

*This press pack accompanied the UK launch of the revised second generation Avensis in June 2006. The model underwent some changes during its time on sale, which can be tracked using the Timeline feature on the second generation Avensis archive web page. Additional assets and information about the second generation Avensis are available from the Toyota press office.*

## **THE NEW 2007 TOYOTA AVENTIS**

### **KEY POINTS**

- Toyota Avensis restyled, re-engineered and equipped with two new diesel engines for 2007 model year
- New 2.0-litre D-4D 130 engine, offering improved economy, lower emissions and higher performance than previous 2.0-litre D-4D
  - 124bhp (126 DIN hp) and maximum 300Nm of torque at 2,400rpm
  - 51.4mpg (combined cycle), 146g/km carbon dioxide emissions
  - 0-62mph in 10.3 seconds, top speed 124mph
- New T180 flagship model, exclusively powered by new 2.2-litre D-4D 180 engine
  - 175bhp (177 DIN hp) and maximum 400Nm from 2,000rpm
  - 46.3mpg (combined cycle), 161g/km carbon dioxide emissions
  - 0-62mph in 8.6 seconds, top speed 137mph
  - Leather and Alcantara upholstery
  - 17-inch alloy wheels with smoked metal finish
- Restyled front end with new grille and headlamp design
- New door mirrors with integrated indicator lamps and new rear light clusters
- Equipment upgrades across the range – cruise control now standard from T<sub>4</sub> grade (T<sub>3-x</sub> D-4D models), dusk-sensing headlights from T<sub>3-x</sub> grade and improved audio system with MP3 playing capacity from T<sub>2</sub> grade
- Revisions to suspension and steering systems for improved handling and ride comfort
- On sale in the UK from 1 July
- Prices from £15,515 on the road (1.8 VVT-i T<sub>2</sub> hatchback and saloon)

## **SHORT STORY**

As the flagship of Toyota's European model range, the Avensis occupies a pivotal position in building awareness of the Toyota brand as a whole. Since the current model was launched in 2003, it has succeeded in defining the superior quality, refinement and driving pleasure that runs through all new Toyotas.

Its work, however, is not yet done. With the launch of the new 2007 Avensis, Toyota raises the bar in terms of quality and performance in the upper-medium segment. More than that, it also marks the introduction of two new diesel power units to give the Avensis one of the most modern and efficient engine ranges in its class.

### **New 2.0-litre D-4D 130**

The previous 2.0-litre D-4D engine is replaced by a new D-4D 130 unit that delivers improvements in every dimension; it is more powerful, offers faster acceleration, is more fuel-efficient, produces lower exhaust emissions and is quieter and smoother. And in addition to those practical benefits, the new 2.0 D-4D 130 models are also priced cheaper than those they replace.

Developing 124bhp (126 DIN hp) and 300Nm of torque at 2,400rpm, the D-4D 130 gives nought to 62mph acceleration in 10.3 seconds and a 124mph top speed. In combined cycle driving it can return 51.4mpg, with 146g/km of carbon dioxide emissions.

### **The Avensis T180**

The new Avensis also gains the 2.2-litre D-4D 180 engine, featured exclusively in a new top-of-the-range T180 model. This 175bhp (177 (DIN hp) unit is the most powerful and cleanest engine in its class. It moves the Avensis from rest to 62mph in 8.6 seconds and on a top speed of 137mph. Combined cycle fuel consumption is 46.3mpg and carbon dioxide emissions are rated at 161g/km.

The engine's clean performance is achieved through Toyota D-CAT (Diesel – Clean Advanced Technology). This system includes Toyota's DPNR four-way catalyst that continuously and simultaneously reduces nitrogen oxides and particulate emissions. As well as being highly efficient, it requires no maintenance.

Befitting its status, the T180 model comes with some select extra features, including smoke-finished 17-inch alloys, smoked glass headlamps and leather and Alcantara upholstery.

The D-4D 180 leads an engine line-up that includes the current 1.8 and 2.0-litre VVT-i petrol units and the 2.2-litre D-4D 150, launched in the Avensis last year.

### **Exterior and interior styling**

The new Avensis adopts new styling features for a more dynamic look, including a new grille, front air dam and headlamp design, plus new-look rear lamp clusters. The door mirrors have also been changed and fitted with built-in indicator lights. In the cabin quality has been further improved with new upholstery and dashboard trim inserts.

### **Equipment upgrades**

The T<sub>2</sub>, T<sub>3-S</sub>, T<sub>3-X</sub>, T<sub>4</sub> and T Spirit grades are carried forward but with some key changes to the equipment specifications. All versions gain the new door mirrors with integrated turn lights and more sophisticated audio system with improved sound reproduction and the ability to play digital music files stored on CD. T<sub>3-X</sub> models are fitted as standard with dusk-sensing headlights and height adjustment for the front passenger seat, with D-4D models additionally gaining cruise control. Cruise control is now standard on T<sub>4</sub> models, too, while T Spirit versions benefit from a new six-disc CD autochanger.

### **More driving pleasure**

Small but rewarding adjustments have been made to the suspension and steering system to achieve noticeable improvements in ride and handling quality.

Suspension changes include retuned shock absorbers, adjustments to the bushes in the rear suspension and changes in anti-roll bar thickness. The result is less road noise, improved ride comfort and better cornering and braking stability. Body rigidity has also been increased with strategic strengthening of key elements, thus improving suspension control.

The Avensis's efficient aerodynamic performance has been further improved, particularly with regard to the smooth flow of air beneath the car. Detailed revisions

reduce the level of wind noise and also contribute to better fuel consumption and vehicle stability.

## PRICES AND INSURANCE GROUPS

Prices for the new Avensis range start at £15,515 for the 1.8 VVT-i T<sub>2</sub> saloon and hatchback. As with the current generation model, equivalent hatchback and saloon models cost the same, with Tourer estate versions adding an extra £1,000 to the price.

Insurance groups remain the same for the 1.8 and 2.0 VVT-i and 2.2 D-4D 150 engines. Model for model, the new 2.0 D-4D 130 models are also rated the same as the previous 2.0 D-4D range, in spite of being more powerful and better-equipped. The new Avensis T180 has been given a 12E rating.

The E designation indicates that the Avensis exceeds the standards set by the British insurance industry, earning the model lower group ratings.

MODEL	OTR PRICE	INSURANCE GROUP
1.8 VVT-i T <sub>2</sub> 4-door	£15,515	7E
1.8 VVT-i T <sub>2</sub> 5-door	£15,515	7E
2.0 D-4D 130 T <sub>2</sub> 4-door	£16,015	7E
2.0 D-4D 130 T <sub>2</sub> 5-door	£16,015	7E
2.0 D-4D 130 T <sub>2</sub> Tourer	£17,015	7E
1.8 VVT-i T <sub>3-S</sub> 4-door	£17,015	7E
1.8 VVT-i T <sub>3-S</sub> 5-door	£17,105	7E
1.8 VVT-i T <sub>3-S</sub> Tourer	£18,015	7E
1.8 VVT-i T <sub>3-S</sub> 5-door auto	£18,015	7E
2.0 D-4D 130 T <sub>3-S</sub> 4-door	£17,515	7E
2.0 D-4D 130 T <sub>3-S</sub> 5-door	£17,515	7E
2.0 D-4D 130 T <sub>3-S</sub> Tourer	£18,515	7E
2.2 D-4D 150 T <sub>3-S</sub> 4-door	£18,015	9E
2.2 D-4D 150 T <sub>3-S</sub> 5-door	£18,015	9E
2.2 D-4D 150 T <sub>3-S</sub> Tourer	£19,015	9E
1.8 VVT-i T <sub>3-X</sub> 4-door	£17,015	7E
1.8 VVT-i T <sub>3-X</sub> 5-door	£17,015	7E
1.8 VVT-i T <sub>3-X</sub> Tourer	£18,015	7E
1.8 VVT-i T <sub>3-X</sub> 4-door auto	£18,015	7E
1.8 VVT-i T <sub>3-X</sub> 5-door auto	£18,015	7E
2.0 D-4D 130 T <sub>3-X</sub> 4-door	£17,515	7E
2.0 D-4D 130 T <sub>3-X</sub> 5-door	£17,515	7E
2.0 D-4D 130 T <sub>3-X</sub> Tourer	£18,515	7E
2.2 D-4D 150 T <sub>3-X</sub> 4-door	£18,015	9E
2.2 D-4D 150 T <sub>3-X</sub> 5-door	£18,015	9E
2.2 D-4D 150 T <sub>3-X</sub> Tourer	£19,015	9E
2.0 VVT-i T <sub>4</sub> 4-door	£19,515	9E

2.0 VVT-i T <sub>4</sub> 5-door	£19,515	9E
2.0 VVT-i T <sub>4</sub> Tourer	£20,515	9E
2.0 VVT-i T <sub>4</sub> 4-door auto	£20,515	9E
2.0 VVT-i T <sub>4</sub> 5-door auto	£20,515	9E
2.0 VVT-i T <sub>4</sub> Tourer auto	£21,515	9E
2.2 D-4D 150 T <sub>4</sub> 4-door	£19,515	10E
2.2 D-4D 150 T <sub>4</sub> 5-door	£19,515	10E
2.2 D-4D 150 T <sub>4</sub> Tourer	£20,515	10E
2.0 VVT-i T Spirit 4-door	£21,015	9E
2.0 VVT-i T Spirit 5-door	£21,015	9E
2.0 VVT-i T Spirit Tourer	£22,015	9E
2.0 VVT-i T Spirit 4-door auto	£22,015	9E
2.0 VVT-i T Spirit 5-door auto	£22,015	9E
2.0 VVT-i T Spirit Tourer auto	£23,015	9E
2.2 D-4D 150 T Spirit 4-door	£21,015	10E
2.2 D-4D 150 T Spirit 5-door	£21,015	10E
2.2 D-4D 150 T Spirit Tourer	£22,015	10E
T180 4-door	£21,515	12E
T180 5-door	£21,515	12E
T180 Tourer	£22,515	12E

### **AVENSIS: TOYOTA'S EUROPEAN FLAGSHIP**

- Designed and built in Europe
- Strong sales performance across Europe
- Success in raising Toyota brand identity

The Avensis is Toyota's flagship in Europe. Designed and built in Europe, it embodies the key elements of innovation, driving pleasure, design and superior quality that define all contemporary Toyota models.

The current generation Avensis was launched in 2003 and set standards in the upper medium class for refined quality and reliability. Its styling was created at Toyota's ED<sup>2</sup> design studio in the South of France, crafted to express strength and dynamic performance. Those qualities are further amplified by the styling changes introduced for the new 2007 model.

The Avensis is also built in Europe, with production for all markets at Toyota Manufacturing UK's plant at Burnaston, near Derby. The 1.8-litre VVT-i petrol engine is assembled at TMUK's Deeside factory in North Wales and the D-4D diesels are from the Toyota Motor Industries Poland production centre in Jelcz-Laskowice.

## **POWERING BRAND IDENTITY**

The Avensis has enjoyed a strong sales performance across Europe and played an important part in developing Toyota's brand strengths.

The strong identity of the current generation Avensis has raised model awareness by 19 per cent to a new high. During the same period, Toyota's global brand performance has risen by 57 per cent.

The new 2007 Avensis will continue to play a key role in this area, by offering stronger styling, higher quality all-round and increased driving pleasure.

In the 19 European Union countries the Avensis has increased Toyota's share of the upper-medium segment from 4.7 per cent in 2002 to 8.9 per cent in 2005. Since launch, 144,180 units have been sold in Europe, accounting for more than nine per cent of all Toyota sales. Of these, 44 per cent were diesel-powered.

In the UK the segment share in 2005 was 5.3 per cent from 22,551 sales. The model has performed particularly strongly with private buyers, being the third most popular model and taking a 10.5 per cent share of that part of the market in Europe.

For the remainder of 2006, Toyota aims to sell between 9,000 and 9,500 new Avensis models.

## **ATTRACTING NEW CUSTOMERS**

The Avensis has also attracted many new customers to the Toyota brand. Across Europe as a whole, 80 per cent of Avensis buyers are new to Toyota. Significantly, around 17 per cent are sizing up from lower-medium segment models.

Recognition of the Avensis's superior quality has also helped push forward the perception of Toyota's strong quality as a brand, something which is supported by the results of independent customer satisfaction surveys. In Germany, for example, the Avensis has topped the upper-medium segment in the J.D. Power survey for the past three years.

## **STRONG SEGMENT COMPETITOR**

The combination of price, high specification and Toyota's all-round quality, durability and reliability makes the new Avensis one of the strongest prospects in the upper medium prospect. Not only does it offer significantly better all-round value than the

Ford Mondeo and Vauxhall Vectra, it also offers more premium quality than the Volkswagen Passat.

Taking as an example the 2.0-litre D-4D 130 Avensis T<sub>3-X</sub>, the Toyota has a higher standard specification than its rival Passat 2.0 TDI 140PS SE, but at a lower on-the-road price. Features such as climate control, dusk-sensing headlights and rain-sensing windscreen wipers, front fog lights, folding door mirrors and a driver's knee airbag are all part of the T<sub>3-X</sub> package, but absent from the Passat SE. When each model's full specification is compared, the Passat remains more than 4.5 per cent more expensive to buy than the Avensis.

There is even a greater advantage when comparisons are made with the Ford Mondeo Zetec and Vauxhall Vectra Club, both of which work out more than nine per cent more expensive than the Avensis, when full specifications are taken into account. Details of the model comparisons are provided in the table below.

	<b>TOYOTA AVENSIS D-4D 130 T<sub>3-X</sub></b>	<b>FORD MONDEO 2.0 TDCI 115PS ZETEC</b>	<b>VAUXHALL VECTRA 1.9 CDTi CLUB</b>	<b>VOLKSWAGEN PASSAT 2.0 TDI 140 PS SE</b>
Audio system with in-dash CD	✓	✓	✓	✓
Speakers	8	4	6	8
Remote audio controls	✓	✓	✓	x
Digital music file playing	✓	x	x	x
Cruise control	✓	✓	✓	✓
Dusk-sensing headlights	✓	x	x	x
Front fog lights	✓	✓	x	x
Knee airbag	✓	x	x	x
Electric front seat adjustment	x	✓	x	✓
Traction control	✓	x	x	✓
Stability control	✓	x	x	✓
Climate control air conditioning	✓	✓	x	(semi-auto)
Auto-dimming rear-view mirror	✓	x	x	x
Electric heated and folding door mirrors	✓	(not folding)	(not folding)	(not folding)
Rain-sensing wipers	✓	x	x	x
On-the-road price	<b>£17,515</b>	<b>£17,995</b>	<b>£17,480</b>	<b>£18,765</b>
Specification adjusted price	<b>£17,515</b>	<b>£19,130</b>	<b>£19,145</b>	<b>£17,970</b>
Comparison to Avensis specification adjusted price	-	<b>+9.22%</b>	<b>+9.31%</b>	<b>+4.69</b>

## **STYLE AND SPECIFICATION**

- Stronger dynamic appearance
- New interior trims
- New T180 premium grade

## **STYLING CHANGES**

Toyota's ED<sup>2</sup> design studio used the watchwords Modernity, Dynamism and Sophistication when developing the styling of the Avensis and these qualities have been further emphasised in the revisions for the new 2007 model.

The changes are subtle, but effective in projecting the car's fundamental high quality, both inside and out.

The front bumper is all new and carries forward design themes that are common to Toyota's core models. Strong vertical lines flow down from the bonnet and extend horizontally along the bottom edge of the bumper, creating distinct side and centre sections. The new radiator grill has a double-concave design theme and now features a chrome surround.

The headlamps have also been restyled, with twin cylindrical units for the high and low beams, aluminium textured reflectors and a smoked glass finish. The themes here are also picked up at the rear with a new light cluster, with the cylindrical section of the outer lens left clear, while other parts are red-tinted to create a strong contrast. The rear light cover adopts a vertical stripe design, giving an added appearance of depth and quality.

The new Avensis also increases the premium quality factor with the addition of LED indicator lights integrated in the door mirrors. The mirrors themselves are larger than before, to improve vision and safety.

A range of new colours is also available with Ash Green, Deep Maroon, Antique Bronze, Dark Blue and Decuma Grey metallic shades joining Pure White and Solar Red solid finishes and Silver Steel, Silver Fern and Eclipse Black metallics.



## **NEW INTERIOR FINISH**

The quality upgrade running throughout the new Avensis can also be witnessed in a new, higher-grade upholstery fabric with a discreet contrast pattern in the weave, and a new higher quality dashboard trim insert. On the range-topping T180 grade, a metallic finish is used around the steering wheel controls and the gear lever.

## **ATTENTION TO DETAIL**

The instrument panel on the new Avensis has also been revised to make it even easier to read. A multi-information display has been added, providing extra data on outside temperature and fuel consumption. On petrol models equipped with automatic transmission, the gear indicator lights have been moved to the centre of the instrument panel, while on all versions, the switches controlling the odometer and panel illumination have been modified to make them easier to use.

The lay-out of steering wheel controls for the audio system has been rationalised to make them more comfortable and quicker to operate. Buttons on the steering wheel adjust volume, station seeking and mode and, on appropriate grade models, also control the audio display and voice recognition functions.

## **HIGHER EQUIPMENT LEVELS**

Right from launch, the Avensis has offered comprehensive equipment specifications across the entire model range. Toyota has taken the opportunity of the new 2007 Avensis to refine specification even further.

The T<sub>2</sub> grade gains turn lights integrated into the door mirrors, a 60/40 split-folding rear seat for the saloon models, and an improved audio system which can play MP3 files stored on CD and which features a Digital Sound Processor and Automatic Sound Leveliser for better sound reproduction.

The T<sub>3-S</sub> grade adopts the same changes, while the T<sub>3-X</sub> now features dusk-sensing headlights, height adjustment for the front passenger seat and, on D-4D models, cruise control.

Cruise control is also now standard on the T<sub>4</sub> grade, with the T Spirit models benefiting from a six-disc CD autochanger.

## **NEW T180 GRADE**

The pinnacle of the new Avensis range is the T180, which is distinguished by a series of distinctive interior and exterior styling features. Powered exclusively by the new D-4D 180 engine, the T180 rides on bespoke 17-inch alloy wheels with a smoked metal finish and has a distinctive dark grey front grille with chrome inserts. Details inside include contrasting silver stitching around the leather steering wheel and gear lever trim, metal-effect trim inserts on the steering wheel and a high quality leather and Alcantara upholstery.

Elsewhere the T180 matches the specification of the T Spirit grade, with key features including dual-zone digital climate control, turn-by-turn satellite navigation with Electronic Traffic Avoidance (ETA), electrically adjustable front seats, cruise control, rain-sensing wipers, dusk-sensing headlights and sound system with six-disc CD autochanger.

## **THREE BODY STYLES**

The new Avensis is available in the same saloon, hatchback and Tourer estate body styles as the current model. Although the interior dimensions are the same, the styling changes to the front end have brought about a 15mm increase in the overall length of the vehicle.

## **NEW DIESEL ENGINES TO DRIVE SALES GROWTH**

- New 2.0-litre D-4D 130
- New D-4D 180, the most powerful four-cylinder engine in its segment

With the launch of the new 2007 Avensis, Toyota completes its range of new generation D-4D common rail diesel engines, which it expects to power increased sales for the model across Europe.

Three engines are available:

- A new 2.0-litre D-4D 130
- The current 2.2-litre D-4D 150
- A new D-4D 180 high-performance unit, available exclusively in the flagship Avensis T180

With the benefit of this comprehensive line-up, Toyota aims to consolidate its position in the diesel market. All three engines are built at the Toyota Motor Industries Poland plant in Jelcz-Laskowice

### **INTRODUCING THE NEW D-4D 130**

The brand new 2.0-litre D-4D 130 marks an important development in the evolution of Toyota's new generation diesel engines. It shares much of its technology with the 2.2-litre D-4D units and is notable for its power, fuel economy and refined performance.

In the new Avensis the D-4D 130 achieves a best-in-class performance in terms of carbon dioxide emissions, emitting 146g/km. This improvement on the 156g/km rating of the lesser-powered 2.0-litre D-4D it replaces takes into a lower band for Vehicle Excise Duty. Combined cycle fuel consumption is 51.4mpg.

The engine produces 124hp (126 DIN hp) at 3,600 and maximum torque of 300Nm is available from 2,000 to 2,800rpm. This performance marks a nine per cent increase in power and a seven per cent improvement in torque compared to the current 114bhp (116 DIN hp) 2.0-litre D-4D engine.

The D-4D 130 is equipped with a six-speed manual transmission. Performance figures show a top speed of 124mph and nought to 62mph acceleration in 10.6 seconds; mid-range acceleration, from 50 to 75mph takes 12 seconds. These figures position the new Avensis D-4D 130 at the heart of the upper-medium diesel car market.

### **THE NEW D-4D 130 IN DETAIL**

- Based on the hi-tech 2.2 D-4D unit
- Low compression ratio
- High pressure common rail injection

The 2.0-litre D-4D 130 is based on the same block and uses the same highly successful technology as the 2.2-litre engines in the D-4D range. Thanks to its lighter weight and smaller capacity, it delivers improved fuel efficiency. It is also lighter than the 2.0 D-4D engine it replaces in the Avensis range.

Like the 2.2 D-4D, the engine block and cylinder head are made of aluminium. The smaller capacity was achieved by reducing the piston stroke to 86mm.

The increase in performance is the result of improvements to the combustion process. Key features, such as the low compression ratio (16.8:1, which matches the figure for the D-4D 150), allow more efficient combustion and reduce engine smoke, while at the same time raising output.

The combination of high pressure injection, at 1,700 bar through the common rail system, and smaller droplets produced by the small diameter fuel injection nozzles, improves the fuel-air mixture, further improving combustion and reducing smoke.

Performance is also aided by a high performance variable nozzle turbocharger (VNT) and a more efficient intercooler.

### **THE NEW 2.2-litre D-4D 180**

Toyota's 2.2-litre D-4D 180 enters at the top of the new Avensis range, deployed exclusively in the T180 model. Its combination of a low compression ratio and high-boost turbocharger creates remarkable power output and engine efficiency.

The D-4D 180 places the 2007 Avensis among the most powerful cars in the upper-medium segment, giving 175bhp (177 DIN hp) at 3,600rpm and a flat torque delivery of 400Nm across the range from 2,000 to 2,600rpm.

With a six-speed manual gearbox, this output enables the Avensis T180 to accelerate from rest to 62mph in 8.6 seconds and move on to a top speed of 136mph. Furthermore, combined cycle fuel consumption is 46.3mpg, making it on average 20 power cent more fuel-efficient than its direct diesel competitors.

The D-4D 180 offers clean performance, too, thanks to Toyota's D-CAT (Diesel – Clean Advanced Technology) which, uniquely, reduces nitrogen oxides (NOx) and particulate emissions at the same time. Output of these two emissions combined is lower than for any other diesel engine its class and, notably, the D-CAT system's DPNR (Diesel Particulate NOx Reduction) four-way catalyst requires no maintenance throughout the vehicle's lifetime.

D-CAT achieves substantial reductions in NOx, hydrocarbons (HC), carbon monoxide (CO) and particulate matter (PM) emissions to levels well below the current Euro IV standards.

Piezoelectric injector technology gives faster and more accurate fuel injection during the combustion cycle. Running at pressures up to 1,800 bar, the piezoelectric common-rail system can deliver five fuel injections per cycle, resulting in greater efficiency and reduce engine noise due to lower combustion impact.

The engine also uses ceramic glow plugs, which can withstand high temperatures and thus maintain the same level of efficiency for a longer period than conventional metal plugs. The ceramic plugs can also reach their optimum temperature more quickly, enabling more rapid engine starts at lower air temperatures.

### **THE 2.2-LITRE D-4D 150 ENGINE**

The 2.2-litre D-4D 150 engine continues as a key element in the new Avensis engine range. It is positioned perfectly between the new 2.0-litre D-4D 130 and the D-4D 180, with which it shares 85 per cent of its components. It's strongest characteristic is its wide torque range, with 310Nm delivered between 2,000 and 3,200rpm.

The benefit of this torque performance is exceptionally flexibility in performance. In most driving conditions, the driver can make use of maximum torque, which translates into the highest efficiency (more performance with lower fuel consumption). It enables comfortable cruising, confident overtaking and the negotiation of steep climbs, without having to use additional throttle input.

The D-4D 150 produces 148bhp (150 DIN hp), giving acceleration to 62mph in 9.3 seconds and a top speed of 130mph. Like the other engines in the new generation of D-4D units, it has an all-aluminium construction and a low (16.8:1) compression ratio that helps achieve higher efficiency with less noise and vibration. The common-rail injection system has a maximum operating pressure of approximately 1,700 bar.

### **SIX-SPEED MANUAL GEARBOX**

All diesel engines in the new Avensis range are equipped as standard with a six-speed manual transmission designed to take maximum advantage from the power and torque available.

The transmission provides a smooth, quick and precise gear change action, made possible by the use of multi-cone synchronisers on first to fourth gears. The gearbox's construction is robust, but compact, measuring just 384mm long.

The transmission uses the lowest viscosity oil available, which alone can yield a reduction in fuel consumption of 0.4 per cent.

Using a self-adjusting clutch permits a reduction on the clutch cover load and also means less initial effort is needed when depressing the clutch pedal. The feel under partial clutch engagement is also improved.

## **REFINED PETROL ENGINES WITH VVT-i TECHNOLOGY**

- Low emissions, low fuel consumption, strong performance
- Manual and automatic transmissions

The new 2007 Toyota Avensis retains its current 1.8 and 2.0-litre engines, both of which use advanced technology to reduce fuel consumption and harmful emissions. At the same time they contribute significantly to the Avensis's all-round refined driving experience.

Toyota VVT-i (Variable Valve Timing – intelligent) is now a well-established technology that delivers stronger mid-range acceleration and torque with reduced fuel consumption.

Both engines comply with Euro IV emissions standards, their performance in this area helped by positioning of the catalytic converter directly behind the exhaust manifold. This is of particular benefit in cutting emissions during cold starts.

On both engines a five-speed manual gearbox is fitted as standard. A four-speed automatic transmission with sequential selection mode is available as an option.

### **1.8-litre VVT-i ENGINE**

The 1.8-litre VVT-i engine is built at Toyota Manufacturing UK's Deeside plant in North Wales and, across Europe, has proved the best-selling petrol unit in the Avensis range.

It develops 127bhp (129 DIN hp) at 6,000rpm and delivers maximum torque of 170Nm at 4,200rpm. This gives nought to 62mph acceleration in 10.3 seconds (10.5 for the Tourer) and a maximum speed of 124mph for models using the five-speed manual gearbox. Those equipped with automatic transmission reach the acceleration benchmark in 11.6 seconds and have a top speed of 121mph.

Combined cycle fuel consumption is 39.2mpg for all manual models and 36.7mpg for automatics. Carbon dioxide emissions are 171g/km (172 Tourer) for manuals and 187g/km for automatics. Automatic transmission is not available in 1.8-litre Tourer versions of the Avensis.

### **2.0-litre VVT-i ENGINE**

The 2.0-litre VVT-i engine represents the latest development in Toyota's direct injection technology. The Engine Control Unit (ECU) ensures low emissions levels (with reduced nitrogen oxides) and improved performance and acceleration, thanks to highly accurate fuel metering and efficient combustion.

The ECU also retards engine ignition during cold starts, in order to warm the catalyst more quickly, ensuring efficient performance.

The engine develops 145bhp (147 DIN hp) at 5,700rpm and maximum torque of 196Nm at 4,000rpm. Acceleration from rest to 62mph is accomplished in 94 seconds (9.6 Tourer) and the top speed is 130mph (127). Equipped with automatic transmission the 2.0-litre Avensis will reach 62mph in 11.1 seconds (11.9 Tourer) and achieve a maximum 127mph (all versions).

At the same time, the 2.0-litre engine is remarkably economical to run, returning 34.9mpg in combined cycle driving (30.7 automatic). Carbon dioxide emissions are 191g/km for manual saloon and hatchback; 193g/km for the manual Tourer; 221g/km for the automatic saloon and hatchback; and 224g/km for the automatic Tourer.

### **REFINED DRIVING PLEASURE**

- Focus on suspension tuning for ride comfort
- Improved steering response
- Lower noise and vibration levels for diesel models

In creating the Avensis, Toyota produced one of the quietest and most comfortable cars in the upper-medium segment. Revisions for the new 2007 Avensis have refined these qualities even further to achieve premium quality ride and handling.

Every aspect of the car was reappraised to see where gains could be made in road noise, ride comfort, steering response and high speed stability. Subsequent technical adjustments to the suspension, steering system and aerodynamic package have made the driving experience even more rewarding.

## **REVISED SUSPENSION SETTINGS**

In order to achieve the best balance between stability, steering response and ride comfort, Toyota engineers have retuned and adjusted a number of elements in the suspension and steering systems.

### **Front suspension**

In the front MacPherson strut suspension, the diameter of the anti-roll bar on the 2.0-litre VVT-i model has been increased to 23mm to reduce body roll during cornering and achieve a flatter ride. The damping force of the shocks absorbers has also been retuned. Together, these changes produce a more comfortable ride, better steering feel and improved cornering and braking stability.

### **Rear suspension**

Changes have also been made to the double wishbone rear suspension to improve its dynamic performance.

The bushes in the suspension arms and carrier have been softened and the shock absorber damping force has been retuned. At the same time, the diameter of the rear anti-roll bar has been reduced to 19mm to allow a slightly better turn-in to corners.

These changes improve all aspects of driving performance, including lower road noise and improved ride comfort, steering feel and cornering and braking stability.

Further improvements in suspension control have been achieved by increasing body rigidity, with extra strengthening to the rear upper cross-brace and the bracing in the exhaust tunnel.



## **BETTER STEERING RESPONSE**

Changes to the suspension have been co-ordinated with a series of adjustments to the Avensis's steering system to improve response. These include significantly stiffer steering housing mount bushes, reinforcement of the steering support members and stiffer joints in the main shaft.

The combined effect of these changes is greatly enhanced steering feel and better stability under cornering and braking.

## **SMOOTHER AERODYNAMICS**

The highly efficient aerodynamic profile of the Toyota Avensis contributes to many positive aspects of the driving experience: low wind noise, low fuel consumption and vehicle stability.

In designing the Avensis, particular attention was paid to the airflow beneath the car. Key elements include a large engine undercover, rear floor undercover and aerodynamic spats to reduce tyre wind resistance.

For 2007 the package has been further improved with a number of design changes which both enhance vehicle stability and reduce noise. The front spoiler has been extended and its aerodynamic profile adjusted to smooth the airflow and create more downforce. The rear floor undercover has been reshaped and guide plates have been added to channel the air flow beneath the car during cornering.

## **NOISE AND VIBRATION SUPPRESSED**

Achieving low levels of noise and vibration was a fundamental goal for Toyota in the original Avensis design. These efforts included the use of a fully-enclosed engine compartment, specially designed door seals and strategic use around the cabin of Ultra Light Concept (ULC), a advanced sound-absorbing material that performs better and weighs considerably less than conventional materials. The result is a noticeable reduction in high frequency noise.

For the 2007 Avensis this quality has been taken to a new level with the introduction of a new tyre design. The 16-inch tyre (205/55R16 91V) has been changed to improve noise and vibration performance, while the 17-inch tyre (215/50R17 91V) has a new profile to help reduce road noise.

Special attention has been paid to achieving low noise and vibration levels in the new D-4D 130 models, which are expected to be the best-sellers in the new Avensis range. Measures that have already proved successful on other D-4D models are adopted, including an acoustic front windscreen, additional soundproofing in the engine cover and bonnet insulator, and thicker insulation around the exhaust tunnel.

These measures reduce minor body boom and, at the same time, improve the acoustic performance of the D-4D 130 engine both when cruising and under acceleration.

Across the range, and particularly on models riding on the 17-inch tyres, road noise has been significantly reduced.

### **FIRST CLASS SAFETY PACKAGE**

- Toyota MICS (Minimal Intrusion Cabin System) construction creates passenger cabin safety cell
- Nine airbags standard on all models, including driver's knee airbag
- Extensive active safety provisions

Safety was a key priority in the design and development of the Toyota Avensis and the new 2007 model, built on the same platform, carries forward the same package highly effective active and passive systems.

The Avensis is one of the safest cars in its class in Europe. Its ability to protect driver passengers in the event of a collision was recognised with a five-star occupant protection rating in independent Euro NCAP crash testing in 2003. Avensis was one of the first cars to achieve this top rating and its score of 34 points remains one of the highest recorded in its class.

Euro NCAP praised in particular the level of side impact protection, which gained a 100 per cent rating in the test programme, and the inclusion of a driver's knee airbag – at the time a European first.

## **STRONG SAFETY CELL**

The Avensis's strong, rigid body structure is a vital element in the vehicle's all-round superior safety, providing a safety cell for the occupants and a sound platform for the advanced suspension package.

Toyota's MICS (Minimal Intrusion Cabin System) components are designed to help absorb and disperse impact energy and minimise cabin distortion in the even of a collision. Strategic positioning of reinforcements and larger cross-sections, the location of door beams and the addition of cross-members all contribute to the effective absorption and dispersal of side impact forces.

These reinforcements include strengthening of the belt-line, the B-pillar, roof rails and door sills. Door impact beams are fitted front and rear and a cross-member runs through the front floor.

The front and rear doors also form part of the MICS structure. Location protrusions are designed to minimise the clearance between the A-pillars and the front doors and the B-pillars and the front and rear doors, should a collision occur. This means the impact load is distributed along the belt-line, helping cut the risk of cabin deformation and intrusion into the passenger area.

The body is highly rigid, thanks to reinforced joints and the use of high strength sheet steel in order to maintain a safe amount of cabin space around the occupants. For the 2007 Avensis, extra strengthening has been added to the rear upper cross-brace and the brace in the exhaust tunnel, to improve body rigidity.

## **FULL SUITE OF AIRBAGS**

All versions of the new 2007 Toyota Avensis are fitted as standard with nine airbags, including an 18-litre driver's knee airbag, a feature that was the first of its kind in Europe when launched on the original Avensis model in 2003.

Driver and front passenger front airbags have dual-stage inflators, which adjust the level of inflation in line with the severity of the impact. At the same time, the driver's airbag has a seat position sensor, which ensures anyone sitting close to the steering wheel does not receive the full force of the airbag, unless necessary.

The front side and curtain shield airbags protect the head and chest of the driver, front passenger and outer rear seat passengers in the event of a side impact. The curtain shield airbag will also deploy to protect the outer rear seat passengers in the event of a rear-only side impact.

### **ACTIVE SAFETY SYSTEMS**

Avoiding an accident in the first place is of equal concern and Toyota equips the Avensis with a series of highly effective active safety systems.

The 2007 Avensis is equipped with the latest-generation ABS and increases its effectiveness with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA). These systems combined to ensure maximum, but controlled braking force under all vehicle load and driving conditions.

Vehicle Stability Control (VSC) and Traction Control (TRC) are additionally provided as standard on all models. These use a network of sensors around the car to measure degrees of wheelspin, vehicle yaw and angle relative to steering input to ensure the stability and safe handling are maintained, adjusting engine output and brake pressure without compromising driving pleasure.

### **COST OF OWNERSHIP**

- Low repair costs, low insurance ratings
- Extended oil change intervals for diesel engines
- Low cumulative maintenance hours

Total cost of ownership is a particularly important factor in the upper-medium sector, where many vehicles are likely to clock up high mileages, or be purchased through company lease schemes. In recent years Toyota has made significant advances in bringing down the total cost of ownership of its vehicles, benefiting both private and corporate customers. This initiative is clearly expressed in the new 2007 Avensis.

The new model builds on the Avensis's established excellent record of low repair costs. For example, items such as the headlamp mounting brackets, which are designed to break on impact, before the lamp itself is damaged; the large front bumper, which protects the bonnet from damage in an impact; and aluminium rear

bumper reinforcements, have all been designed specifically for cheaper repair or replacement.

In addition, the use of a bolt-on, crushable structure within the front bumper means this section can be easily replaced, with no need for cutting or welding.

Work has also been invested in extending service intervals and reducing maintenance times. The cumulative maintenance time for standard servicing up to 60,000 miles for the petrol and 2.2-litre D-4D engines is the lowest in segment at 4.2 hours. Further benefit is gained from the diesel engines using mineral or semi-synthetic oil, which is cheaper than the fully synthetic kind.

The Avensis has a self-adjusting clutch and there is no need to adjust the engine's valve clearances, thanks to the use of a lash adjuster. An automatic tensioner ensures auxiliary belt tension is maintained at the right level. Long-life components are used, with the accessory belt lasting up to 62,500 miles and the engine coolant good for up to 100,000 miles.

## TOYOTA AVENSIS EQUIPMENT LIST

<b>SAFETY</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Driver and passenger airbag	✓	✓	✓	✓	✓	✓
Front side airbags	✓	✓	✓	✓	✓	✓
Driver's knee airbag	✓	✓	✓	✓	✓	✓
Full-length curtain shield airbags	✓	✓	✓	✓	✓	✓
ISOFIX child seat preparation	✓	✓	✓	✓	✓	✓
Five three-point seat belts with Emergency Locking Retractor	✓	✓	✓	✓	✓	✓
Two stage seat belt warning system	✓	✓	✓	✓	✓	✓
ABS and Electronic Brakeforce Distribution (EBD)	✓	✓	✓	✓	✓	✓
Vehicle Stability Control, Traction Control (TRC) and Brake Assist (BA)	✓	✓	✓	✓	✓	✓
Reinforced rear seat back with seat lock warning	✓	✓	✓	✓	✓	✓
Head impact protection structure (roof, side and pillar)	✓	✓	✓	✓	✓	✓
Anti-submarining seats	✓	✓	✓	✓	✓	✓
De-coupling brake pedal system	✓	✓	✓	✓	✓	✓
<b>INSTRUMENTS &amp; CONTROLS</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Trip computer with fuel consumption and average speed display	✓	✓	✓	✓	✓	✓
Sequential transmission mode indicator (automatic)	✓	✓	✓	✓	✓	✓
Engine temperature warning	✓	✓	✓	✓	✓	✓
Optitron instrumentation	✓	✓	✓	✓	✓	✓
Digital odometer with two trip meters	✓	✓	✓	✓	✓	✓
Outside temperature display	✓	✓	✓	✓	✓	✓
<b>COMFORT &amp; CONVENIENCE</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Turn-by-turn satellite navigation with ETA (Electronic Traffic Avoidance)	x	✓	x	✓	✓	✓
Full colour satellite navigation with European DVD	x	x	x	x	Opt	Opt
Cruise control (n/a on 1.8-litre)	x	x	✓ (D-4D)	✓	✓	✓
Remote boot release (key fob)	✓	✓	✓	✓	✓	✓
Illuminated vanity mirrors for driver and front passenger	✓	✓	✓	✓	✓	✓
Electric front windows with "one touch" and anti-trap mechanism	✓	✓	x	x	x	x
Electric front and rear windows with "one touch" and anti-trap mechanism	x	x	✓	✓	✓	✓
Rain-sensing wipers	x	x	✓	✓	✓	✓
Dusk-sensing headlights	x	x	✓	✓	✓	✓
<b>COMFORT &amp; CONVENIENCE</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T Spirit</b>	<b>T 180</b>
Colour keyed and electrically adjustable exterior mirrors	✓	✓	x	x	x	x
Colour keyed, electrically adjustable mirrors - heated and retractable	x	x	✓	✓	✓	✓
Light sensing and anti-glare rear view mirror	x	x	✓	✓	✓	✓
<b>AUDIO</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
AM/FM radio with preset settings – integrated unique fit with LCD	✓	✓	✓	✓	✓	✓
MP3 and WMA file (on disc) playing capability	✓	✓	✓	✓	✓	✓

Cassette and single disc CD player	✓	✓	✓	✓	✓	✓
Six-disc CD autochanger	✗	✗	✗	✗	✓	✓
Eight speakers, glass integrated aerial and steering wheel mounted audio controls	✓	✓	✓	✓	✓	✓
<b>VENTILATION</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Air conditioning	✓	✓	✗	✗	✗	✗
Front dual zone air conditioning with digital climate control	✗	✗	✓	✓	✓	✓
Electronic air recirculation	✓	✓	✓	✓	✓	✓
Clean air filter	✓	✓	✓	✓	✓	✓
<b>SECURITY</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Remote control central locking with double locking facility	✓	✓	✓	✓	✓	✓
Transponder immobiliser and remote alarm with perimeter and microwave protection	✓	✓	✓	✓	✓	✓
Security window etching - linked to 24hr helpline	✓	✓	✓	✓	✓	✓
Vehicle parts marking – major parts traceable to VIN	✓	✓	✓	✓	✓	✓
<b>STORAGE</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Illuminated and lockable glove box	✓	✓	✓	✓	✓	✓
Centre console storage box	✓	✓	✓	✓	✓	✓
Driver and passenger seatback pockets	✓	✓	✓	✓	✓	✓
<b>SEATING, UPHOLSTERY &amp; TRIM</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Manual multi-adjustable front seats	✓	✓	✓	✓	✗	✗
Electric multi-adjustable front seats	✗	✗	✗	✗	✓	✓
Electric lumbar support for driver's seat	✗	✗	✗	✗	✓	✓
Foldable rear seat back (saloon)	✓	✓	✗	✗	✗	✗
60/40 split/fold rear seat back (saloon)	✗	✗	✓	✓	✓	✓
60/40 split/fold rear seat back and cushion (Hatchback and Tourer)	✓	✓	✓	✓	✓	✓
Cloth upholstery	✓	✓	✓	✓	✗	✗
Leather upholstery	✗	✗	✗	✗	✓	✗
Leather and Alcantara upholstery	✗	✗	✗	✗	✗	✓
Leather and metallic-effect gear knob	✗	✗	✓	✓	✓	✓
Black centre console, door switch surround trim and Instrument panel surround	✓	✓	✗	✗	✗	✗
Metallic-effect centre console, door switch surround trim and Instrument panel surround	✗	✗	✓	✓	✓	✓
Metallic-effect door scuff plates	✗	✗	✓	✓	✓	✓
Chrome-effect interior door handles	✗	✗	✓	✓	✓	✓
Four-spoke steering wheel with integrated audio controls	✓	✓	✗	✗	✗	✗
Leather trimmed four-spoke steering wheel with integrated audio controls	✗	✗	✓	✓	✓	✓
<b>EXTERIOR</b>	<b>T<sub>2</sub></b>	<b>T<sub>3-S</sub></b>	<b>T<sub>3-X</sub></b>	<b>T<sub>4</sub></b>	<b>T SPIRIT</b>	<b>T 180</b>
Front fog lamps	✗	✗	✓	✓	✓	✓
LED turn lamps mounted in door mirrors	✓	✓	✓	✓	✓	✓
Colour keyed door handles and mirrors	✓	✓	✓	✓	✓	✓
Body coloured front grille with chrome surround	✓	✓	✓	✓	✓	✗
Grey front grille with chrome inserts	✗	✗	✗	✗	✗	✓
Smoked glass headlamp covers	✓	✓	✓	✓	✓	✓
16-inch steel wheels with full wheelcaps	✓	✗	✗	✗	✗	
16-inch 8-spoke alloy wheels with locking wheelnuts	✗	✓	✗	✗	✗	✗

16-inch 5-spoke alloy wheels with locking wheelnuts	x	x	✓	x	x	x
17-inch 7-spoke alloy wheels with locking wheelnuts (2.2 D-4D models)	x	x	x	✓	✓	x
17-inch 7-spoke alloy wheels with locking wheelnuts (petrol models)	x	x	x	✓	x	x
17-inch 10-spoke alloy wheels with locking wheelnuts (petrol models)	x	x	x	x	✓	x
17-inch 5-spoke smoked alloy wheels with locking wheelnuts	x	x	x	x	x	✓
18-inch 9-spoke alloy wheels with locking wheelnuts	Opt	Opt	Opt	Opt	Opt	x



## TOYOTA AVENSIS TECHNICAL SPECIFICATIONS

<b>ENGINE 1.8-litre VVT-i</b>	
Type	1ZZ-FE
Valve Mechanism	DOHC 16-valve VVT-i
Fuel System	Electronic fuel injection
Fuel type	95 Octane
Displacement (cc)	1,794
Bore x stroke (mm)	79 x 91.5
Compression ratio	10.0:1
Max. power (bhp/DIN hp @ rpm)	127/129 @ 6,000
Max. torque (Nm/rpm)	170 / 4,200
<b>ENGINE 2.0-litre VVT-i</b>	
Type	1AZ-FSE
Valve Mechanism	DOHC 16-valve VVT-i
Fuel System	Electronic fuel injection
Fuel type	95 octane
Displacement (cc)	1,998
Bore x stroke (mm)	86 x 86
Compression ratio	11.0:1
Max. power (bhp/DIN hp @ rpm)	145/147 @ 5,700
Max. torque (Nm/rpm)	196 / 4,000
<b>ENGINE 2.0-litre D-4D 130</b>	
Type	1AD-FTV
Valve Mechanism	DOHC 16-valve
Fuel System	Direct injection, common rail
Fuel type	48 cetane diesel
Injection pressure (bar)	1,700
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 – 3,200
<b>ENGINE 2.2-litre D-4D 150</b>	
Type	2AD-FTV
Valve mechanism	DOHC 16-valve
Fuel system	Direct injection, common rail
Fuel type	48 Cetane diesel (or higher)
Injection pressure (bar)	1,700
Displacement (cc)	2,231
Bore x stroke (mm)	86.0 x 96.0
Compression ratio	16.8:1
Max. power (bhp/DIN hp @ rpm)	146/148 @ 3,600
Max.torque (Nm/rpm)	310 / 2,000-3,200
<b>ENGINE 2.2-litre D-4D 180</b>	
Type	2AD-FHV
Valve mechanism	DOHC 16-valve
Fuel system	Direct injection, common rail
Fuel type	48 cetane diesel

Injection pressure (bar)	1,800						
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 @ 2,000-2,600						
<b>PERFORMANCE</b>	<b>1.8 5M/T</b>	<b>1.8 A/T</b>	<b>2.0 5M/T</b>	<b>2.0 A/T</b>	<b>D-4D 130 6M/T</b>	<b>D-4D 150 6M/T</b>	<b>D-4D 180 6M/T</b>
0-62mph (Tourer)	10.3 (10.5)	11.6 (N/A)	9.4 (9.6)	11.1 (11.9)	10.6 (10.6)	9.3 (9.3)	8.6 (8.6)
Max speed mph	124	121	130	127	124	130	137
<b>FUEL CONSUMPTION/EMISSIONS/VED RATING</b>							
Combined (Tourer)	39.2 (39.2)	36.7 (N/A)	34.9 (34.9)	30.7 (30.1)	51.4 (49.6)	47.9 (47.1)	46.3 (45.6)
Extra Urban (Tourer)	48.7 (48.7)	44.8 (N/A)	42.8 (42.8)	39.2 (38.7)	61.4 (60.1)	57.6 (57.6)	54.3 (53.3)
Urban (Tourer)	30.1 (30.1)	27.4 (N/A)	26.6 (26.4)	22.1 (21.9)	39.8 (39.2)	37.2 (36.7)	37.2 (37.2)
CO <sub>2</sub> emissions (Tourer)	171 (172)	187 (N/A)	191 (193)	221 (224)	146 (N/A)	156 (158)	161 (163)
VED band	E	F	F	F	C	D	D
<b>DIMENSIONS (mm)</b>							
Overall length (Tourer)	4,645 (4,715)						
Overall width	1,760						
Overall height (Tourer)	1,485 (1,525)						
Wheelbase	2,700						
Track- front	1,505						
Track- rear	1,520						
Overhang – front	920						
Overhang – rear (Tourer)	1,025 (1,095)						
Coefficient of drag (Tourer)	0.28 (0.29)						
Interior length	2,090						
Interior width	1,485						
Interior height (with sunroof)	1,210 (1,160)						
<b>LUGGAGE CAPACITY (litres)</b>	<b>SALOON</b>		<b>HATCHBACK</b>		<b>TOURER</b>		
Minimum	520		510		520		
Maximum (with rear seats folded)	-		1,320		1,500		
Fuel tank capacity (litres)	60		60		60		
<b>KERB WEIGHTS (kg)</b>	<b>SALOON</b>		<b>HATCHBACK</b>		<b>TOURER</b>		
1.8-litre VVT-i	1,280-1,350		1,285-1,355		1,315-1,345		
2.0-litre VVT-i	1,340-1,410		1,345-1,415		1,365-1,420		
2.0-litre D-4D 130	1,435-1,500		1,440-1,505		1,465-1,515		
2.2-litre D-4D 150	1,450-1,505		1,455-1,510		1,480-1,535		
2.2-litre D-4D 180	1,460-1,505		1,465-1,510		1,40-1,535		
<b>GROSS VEHICLE WEIGHT (kg)</b>							
1.8-litre VVT-i	1,820						
2.0-litre VVT-i	1,895						
2.0-litre D-4D 130	1,970						
2.2-litre D-4D 150	1,970						
2.2-litre D-4D 180	1,970						
<b>TOWING CAPACITY (kg)</b>							
Without brake	500						
With brake (2.0-litre petrol)	1,300 (1,400)						
<b>TRANSMISSION</b>	<b>1.8 5M/T</b>	<b>1.8 4A/T</b>	<b>2.0 5M/T</b>	<b>2.0 4A/T</b>	<b>D-4D 130 6M/T</b>	<b>D-4D 150 6M/T</b>	<b>D-4D 180 6M/T</b>

Gear ratios	1 <sup>st</sup>	3.545	2.847	3.538	3.943	3.538	3.538
	2 <sup>nd</sup>	1.904	1.552	2.045	2.197	1.913	1.913
	3 <sup>rd</sup>	1.310	1.000	1.333	1.413	1.258	1.218
	4 <sup>th</sup>	1.031	0.700	1.028	1.020	0.918	0.860
	5 <sup>th</sup>	0.815	-	0.820	-	0.690	0.790
	6 <sup>th</sup>	-	-	-	-	0.673	0.638
	Reverse	3.250	2.343	3.583	3.145	3.583	3.831
	Final drive	3.941	4.237	3.684	2.923	3.777 (1 <sup>st</sup> -4 <sup>th</sup> ) 3.238 (5 <sup>th</sup> -6 <sup>th</sup> )	
<b>SUSPENSION</b>							
Front		MacPherson strut with gas shock absorbers and stabiliser bar					
Rear		Double wishbone with toe-control link and stabiliser bar					
<b>STEERING</b>							
1.8-litre VVT-i		Rack and pinion; Electric Motor-assisted Power Steering (EMPS)					
2.0 VVT-i and D-4D 130, 150, 180		Rack and pinion; Hydraulic Power Steering (HPS)					
Ratio: Electric / Hydraulic		17.5/16.1					
Turns (lock to lock) Electric / Hydraulic		3.5/3.0					
Min turning radius – Electric / Hydraulic		5.4/5.6					
<b>BRAKES</b>							
Type		Front and rear discs with four-channel ABS with EBD (Electronic Brakeforce Distribution)					
Front disc size-mm (2.0 and 2.4-litre)		277 (295)					
Rear disc size-mm		280					
<b>WHEELS AND TYRES</b>							
Wheel size		16-inch /17-inch					
Tyre size		205/55 R16 / 215/45 R17					