and vibration. Precise locating of cross-members and selected reinforcement points ensures the floor panel is rigid and suppresses movement in the body framework, and a cross-member in the dash panel reduces shake and vibration and contributes to the overall quietness of the cabin. The dashboard and floor feature a sound-absorbing metal coating and strategic use of damping material, and sound-insulating foam is applied to key areas of the body. The engine undercover has a cell-type sound-absorbing material and the bonnet is designed with a layer of air between the the bonnet panel and the insulator to improve NVH performance.

More sound insulation is deployed in the interior, including roof silencers between the roof reinforcements, sound-insulating carpets and felt inserted in every trim panel. Road

noise is further suppressed by the used of sound-absorbing material around the wheel arches.

POWERTRAINS

- Five engines, three transmissions
- Diesel engine range addresses UK market demand
- New class-leading 1.6-litre petrol engine with Dual VVT-i

Toyota has taken care to ensure the new Auris's driving performance matches the appeal of its style and spacious design. To this end, a wide range of engines is available to provide driving pleasure and performance that meet the demands of motorists for low running costs and fuel economy.

The line-up includes an all-new, class-leading 1.6-litre petrol engine with Dual VVT-i and the latest development of Toyota's D-4D clean-running diesel range. There is also a choice of three transmissions, engineered to match the characteristics of specific power units.

DIESEL ENGINE RANGE

- High performance D-4D 180 heads the line-up
- New D-4D 130 core engine of the range

With almost 36 per cent of volume C-segment vehicle sales in the UK claimed by diesel-powered cars, Auris is well-positioned to prosper with a range of engines that covers all sectors of the market and customer needs.

The three D-4D units on offer exhibit common qualities of performance, fuel economy, reduced emissions and quietness. These are achieved by combining the latest advances in Toyota diesel engine technology, including third-generation common rail injection, with all-aluminium construction and low compression ratios.

D-4D 180 engine

The flagship of the range is the 2.2-litre D-4D 180, a ground-breaking engine that has already made its mark in the Toyota Avensis, Verso and RAV4. Equipped with Toyota D-CAT technology, its advanced four-way catalyst system simultaneously reduces nitrogen oxides and particulate emissions to make it one of the cleanest diesel engines on the market.

Crucially, the engine's particulate filter is maintenance-free, with no need for any component replacement over the vehicle's lifetime.

Featured exclusively in the T180 model, the D-4D 180 places the Auris among the most powerful diesel cars in the C segment. It produces 175bhp (177 DIN hp) at 3,600rpm and 400Nm of torque across a wide engine rev band, from 2,000 to 2,600rpm, ensuring strong pulling power in all driving conditions. Maximum speed is 130mph and nought to 62mph

acceleration is accomplished in 8.1 seconds. In-gear acceleration from 50 to 75mph is strong, too, at 8.4 seconds. Where CO₂ figures are concerned, the engine is rated at 164g/km.

The D-4D 180 is characterised by its light weight and smooth running, with minimal vibration and harshness. It also achieves a new landmark in refinement with the lowest compression ratio for any production diesel engine, 15.8:1.

The unit uses piezo-electric injectors, which give faster and more accurate fuel injection. Running at pressures up to 1,800bar, the common rail system can deliver up to five injection strokes per injection cycle, resulting in greater efficiency and reduced engine noise through lower combustion impact.

The engine also has ceramic glow plugs, which can reach their ideal working temperature quicker than conventional metallic ones. This gives better durability and quicker cold starts in low temperatures and significantly reduces emissions after start-up.

D-4D 130 engine

The 2.0-litre D-4D 130 is at the heart of the range and marks an important development in the evolution of Toyota's new generation diesel engines, derived from and sharing much of the advanced technology of the 2.2-litre D-4D unit. Its qualities are already well-proven in the Avensis, delivering high torque across a wide range of engine speeds and low noise.

Like the D-4D 180, the 2.0-litre engine offers a strong balance of power, refinement and fuel economy. Maximum power of 124bhp (126 DIN hp) is produced at 3,600rpm, with peak torque of 300Nm available from 2,000 to 2,800rpm. This gives a top speed of 121mph and nought to 62mph acceleration in 10.3 seconds. This performance does not compromise fuel economy, with combined cycle consumption recorded at 52.3mpg. The carbon dioxide emissions level is 151g/km.

Also in common with the D-4D 180, the engine has a notably low compression ratio:16.8:1. It uses the latest generation high pressure common rail diesel system, operating at 1,700bar, with injectors that feature small diameter nozzles. The resulting combination of high injection pressure and smaller droplets improves the air-fuel mixture, reducing smoke and improving combustion efficiency.

Engine performance is further boosted by a high performance variable nozzle turbocharger (VNT) and a high efficiency intercooler.

D-4D 90 engine

The diesel range is completed by the 1.4-litre D-4D 90 engine, a unit that's well-suited for city driving, but which is also economical out on the open road. It has a flat torque curve, developing a maximum 190Nm from 1,800 to 3,000rpm. Maximum power of 89bhp (90 DIN hp) is produced at 3,800rpm.

Combined cycle fuel consumption is 56.5mpg; top speed is 109mph; and the nought to 62mph acceleration benchmark is reached in 12.0 seconds (14.7 seconds with MultiMode transmission).

In an industry first, this engine has a catalytic converter inside the Exhaust Gas Recirculation unit's cooling system, to improve emissions control. Carbon dioxide emissions are set at 132g/km (131g/km for models with MultiMode).

PETROL ENGINE RANGE

- All-new 1.6 Dual VVT-i engine
- Class-leading power and torque with lower fuel consumption

Alongside its advanced diesel range, Toyota continues to develop high technology petrol engines which deliver smooth and powerful acceleration with economic fuel consumption. Its latest advances in this field are demonstrated in the new 1.6-litre unit with Dual VVT-i, which makes its European debut in the new Auris.

1.6-litre Dual VVT-i

This four-cylinder, 1,598cc engine features computerised timing control of both inlet and exhaust valves, allowing optimum setting of both advance and retard timing under a wide range of driving conditions. Achieving accurate timing and valve overlap in this way is a key factor in securing good power and torque performance.

The ability of Dual VVT-i technology to continually vary the engine valve timing promotes increased torque at low and medium engine speeds, with greater power at higher engine speeds. It also results in lower fuel consumption and fewer harmful emissions.

MODEL	MAX. POWER (bhp/DIN hp)	MAX. TORQUE (Nm)	0-62mph (sec)
Toyota Auris 1.6 Dual VVT-i	122/124	157	10.4
Volkswagen	113/115	155	10.8

Golf 1.6 FSI			
Ford Focus 1.6i Ti-VCT	113/115	155	10.8
Renault Megane 1.6 16v	108/110	152	10.9
Vauxhall Astra 1.6 16v	104/105	150	11.4
Peugeot 307 1.6 16v	108/110	147	11.9

The engine develops 122bhp (124 DIN hp) at 6,000rpm, with maximum torque output of 157Nm at 5,200rpm. Thanks to the Dual VVT-i system, torque delivery is greater than 140Nm from 2,000 to 6,000rpm, giving good pulling power and smooth performance across a wide engine speed range. Measured against its leading segment competitors, it delivers class-leading power and torque.

Fuel consumption is impressive for an engine with this level of performance, with combined cycle figures of 39.8mpg for manual models and 40.9mpg for those equipped with MultiMode transmission. Top speed is 118mph, with nought to 62mph acceleration in 10.4 seconds (12.1 with MultiMode).

The 1.6-litre Dual VVT-i also benefits from a series of high-tech features to help reduce friction losses and improve fuel consumption. These include:

- A roller rocker arm
- Long-life spark plugs
- A redesigned combustion chamber and crankshaft offset
- A long port intake manifold
- Low friction pistons

The engine is compact and lightweight, but has a highly rigid design to help cut noise and vibration levels.

1.4-litre VVT-i engine

Auris is also available with a 1.4-litre VVT-i engine, whose low fuel consumption and high torque make it ideal for busy town driving. Like all other engines in the Auris range, it complies with the latest Euro IV emissions standards.

Power output is 96bhp (97 DIN hp) at 6,000rpm and maximum torque of 130Nm is achieved at 4,400rpm. The engine gives the Auris a top speed of 106mph, with nought to 62mph acceleration in 13.0 seconds. Combined cycle fuel consumption is 40.9mpg and carbon dioxide emissions are 163g/km.

TRANSMISSIONS

- New, compact six-speed manual gearbox
- Latest-generation MultiMode transmission

Three different transmissions are available for Auris, each designed to match the output characteristics of particular engines and thus provide both rewarding performance and fuel economy.

Five and six-speed manual transmissions

The manual gearboxes are easier and more comfortable to use, thanks to the Auris's innovative bridged console design, which positions the gear lever higher and closer to the driver. The gear shift mechanism has been engineered to give a more precise feel and allow for smoother changes.

The five-speed manual transmission is fine-tuned to suit Toyota's small and medium engine families and is available in the Auris on both petrol engines and the D-4D 90.

The D-4D 130 and D-4D 180 engines use a new six-speed manual transmission that is both compact and highly rigid.

MultiMode transmission

The D-4D 90 and 1.6 Dual VVT-i engines are available with the option of Toyota's latest-generation MultiMode (M/M) transmission. This system has two driving modes: full automatic for easy driving in traffic; and manual gear shift, for a more active driving style when out on the open road.

In manual mode, gear shifts are made by sequential shifting using the gear lever or paddle shifts mounted on the steering wheel. The paddles can also be used to override automatic gear selection and switch to temporary manual mode driving.

MultiMode uses a separate electric motor to drive clutch actuation and the gear change mechanism. This lets the system work like a highly efficient automatic transmission, but with significantly better fuel economy. This quality is further supported by the transmission's precise control system and efficient direct gearing, with no need for a torque converter.

Gear Shift Indicator

Both of the manual transmissions are equipped with a Gear Shift Indicator (GSI), which shows when the driver should change up or down to achieve the best environmental performance. GSI takes into account the driving conditions, including pressure on the accelerator pedal and vehicle speed. Compared to normal gear shifting, GSI can help deliver a five per cent reduction in fuel consumption, but of course its full potential is linked to the driving style of individual drivers.

SAFETY, DURABILITY AND ENVIRONMENTAL PERFORMANCE

- Nine airbags as standard
- Impact-absorbing MICS body structure
- Euro NCAP five-star safety rating

Auris was designed from the start to perform strongly in terms of safety, durability and environmental performance, areas which are of growing importance for car buyers in the C-segment.

The starting point for Toyota's strategy was the strength and rigidity of the basic platform on which the car is built. This provides the basis for good driving performance and vehicle control, contributing to active safety provision by giving the driver the wherewithal to prevent an accident happening.

The high safety standards achieved by Auris have been proven in independent crash testing by Euro NCAP, which awarded the car a top five-star rating for adult occupant protection.

Active safety

- ABS and Electronic Brakeforce Distribution standard on all models
- Vehicle Stability Control and Traction Control standard on Auris T180, available as an option on all other grades

Using large diameter wheels and tyres (16in for T₃ and T Spirit; 17in for T180) not only adds to the Auris's dynamic character, it also allows large disc brakes to be fitted. Ventilated 273mm diameter discs are used at the front (295mm on T180), with high-friction pads for good brake feel and minimal fade, with 270mm solid discs at the rear. The aluminium brake callipers are designed with an integrated parking brake, which reduces maintenance requirements.

Good braking control in all driving conditions is supported by the standard provision of ABS with Electronic Brakeforce Distribution (EBD) and Brake Assist, which recognises when the brake pedal is being operated in an emergency and applies full braking pressure.

Vehicle Stability Control (VSC) and Traction Control (TRC) are provided as standard on the Auris T180, in line with its higher performance abilities, and are available together as an option on all other versions. These systems provide extra active safety control in difficult driving conditions and can be switched off individually, if desired.

Passive safety

- Focus on pedestrian safety
- First model in class to provide a driver's knee airbag as standard
- Isofix child seat mounts

The Auris's passive safety features have been designed to offer the best possible protection in a wide range of accident scenarios and have been developed using simulations in the safety studio and data from real-world accident research. The results have earned Auris high ratings for occupant, child and pedestrian protection in independent Euro NCAP crash testing, details of which are given below.

Particular attention has been paid to the design of the front end of the car to reduce the consequences of pedestrian impact. The bumper and radiator mounts have shock absorbing qualities and the bonnet structure has also been designed to absorb impact energies. The bonnet catch is located low down, away from the upper surface, and the rear edge of the bonnet has a crushable structure. The attention to detail extends to providing sufficient space beneath the wiper pivot, so that it can drop away should it be struck.

All Auris models are fitted with nine airbags, including a driver's knee airbag which protects the lower legs from contact with the steering column. The front passenger airbag can be switched off to allow safe installation of a child seat, when required. The array also features curtain shield airbags which protect the head and shoulders of both front and outer rear seat occupants in a side impact.

The outer rear seats have Isofix child seat mounts with top tethers and the rear seatbelts are fitted with guides to ensure accurate fitting.

The front seats are designed with a second-generation Whiplash Injury Lessening (WIL) frame and are equipped with adjustable head restraints that reduce injury risk if the vehicle suffers a rear-end impact.

Impact-absorbing structure

- Minimal Intrusion Cabin Structure
- Multi-direction collision testing

The Auris's body structure is designed for effective absorption of impact forces, with safety features built-in to mitigate the effects of collision from all directions, including front, side and rear-end impacts at 34mph (55km/h).

To achieve this, Toyota has used its Minimal Intrusion Cabin System (MICS), a concept which has helped deliver excellent crash performance in Toyota's latest-generation models, including Aygo, Yaris and Avensis. MICS strategically positions reinforcements and structural members to channel impact energies away from the passenger compartment and thus reduce the injury risk. High-tensile steel, which is exceptionally strong yet lightweight, is deployed in reinforcements, cross-members and tunnel bracing.

35 points out of a possible 37 and a top five-star rating for adult occupant protection.

Auris's significant advances in reducing the risk of injury to pedestrians in a collision yielded a three-star rating (21 points), with four stars (37 points) being awarded for the quality of child passenger protection. Notably Auris achieved a maximum points score for its performance in side impact tests, and a 94 per cent result for front impact performance.

Taken as a whole, these results place Auris among the best-performing models in its class.

Environmental issues

Toyota has taken care to use materials and techniques in the design and manufacture of Auris that help reduce the car's impact on the environment throughout its lifecycle.

Plastic parts carry recycling information and labelling, including the bumpers and instrument panel. The main sections of the instrument panel are made of recyclable polypropylene.

Non-vinyl chloride materials are used in the roof and side mouldings, while the painting process has been designed to reduce overspray and to recirculate any residual material.

EQUIPMENT, PRICING AND COST OF OWNERSHIP

- High equipment specifications across the range
- High value TR model available from launch

The new Toyota Auris has been designed to appeal to the heart as well as the mind, combining practicality and comfort with driving pleasure, a high quality finish and generous equipment specifications.

UK grade structure

In the UK Auris is available in three and five-door body styles and in four grades: T₂, T₃, T Spirit and T180. The T180 grade is reserved for the 2.2-litre D-4D 180 engine and features exclusive styling and equipment features that express its more sporting character.

The combinations of model grade and engine are:

	1.4 VVT-i	1.6 Dual VVT-i	1.4 D-4D 90	2.0 D-4D 130	2.2 D-4D 180
T ₂	✓	✓	✗	✗	✗
T ₃	✓	✓	✓	✓	✗
T Spirit (five-door	✗	✓	✗	✓	✗

only)					
T 180	x	x	x	x	✓

Key equipment features

Generous equipment specifications add to Auris's buyer appeal, with all models equipped with nine airbags, remote central locking, air conditioning, audio system with CD player, folding and reclining rear seats, electric front windows and electrically adjustable door mirrors.

The T₃ grade focuses on extra style and comfort, introducing 16-inch alloy wheels, leather trim for the steering wheel and gear knob, heated door mirrors, audio controls on the steering wheel, colour-keyed door handles and mirrors, front fog lamps, six speakers for the audio system and, on five-door models, electric rear windows.

T Spirit models benefit from a raft of technically advanced features, including dusk-sensing headlights, rain-sensing wipers, cruise control with speed limiter, driver's Smart Entry and Start system, an auto-dimming rear view mirror, dual zone automatic air conditioning and different design 16-inch alloys..

The flagship T180 Auris rides on 17-inch alloys and is equipped with an electric sunroof. Extra styling details include smoked glass headlamps and sporty double stitching around the leather-trimmed steering wheel. It also benefits from Vehicle Stability Control (VSC) with Traction Control (TRC) and a multilink rear suspension system.

Key equipment options include Vehicle Stability Control and Traction Control (VSC and TRC) on T₂, T₃ and T Spirit models; and full-map satellite navigation for T Spirit and T 180 models.

Top Value Auris TR

Toyota is offering emphatic value right from the launch of the new Auris, with the inclusion in the range of a special TR grade model.

The TR's equipment specification builds on that of the regular Auris T₃ with the addition of scuff plates for the door sills and extra chrome detailing at the rear of the car. In spite of these extra features, the TR models are priced £1,000 less than their T₃ equivalents. Taking the value of the additional specification into account, the value to customers rises to £1,230.

The Auris TR is available with the 1.6 Dual VVT-i petrol and 2.0 D-4D 130 diesel engines, in three and five-door body styles and with Super Red, Silver Steel and Decuma Grey paint finishes, priced from £12,495 on the road.

Accessory packs

Toyota has put together three accessory packs to enable Auris owners to tailor their new car's specification to their personal needs.

- **Style Pack:** comprises a Toyota Motorsport roof spoiler, scuff plates and additional chrome detailing on the tailgate.
- **Protection Pack:** provides colour-coded rear parking sensors, mud flaps, a boot liner and a bumper protection plate.
- **Tech Pack:** combines Bluetooth connectivity for hands-free use of mobile telephones and an upgraded sound system that enables integration of an iPod digital music player with the audio head unit.

Pricing and insurance

MODEL	ON-THE-ROAD PRICE	INSURANCE GROUP
T ₂ 1.4 VVT-i 3-door	£11,995	4E
T ₂ 1.4 VVT-i 5-door	£12,495	4E
T ₂ D-4D 90 3-door	£13,095	4E
T ₂ D-4D 90 5-door	£13,595	4E
TR 1.6 Dual VVT-i 3-door	£12,495	5E
TR 1.6 Dual VVT-i 5-door	£12,995	5E
TR 1.6 Dual VVT-i 3-door MultiMode	£13,045	5E
TR 1.6 Dual VVT-i 5-door MultiMode	£13,545	5E
TR 2.0 D-4D 130 3-door	£14,095	6E
TR 2.0 D-4D 130 5-door	£14,595	6E
T ₃ 1.4 VVT-i 3-door	£12,995	4E
T ₃ 1.4 VVT-i 5-door	£13,495	4E
T ₃ 1.6 Dual VVT-i 3-door	£13,495	5E
T ₃ 1.6 Dual VVT-i 5-door	£13,995	5E
T ₃ 1.6 Dual VVT-i 3-door MultiMode	£14,045	5E
T ₃ 1.6 Dual VVT-i 5-door MultiMode	£14,545	5E
T ₃ D-4D 90 3-door	£14,095	4E
T ₃ D-4D 90 5-door	£14,595	4E
T ₃ D-4D 90 3-door MultiMode	£14,645	4E
T ₃ D-4D 90 5-door MultiMode	£15,145	4E
T ₃ D-4D 130 3-door	£15,095	6E
T ₃ D-4D 130 5-door	£15,595	6E

T Spirit 1.6 Dual VVT-i 5-door	£14,895	6E
T Spirit 1.6 Dual VVT-i 5-door MultiMode	£15,445	6E
T Spirit D-4D 130 5-door	£16,495	7E
T 180 3-door	£18,295	13A
T 180 5-door	£18,795	13A

Price walks

The Auris range has a logically structured pricing system. Five-door models add £500 to the price of equivalent three-door models. Moving up from T₂ to T₃ grade adds £1,000; T₃ to T Spirit grade £900; and T Spirit to T180 £2,300. MultiMode transmission costs £500.

Option pricing

Vehicle Stability Control (VSC) and Traction Control (TRC) is available on T₂, T₃ and T Spirit models, priced at £350. An electrically operated glass sunroof is available on the T Spirit at £500 and full map satellite navigation is available on T Spirit and T180 models as a £1,500 option.

Driver's Smart Entry and Start

T Spirit and T180 models are equipped with a Smart Entry and Start system, which detects the presence of the vehicle key within a range of about one metre and enables automatic unlocking of the driver's door and engine start-up. When the driver touches the door handle, a sensor automatically releases the locks. Once inside, the car can be started simply by pressing the starter button on the dashboard.

Other Auris models are equipped with remote central locking: the system incorporates a security function whereby the doors re-lock if the key is not inserted in the ignition within 30 seconds of an unlocking command.

Optitron instruments

All Auris models are equipped with a high-tech twin-dial Optitron instrument panel which is lit in amber with red pointers. Liquid crystal displays are used to show information such as water temperature, fuel level and, on models with MultiMode transmission, the gear position.

A multi-function display provides information such as fuel consumption, average speed and vehicle range.

Cruise control with speed limiter

The new Auris is available with cruise control with a speed limiter function. Fitted as standard to the T Spirit and T180 models, it allows the driver to set a maximum speed, above which acceleration is suppressed. The multi-function display indicates when the

limiter is operating. For safety reasons, the driver can override the system with a sharp press of the accelerator pedal, enabling a temporary increase in speed. The limiter automatically resets when vehicle speed drops back below the chosen limit.

Air conditioning

Auris uses a newly-developed ventilation and air conditioning unit that uses air diffusion to keep the interior at the desired temperature, without blowing air directly into the passengers' faces. The system has been designed to work well at low speeds, when cooling and heating functions are typically least effective.

T₂ and T₃ versions of Auris use a dial-type manual air conditioning, while T Spirit and T180 models are fitted with a dual-zone automatic system with independent controls for the left and right sides of the cabin.

Audio system

The Audio system is neatly integrated into the Auris's bridged centre console and comprises an AM/FM RDS radio and CD player. The system can also play MP3 and WMA digital music

files stored on disc. On T₃ grade models and higher, additional controls are provided on the steering wheel for greater ease of use.

Satellite navigation

The latest development of Toyota's full-map, touch-screen satellite navigation system is available as an option on Auris T Spirit and T180 models. The new 32,000-colour display is sharper and clearer than before and it is easier and more intuitive to use. A hint guide helps the driver understand any of the system's functions, activated simply by touching the "?" icon on the screen.

Improvements in the directional images include indication of the correct lanes to follow through major intersections. Routes can be stored in the system's memory for future use and estimated arrival times can be obtained at any point simply by touching the screen.

Cabin storage

Around the cabin there are 10 different storage points, which together provide 32 litres of space.

These include a tray beneath the front passenger seat, a second glovebox with internal shelf on the top section of the dashboard, a drop-down holder for two pairs of sunglasses, pop-out cupholders integrated into the dashboard, generously-proportioned door pockets and stowage space beneath the bridged console.

COST OF OWNERSHIP

- Low cost of ownership designed-in
- Competitor-leading residual values predicted

Cost of ownership is a major consideration in the C-segment, both for private and business customers. Toyota has kept this issue firmly in mind throughout development of the new Auris.

The principal factors affecting ownership costs are fuel consumption and servicing and in both areas Auris performs strongly. Auris has also been designed to make repairs simple and comparatively cheap to carry out, which contributes to low insurance groupings. Features include a bolt-on structure for the front bumper reinforcement, which means no cutting or welding is required should the unit have to be replaced, and a radiator support that retracts in a collision to protect the cooling units from damage. A crush box absorbs impact forces in the bumper reinforcement, reducing potential damage to the front body frame, while at the rear a bumper arm also helps cut the risk of more serious and costly damage.

Competitive pricing

The C-segment is one of the most keenly fought areas of the UK new car market. Auris is not only designed, engineered and equipped to increase Toyota's sales share in this sector, it is also priced to give excellent customer value.

For example, the core model in the range, the T₃ 1.6 Dual VVT-i five-door, has an on-the-road price of £13,995, which is less than the nearest-equivalent Volkswagen Golf, Vauxhall Astra and Ford Focus models and two per cent cheaper than the average price of its main rivals.

The price advantage in fact goes beyond the headline figure when the value of each car's respective specification is balanced out. In real terms the Astra (1.6i Club) is 12 per cent more expensive than the Auris, the Focus (1.6 Sport) five per cent, Golf (1.6 Match) four per cent and the Peugeot 307 (1.6 S) one per cent.

The advantage is even more marked when you consider the special TR feature model. Taking the Auris TR 2.0 D-4D 130 as the starting point, its on-the-road price is £14,595, which is up to 10 per cent less than its VW, Vauxhall, Renault, Peugeot and Ford competitors. Once again, adjusting the price according to the value of each vehicle's specification further emphasises the Auris's built-in value, with the advantage growing to between 4 per cent (Renault Megane 1.5 DCi Expression) and 18 per cent (Vauxhall Astra 1.7 CDTi 100PS Club). Full details of the price calculations are provided in the comparison charts below.

	TOYOTA AURIS T ₃ 1.6 Dual VVT-i 5dr	VW GOLF 1.6 MATCH FSI	VAUXHALL ASTRA 1.6 CLUB	RENAULT MEGANE 1.6 111 EXPRESSION	PEUGEOT 307 1.6 16V S	FORD FOCUS 1.6 SPORT
Audio /CD player	✓	✓	✓	✓	✓	✓
Audio/MP3 player	✓	✓	✗	✗	✗	✗
Audio controls on steering wheel	✓	✓	✓	✓	✓	✓
Cruise control	✗	✓	✗	✗	✓	✗
Vehicle stability control	Opt	✓	✓	Opt	Opt	Opt
Front fog lights	✓	✗	✗	✓	✓	✓
Side airbag	✓	✓	✓	✓	✓	✓
Curtain airbag	✓	✓	✓	✓	✓	✓
Knee airbag	✓	✗	✗	✗	✗	
Leather steering wheel trim	✓	✓	✗	✗	✓	✓
Aircon	✓	✓	✓	✓	✓	✓
Electric windows - front	✓	✓	✓	✓	✓	✓
Electric windows - rear	✓	✓	✗	✓	✗	✗
Alloy wheels	16in	15in	Opt	Opt	15in	15in
On-the-road price	£13,995	£15,135	£14,535	£13,470	£13,950	£14,345
Price position vs Auris	-	108%	104%	94%	100%	103%
Specification adjusted price		£14,495	£15,620	£13,950	£14,145	£14,725
Price position vs Auris	-	104%	112%	100%	101%	105%

	TOYOTA AURIS TR 2.0 D-4D 5Dr	VW GOLF 1.9 MATCH TDI	VAUXHALL ASTRA 1.7 CDTI (100ps) CLUB	RENAULT MEGANE 1.5 DCI EXPRESSION	PEUGEOT 307 1.6 HDI S	FORD FOCUS 1.8 TDCI 115 SPORT
Audio /CD player	✓	✓	✓	✓	✓	✓
Audio/MP3 player	✓	✓				
Audio controls on steering wheel	✓	✓	✓	✓	✓	✓
Cruise control	✗	✓	✗	✗	✓	✗
Vehicle stability control	Opt	✓	✓	Opt	Opt	Opt
Front fog lights	✓	✗	✗	✓	✓	✓
Side airbag	✓	✓	✓	✓	✓	✓
Curtain airbag	✓	✓	✓	✓	✓	✓
Knee airbag	✓	✗	✗	✗	✗	✗
Leather steering wheel trim	✓	✓	✗	✗	✓	✓
Aircon	✓	✓	✓	✓	✓	✓
Electric windows - front	✓	✓	✓	✓	✓	✓
Electric windows - rear	✓	✓	✗	✓	✗	✗
Alloy wheels	16in	15in	Opt	Opt	15in	15in
On-the-road price	£14,595	£16,050	£15,830	£14,470	£14,750	£15,845
Price position vs Auris	-	110%	108%	100%	101%	108%
Specification adjusted price	£14,595	£15,945	£17,325	£15,235	£15,355	£16,635
Price position vs Auris	-	109%	118%	104%	105%	114%

Competition-leading residual values

The first residual value assessments for the new Toyota Auris show that the car will perform more strongly than its direct segment competitors. Figures from CAP Monitor show the Auris 1.6 Dual VVT-i T₃ five-door model – which will be the best-selling model in the standard range – will retain 66.6 per cent of its value after one year/20,000 miles and 37.1 per cent after three years/60,000 miles.

This outperforms CAP Monitor's ratings for rival models such as the Honda Civic 1.8 SE (36.3), Volkswagen Golf 1.6 FSI (35.7), Vauxhall Astra 1.6 Club (27.7) and Ford Focus 1.6 Sport (27.7).

The diesel-powered models are set to offer even better performance: for example the 2.0 D-4D 130 T₃ five-door is expected to retain 69.7 and 40.9 per cent of its value and the 1.4 D-4D 90 T₃ five-door 67.7 and 39.6 per cent over the respective year/mileage periods. Once again, the values are better than for the equivalent Civic Golf, Astra and Focus models.

Taking this strong performance into account adds to the competitiveness of the Auris's on-the-road pricing. Models which have a cheaper showroom price will in real terms actually cost customers more, even after the first year of ownership.

TOYOTA AURIS TECHNICAL SPECIFICATIONS

ENGINE – 1.4 VVT-i							
Engine code	4ZZ-FE						
Type	Four cylinders in-line						
Valve mechanism	DOHC 16-valve						
Displacement (cc)	1,398						
Bore x stroke (mm)	79.0 x 71.3						
Compression ratio	10.5:1						
Max. power (bhp/DIN hp @ rpm)	96/97 @ 6,000						
Max. torque (Nm @ rpm)	130 @ 4,400						
ENGINE – 1.6 Dual VVT-i							
Engine code	1ZR-FE						
Type	Four cylinders in-line						
Valve mechanism	DOHC 16-valve						
Displacement (cc)	1,598						
Bore x stroke (mm)	80.5 x 78.5						
Compression ratio	10.2:1						
Max. power (bhp/DIN hp @ rpm)	122/124 @ 6,000						
Max. torque (Nm @ rpm)	157 @ 5,200						
ENGINE – 1.4 D-4D 90							
Engine code	1ND-TV						
Type	Four cylinders in-line						
Valve mechanism	SOHC 8-valve						
Displacement (cc)	1,364						
Bore x stroke (mm)	73.0 x 81.5						
Compression ratio	17.9:1						
Max. power (bhp/DIN hp @ rpm)	89/90 @ 3,800						
Max. torque (Nm @ rpm)	190 @ 1,800 – 3,000						
ENGINE – 2.0 D-4D 130							
Engine code	1AD-FTV						
Type	Four cylinders in-line						
Valve mechanism	DOHC 16-valve						
Displacement (cc)	1,998						
Bore x stroke (mm)	86.0 X 86.0						
Compression ratio	16.8:1						
Max. power (bhp/DIN hp @ rpm)	124/126 @ 3,600						
Max. torque (Nm @ rpm)	300 @ 2,000 – 2,800						
ENGINE – 2.2 D-4D 180							
Engine code	2AD-FHV						
Type	Four cylinders in-line						
Valve mechanism	DOHC 16-valve						
Displacement (cc)	2,231						
Bore x stroke (mm)	86.0 x 96.0						
Compression ratio	15.8:1						
Max. power (bhp/DIN hp @ rpm)	175/177 @ 3,600						
Max. torque (Nm @ rpm)	400 at 2,000 – 2,600						
PERFORMANCE	1.4	1.6		D-4D 90		D-4D 130	D-4D 180
Transmission	5M/T	5M/T	M/M	5M/T	M/M	6M/T	6M/T
Max. speed (mph)	106	118	118	109	109	121	130
0-62mph (sec)	13.0	10.4	12.1	12.0	14.7	10.3	8.1
FUEL CONSUMPTION	1.4	1.6		D-4D 90		D-4D 130	D-4D 180
Transmission	5M/T	5M/T	M/M	5M/T	M/M	6M/T	6M/T
Combined (mpg)	40.9	39.8	40.9	56.5	56.5	52.3	45.6
Extra-urban (mpg)	47.9	47.9	47.9	62.8	62.8	61.4	54.3
Urban (mpg)	32.5	31.4	33.2	48.7	48.7	40.4	35.8
Fuel tank capacity (l)	55						
EMISSIONS	1.4 VVT-i	1.6 Dual VVT-i		D-4D 90	D-4D 130	D-4D 180	

Transmission	5M/T	5M/T	M/M	5M/T	M/M	6M/T	6M/T
Carbon dioxide (g/km)	163	166	161	132	131	151	164
VED band	D	E	D	C	C	C	D
Emissions level	Euro IV						
TRANSMISSION							
Type	Single dry plate						
Engine	1.4 VVT-i	1.6 Dual VVT-i	D-4D 90	D-4D 130	D-4D 180		
Gear ratios	1 st	3.545	3.545	3.545	3.538	3.538	
	2 nd	1.904	1.904	1.904	1.913	1.913	
	3 rd	1.310	1.310	1.310	1.218	1.218	
	4 th	0.969	0.969	0.969	0.860	0.860	
	5 th	0.815	0.815	0.725	0.790	0.790	
	6 th	-	-	-	0.673	0.673	
Reverse	3.250	3.250	3.250	3.831	3.831		

BRAKES		PETROL ENGINES		DIESEL ENGINES	
Front (mm)		Ventilated discs ø273 x 26		Ventilated discs ø273 x 26	
T180				ø295 x 26	
Rear (mm)		Solid discs ø270 x 10		Solid discs ø270 x 10	
SUSPENSION					
Front	MacPherson strut				
Rear	Torsion beam (Double wishbone on T180)				
STEERING					
Type	Rack and pinion, Electric Power Steering				
Ratio	14.44:1 (14.65:1 T180)				
Turns lock-to-lock	2.9 (2.81 T180)				
Minimum turning radius – tyre (m)	5.2		5.2		
WHEELS AND TYRES					
T ₂	15in steel (195/65R15 tyre)				
T ₃ and T Spirit	16in alloy (205/55R16 tyre)				
T180	17in alloy (225/45/R17 tyre)				
Spare tyre	Space saver				
Spare tyre – T180	Tyre repair kit				
EXTERIOR DIMENSIONS					
Overall length (mm)	4,220				
Overall width (mm)	1,760				
Overall height (mm)	1,515 (T180 1,505)				
Wheelbase (mm)	2,600				
Front track (mm)	1,536 (15in wheel) 1,524 (16in wheel) 1,516 (17in wheel)				
Rear track (mm)	1,533 (15in wheel) 1,522 (16in wheel) 1,512 (17in wheel)				
Front overhang (mm)	890				
Rear overhang (mm)	730				
Drag coefficient (Cd)	0.29				
INTERIOR DIMENSIONS					
Interior length (mm)	1,985				
Interior width (mm)	1,460				

TOYOTA AURIS EQUIPMENT SPECIFICATIONS

SAFETY	T₂	T₃	T Spirit	T180
Driver and passenger airbag	✓	✓	✓	✓
Driver and passenger side airbag	✓	✓	✓	✓
Curtain shield airbags	✓	✓	✓	✓
Driver's knee airbag	✓	✓	✓	✓
Dual-stage (light and buzzer) seatbelt reminder	✓	✓	✓	✓
Passenger airbag cut-off switch	✓	✓	✓	✓
Isofix child seat mounts	✓	✓	✓	✓
Height adjustable front and rear head restraints	✓	✓	✓	✓
Three-point seatbelts with pretensioners, load limiters and emergency locking retractors	✓	✓	✓	✓
Whiplash Injury Lessening (WIL) front seats	✓	✓	✓	✓
Minimum Intrusion Cabin Structure (MICS)	✓	✓	✓	✓
Side impact beams on all doors	✓	✓	✓	✓
Head impact protection structure roof side and pillar	✓	✓	✓	✓
Child proof locks on rear doors (5-door)	✓	✓	✓	✓
ABS	✓	✓	✓	✓
Electronic Brakeforce Distribution (EBD)	✓	✓	✓	✓
Brake Assist (BA)	✓	✓	✓	✓
Vehicle Stability Control (VSC) and Traction Control (TRC)	Opt	Opt	Opt	✓
INSTRUMENTS & CONTROLS	T₂	T₃	T Spirit	T180
Multi-information display	✓	✓	✓	✓
MultiMode transmission gear indicator (automatic)	✓	✓	✓	✓
Optitron instruments	✓	✓	✓	✓
Headlamp levelling	✓	✓	✓	✓
Cruise control with speed limiter	x	x	✓	✓
Full-map satellite navigation	x	x	Opt	Opt
COMFORT & CONVENIENCE	T₂	T₃	T Spirit	T180
Electric Power Steering (EPS)	✓	✓	✓	✓
Tilt and telescopic reach adjustable steering column	✓	✓	✓	✓
Leather-trimmed steering wheel and gear knob	x	✓	✓	✓
Electric front windows with one-touch down function	✓	✓	✓	✓
Electric rear windows (5-door models)	x	✓	✓	✓
Rain-sensing windscreen wipers	x	x	✓	✓
Dusk-sensing headlights	x	x	✓	✓
Electrically adjustable exterior mirrors	✓	x	x	x
Electrically adjustable, heated exterior mirrors	x	✓	✓	✓
Electrochromic auto-dipping rear view mirror	x	x	✓	✓
Remote fuel lock release	✓	✓	✓	✓
Electric tilt/slide sunroof	x	x	Opt	✓
Lockable glove box	✓	✓	✓	✓
AUDIO	T₂	T₃	T Spirit	T180
Radio/CD player with four speakers	✓	x	x	x
Radio/CD player with six speakers	x	✓	✓	✓
Steering wheel mounted audio controls	x	✓	✓	✓
VENTILATION	T₂	T₃	T Spirit	T180
Air conditioning (manual)	✓	✓	x	x
Dual-zone automatic air conditioning	x	x	✓	✓
Pollen filter/clean air filter	✓	✓	✓	✓
SECURITY	T₂	T₃	T Spirit	T180
Remote central double locking	✓	✓	✓	✓
Remote alarm with perimeter and microwave interior protection (2.0 D-4D 130 & T180 only)	x	✓	✓	✓
Smart Entry and Start system (driver's door)	x	x	✓	✓
Transponder key engine immobiliser	✓	✓	✓	✓

Vehicle parts marking with major parts traceable to VIN	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	T₂	T₃	T Spirit	T180
Driver's seat height adjustment	✓	✓	✓	✓
60:40 folding rear seat	✓	✓	✓	✓
Rear seat recline function	✓	✓	✓	✓
Front armrest	✗	✓	✓	✓
EXTERIOR	T₂	T₃	T Spirit	T180
15in steel wheels with full wheel covers	✓	✗	✗	✗
16in alloy wheels	✗	✓	✓	✗
17in alloy wheels	✗	✗	✗	✓
Temporary spare wheel	✓	✓	✓	✗
Tyre repair kit	✗	✗	✗	✓
Body-coloured door handles and mirrors	✗	✓	✓	✓
Front fog lamps	✗	✓	✓	✓
Smoked glass headlamps	✗	✗	✗	✓

The mpg figures quoted in this document are sourced from official EU-regulated test results. These are provided for comparison purposes and may not reflect an individual's actual driving experience.

ENDS