

**TOYOTA YARIS 1.4 D-4D**  
**(first generation)**

*This press pack accompanied the European launch of the 1.4 D-4D diesel engine for the first generation Yaris in November 2002. Some changes were made to the Yaris range during its time on sale, which can be tracked using the Timeline feature available on the Yaris archive web page. Additional assets and information may be obtained from the Toyota press office if required.*

# Press Information

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## NEW TOYOTA YARIS 1.4 D-4D

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# Press Information

November 2001

## TOYOTA YARIS AND YARIS VERSO D-4D

### KEY POINTS

- New D-4D common rail diesel engines broaden appeal of popular Yaris range
- Available in all grades of Yaris except SR and T Sport and both grades of Yaris Verso
- D-4D engine produces 75bhp at 4,000rpm with 170Nm of torque available from just 2,000rpm – power equivalent to that of many competitor petrol engines with a similar displacement
- Range of over 630 miles attainable from low combined fuel consumption of 64.2mpg for Yaris
- 1.4 D-4D is the seventh diesel engine currently offered by Toyota, one of the world's largest manufacturers of diesel engines
- Cylinder head, block and air-air intercooler all manufactured from alloy resulting in a very low engine weight of just 99kg
- 1.4 D-4D complies with Euro step III emissions and has a CO<sub>2</sub> figure of 117g/km for Yaris and 133g/km for Yaris Verso
- Yaris D-4D accelerates from 0-62mph in 12.9 seconds and has a top speed (where permitted) of 106mph. Yaris Verso accelerates from 0-62mph in 13.8 seconds and has a top speed (where permitted) of 100mph
- ABS with Electronic Brakeforce Distribution (EBD) fitted as standard on all Yaris and Yaris Verso models
- Available in the UK from March 2002
- Guide pricing approx £1,200 premium over equivalent petrol engine model which starts at £7,195 for S grade Yaris with PAS up to £11,695 for Yaris Verso GLS
- Extended service intervals and low maintenance costs
- Over 1.1 million Yaris sold worldwide since its introduction in 1999.

## **NEW COMMON RAIL 1.4 D-4D DIESEL ENGINE FOR YARIS AND YARIS VERSO**

In March 2002 Toyota will introduce to the UK a modern, fuel-efficient and fun to drive 1.4 D-4D common rail diesel engine to its top selling Yaris model range. The new engine will broaden the appeal of the already successful Yaris – European Car of the Year 2000 – and open up new market opportunities for the cute little Toyota.

The new diesel engine uses a turbo specifically developed by Toyota utilising an air-air intercooler to produce 75bhp at 4000rpm, and 170Nm of torque available from 2000-2800rpm. Special attention has been paid to the drivability of the engine, with a high priority given to environmental friendliness, quality and durability.

The Yaris and Yaris Verso D-4D are being launched at a time of unprecedented growth in the UK diesel market and represent a further opportunity for Toyota to build further on the record sales of 2001.

This new market opportunity can only add to the outstanding success of Yaris. Since launch, more than 73,450 have been sold in the UK and almost 1.1 million worldwide.

## **TOYOTA YARIS AND TOYOTA YARIS VERSO, A SUCCESS STORY**

When Toyota launched the Yaris in 1999, it was a dramatic departure for the brand. The car had been primarily conceived to strengthen Toyota's position in Europe, but the success of the model was such that it became a significant pillar of the Toyota range across the world.

### **A New Epoch From EPOC**

The Yaris history began in 1997, when three concept cars were put on display at the Frankfurt IAA Motor Show: Funtime, Funcargo and Funcoupe. All three concepts had been created in Toyota's European Design studio EPOC, that was based near Brussels in Belgium.<sup>1</sup>

The reaction to the three concepts was extremely positive – Funtime, which was a short but tall B-segment hatchback and Funcargo, a dramatically styled B-segment MPV received a lot of praise, both from the public and in the press. It soon became clear that before long, these cars would make it to the market.

EPOC continued its work to develop a final production version of Yaris, while Toyota's design division continued work on the Yaris Verso, using the Funcargo concept as a solid base. Toyota has now replaced EPOC with its European Design Development Centre or ED<sup>2</sup> situated near Nice in Southern France.

### **Made in Europe**

One of the main objectives of Yaris was to give Toyota a strong foothold in Europe, so the needs and wants of European customers came high on the priority list. The fact that EPOC had been responsible for the designs guaranteed that the packaging responded to their demands, with lots of interior space and flexibility.

Therefore, a new development procedure was agreed. For the first time, the dynamic development of a Toyota would be conducted in Japan and Europe in parallel. Until then, Toyota had always developed its cars in Japan, along with the initial tuning, and would then send the prototypes at crucial points in the development process to Europe for evaluation and fine-tuning.

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<sup>1</sup> EPOC is short for European Project Office of Creation. In the meantime, Toyota's European design centre has been moved to Sofia-Antipolis on the Côte d'Azur. It is now called ED<sup>2</sup> : European Design Development.

In the case of Yaris, things were done differently. Once the basics had been laid out, two teams of engineers (one from Japan and another from Europe) worked simultaneously to come up with the best solutions with regard to suspension and engine tuning. At set times they would meet, and jointly agree which of the solutions would be pursued.

As a result, Yaris and Yaris Verso were the most European Toyotas ever when they entered the market.

### **New Plant to Meet European Demand**

When the final production version of Yaris with its 1.0-litre VVT-i (Variable Valve Timing – intelligent) engine was launched in the spring of 1999, the response in the press was excellent, and that of the market soon followed. Automotive journalists and customers alike recognised that Yaris was a major step for Toyota, and almost overnight, Yaris changed the public perception of Toyota.

Markets where Toyota had been traditionally weak in terms of sales suddenly soared. Subsequently Toyota's representation in Southern Europe increased rapidly.

In the meantime, Toyota had announced that it would be moving the production of some Yaris to Valenciennes in the North of France, which made the circle complete: the car had been designed in Europe, primarily for the European market, and now it would be built in Europe as well.

### **Verso – Yaris Plus**

In the autumn of the same year, Yaris Verso was launched. With its innovative concept, it brought MPV-values to the B segment, providing levels of space and flexibility never seen before in the class. It came with a 1.3 VVT-i engine and simultaneously, the engine was also introduced in the Yaris.

At the end of 1999 17,300 Yaris had been sold in the UK. Sales in Japan, where the car had been sold under the name Vitz, were also going strong. In 1999, Vitz was the second-best selling car in its home-market, only beaten by Corolla.

The Yaris was also introduced in the United States under the name of Echo, albeit in slightly changed four-door saloon and coupe shapes. Toyota's strategy to develop a car targeted at the most demanding region where it would be sold in paid off. Customers around the globe profited from the raised stakes that were introduced by the European car-buyers.

But perhaps the biggest recognition for the strengths of Yaris came when the European press gave Yaris the thumbs up, and selected it for the prestigious Car of the Year 2000 trophy.

### **T Sport Sub Brand Launch with Yaris**

In April 2001, an aspirational model was added to the Yaris range, with the launch of the T Sport version. The 1.5 VVT-i engine, with an output of 105bhp, in combination with tuned suspension, unique interior and exterior treatment, gave the Yaris extra sport appeal. Soon after the launch of this model, Yaris began to roll off the production line in the brand new factory in Valenciennes, France.

Today, Yaris tackles the last European hurdle, and introduces perhaps the most European engine of them all: a 1.4 D-4D common-rail diesel.

Two years have passed since the Yaris introduction and the success story continues. In September 2001 the smallest Toyota achieved its best ever monthly sales result in Europe, despite the troubled times for the world's auto industry.

### **The European B-Segment**

With some 4,037,056 units sold every year, the B-segment is the second biggest segment in Europe (after the C-segment) which accounts for about 3,959,600 units annually.

There are some important regional differences though. For example, in France, Spain and Italy, the B-segment outsells the C-segment. This was especially relevant to the introduction of Yaris, because these were three of the biggest European markets where Toyota had some catching up to do. The UK remains Toyota's largest European market and is the fourth largest overseas market behind the USA, Australia and Canada.

Yaris has moved Toyota into the forefront of Europe with 232,100 B-segment sales in 2000 compared to just 45,000 in 1996.

## TOYOTA AND THE DIESEL MARKET

A segment that is more significant in terms of volume, is that of the diesels. Furthermore, the image of the diesel-engine has changed so much over the last decade in Europe, that it has created its own aspirational value: diesels these days are considered as high tech, and ecological.

The rapid awareness of diesel in the passenger car market is a typically European phenomenon. In 2000, 37 per cent of all passenger cars sold in Europe were powered by a diesel engine. In 1990, that figure was only 19 per cent. Neither Japan nor the North American markets have seen a similar movement.

Toyota now offers an extensive range of diesel engines in the UK and the rest of Europe:

- 1.4 D-4D engine producing 75bhp for the Yaris and Yaris Verso
- 2.0 D-4D engine producing 90bhp and 109bhp for the new Corolla
- 2.0 D-4D engine producing 109bhp for the Avensis
- 2.0 D-4D engine producing 114bhp for the Avensis Verso, the Previa and the RAV4
- 2.5 D-4D engine producing 88bhp for the Hilux, the Hiace and the Dyna
- 2.5 D-4D engine producing 102bhp for the Hilux, the Hiace and the Dyna
- 3.0 D-4D engine producing 160bhp for the Land Cruiser Colorado
- 4.2 D-4D engine producing 232bhp for the Land Cruiser Amazon

With this range of engines, Toyota can respond to any demand in the market.

Although the B-segment hasn't been 'dieselised' as quickly as for instance the C and D-segments, the proportion of diesels within the B-segment has been growing steadily.

Of the 4,037,056 B-segment cars that were sold in Europe last year, some 892,189 were diesels – almost 22 per cent. To date this year, in the UK market almost seven per cent or 46,000 B-segment cars sold were diesel. This has grown during 2001 and is forecast to continue growing into 2002.

Toyota aims to sell about 36,500 units in Europe of its Yaris with 1.4 D-4D engine, and a further 10,400 units of the Yaris Verso 1.4 D-4D in the first full year of sales. Compared to the annual total sales of the Yaris range, this means that about 35 per cent of all Yaris sales are projected to be diesels. For the UK market the D-4D models will account for 20 per cent of sales or approx 6,000 units.



The introduction of the D-4D engine to the Yaris range will give Toyota some 47,000 additional sales, important in reaching Toyota's target of 800,000 units of annual sales in Europe by 2005, equivalent to five per cent market share.

### **Toyota – Embracing the Fleet Diesel Market**

Two years ago you would be forgiven for overlooking Toyota as a contender in the fleet diesel market. In that short time Toyota has come a long way with the first common rail direct injection diesel engine, a 2.0-litre D-4D, which made its European debut in autumn 1999 in the Avensis SR.

Since then Toyota has introduced this fuel-efficient technology across its range with a revised 2.0-litre D-4D in the popular Avensis in August 2000, and a tougher 3.0-litre D-4D followed in January 2001 in the rugged yet frugal Land Cruiser Colorado. Also in 2001 the 2.0-litre D-4D joined the MPV Previa in April, all-new people-carrier Avensis Verso in July and Sports Utility Vehicle RAV4 in October.

The Yaris 1.4-litre D-4D goes on sale in the UK in March 2002 preceded by the much-awaited new Corolla with two 2.0-litre D-4D diesel options in January.

This complete diesel engine model range allows Toyota Fleet the opportunity to reposition itself as a leading supplier of diesel vehicles for the fleet market.

### **Market Growth in the UK**

Diesel penetration of the fleet market was as high as 22 per cent or 194,811 vehicles year-to-date to the end of October representing a 29.7 per cent increase year-on-year.

This trend has accelerated throughout the year as drivers and fleet managers become increasingly aware of the benefits of diesel technology, in particular under new CO<sub>2</sub> tax legislation.

Diesel fleet sales for the month of October represented just over 33 per cent of the total fleet market – a 60 per cent increase compared to last year.

As fleet policies become more open and user choosers opt for cars which reflect their personal lifestyles the new Toyota diesel line-up offers a wide choice of vehicles that also offers individuals tax efficiency.

The Toyota range remains the strongest of any manufacturer in the UK. This is further enhanced by the introduction of diesels across the range. Toyota offers models and model variants that can meet every fleet policy and please every driver – satisfying everyone's needs from the fleet manager to the user-chooser.

### **Yaris Diesel in the Fleet Market**

Yaris 1.4-litre D-4D offers a great opportunity to the fleet market where it will be suitable for the public sector, driving schools and user choosers looking to maximise tax efficiency without compromising on style.

Whole life costs on Yaris D-4D are expected to be very competitive with excellent fuel consumption, low emissions and low cost replacement parts. The D-4D engine also benefits from extended service intervals with a health and safety check every 10,000 miles and a full service every 20,000 miles in line with the rest of the Toyota range.

The Yaris diesel will be particularly effective in urban areas where its compact size, yet spacious interior, eases the stresses of city driving compared to large saloons adding the benefit of low running costs and excellent drivability such as easy manoeuvring in small parking spaces.

### **Bet You Didn't Know.....Toyota's History In Diesel Technology**

Before developing the economical, powerful and reliable 1.4 D-4D engine for Yaris, Toyota already had a vast background of technical developments in diesel engines.

In 1982 Toyota introduced the world's first electronically controlled diesel injection pump, a technical achievement known as ECD (Electronic Control Diesel). The importance of the ECD was enormous in improving diesel engines' fuel economy and largely reducing exhaust emissions. This technology was only adopted by European carmakers more than a decade later.

One year later, fibre-reinforced pistons were introduced in Toyota diesel engines. This feature allowed for even better reliability and durability for higher injection pressures.

In 1983 Toyota introduced EGR (Exhaust Gas Recirculation) for the first time in a diesel engine. Although widely used in today's diesel engines, this was a significant breakthrough at the time.

Toyota already recognised the advantages of direct injection back in 1985, installing a direct injection turbo-diesel engine in the Land Cruiser 60 model.

Another significant advance for Toyota and for direct injection diesel engines was the introduction of Pilot Injection in 1988. Pilot Injection is a prior injection in the cylinder before the main injection, which allows for lower in-cylinder peak pressures and thus a decrease in NVH.

In 1995, two of Toyota's subsidiaries, Denso and Hino, produced the world's first common-rail diesel engine. This engine was installed in Hino trucks and buses sold in the Japanese market. Common rail is the greatest advance since Rudolf Diesel introduced his engine to the world, thanks to Toyota Group's research and development capabilities.

Also in the same year, Toyota introduced in one of its most famous models, the Land Cruiser 80, the world's first four valve per cylinder direct injection diesel engine.

After decades of research in diesel technology, Toyota has developed the D-4D family of engines, in which the 1.4-litre installed in the Yaris is the youngest member.

Today, Toyota is one of the world's biggest producers of diesel engines. Although diesel is a particular requirement for the European market in passenger cars, efforts are continuous to give customers the best diesel engines, whether it is in economy, performance, reliability or durability.

### **Producing a New Diesel Engine for the B-Segment**

When Toyota decided to produce a new diesel engine for the Yaris range, it set itself some very high targets.

Competitors in the B-segment had come a long way over the past few years to produce small displacement diesel engines that were very fuel-efficient, yet offered excellent driving comfort. Toyota aimed to beat the competition on both accounts.

The new 1.4 D-4D engine complements Toyota's existing range of diesel engines, most of which use common-rail technology.

At the start of the development of the new engine, some very clear goals were set:

- the new engine had to offer the same type of driving pleasure that people expect from modern petrol engines
- it had to be best-in-class in terms of fuel-consumption
- highest consideration for the environment
- the engine had to meet Toyota's very stringent quality, durability and reliability (QDR) requirements

To achieve these goals, it was decided to develop a common rail diesel engine, based on an all-alloy block, equipped with turbo and intercooler and a second generation Bosch<sup>2</sup> common rail system. This system allows for higher injection pressures at the injector (1600 bar) and a shorter delay between pilot and main injection, achieved through shorter switch times of the solenoid valves which control the injection of fuel (less than 200 micro-seconds).

The appointment of a European supplier for the injection system is in line with Toyota's localisation policy, and its plans to produce the engine in Europe from 2003 onwards.

The development of the engine commenced in 1998. As soon as a working prototype was available, it was sent to Europe for evaluation and tuning. From then on, Toyota's European engineering centre, based near Brussels in Belgium was very much involved in every step that led the engine closer to production. From 1999 onwards, a number of Yaris diesel prototypes were brought to Europe to be used for tuning and mileage accumulation.

Highlights in the European participation in the development were the cold-weather testing in Northern Scandinavia in the winter of 2000, and the hot weather and high-altitude testing in Spain's Sierra Nevada in the summer of the same year.

To conclude the development and to facilitate putting the engine into production, one of Toyota's European engineers was stationed for almost one year in Japan. His job was to make sure that the findings of the European tuning team were translated into the final production version of the car.

### **Smooth Linear Torque to Match a Petrol Engine**

Traditionally, diesel engines provide driving pleasure in a different way than petrol engines. What they lack in output, they make up for in torque. In today's busy traffic, that can be a

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<sup>2</sup> This is the first Toyota common-rail diesel engine that will use Bosch technology.

benefit. However, most diesel engines have the additional handicap that the torque they provide is only available over a small rev-range.

When creating the 1.4 D-4D engine, Toyota engineers strove to overcome both the lack of outright power output and the limited usable rev-range. With a power output of 75bhp, the 1.4 diesel produces power that is equivalent to that of many competitor petrol engines with a similar displacement.

Furthermore, the engine manages to produce the same type of linear torque-increase that is associated with a petrol engine, but with the top levels of torque that are provided by a diesel engine.

Yaris produces 170Nm of torque between 2,000 and 2,800rpm with 90 per cent of this value available at just 1,800rpm. But as the engine-speed increases, enough torque remains available to maintain the car's momentum. As a result, a driver can hold a gear much longer, without experiencing the sudden drop in power once the ideal rev-range has been exceeded.

### **Petrol-Like Performance**

Acceleration from rest to 62mph is reached in just 12.9 seconds in the Yaris, the Yaris Verso takes 13.8 seconds to achieve the same speed. Top speeds are 106mph for the Yaris and 100mph for the Yaris Verso, figures that stand up to those of many petrol engines with a similar displacement.

The engine was tuned to be as fluent in its performance as possible, without shocks and with a comfortable rather than a sudden and jerky response to inputs from the accelerator.

### **Noise Reduction**

A number of measures were taken to reduce noise and vibration. The engine is extremely quiet thanks to its design and operation, with pilot injection and a more progressive burn in the combustion chamber to reduce ignition shock, which causes the old, distinctive diesel engine knock. Noise and vibration levels were further improved through the addition of sound proofing material and several engine covers (cylinder head, timing chain and oil sump).

### **Fuel Consumption**

The ultimate criterion for a diesel engine is its consumption. Not that long ago, this consideration had a purely economical foundation. But these days, low consumption is also

favoured because it helps the environment and a fuel-efficient engine also has to be a high-tech engine. Low consumption is high image.

Thanks to the use of an intercooler and the implementation of a second generation Bosch common rail system, very low fuel consumption targets could be met, and Yaris beats its competitors with a combined fuel consumption of 64.2mpg.

The common rail system is capable of injecting fuel into the cylinder with a pressure of up to 1600 bar, which ensures a superior fuel atomisation, thus a better combustion, which therefore leads to more efficient operation.

The air-air intercooler reduces the heat of the exhaust gases before sending them to the turbocharger's turbine vanes. Its purpose is to cool the exhaust gases so that a bigger air mass can be compressed into the same volume, increasing the engine's efficiency.

### **Light Weight – Low Thirst**

Diesel engines are, by default, heavier than a petrol engine of similar capacity. For this reason, Toyota also made a considerable effort in reducing the new engine's weight with the purpose of maximising the gain in fuel economy. Both the cylinder head, block and air-air intercooler are made of aluminium alloy. As another clever way to save space and weight, the Toyota turbocharger is completely integrated into the exhaust manifold and the alloy intake manifold is also integrated into the cylinder head. This has resulted in a weight of just 99kg for the 1.4 D-4D engine.

Extensive testing and tuning has been carried out to ensure the engine also delivers its outstanding efficiency in real-life circumstances. Thanks to the ultra-low consumption, Yaris D-4D has a range of more than 630 miles between refuelling.

### **Environmentally Friendly**

As diesel engines have become more sophisticated, their environmental friendliness has improved. The sheer fact that the engine is highly fuel-efficient already reduces its effect on the environment. The further addition of an exhaust gas recirculation unit (EGR) helps to reduce NO<sub>x</sub> emissions, and particulate emissions are cut as well. The new engine complies with Euro Step III regulations, and has a CO<sub>2</sub> rating of 117g/km for Yaris hatchback and 133g/km for Yaris Verso. Thanks to the low emissions ratings, both D-4D models qualify for the lowest VED banding at £110 per year.

## **DRIVING PLEASURE**

To respond to the demands of European customers, Yaris and Yaris Verso have been designed to provide the highest levels of driving pleasure.

Their platform has been developed from scratch to provide an excellent compromise between comfort and handling, with MacPherson strut suspension in front and a torsion beam suspension in the back.

The newly added diesel engine provides better fuel-efficiency with remarkable driving comfort and high levels of torque and output throughout the rev range.

The packaging of both the Yaris and the Yaris Verso are class-leading in terms of interior space and flexibility. The short and tall exterior dimensions of Yaris give it a distinctive high hip point for more comfort and better visibility, whilst head and legroom are optimised. Yaris has sliding rear seats to give occupants the option to select more space for passengers or more space for luggage.

The Yaris Verso does even better, with fully retractable rear seats that can be folded into the floor to create a completely flat loading area.

But driving pleasure also comes from peace of mind, achieved through much attention to safety resulting in Yaris scoring four stars in the Euro NCAP test. Both models are fitted with driver and front passenger airbags.

## **QUALITY, DURABILITY AND RELIABILITY**

One of the traditional values of the Toyota brand, is the quality it offers to its customers. It was clear from the outset that despite the extremely high performance and efficiency of the new engine, no compromise in terms of durability and reliability could be accepted.

As an example of Toyota's attention to durability and reliability, Toyota has developed its own turbochargers for many years, unlike almost all other manufacturers. The reason for this is that the turbocharger is one of the most delicate parts under the bonnet in terms of reliability, a motive strong enough not to compromise its development.

When development work had finished, more than 950,000 miles of testing were carried out to ensure the unmatched Toyota reliability and durability. The Yaris and Yaris Verso D-4D will be sold with Toyota's usual three-year/60,000 mile warranty together with three year paint and 12 year anti-perforation warranty.

In line with all of Toyota's recently introduced new models, trips to the dealer are few and far between with minor servicing and a Health Check being required every 10,000 miles. Major servicing is required at 20,000 miles or every two years.



## EQUIPMENT LIST YARIS AND YARIS VERSO 1.4 D-4D

| SAFETY   | S   | GS   | GLS  | CDX | VERSO<br>GS | VERSO<br>GLS |
|--|-----|------|------|-----|-------------|--------------|
| Driver's airbag  | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Passenger airbag                                       | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Height adjustable front seatbelts                      | X   | 5-dr | 5-dr | ✓   | ✓           | ✓            |
| Adjustable front headrests                             | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Three rear passenger headrests                         | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Anti-lock braking system with EBD                      | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| De-coupling brake pedal mechanism                      | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Outside temperature display                            | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Child proof locks on rear doors (5 door)               | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Auto cancel rear fog lamp                              | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Projected digital display with tachometer              | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| <b>INSTRUMENTS &amp; CONTROLS</b>                      |     |      |      |     |             |              |
| Twin speed intermittent front wiper with mist function | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Digital odometer with two trip meters                  | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Automatic instrument display dimmer                    | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Lights on audible warning                              | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| <b>COMFORT &amp; CONVENIENCE</b>                       |     |      |      |     |             |              |
| Power assisted steering                                | Opt | ✓    | ✓    | ✓   | ✓           | ✓            |
| Electric front windows                                 | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Driver's window 'one-touch' down                       | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Central locking  | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Central locking with remote activation                 | X   | Opt  | ✓    | ✓   | ✓           | ✓            |
| Central double locking with remote activation          | X   | X    | ✓    | ✓   | ✓           | ✓            |
| Internally adjustable exterior mirrors                 | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Internally adjustable exterior mirrors – power         | X   | X    | ✓    | ✓   | ✓           | ✓            |
| Stepless tilt adjustable steering column               | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Air conditioning                                       | Opt | Opt  | ✓    | ✓   | Opt         | ✓            |
| Remote fuel lock release                               | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| <b>AUDIO</b>   |     |      |      |     |             |              |
| Integrated unique fit audio with remote display        | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| High mounted centre multi information display          | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| GPS navigation system compatible display               | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| AM/FM radio with 24 preset settings                    | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |
| RDS with PTY and EON settings                          | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Cassette player  | ✓   | ✓    | ✓    | Opt | ✓           | ✓            |
| CD player  | Opt | Opt  | Opt  | ✓   | Opt         | Opt          |
| <b>VENTILATION</b>                                     |     |      |      |     |             |              |
| Air conditioning                                       | Opt | Opt  | ✓    | ✓   | Opt         | ✓            |
| Air re-circulation                                     | X   | ✓    | ✓    | ✓   | ✓           | ✓            |
| Pollen filter  | ✓   | ✓    | ✓    | ✓   | ✓           | ✓            |

**EQUIPMENT LIST YARIS AND YARIS VERSO 1.4 D-4D (CONT.)**

| <b>SECURITY</b>   | <b>S</b> | <b>GS</b> | <b>GLS</b> | <b>CDX</b> | <b>VERSO GS</b> | <b>VERSO GLS</b> |
|---|----------|-----------|------------|------------|-----------------|------------------|
| Transponder key engine immobiliser                        | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Integrated unique fit audio                               | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Security window etching linked to 24hr helpline           | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Remote volumetric alarm system                            | Opt      | Opt       | Opt        | Opt        | Opt             | Opt              |
| Vehicle parts marking – parts traceable to VIN            | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| <b>STORAGE</b>  |          |           |            |            |                 |                  |
| Dual glove box  | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Two large storage pockets beside centre console           | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Front seatback pockets                                    | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Front and rear door storage bins                          | X        | 5-dr      | 5-dr       | ✓          | ✓               | ✓                |
| Driver storage tray                                       | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| <b>SEATING, UPHOLSTERY &amp; TRIM</b>                     |          |           |            |            |                 |                  |
| Driver's seat height adjustment                           | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Driver and passenger recline and slide adjustment         | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |
| Rear seat slide facility                                  | ✓        | ✓         | ✓          | ✓          | X               | X                |
| Retractable rear seats with removable folding centre seat | X        | X         | X          | X          | ✓               | ✓                |
| <b>EXTERIOR &amp; BODY</b>                                |          |           |            |            |                 |                  |
| Body coloured bumpers and door handles                    | X        | X         | ✓          | ✓          | ✓               | ✓                |
| Roof rails  | X        | X         | X          | X          | ✓               | ✓                |
| Front fog lamps   | Opt      | Opt       | Opt        | Opt        | Opt             | ✓                |
| 14" alloy wheels with locking wheelnuts                   | X        | Opt       | Opt        | ✓          | Opt             | ✓                |
| Metallic paint  | Opt      | Opt       | Opt        | Opt        | Opt             | Opt              |
| Space saver spare located in boot                         | ✓        | ✓         | ✓          | ✓          | ✓               | ✓                |

## YARIS AND YARIS VERSO 1.4 D-4D TECHNICAL SPECIFICATIONS

| <b>ENGINE</b>                                     |   |                    |
|---|---|--------------------|
| Type  | In line transverse 4 cyl, front wheel drive |                    |
| Valve mechanism                                   | SOHC 8 valve – chain driven                 |                    |
| Bore x stroke (mm)                                | 73.0 x 81.5                                 |                    |
| Displacement (cc)                                 | 1364  |                    |
| Compression ratio                                 | 18.5:1                                      |                    |
| Max power bhp / rpm                               | 75 @ 4,000                                  |                    |
| Max torque Nm / rpm                               | 170 @ 2,000-2,800                           |                    |
| <b>ACCELERATION</b>                               | <b>YARIS</b>                                | <b>YARIS VERSO</b> |
| 0-62mph (manual gearbox only)                     | 12.9  | 13.8               |
| Maximum speed (mph)                               | 106   | 100                |
| <b>FUEL CONSUMPTION, EMISSIONS AND VED RATING</b> |   |                    |
| Combined  | 64.2  | 56.5               |
| Urban   | 74.3  | 64.2               |
| Extra Urban                                       | 53.3  | 47.1               |
| CO <sub>2</sub> g/km                              | 117   | 133                |
| VED Band  | A (£110)                                    | A (£110)           |
| <b>DIMENSIONS</b>                                 |   |                    |
| Overall length (mm)                               | 3615  | 3860               |
| Overall width (mm)                                | 1660  | 1690               |
| Overall height (mm)                               | 1500  | 1715               |
| Interior room length (mm)                         | 1800  | 1905               |
| Interior room width (mm)                          | 1380  | 1370               |
| Interior room height (mm)(Sunroof)                | 1265(1195)                                  | 1290               |
| Wheelbase (mm)                                    | 2370  | 2500               |
| Track width (mm) front (175/65R14 Tyre)           | 1440 (1450)                                 | 1440               |
| Track width (mm) rear (175/65R14 Tyre)            | 1420 (1430)                                 | 1420               |
| Overhang (front)                                  | 720   | 725                |
| Overhang (rear)                                   | 525   | 630                |
| Coefficient of Drag (Cd)                          | 0.30  | 0.31               |
| Fuel tank capacity (l)                            | 45  | 45                 |
| Luggage capacity (l) min/max                      | 205 / 305                                   | 390 / 2160         |
| Minimum turning radius (m) tyre/body              | 4.9/5.2                                     | 5.1/5.4            |
| Kerbweight (kg)                                   | 1015-1040                                   | 1090-1135          |
| Gross vehicle weight (kg)                         | 1400-1415                                   | 1530               |
| <b>SUSPENSION</b>                                 |   |                    |
| Front   | MacPherson strut, anti-roll bar             |                    |
| Rear  | Torsion beam, anti-roll bar                 |                    |
| <b>GEARBOX AND FINAL DRIVE RATIOS</b>             |   |                    |
| First   | 3.545                                       |                    |
| Second  | 1.904                                       |                    |
| Third   | 1.310                                       |                    |
| Fourth  | 0.969                                       |                    |
| Fifth   | 0.725                                       |                    |
| Reverse   | 3.250                                       |                    |
| Final drive ratio / Yaris Verso                   | 3.526 / 3.941                               |                    |

## YARIS AND YARIS VERSO 1.4 D-4D TECHNICAL SPECIFICATIONS (CONT.)

| <b>BRAKES</b>                              | <b>YARIS</b>                    | <b>YARIS VERSO</b> |
|--|---------------------------------|--------------------|
| Front                                      | Ventilated discs                |                    |
| Rear                                       | Drums                           |                    |
| <b>STEERING</b>                            |                                 |                    |
| Type                                       | Rack and pinion, power assisted |                    |
| Turns (lock to lock)                       | 3.2                             |                    |
| Ratio                                      | 17:1                            |                    |
| <b>TYRES &amp; WHEELS</b>                  |                                 |                    |
| Wheel size S / GS, GLS & CDX, Verso        | 13 inch/14 inch                 |                    |
| Tyre size (S) GS, GLS & CDX, Verso GS, GLS | (155/80/13) 175/65 R14          |                    |
| Spare tyre                                 | Space saver                     |                    |

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For further information contact one of the following:

Scott Brownlee on 01737 367266 or by e-mail at [scott.brownlee@tgb.toyota.co.uk](mailto:scott.brownlee@tgb.toyota.co.uk)

Erica Haddon on 01737 367308 or by e-mail at [erica.haddon@tgb.toyota.co.uk](mailto:erica.haddon@tgb.toyota.co.uk)

Alun Parry on 01737 367272 or by e-mail at [alun.parry@tgb.toyota.co.uk](mailto:alun.parry@tgb.toyota.co.uk)

Sam Williams on 01737 367307 or e-mail at [samantha.williams@tgb.toyota.co.uk](mailto:samantha.williams@tgb.toyota.co.uk)

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