This press pack accompanied the UK launch of the second generation Auris in December 2012. Changes to the model during its time on sale can be tracked using the Timeline feature on the Auris archive web page. More information about the Auris range can be obtained from the Toyota press office.

The New Toyota Auris

A new Toyota has always been a rational choice for customers who value the brand's fundamental quality, durability and reliability. There's more to motoring than these solid principles, however, and in creating new Auris Toyota has sought to develop a stronger emotional appeal for those who want to feel more connected to their car through the way it looks and the way it drives.

With its all-new contemporary styling, Auris looks the part. And thanks to a stronger focus on driving dynamics and driver feedback, it delivers much more when you're behind the wheel, too. In these respects it reflects Toyota's mission to create cars that appeal to the heart as well as the head, a commitment that has already delivered the GT86 sports coupe to worldwide acclaim

The Auris engineering team focused on weight management, chassis design, clever packaging and improved powertrains to achieve a more engaging drive. They also worked closely with the design team to match the vehicle's style to its architecture.

As a result, Auris is more dynamic, better equipped and cheaper to run than ever before. It offers more confident, sleeker styling, improved driving dynamics, a higher quality interior design and changes that deliver better fuel efficiency, including in its flagship full hybrid model.

Aerodynamic improvements, weight savings and engine adjustments have brought fuel consumption and CO_2 emissions reductions across the range, bringing down running and ownership costs.

On a sales-weighted basis, new Auris is projected to deliver a European fleet average of 109g/km, a 13 per cent reduction on the current model's performance.

At launch, new Auris's anticipated pan-European sales mix will be split roughly equally between the full hybrid, diesel and petrol models, demonstrating how full hybrid has become a mainstream proposition, accessible to a large customer base. In the UK the proportion of full hybrids should be even greater.

The new Auris Hybrid generates class-leading emissions of 87g/km and virtually no NOx or particulate matter. This performance will deliver significant cost of ownership benefits, thanks

to emissions-linked lower taxation rates in many European countries, including the UK. Toyota's Hybrid Synergy Drive system also brings lower routine service and maintenance charges.

The new model was designed primarily for Europe, its largest volume market. It will be built at Toyota Motor Manufacturing UK's Burnaston factory in Derbyshire, alongside Avensis, reinforcing the Toyota's commitment to its British and European operations.

The new Auris range will go on sale before the end of the year and is expected to give Toyota a larger share of the European family/compact car segment. Toyota expects it to appeal in particular to new customers downsizing their vehicle for the first time, and to fleet buyers looking for low running and maintenance costs and excellent residual values.

Exterior Design

- **All-new exterior design with more confident, sleek and dynamic styling**
- **Frontal design adopts the elements of the new Toyota family "face"**
- **Lower, drag-reducing stepped roofline, longer, three-panel side glazing and stronger rising belt line**
- **Overall height lowered by 55 mm, contributing to class-leading aerodynamics - Cd 0.277**

New Auris has an all-new exterior design that is more confident, sleek and dynamic, maximising the benefits of its lower overall height and centre of gravity.

The car's overall length has only been extended by 30mm, to 4,275mm and its wheelbase is unchanged at 2,600 mm, which means Auris remains one of the most compact cars in its class.

The projected front surface area has been significantly reduced compared to the current model and, without impinging on passenger accommodation, overall height has been lowered by 55 mm, making it one of the lowest vehicles in its segment. These changes offer considerable aerodynamic benefits, which in turn contribute to improved fuel efficiency and driving dynamics.

Nowhere is new Auris's confidence and agility more clearly expressed than in its new frontal design. It displays elements that constitute the new family "face" of Toyota cars, including extra emphasis placed on the lower grille area and the keen-edged treatment of the headlight units, with daytime running lights to create a stronger road presence.

The large, trapezoidal lower grille is set within the front bumper, with a smaller upper grille running the full width between the headlamps.

The upper grille is set beneath a low sweeping bonnet line and a new, larger Toyota badge which is set lower than before. The grille design features a central, chrome-plated horizontal trim bar which appears to extend into the headlamp clusters, accentuating the width of the vehicle. Here the bar flows into an “eyebrow” over the narrower and more distinctively styled headlamps, emphasising the very narrow margin between the bonnet and the lights.

The new headlamp design also incorporates LED daytime running lights, arranged to give new Auris a recognisable visual signature.

The large lower grille has a gloss black finish and there is a floating chrome accent on the lip spoiler, which again accentuates the car’s width and its planted, solid stance. The integral fog lamp housings either side of the lower grille also have chrome surround detailing,

The designers have wrought significant changes in Auris’s profile appearance, with a steeply raked windscreen flowing into a lower, drag-reducing stepped roofline, and an extension of the side glazing into three panels above a stronger rising belt line crease.

The door mirrors have been repositioned within the glazed area; the B and C-pillars have a black finish (gloss for the B-pillar); and the C-pillar adopts a more dynamic, sweeping angle, which, together with a chrome trim along the belt line, helps create a lower, more elegant and sporting silhouette.

The ride height has been lowered by 10mm, narrowing the gap between the wheel arches and tyres, and aligning the wheel more closely with the bodywork, emphasising the vehicle’s more streamlined appearance. The choice of wheels includes a new wheelcap (15-inch) and alloy wheel (15, 16 and 17-inch) designs.

At the rear, a wider opening tailgate displays powerful convex and concave surfacing. It is topped by an integral roof spoiler and flanked by new wrap-around rear combination lamps which reinforce the shape of both the rear wings and the rear screen, as well as the strength of the shoulder area over the rear wheel arches. The new bumper has built-in reflectors at its extremities reinforcing the car’s broad and stable stance.

New wheel designs feature on Auris Hybrid, too, with 15-inch silver alloys on the Icon model and 17-inch graphite alloys on the Excel.

New Auris is available in 10 exterior colours, including new Avantgarde Bronze and Zenith Blue metallics. Pearl White is exclusive to Auris Hybrid.

Class-leading Aerodynamics

The all-new exterior design delivers excellent aerodynamic performance, contributing to both improved handling stability and lower fuel consumption.

Reducing the car’s overall height by 55mm means there is a smaller projected frontal

surface area, which in turn means less wind resistance.

There is a seamless flow from the lower bonnet line, over the steeply raked screen and into the stepped roof profile, which further reduces drag. The rear spoiler, integrated in the rear roofline, connects seamlessly with the rear pillars to minimise turbulence in the airflow away from the back of the vehicle.

Equal attention has been paid to achieving the smoothest possible airflow beneath the car. The underfloor features a front spoiler, a lower absorber, an engine undercover, front and rear spats, and a series of undercovers to maximise aerodynamic efficiency.

The attention to detail extends to a series of vertical wings fitted to the centre and rear floor undercovers to further smooth the airflow for better handling and high-speed stability.

As a result of these comprehensive aerodynamic measures, the new Auris' coefficient of drag has been reduced from Cd 0.292 to Cd 0.277.

Interior design

- **All-new interior with more space, greater comfort and improved sensory quality**
- **Consistency of font, colour, lighting and finish, giving a greater sense of unity and a more integrated feel**
- **Extensive use of pleasingly tactile, soft touch materials and leather**
- **New, more comfortable seats with lower hip point, longer travel and greater height adjustment**
- **Luggage space increased in all versions, Hybrid included, to 360 litres**

New Auris's interior is more spacious and comfortable for everyone on board. There has also been an emphasis on raising the sensory quality of the cabin and creating a greater sense of visual unity through consistency of lighting, colours, finishes, and even the font used for the graphics.

The cleaner design introduces stronger shapes, improved functionality and high quality materials. By accentuating the horizontal, the new dashboard emphasises the width and spaciousness of the cabin, with a driver-focused arrangement of the instruments and switchgear.

The more driver-oriented nature of the design is further expressed in the strong curve of the hood over the instrument binnacle, which flows down the side of the centre console to help create a driver's cockpit.

Within the new instrument binnacle, a clear and simple two or three-dial arrangement features white needles and numerals. A single font is used for the graphics on all the switchgear, which is backlit in clear blue along with the instrument binnacle and the centre console for a premium look and consistency of appearance.

The co-ordinated look is reflected in a matching satin silver finish used for the meter surrounds, centre stack, transmission tunnel trim, air conditioning and audio controls and the interior door handles.

The air vents, audio panel, transmission tunnel, steering wheel and gear lever all have a silver coloured trim, while on higher grade models the dashboard itself is leather trimmed with baseball stitching.

The tactile quality of every area which occupants come into contact with has been carefully considered. Soft touch materials feature on the instrument panel's upper surface and the door trim shoulder areas, and the A-pillars are fabric trimmed. The gear knob has a new design and the steering wheel is wrapped in Nappa leather with single baseball stitching. The assist grips and door grips have a soft texture grain and the door armrests are padded.

The new front seats have longer fore and aft travel and an increase in height adjustment range. Seat height has been reduced by 40mm and the steering wheel tilt angle lowered by two degrees, creating a more engaging driving position. A new sports seat with extra lateral support has also been introduced, standard on Sport grade.

Active grade seats are finished Komaki fabric with blue trim; Yatomi black trim features on Icon models; and the Yamato fabric for the Auris Sport's seats has a red trim. Excel grade seats are finished in black velour with leather bolsters. Black leather upholstery is available as an option on Excel petrol and diesel models, with an Ice Grey leather option exclusive to the Hybrid Excel.

The new front seat design increases rear seat knee-room by 20 mm, and rear access has been made easier with wider opening doors. The loadspace length has been increased by 50mm and the tailgate opening is 90mm wider. With the flexibility of a dual-level loadspace deckboard and 60:40 split-folding rear seats, all versions, including the Hybrid, have an increased luggage capacity of 360 litres.

The practicality of the interior is evident in its functional features and generous storage space. These include a glove box, sunglasses holder, coat hooks, a coin box, four cup and four bottle holders, a sliding centre console armrest with document holder, dashboard and rear centre console storage space for small items, three 12V accessory sockets and an AUX external input plug, a removable package tray, deck hooks and a dual level loadspace deckboard.

Hybrid-specific interior design

Auris Hybrid's battery pack has been relocated to beneath the rear seat, which means its

luggage capacity is now the same as that of other models in the range.

Auris Hybrid has a different meter and Eco Drive Support Monitor design, a hybrid blue shift-by-wire gear lever and hybrid-exclusive instrument panel detailing.

Icon versions have a hybrid blue brushed aluminium instrument panel finish, while a choice of Ice Grey or Black leather panel inserts are available for the Excel model.

Driving Dynamics

- **Lighter, more rigid bodyshell and lower centre of gravity**
- **Suspension revised for added comfort and stability**
- **Improved electric power steering system for better driver feedback and response**
- **Improved NVH measures to reduce engine and road noise**

Reinforcing Toyota's commitment to improving the dynamic ability of its vehicles, the new Auris range has been designed to offer drivers a more engaging experience. At the same time, comfort has been improved thanks to the fundamental change in approach to the car's design.

Lower, lighter and more rigid

New Auris is one of the lowest cars in the C-segment, with its overall height cut by 55mm to 1,460mm. Extensive use of high tensile steel in its bodyshell construction, especially in the upper part of the body, has helped reduce the car's overall weight by up to 40kg, and also contributed to a lower centre of gravity. Using high tensile steel also allowed Toyota to optimise the structure of the rear door aperture, helping improve overall body rigidity.

Lower centre of gravity

By using lighter, higher strength materials for the upper part of the body and by taking advantage of a driving position lowered by up to 40mm, new Auris has a significantly lower centre of gravity compared to its predecessor - a key element in improving handling, high speed stability and ride comfort.

A car with a lower centre of gravity is less exposed to body roll; less body roll in new Auris meant Toyota's engineers could direct more of the suspension behaviour to ride comfort and dynamic performance, instead of correcting negative body movements.

Revised suspension

The fundamental change of approach in terms of vehicle architecture led the engineers to totally reconsider the different elements of the chassis.

Numerous components in the front MacPherson strut suspension have been revised, including the the upper support, bound stopper, coil spring and shock absorber. The spring rate has been reduced and the shock absorbers fine-tuned to combine enhanced ride comfort with better handling.

A new suspension support has been developed to reduce high frequency vibrations and road noise, and a new polyurethane bound stopper improves body control and ride comfort.

New Auris features either a double wishbone or torsion beam rear suspension system. The double wishbone arrangement is used in the 1.6 Valvematic and Hybrid models, and the torsion beam in the 1.33-litre Dual VVT-i and 1.4 D-4D versions.

The double wishbone system has been revised to incorporate optimised trailing arm bush characteristics and, as with the front suspension, new coil springs and shock absorbers with reduced spring rates and better damping. Together these measures have improved Auris's ride comfort, stability and handling.

Improved electric power steering

Auris's electric power steering had to be adapted in line with the improved performance of the car's platform. Better control of body movement allowed the engineers to implement a more direct steering ratio (14.8:1 instead of 16.0:1) - a key factor in improving driving precision and delivering a more engaging driving experience. At the same time, the structure of the steering column was revised, minimising vibration and ensuring a more linear steering feel.

A new steering control logic suppresses steering force fluctuations caused by road imperfections to give the driver better control. The steering control unit also manages the amount of self-aligning torque according to vehicle speed for more refined operation.

NVH measures

Extensive improvements have been made to reduce NVH levels, so that new Auris not only offers a more comfortable ride, but is also noticeably quieter. Extensive soundproofing in the engine bay, front wheel arches and dashboard has reduced both engine and road noise levels experienced in the cabin.

The transmission of engine noise to the cabin has been minimised by adding bonnet and cowl insulators, and a dashboard panel outer silencer.

Road noise is absorbed by introducing sound absorption wheel arch lining material, and increasing the thickness and surface area of the floor silencer. The intrusion of noise into the cabin is further reduced by using wheel arch side covers and side protectors.

Efficient Full Hybrid, Petrol and Diesel Powertrains

- **European fleet average CO_2 emissions reduced by 13 per cent to 109g/km**
- **Auris Hybrid delivers class-leading 87g/km CO_2 emissions with almost no NO_x and particulate matter emissions**
- **All engines feature new Charging Control System to reduce the load on the engine from alternator power generation, improving fuel efficiency**
- **Optional Multidrive S continuously variable transmission introduced for Auris 1.6 Valvematic**

New Auris marks a significant drop in its average CO_2 emissions, the figure falling 13 per cent compared to the previous model, to just 109g/km for the European model range.

Toyota has achieved this by taking a total vehicle approach to reducing emissions and improving fuel consumption, while at the same time improving drivability and dynamic performance.

Powertrains play a key role in this. In the UK the choice includes a class-leading full hybrid and two petrol and one diesel that benefit from Toyota Optimal Drive technologies to raise both performance and efficiency.

New Auris's anticipated pan-European sales mix will be approximately one third full hybrid, one third diesel and one third petrol; in the UK the Hybrid share is expected to be higher. This demonstrates how far full hybrid has progressed from being a niche technology to becoming a mainstream proposition, within reach of a large customer base.

Full hybrid system performance

Auris Hybrid's 1.8 litre VVT-i petrol engine and electric motor generate a maximum combined power output of 134bhp (100kW), enabling 0-62mph acceleration in 10.9 seconds and a 112mph maximum speed.

Thanks to the car's improved aerodynamic performance and lighter weight, Auris Hybrid's low, highly tax-efficient CO_2 emissions have improved by 2g/km to 87g/km (with 15-inch wheels). In addition, Auris Hybrid generates virtually no NO_x or particulate matter emissions.

When running in its switchable, EV mode – a benefit of its full rather than mild hybrid system – Auris Hybrid generates zero CO_2, NO_x and particulate tailpipe emissions. It can be driven for up to 1.25 miles (2km) in EV mode continuously at speeds of up to about 31mph (50km/h), dependant on battery charge and driving conditions.

Auris Hybrid's powertrain is designed to eliminate the need for the petrol engine to run as often as possible during city driving. Toyota's own data show that the cumulative effect of full hybrid operation leads to high proportions of zero-emissions driving in this kind of environment.

Improved Hybrid Synergy Drive

The control logic of the Hybrid Synergy Drive system's seamless, planetary gear transmission has been modified to give a smoother, more natural feel to vehicle acceleration, with a closer relationship between vehicle speed and engine revs.

Advanced engine technologies include cooled exhaust gas recirculation (EGR), an electric water pump, the elimination of the auxiliary drive belt, a reduction in piston ring tensional force and the optimisation of oil pump capacity.

When used in combination with a cooled EGR system, the Atkinson cycle engine can deliver significant gains in fuel efficiency and emissions performance.

In the Atkinson cycle, compression and expansion are asymmetrical, and the inlet valves close late, which delays compression. This creates a high expansion ratio for less compression, converting combustion energy to engine power more effectively. As a result, the exhaust temperature is lower than in conventional engines. The EGR system reintroduces cooled exhaust gas into the intake system, further reducing engine operating temperatures.

Using an electric water pump improves engine warm-up performance and reduces cooling friction loss, which in turn support better fuel efficiency. Dispensing with the auxiliary drive belt reduces friction, further improving fuel economy.

With the relocation of the hybrid battery pack under the rear seat, the cooling air intake has been moved from the side of the seats to the seat undercover area. This allows for a lower intake air temperature, which improves battery cooling and, as a result, efficiency.

Toyota Optimal Drive

Toyota Optimal Drive embraces a wide range of advanced technologies and improvement programmes designed to deliver the best balance of performance and driving enjoyment with fuel economy and low emissions.

These technologies focus on three key aspects of powertrain development:

- Firstly, the reduction of powertrain weight by using super-lightweight and highly compact engine components and transmissions throughout the new Auris engine range.
- Secondly, the minimisation of mechanical losses with Valvematic – a further development of VVT-i – in the 1.6 petrol engine; new roller rocker technology and smaller, lighter pistons in both petrol engines; low viscosity oil; and six-speed manual transmissions throughout the new Auris engine range.
- Thirdly, the maximisation of combustion efficiency by introducing high compression ratios; Valvematic; the refinement of intake port and combustion chamber design; and piston cooling by oil jet. New Auris's diesel engine benefits from a low compression ratio, optimised combustion chamber dimensions and

improved EGR cooler efficiency.

1.4-litre D-4D diesel engine

Equipped with a six-speed manual transmission, the Euro 5-compliant 1.4-litre D-4D engine develops 89bhp (66kW) and maximum torque of 205Nm delivered between 1,800 and 2,800 rpm.

The engine features Stop & Start technology as standard for the first time. It also benefits from improved Toyota Optimal Drive technology, raising performance and driveability while minimising fuel consumption and CO_2 and particulate emissions.

New-generation piezoelectric injectors give more accurate control of fuel volume and injection timing. Their quick reaction time makes multi-phase high-speed injection possible, which has the effect of both lowering the rate of combustion expansion and effecting a more thorough burn in the combustion chamber, thus further reducing particulate, NOx and CO_2 emissions.

Together with higher, 160Mpa common rail injection pressures, this results in shorter injection times, giving faster engine response with improved fuel economy and reduced CO_2 emissions.

There is a new two-step hydraulic control valve in the timing chain cover, which has the benefit of reducing friction when hydraulic pressure is low by opening and closing the relief valve, according to driving conditions.

A new coolant by-pass system helps keep engine warm-up time to a minimum by reducing heat losses in the engine coolant during start-up.

The Auris Active 1.4 D-4D returns combined cycle fuel consumption of 74.3mpg and generates 99g/km – an increase of 15.4mpg and a reduction of 29g/km compared to the current Auris diesel (which does not use Stop & Start in the UK). Significantly this brings the diesel Auris Active below the UK's 100g/km benchmark for zero annual road tax (VED) and exclusion from the London Congestion Charge, plus further beneficial tax ratings for company car users and operators.

1.33-litre Dual VVT-i petrol engine

Auris's 1.33-litre petrol engine also uses Stop & Start technology, and is equipped with Toyota's Dual VVT-i intelligent variable valve timing. It runs with a high, 11.5:1 compression ratio, which increases the engine's thermal efficiency. Maximum power is 98bhp (73kW) and maximum torque of 128Nm is delivered at 3,800rpm.

This performance comes with 52.3mpg combined cycle fuel consumption and 125g/km CO_2 emissions, a substantial improvement on the 48.7mpg and 135g/km performance of the current model.

The engine's design has benefited from Toyota's motorsport engineering experience: the small bore, long stroke unit is exceptionally lightweight and compact, improving the vehicle's power-to-weight ratio. It features a resin-type cylinder head cover and intake manifold, and the intake channel has been streamlined to optimise airflow for better combustion efficiency.

Dual VVT-i helps boost response levels across the full rev range by varying the air-fuel intake and exhaust valve timing to suit the conditions at any given time. As well as improving torque at low and medium engine speeds, the system also reduces emissions and improves fuel efficiency.

1.6-litre Valvematic petrol engine

Offering class-leading efficiency, power and torque, Valvematic is a further development of Toyota's Dual VVT-i intelligent variable valve timing system.

It takes VVT-i technology forward by adding lift and duration control to the variable timing of the inlet valve. This improves intake airflow volume and speed management – and, subsequently, combustion process management – to deliver more power for less fuel consumption, and with lower CO_2 emissions. Using Valvematic also reduces friction and pumping losses under light engine loads, which helps reduce fuel consumption.

Valvematic's efficiency is further improved by the use of a variable length inlet manifold. This acts as an accelerator at low to medium engine speeds, maximising inlet air speed for the best possible combustion efficiency. At higher engine speeds the manifold opens fully, so the air takes a shorter route to the combustion chamber. This maximises the volume of air that enters the chamber and, thus, engine power output.

The 1.6 Valvematic engine is available with either a six-speed manual transmission, or Toyota's Multidrive S CVT. It develops 130bhp (97kW) and maximum torque of 160Nm at 4,400rpm.

With manual transmission and 16-inch wheels, the unit returns combined cycle fuel consumption of 47.9mpg and generates 138g/km CO_2 emissions, compared to 42.8mpg and 153g/km for the current model. With Multidrive S and 16-inch wheels the figures are 49.6mpg and 134g/km respectively.

New Charging Control System

Auris's petrol and diesel engines have gained a new Charging Control System which reduces the load on the engine from alternator power generation when driving, improving fuel efficiency.

The system controls the amount of power the alternator generates according to driving conditions. Under deceleration, it increases the power generation voltage to maximise battery charging; at all other times it decreases the voltage. As a result, the overall engine load from power generation is reduced, improving fuel consumption.

Multidrive S

Toyota has made its Multidrive S continuously variable transmission (CVT) available on Auris's 1.6 Valvematic petrol engine for the first time. Multidrive S gives the driver the choice of a fully automatic seamless shift mode, or a sequential, stepped seven-speed Sport mode.

In Automatic mode, the system is optimised for quietness and fuel economy, precisely matching the transmission to the engine at all times by monitoring accelerator pedal angle, vehicle speed and braking force.

In Sport mode, the system is optimised for response and direct engine control; the driver can select the transmission "step" position using the gear lever, or the shift paddles on the steering wheel.

Sport mode also features precise cornering control. When it detects deceleration, the system downshifts and applies engine braking to assist the braking force. On corner exit, predictive downshift logic controls the system to ensure the right gear ratio is selected for the amount of acceleration required.

Stop & Start

Toyota's Stop & Start system, fitted as standard to Auris's 1.33-litre Dual VVT-i petrol and 1.4-litre D-4D diesel engines, automatically switches off the engine when the vehicle is stopped and will trigger an immediate restart with virtually no engine sound or vibration. It delivers significant reductions in CO_2 emissions in urban driving and can also lead to a noticeably lower average fuel consumption, depending on driving conditions.

Stop & Start automatically stops the engine when the shift lever is moved to neutral and the clutch pedal is released. The engine automatically restarts, within less than half a second, when the clutch pedal is depressed.

The system will still operate if the car's air conditioning system is running, and its idling stop time when the air-con is active has been increased. However, if the cabin temperature has yet to reach a pre-selected temperature, the engine will continue to run. When that temperature is reached, the air-conditioning will switch to an "ECO-run loading," enabling the automatic engine stop function. The engine will automatically restart if battery charge is low, or if the vehicle begins to move.

A 'Stop & Start' indicator will light up on the dashboard during every automatic stop. An ECO counter shows the amount of time the engine has been stopped in the course of each journey, and an ECO odo-counter displays the vehicle's total accumulated idling stop time.

Grade Strategy and Equipment

- **New Auris introduces a new grade structure for Toyota in the UK –**

Active, Icon, Sport and Excel

- **Standard features on all versions include seven airbags, air conditioning, follow-me-home headlights, Hill-start Assist Control, Vehicle Stability Control and LED daytime running lights**
- **Optional Toyota Touch & Go multimedia system with full map navigation and access to online content and applications**
- **New Intelligent Park Assist system calibrated for easier and significantly quicker operation, standard on Excel grade**

New Auris introduces a new Toyota grade structure in the UK, which rises from an entry-level Active trim, through Icon and Sport to the top-of-the range Excel. The 1.33 Dual VVT-i engine will be available in Active and Icon grades; the 1.6 Valvematic in Icon, Sport and Excel; and the 1.4 D-4D in all trims. Auris Hybrid will be offered in Icon and Excel versions.

All new Auris will be equipped as standard with seven airbags, air conditioning, a new follow-me-home lighting system, Hill-start Assist Control, Vehicle Stability Control and LED daytime running lights.

Active grade includes:

- Automatic air conditioning
- Four-speaker audio system with USB and Aux connection and MP3 file player (from disc)
- Electrically adjustable, heated, body-coloured door mirrors
- Electric front windows

Key features of the **Icon** grade include:

- 16-inch alloy wheels (15-inch for Auris Hybrid)
- Six-speaker audio system
- DAB tuner
- Toyota Touch multimedia control screen
- Bluetooth
- Rear-view camera
- Electric front and rear windows
- Leather steering wheel and gear knob trim
- Front fog lamps
- Push-button start (Auris Hybrid)

Sport grade adds sportier elements inside and out to the Icon specification, including:

- 17-inch alloy wheels (16-inch for 1.4 D-4D model)
- Sports front seats
- Sports grille
- Rear diffuser and exhaust trim
- Rear privacy glass

-

At the top of the range, **Excel** grade provides:

- 17-inch alloy wheels (16-inch for 1.4 D-4D model)
- Black velour seat upholstery, with leather bolsters
- Dual-zone climate control
- Smart Entry and Start
- Park assist system, with front and rear parking sensors
- Cruise control (not available on 1.4 D-4D model)
- Rain-sensing wipers
- Dusk-sensing headlights
- Auto-dimming rear-view mirror
- Electric folding door mirrors
- Heated front seats
- Driver's seat lumbar support
- Rear privacy glass

Intelligent Park Assist system

A new Intelligent Park Assist system is available, fitted as standard to Excel models and an affordable option for Icon and Sport versions.

Suitable for kerbside parking, it is designed to be quick, safe, simple and intuitive to use, and comes with front and rear parking sensors, too. Activated using a button on the centre console, it uses ultrasonic technology to determine whether a parking space is large enough for the car. Once the measurement is complete, the driver is invited to stop. The system will then govern the steering of the vehicle into the parking space, with the driver controlling the accelerator and brake; for added safety, the system also indicates when the driver should apply the brakes.

The system is more sophisticated than any previously featured on a production Toyota in the UK, being able to cope with non-standard parking situations, including on bends. It will also take into account objects on the opposite side of the road that might affect parking manoeuvres, for example other parked cars or obstacles in narrow streets. It also minimises the degree to which the car steers out to the opposite side of the road in order to enter a space.

Equipment options

Owners can upgrade their new Auris's specification with a range of comfort, convenience and styling options.

The Toyota Touch multimedia system on Icon, Sport and Excel models can be upgraded to Toyota Touch & Go, introducing satellite navigation and more sophisticated on-board connectivity and Bluetooth functions.

A Skyview panoramic roof, measuring 2,340 by 1,280mm, available for Excel models, brings

significantly more light into the cabin and increases the sense of spaciousness. Leather upholstery can also be specified for Auris Excel.

A Comfort Pack is available for Sport grade, which bundles rain-sensing wipers, dusk-sensing headlights, Smart Entry and Start and a folding function for the door mirrors.

New Auris prices and VED bands

MODEL	ENGINE	TRANSMISSION	VED BAND	OTR PRICE
Active	1.33 Dual VVT-i	6MT	D	£14,495
Active	1.4 D-4D	6MT	A	£15,845
Icon	1.33 Dual VVT-i	6MT	D	£17,145
Icon	1.4 D-4D	6MT	B	£18,495
Icon	1.6 Valvematic	6MT	E	£17,495
Icon	1.6 Valvematic	Multidrive S	E	£18,495
Icon	Hybrid Synergy Drive	E-CVT	A	£19,995
Sport	1.4 D-4D	6MT	B	£19,245
Sport	1.6 Valvematic	6MT	E	£18,245
Sport	1.6 Valvematic	Multidrive S	E	£19,245
Excel	1.4 D-4D	6MT	B	£20,245
Excel	1.6 Valvematic	6MT	E	£19,245
Excel	1.6 Valvematic	Multidrive S	E	£20,245
Excel	Hybrid Synergy Drive	E-CVT	A	£21,745

TOYOTA AURIS TECHNICAL SPECIFICATIONS

1.33 DUAL VVT-i	
Engine Code	1NR-FE
Type	Four cylinders in-line
Valve mechanism	DOHC 16-valve with Dual VVT-i
Displacement (cc)	1,329
Bore x stroke (mm)	72.5 x 80.5
Compression ratio	11.5:1
Max power (bhp/kW @ rpm)	98/73 @ 6,000
Max torque (Nm @ rpm)	128 @ 3,800
1.6 VALVEMATIC	
Engine Code	1ZR-FAE
Type	Four cylinders in-line
Valve mechanism	DOHC 16-valve Valvematic
Displacement (cc)	1,598
Bore x stroke (mm)	80.5 x 78.5
Compression ratio	10.7:1
Max power (bhp/kW @ rpm)	130/97 @ 6,400
Max torque (Nm @ rpm)	160 @ 4,400
1.4 D-4D	
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	16.5:1
Max power (bhp/kW @ rpm)	89/66 @ 3,800
Max torque (Nm @ rpm)	205 @ 1,800 – 2,800

1.8 VVT-i HYBRID	
Engine Code	2ZR-FXE
Type	Four cylinders in-line
Valve mechanism	DOHC 16-valve with VVT-i
Displacement (cc)	1,798
Bore x stroke (mm)	80.5 x 88.3
Compression ratio	13.0:1
Max power (bhp/kW @ rpm)	98/73 @ 5,200
Max torque (Nm @ rpm)	142 @ 4,000

TRANSMISSONS		1.33 DUAL VVT-i	1.6 VALVEMATIC	1.4 D-4D	1.8 HYBRID
Type		6-speed manual	6-speed manual /Multidrive S (CVT)	6-speed manual	E-CVT
Gear ratios	1st	3.538	3.538/-	3.538	-
	2nd	1.913	1.913/-	1.913	-
	3rd	1.392	1.310/-	1.310	-
	4th	1.029	0.971/-	0.971	-
	5th	0.875	0.818/-	0.714	-
	6th	0.743	0.700/-	0.619	-
	Reverse	3.333	3.333/3.333	3.333	2.683

PERFORMANCE	1.33 DUAL VVT-i	1.6 VALVEMATIC		1.4 D-4D	1.8 HYBRID
Transmission	6 M/T S&S	6M/T	MDS	6M/T S&S	E-CVT
Max Speed (mph)	109	124	118	112	112
0-62mph (sec)	12.6	10.0	11.1	12.5	10.9

FUEL CONSUMPTION	1.33 DUAL VVT-i	1.6 VALVEMATIC		1.4 D-4D	1.8 HYBRID
Transmission	6 M/T S&S	6M/T	MDS	6M/T S&S	E-CVT

Wheel size	15in	16in	16in	17in	16in	17in	15in	16in	15in	17in
Combined (mpg)	52.3	52.3	47.9	46.3	49.6	48.7	74.3	72.4	74.3	72.4
Extra-urban (mpg)	60.1	60.1	58.9	56.5	58.9	57.6	83.1	78.5	76.3	72.4
Urban (mpg)	42.8	42.8	35.8	35.8	38.2	38.2	64.2	62.8	76.3	72.4
Tank capacity (l)	50									
EMISSIONS & VED	**1.33 DUAL VVT-i**		**1.6 VALVEMATIC**				**1.4 D-4D**		**1.8 HYBRID**	
Transmission	6 M/T S&S		6M/T		MDS		6M/T S&S		E-CVT	
Wheel size	15in	16in	16in	17in	16in	17in	15in	16in	15in	17in
Combined (g/km)	125	125	138	140	134	136	99	103	87	91
Extra-urban (g/km)	110	110	113	115	111	114	90	94	86	90
Urban (g/km)	152	152	181	183	173	173	115	119	85	89
VED band	D	D	E	E	E	E	A	B	A	A
BRAKES	**1.33 DUAL VVT-i**		**1.6 VALVEMATIC**				**1.4 D-4D**		**1.8 HYBRID**	
Front (mm)	Ventilated discs ø277 x 26									
Rear (mm)	Solid discs ø270 x 10									
Additional features	ABS, EBD, BA, VSC, TRC									

ABS = anti-lock braking system EBD = electronic brakeforce distribution BA = brake assist

VSC = vehicle stability control TRC = traction control

SUSPENSION	
Front	MacPherson strut
Rear	Torsion beam (1.33. 1.4 D-4D Double wishbone (1.6, Hybrid)
STEERING	
Ratio	14.8:1
Turns lock-to-lock	2.67
Min turning radius – tyre (m)	5.2

EXTERIOR DIMENSIONS	
Overall length (mm)	4,275
Overall width (mm)	1,760
Overall height (mm)	1,460
Wheelbase (mm)	2,600
Front track (mm)	1,535
Rear track (mm)	1,525
Front overhang (mm)	920
Rear overhang (mm)	740
Drag coefficient (Cd)	0.28

INTERIOR DIMENSIONS	
Interior length (mm)	1,830
Interior width (mm)	1,485
Interior height (mm)	1,180

WEIGHTS (kg)	1.33 DUAL VVT-i	1.6 VALVEMATIC	1.4 D-4D	1.8 HYBRID
Kerb weight	1,190 – 1,260	1,270 – 1,355	1,245 – 1,290	1,370 – 1,425
Gross vehicle weight	1,735	1,805 – 1,830	1,815	1,815 – 1,840

TOYOTA AURIS EQUIPMENT SPECIFICATION

SAFETY	ACTIVE	ICON	SPORT	EXCEL
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 front seatbelts with pretensioners, load limiters and emergency locking retractors	✓	✓	✓	✓
Three-point rear seatbelts with 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	✓	✓	✓	✓
ABS	✓	✓	✓	✓
Electronic Brakeforce Distribution (EBD)	✓	✓	✓	✓
Brake Assist (BA)	✓	✓	✓	✓
Vehicle Stability Control (VSC) and Traction Control (TRC)	✓	✓	✓	✓
INSTRUMENTS & CONTROLS	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Multi-information display	✓	✓	✓	✓
Trip computer	✓	✓	✓	✓
Gear Shift Indicator	✓	✓	✓	✓

Optitron instruments	✓	✓	✓	×
Headlamp levelling	✓	✓	✓	✓
Cruise control	×	×	×	✓
COMFORT & CONVENIENCE	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Electric Power Steering (EPS)	✓	✓	✓	✓
Tilt and telescopic reach adjustable steering column	✓	✓	✓	✓
Electric front windows with one-touch down function	✓	✓	✓	✓
Electric rear windows	×	✓	✓	✓
Electrically adjustable heated door mirrors	✓	✓	✓	×
Electrically adjustable, retracting, heated door mirrors	×	×	Opt*	✓
Remote fuel lock release	✓	✓	✓	✓
Smart Entry and Start	×	×	Opt*	✓
Parking assist with front and rear parking sensors	×	Opt	Opt	✓
Rain-sensing wipers	×	×	Opt*	✓
Dusk-sensing headlights	×	×	Opt*	✓
Auto-dimming rear-view mirror	×	×	Opt*	✓
AUDIO, INFORMATION & NAVIGATION	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Radio/CD player with four speakers, MP3 compatible, Aux socket and USB port	✓	×	×	×
Radio/CD player with six speakers, DAB radio, MP3 compatible, Aux socket and USB port	×	✓	✓	✓
Toyota Touch: touchscreen control for audio and information with Bluetooth, USB port and rear-view camera	×	✓	✓	✓
Toyota Touch & Go: touchscreen control for audio and information with satellite navigation, advanced Bluetooth, access to Google Local Search, USB port and rear-view camera	×	Opt	Opt	Opt
Steering wheel mounted audio controls	✓	✓	✓	✓

VENTILATION	ACTIVE	ICON	SPORT	EXCEL
Automatic air conditioning	✓	✓	✓	×
Dual-zone automatic air conditioning	×	×	×	✓
Pollen filter/clean air filter	✓	✓	✓	✓
SECURITY	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Remote central double locking	✓	✓	✓	✓
Transponder key engine immobiliser	✓	✓	✓	✓
Vehicle parts marking with major parts traceable to VIN	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Cloth upholstery	✓	✓	✓	×
Part-leather upholstery	×	×	×	✓
Leather upholstery	×	×	×	Opt
Driver's seat height adjustment	✓	✓	✓	✓
60:40 folding rear seat	✓	✓	✓	✓
Rear seat recline function	✓	✓	✓	✓
Front armrest	✓	✓	✓	✓
Leather-trimmed flat-bottom steering wheel and gear knob	✓	✓	✓	✓
Sports front seats	×	×	✓	×
Heated front seats	×	×	×	✓
Driver's seat lumbar support	×	×	×	✓
EXTERIOR	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
15in steel wheels	✓	×	×	×
15in alloy wheels	×	✓ Hybrid	×	×
16in alloy wheels	×	✓	✓ 1.4 D-4D	✓ 1.4 D-4D
17in alloy wheels	×	×	✓	✓
Tyre repair kit	✓	✓	✓	✓

Space saver spare wheel	Opt	Opt	Opt	Opt
Body-coloured door handles and mirrors	✓	✓	✓	✓
Body-coloured front and rear bumpers	✓	✓	✓	✓
Front fog lamps	×	✓	✓	✓
Roof spoiler with integrated stop light	✓	✓	✓	✓
Sports front grille	×	×	✓	×
Rear diffuser	×	×	✓	×
Dark-tinted rear privacy glass	×	×	✓	✓
Chrome tailpipe trim	×	×	✓	×
Skyview panoramic roof	×	×	×	Opt
OPTION PACK	**ACTIVE**	**ICON**	**SPORT**	**EXCEL**
Comfort Pack (rain-sensing wipers, dusk-sensing headlights, auto-dimming rear-view mirror, Smart Entry and Start, one-touch power windows, retractable door mirrors)	×	×	Opt	✓

Opt*: option only available as part of the Comfort Pack, not as a stand-alone item.