

## **THE TOYOTA YARIS SR (second generation)**

*This press pack accompanied the UK launch of the Yaris SR, an addition to the second generation Yaris Range, in 2007. The Yaris range underwent changes during its time on sale and these can be tracked using the Timeline feature on the Yaris archive web page. Further information and assets can be obtained from the Toyota press office if required.*

## **THE NEW TOYOTA YARIS SR 1.8-litre Dual VVT-i**

### **Key points**

- New flagship model for the Yaris range
- All-new 1.8-litre Dual VVT-i engine
- 131bhp (133 DIN hp) at 6,000rpm, 173Nm at 4,400rpm
- Nought to 62mph in 9.3 seconds, top speed 121mph
- Lowered and retuned sports suspension
- Electric Power Steering tuned for sharper response
- Sports body styling with rear spoiler, side skirts and deep front and rear bumpers
- 17-inch alloy wheels
- LED rear lights
- Vehicle Stability Control (VSC) and Traction Control (TRC) standard
- On sale from 1 April, price £12,995 (three-door) and £13,495 (five-door)
- SR grade also introduced from 1 April for 1.3 VVT-i and 1.4 D-4D 90 Yaris models

The Toyota Yaris SR 1.8 is a new flagship model for the Yaris range, combining sports performance with style, refinement and driveability.

Positioned as “the best Yaris you can buy”, the Yaris SR 1.8 delivers premium equipment features, great open road driving character and sporty yet sophisticated styling. And, in keeping with the latest generation Yaris on which it is based, it delivers exceptional interior space, safety and comfort for a car in its class.

Yaris customers have a reputation for appreciating technology and innovation and the new SR will enhance the model’s reputation with its advances in engineering and design.

### **New 1.8-litre Dual VVT-i engine**

It is the first Toyota to be equipped with the all-new 1.8-litre Dual VVT-i engine, a unit which gives enjoyable driving performance, refinement and fuel economy. Maximum power of 131bhp (133 DIN hp) is produced at 6,000rpm, placing the SR 1.8 at the heart of the sports compact hatchback segment. Equipped with a slick, five-speed manual gearbox, it will accelerate from rest to 62mph in 9.3 seconds and reach a top speed of 121mph. Combined cycle fuel economy is 39.2mpg and carbon dioxide emissions are 170g/km, placing the Yaris SR 1.8 in Band E for Vehicle Excise Duty.

### **Sports chassis, suspension and steering**

The SR 1.8 has a sports-tuned chassis and suspension that ensure good handling and ride comfort. The car sits 8mm lower than the regular Yaris, with suspension adjusted to suit the standard-fit 17-inch wheels and 205/45R17 tyres.

The Electric Power Steering (EPS) has also been revised to suit the model's sporting performance, operating 12 per cent quicker for more precise and nimble control.

### **Distinctive design**

Both three and five-door body styles are available. The exterior styling includes distinctive deep front and rear bumpers, side skirts and discreet rear roof spoiler. SR badging, LED rear lights and a chrome sports exhaust add to the sporting look.

On the inside the sports seats and doors are trimmed in a fabric exclusive to the SR 1.8. The air vents have chrome highlights, the steering wheel is leather-covered and the main controls have amber backlighting. The instrument panel features hi-tech Optitron units with analogue speedometer and tachometer read-outs.

### **Premium equipment specification**

The equipment specification marks out the model's premium positioning, with features such as climate control air conditioning, six speaker audio system with CD player, Smart Entry and Start system and adjustable steering column.

The SR 1.8 incorporates all of the excellent safety standards of the existing Yaris range and its top five-star Euro NCAP rating for adult passenger protection. It is equipped with nine airbags, including a driver's knee airbag, plus a comprehensive array of active safety systems, including Vehicle Stability Control (VSC) and Traction Control (TRC) fitted as standard.

### **Market and pricing**

The SR 1.8 is a significant addition to the latest generation Yaris range, broadening the appeal to customers looking for upmarket and sporty attributes. It will add to the success of Toyota's best-selling model in Europe, with predicted sales of around 10,000 units in 2007.

In the UK, it is expected to account for around seven per cent of Yaris sales. On-the-road prices are £12,995 for the three-door and £13,495 for the five-door model, with a targeted Group 7E insurance rating.

In common with all new Toyota models, the SR 1.8 is protected by Toyota's pan-European three-year/60,000-mile mechanical

warranty and 12-year anti-perforation warranty. Standard service intervals are every 10,000 miles for a minor “health-check” service and 20,000 miles for a full service.

Typical customers are expected to be successful single people and young couples who appreciate the car’s style and performance and Toyota’s reputation for quality and durability and who are not prepared to compromise on refinement. Unlike its rivals, the Yaris SR 1.8 is likely to attract an even balance of male and female customers and a number of older, enthusiast drivers.

### **ADDITIONAL SR MODELS GIVE YARIS EXTRA APPEAL**

The arrival of the flagship SR 1.8 gives the Yaris range a new sporty dimension and its impact is spreading further into the model range with the introduction of other new SR versions powered by Toyota’s 1.3-litre VVT-i petrol and 1.4-litre D-4D 90 diesel engines.

Launched at the same time as the SR 1.8 on 1 April, these feature models enable customers to enjoy sports styling and high equipment specification with competitive on-the-road prices and ownership costs.

The SR 1.3 and 1.4 D-4D match the current T Spirit specification with the addition of turbine-style 15-inch alloy

wheels, a rear spoiler, chrome exhaust finisher, front scuff plates and brushed alloy gear knob. Other high quality features include the Smart Entry and Start system, climate control air conditioning and front fog lamps.

### **1.3-litre VVT-i engine**

Thanks to its intelligent, variable valve timing system, the 86bhp (87 DIN hp) 1.3-litre petrol engine delivers plenty of torque at low engine speeds and more power at high revs. Its electronic, by-wire throttle gives prompt response and acceleration from rest to 62mph can be accomplished in 11.5 seconds; top speed is 106mph.

The engine emits 141g/km of carbon dioxide, placing it in band C for Vehicle Excise Duty, while low running costs are further helped by combined cycle fuel consumption of 47.1mpg.

The engine – the most popular in the Yaris range – is matched to a five-speed manual transmission, but can be specified with Toyota's MultiMode (M/M) clutchless manual gearbox, which gives the driver the choice of automatic gear selection or manual shifts using paddles mounted on the steering wheel. With M/M fuel consumption improves to 48.7mpg and CO<sub>2</sub> emissions fall to 136g/km.

### **1.4-litre D-4D 90 engine**

Toyota made key revisions to its 1.4-litre D-4D 90 engine for the new Yaris range to deliver stronger performance across a wide range of engine speeds.

Injection pressure has been increased to 1,600 bar, with six-hole injectors used in the common rail system. This gives better fuel atomisation and more homogenous combustion. An electrically activated exhaust gas recirculation (EGR) valve ensures quicker response and more precise control by the engine ECU, and a Variable Nozzle Turbocharger (VNT) improves low-end torque performance. The result is maximum power of 89bhp (90 DIN hp) at 3,800rpm and plenty of useful torque, with 190Nm available from 1,800 to 3,000rpm.

With both manual and MultiMode transmissions, the 1.4-litre D-4D 90 returns 62.8mpg in combined cycle driving. Its CO<sub>2</sub> emissions of 119g/km place the SR 1.4 D-4D in band B for Vehicle Excise Duty. The manual version moves from nought to 62mph in 10.7 seconds, with M/M-equipped models taking 11.8 seconds. Top speed for both is 109mph.

### Yaris SR Prices

MODEL	OTR PRICE
SR 1.3 VVT-i three-door	£10,695
SR 1.3 VVT-i three-door M/M	£11,195
SR 1.3 VVT-i five-door	£11,195



SR 1.3 VVT-i five-door M/M	£11,695
SR 1.4 D-4D three-door	£11,665
SR 1.4 D-4D three-door M/M	£12,165
SR 1.4 D-4D five-door	£12,165
SR 1.4 D-4D five-door M/M	£12,665
SR 1.8 Dual VVT-i three-door	£12,995
SR 1.8 Dual VVT-i five-door	£13,495

### **Competition-beating value**

Lined up against its rivals in the “warm hatch” supermini sub-segment, the Yaris SR 1.8 is a clear winner on value, with its combination of premium specification and performance.

Its principle rivals come with a lower on-the-road price, but none can match the SR 1.8’s package of styling, handling and convenience features, or out-and-out horsepower and acceleration.

As shown in the following table, none of the SR 1.8’s main competitors provides traction control, stability control, roof spoiler, side skirts, sports exhaust, driver’s knee airbag, Smart Entry and Start system and climate control air conditioning as standard. Nor can any match the Yaris’s 17-inch wheel size, or the 131bhp produced by its 1.8-litre VVT-i engine. In spite of all these additional features and performance advantage, Toyota customers pay no more than

£680 above the price of the cheapest among its key rival models. And where the Volkswagen Polo 1.6 Sport is concerned, it's actually cheaper by more than £1,000 when the value of the specification features is taken into account.

MODEL	TOYOTA YARIS SR 1.8 3dr	VW POLO 1.6 Sport 3dr	VAUXHALL CORSA 1.4 16v SXi 3dr	RENAULT CLIO DYNAMIQUE S 1.6 16v 111 3dr	PEUGEOT 207 1.6 SPORT 120 3dr
Number of doors	3	3	3	3	3
Max. power (DIN hp)	133	105	90	111	120
Audio system with CD player	✓	✓	✓	✓	✓
CD player with MP3/WMA file recognition	✓	✓	✓	x	x
Remote audio controls	✓	x	✓	✓	✓
Smart Entry and Start system	✓	x	x	x	x
Front fog lights	✓	✓	✓	✓	✓
Remote central door locking	✓	✓	✓	✓	✓
Driver and passenger front airbags	✓	✓	✓	✓	✓
Front side airbags	✓	✓	✓	✓	✓
Front and rear curtain airbags	✓	x	✓	✓	✓
Driver's knee airbag	✓	x	x	x	x
Steering wheel – tilt adjustment	✓	✓	✓	✓	✓
Steering wheel – telescopic adjustment	✓	✓	✓	x	✓

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Roof spoiler	✓	x	x	x	x
Side skirts	✓	x	x	x	x
Sports seats	✓	✓	✓	x	✓
Sports exhaust	✓	x	x	x	x
Traction control	✓	x	x	x	x
Vehicle stability control	✓	x	x	x	x
Air conditioning	✓	✓	✓	x	✓
Climate control air conditioning	✓	x	x	x	x
Alloy wheel size	17in	15in	16in	16in	16in
On-the-road price	£12,995	£12,670	£11,270	£11,210	£11,795
Price position vs Yaris SR 1.8	-	-2.50%	-13.27%	-13.74%	-9.23%
Specification adjusted price	£12,995	£14,055	£12,315	£12,800	£12,795
Adjusted price position vs Yaris SR 1.8	-	+8.16%	-5.23%	-1.50%	-1.54%

## INTRODUCING DUAL VVT-i TECHNOLOGY

- All-new 1.8-litre Dual VVT-i engine
- More mid-range torque and power
- Low emissions and fuel consumption

Toyota's all-new lightweight 1.8-litre dual VVT-i engine makes its European debut in the new Yaris SR 1.8. It is engineered for responsive and involving driving performance, with flexible power output, and low fuel consumption and emissions. It complements the already broad range of powertrains available in the Yaris range, a line-up that offers customers across the board an appealing balance of lively performance, fuel economy and competitive ownership costs.

Innovation has long been a defining quality of the Yaris engine range, including such landmark developments as the world's first all-aluminium production diesel engine, introduced in 2001.

This continues today with the Yaris's entry-level, ultra-lightweight and compact three-cylinder 1.0-litre VVT-i (Variable Valve Timing – intelligent) petrol engine. VVT-i technology is also deployed in the 1.3-litre petrol unit, while the 1.4-litre D-4D benefits from latest-generation common rail diesel technology.

The introduction of the 1.8-litre Dual VVT-i engine in the Yaris SR marks a significant development in Toyota's VVT-i technology. VVT-i, which is used throughout Toyota's current range of petrol engines, improves engine performance and efficiency by constantly varying the intake valve timing, according to driving conditions. Dual VVT-i moves the concept forwards by providing simultaneous adjustment of both intake and exhaust valve timing.

The new engine develops 131bhp (133 DIN hp) at 6,000rpm and maximum torque of 173Nm at 4,400rpm. Significantly, more than 90 per cent of the peak torque is available between 2,000 and 6,000rpm, giving excellent mid-range pulling power and open-road driving performance.

Dual VVT-i also boosts top-end power, making the Yaris SR 1.8 lively to drive with good acceleration. The top speed is 121mph and nought to 62mph acceleration can be accomplished in 9.3 seconds. Fuel economy and emissions levels are not compromised, with combined cycle consumption of 39.2mpg and carbon dioxide output of 170g/km.

The system uses hydraulic pressure, controlled by the main engine computer, to adjust independently the advance and retard settings of the intake and exhaust camshafts. This is

more effective than the current VVT-i, creating ideal combustion conditions across a wide range of engine speeds.

Achieving optimum setting of both camshafts allows more torque to be developed at low and medium engine speeds and more power at higher engine speeds. Increased valve lift also contributes to improving output.

The improvement gained from Dual VVT-i in combustion efficiency is further helped by the “diagonal squish” design of the combustion chamber, long port intake manifold and long-reach spark plugs (which also improve anti-knock performance). The result is stronger fuel economy and lower emissions.

### **Light weight, low friction**

- Extensive use of Computer Aided Engineering (CAE)
- Reduced frictional losses
- Better engine response

The new 1.8-litre Dual VVT-i engine is a notably compact and lightweight unit and during its development considerable attention was paid to reducing frictional losses and ensuring low NVH (noise, vibration and harshness) levels. These elements play an important part in delivering a rewarding

driving experience, good engine response and better fuel consumption.

The overall size and weight of the engine were reduced by careful design of the chain layout and positioning of the oil pump. The water pump and lubricated oil passage are integrated into the front of the engine.

Extensive use of Computer Aided Engineering (CAE) reduced the weight of reciprocating parts and increased the rigidity of the engine block. Using a resin-type intake manifold also contributed to the overall weight saving.

Friction between the camshaft and the valve mechanism is reduced by the use of a roller rocker arm system, while oil-pressure activated adjusters give automatic and maintenance-free valve clearance, further reducing ownership costs.

Noise and vibration levels are well-suppressed, adding to the quality of the driving experience. CAE has ensured rigidity of the cylinder block and the aluminium crank case, and the use of rigid engine mounts prevents any uncontrolled movement. The engine is also fitted with a balanced, forged crankshaft, a highly rigid steel oil pan and a sound-absorbing cover.

### **Five-speed gearbox**



Power from the 1.8-litre Dual VVT-i engine is channelled through Toyota's new C56 five-speed manual gearbox. The gear ratios have been chosen to maximise the engine's performance characteristics, in particular its mid-range acceleration capability.

The new gearbox also feels good to use, with a chrome-plate and leather-trimmed knob. The design of the gearshift gate promotes smooth, accurate and rapid gear changes.

First gear features a double-cone syncromesh for smart downshifts and the second gear syncromesh has also been re-engineered. The transmission uses low viscosity gear oil, another feature of the powertrain that aids fuel efficiency.

## **SPORTS CHASSIS AND SUSPENSION**

- Excellent driver control
- Lowered, retuned suspension
- Precise, responsive steering

Toyota has adapted the inherently strong Yaris platform to harness the greater power and performance of the new SR 1.8, delivering a rewarding driving experience and improving active safety without compromising refinement.

In its regular configuration, this platform has 50 per cent greater torsional rigidity than that of the original Yaris, giving more secure handling, greater ride comfort and better NVH performance. For the SR 1.8's sports chassis, body and suspension rigidity have been further improved, with reinforcements to the front suspension members and a linking rod between the rear members to increase rear roll stiffness.

Overall the body has been lowered by 8mm, giving a more sporting stance. Retuned springs and shock absorbers give balanced ride and handling and improve high speed stability.

### **Retuned front suspension**

The Yaris SR 1.8's front suspension is an adaptation of the L-arm MacPherson strut system used across the Yaris range. Its compact, highly rigid design brings the strut inboard from the wheel hub for excellent steering stability and a supple ride.

The design also reduces the level of noise and vibration transmitted through the suspension strut and contributes to the car's high level of passenger comfort.

The springs and shock absorbers are tuned to deliver both ride comfort and sports handling. Rebound springs have been added to the front shocks for better stability and balanced handling.

### **Compact rear suspension**

The rear torsion beam is light and compact, adding to the all-round efficiency of the suspension and providing stability and a smooth ride. The separate mounting points for the springs and shock absorbers help achieve a low, flat rear floor and short overhang. This layout also allows the track width to be increased, which in turn enables an increase in load capacity and dimensions.

### **Precise steering control**

The SR 1.8 benefits from retuned electric power steering (EPS) and a high ratio steering rack for extra driving pleasure and more precise car control. EPS gives a smoother and more linear steering feel on initial input and is also more fuel efficient and environmentally friendly than hydraulic systems.

Across the Yaris range, the structure and rigidity of the gear mount have now been strengthened, to give more linear steering feel at all speeds.

The SR 1.8 has a steering rack ratio of 13.2:1 and requires just 2.3 turns lock to lock, compared to 14.2:1 and 3.0 turns for other Yaris models with 15-inch wheels. As a result, the car is extremely nimble, with a turning radius of 5.6 metres.

Precise retuning of the EPS in line with the larger tyres and reduced rack ratio improves steering feel and feedback. At the same time, the system's motor output has been stepped up to accommodate the extra gear ratio force required.

### **Exclusive 17-inch wheels and tyres**

The SR 1.8 is fitted with 17-inch alloy wheels and tyres which are exclusive to the car and which further aid stability and handling quality. The larger rims fill the Yaris's wheelarches, adding to the SR's sporty appearance. They are shod with low

profile 205/45R17 tyres that provide excellent grip in all driving conditions.

### **Low NVH levels**

In spite of its sporty look and driving character, the Yaris SR 1.8 has a smooth and comfortable ride with exceptionally low noise levels. In common with other models in the Yaris range, it adopts the new concept of sound absorption rather than insulation – as already successfully applied to the Toyota Avensis and Verso models.

A new material, Ultra Light Concept, is used to absorb and dissipate sound, in place of using heavier layers to insulate the car from the source of the noise. This not only delivers better sound damping performance, it also saves weight, weighing about half as much as conventional insulation. In addition, it is more than 80 per cent recyclable and requires no solvents or adhesives for installation.

The Yaris also benefits from double sealing around the doors. Noise and vibration are further reduced by a new balanced engine mount system, which, instead of the familiar triangular layout, places a mount on each side on an imaginary line intercepting the engine's centre of gravity. The third mount at the bottom of the engine compartment is replaced by a torque rod that efficiently suppresses the engine's rotational movement.

## **SOPHISTICATED SPORTS STYLING**

- Three and five-door body styles
- Designed to appeal to both men and women
- Exclusive body colour available

As the new flagship of the Yaris range, the SR 1.8 is distinguished by its sophisticated sports styling. Available in both three and five-door body styles, it has a dynamic stance without looking aggressive. As such, it is designed to appeal equally to both men and women.

Under the supervision of Executive Chief Engineer Katsuya Inoue and Chief Engineer Hajime Suzuki, the new model was designed to include a series of key elements. First and foremost it had to remain faithful to the fundamental principles of Yaris: an advanced package, large and versatile interior space, use of advanced technology, comfort, safety, performance and a constant focus on continuous improvement in all-round quality, durability and reliability.

Toyota wanted to give the Yaris SR 1.8 more of a premium feel compared to the established range, achieved through building in added refinement and adopting the advanced Dual VVT-i engine.

Features exclusive to the model include Alsace Granite metallic paint and 17-inch alloy wheels. Three other body colours are available: Chilli Red, Eclipse Black metallic and Vivid Blue metallic (metallic finishes are a £325 option).

## **SPACIOUS AND VERSATILE**

The SR 1.8 shares the same exceptional package as the rest of the current Yaris range, with a spacious, versatile interior and a dynamic, monoform shape. The generous space inside the cabin has been achieved principally thanks to the cab-forward design, with the base of the A-pillar moved forward by 120mm compared to the original Yaris and a shorter front overhang.

Compared to the original model, Yaris is longer overall at 3,800mm and has a wheelbase extended by 90mm to 2,460mm. This creates a roomy interior, with a couple distance – the distance between the hip point of the front and rear seats – of 880mm, a measurement comparable to some C-segment cars.

Passenger comfort is increased with generous headroom and a flat floor in the rear, making access easier and creating extra foot and legroom for those sitting in the back. The driving position and hip points have also been designed to ensure extra seating comfort.

The SR 1.8 features Toyota's Easy-Flat system which enables full-flat folding of the rear seats by means of a lever mounted on top of the seat back. The rear seats are divided 60:40 and slide independently fore and aft by up to 150mm to increase legroom or load space as required.

## **EXTERIOR STYLING**

The exterior styling of the SR 1.8 gives extra road presence and a premium look. The large, dynamic front bumper is neatly integrated with the bonnet, emphasising the car's low centre of gravity. The large lower grille and strong lines of the lower bumper, with built-in fog lamps add to this effect.

Sporting details include a honeycomb sports grille and headlamp units with distinct high and low beam projectors and a frosted silver inner lens.

The rear bumper is also deeper and incorporates an aerodynamic lower spoiler, chromed sports exhaust pipe and fog lights. The circle motif in the rear lamp cluster adds to the sporting appearance, and the lights themselves have been changed to LED units, which both look stylish and work more effectively.



Deep side skirts and a rear spoiler complete the individual styling and contribute to the car's excellent aerodynamics, with an overall 0.32 drag coefficient.

## **INTERIOR STYLING AND EQUIPMENT**

The sporting character expressed in the exterior styling of the SR 1.8 carries through to the interior with an upgraded trim for the seats and doors and detail touches such as chrome highlights for the air vents and the leather-trimmed sports steering wheel and gear lever. The seats have been redesigned to provide more lateral support and comfort.

The model also has its own-design instrument panel with hi-tech Optitron displays giving an analogue read-out of road and engine speed. Red indicator needles contrast with amber background lighting, which is also featured on other instruments and controls.

The standard equipment list is in keeping with the model's status as the flagship of the Yaris range. Building on the high specification of the existing Yaris T Spirit model, it gains exclusive-design 17-inch alloy wheels, rear roof spoiler, side skirts, sports exhaust, LED rear lights, lowered sports suspension, analogue instrument display, sports seats trimmed in an exclusive fabric design, Vehicle Stability Control (VSC), Traction Control (TRC) and sports pedals.

Other premium equipment features provided as standard include climate control air conditioning with pollen filter, Smart Entry and Start system, six-speaker audio system with CD player and MP3/WMA file playing function (from disc), reach and rake-adjustable steering column, electrically adjustable door mirrors and front fog lamps.

## **CLASS-LEADING SAFETY**

- Five-star adult crash protection rating from Euro NCAP
- Nine airbags, including driver's knee airbag
- Crash-resistant passenger structure
- Vehicle Stability Control and Traction Control as standard

The latest generation Toyota Yaris has outstanding safety provisions, gaining a top five-star rating (35 points) for adult occupant protection in independent Euro NCAP crash testing.

This places Yaris among the class-leaders in the supermini segment, performing better than even some more recently launched rivals. The 35 points it achieved for adult occupant protection is the equal highest score (with Auris) achieved by a Toyota model, although the Verso, Avensis and Prius have also attained the five-star benchmark.

Yaris was awarded two stars for pedestrian protection and three for child passenger protection by Euro NCAP.

The Yaris SR 1.8 benefits from same well-developed, integrated active and passive safety package for driver and passengers as the rest of the Yaris range. It is equipped as standard with nine airbags, including a driver's knee airbag (a first in the segment), and a seatbelt warning system with light

and buzzer to ensure both driver and front passenger remember to buckle up.

The front of the car is designed to reduce potential harm to pedestrians with plastic energy absorbers fitted behind the grille and front spoiler and an energy absorbing structure built into the bumper reinforcement. These elements are designed to help reduce the level of injury to the legs in the event of a collision.

To cut the risk of head injury, the structure beneath the cowl louvre will deform to a greater degree in an impact, giving a higher level of energy absorption. A new bonnet structure, with increased clearance above the engine, is also able to deform more effectively, should a pedestrian be struck.

### **Strong passenger cell**

The Yaris's body structure has been developed using Toyota's Minimal Intrusion Cabin System (MICS) technology. This allows energy from front or side impacts to be effectively dispersed through the body, diverted away from the passenger cell and minimising cabin deformation.

In the event of a head-on collision, energy received by the front side members is transmitted to a complex underbody frame

structure, and to the upper body through the A-pillars and side bars in the front doors.

In side impacts, energy is dispersed through several roof cross-members. Furthermore, the B-pillars have high-tensile steel reinforcements to increase section stiffness.

Further passenger protection features include Whiplash Injury Lessening (WIL) front seats, a collapsible steering column and pedals which retract away from the driver's feet in an impact. Isofix child seat mounts are fitted as standard to the outer rear seats.

### **NEW CRASH TEST STANDARD**

Yaris is the first car to be developed by Toyota using its tougher in-house car-to-car crash test standards. These simulate a 43mph (55km/h) impact with a two-tonne vehicle in frontal 50 per cent overlaps and side and rear 50 per cent overlap collisions.

This standard yields a 20 per cent increase in impact energy compared to previous internal testing, which took place at 31mph (50km/h).

## **ACTIVE SAFETY FEATURES**

The precise steering and handling and upgraded brakes on the Yaris SR 1.8 ensure a high level of active safety. The front ventilated discs have a diameter increased from 258 to 275mm, while at the rear the drums used elsewhere in the Yaris range are replaced by 259mm solid discs.

ABS with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA) is fitted as standard on all Yaris models, with the SR 1.8 additionally benefiting from Vehicle Stability Control (VSC) and Traction Control (TRC), ensuring secure vehicle control and traction in all driving conditions.

## TOYOTA YARIS SR 1.8-litre DUAL VVT-i TECHNICAL SPECIFICATION

ENGINE	1.8-litre DUAL VVT-i
Code	2ZR-FE
Type	In-line transverse 4-cylinder
Valve mechanism	DOHC 16-valve with Dual VVT-i
Bore x stroke (mm)	80.5 x 88.3
Displacement (cc)	1,798
Compression ratio	10.0:1
Max power (bhp/DIN hp @ rpm)	131/133 @ 6,000
Max torque (Nm)	173 @ 4,400
PERFORMANCE	
0-62mph (sec)	9.3
Maximum speed (mph)	121
FUEL CONSUMPTION, EMISSIONS & VED	
Combined (mpg)	39.2
Urban (mpg)	30.7
Extra Urban (mpg)	47.1
CO <sub>2</sub> emissions (g/km)	170
VED band	E
DIMENSIONS	
Overall length (mm)	3,800
Overall width (mm)	1,695
Overall height (mm)	1,530
Wheelbase (mm)	2,460
Track width – front (mm)	1,460
Track width – rear (mm)	1,450
Overhang – front (mm)	715
Overhang – rear (mm)	530
Interior length (mm)	1,865
DIMENSIONS contd...	

Interior width (mm)	1,390
Interior height (mm)	1,270
Head room – front (mm)	1,000
Head room – rear (mm)	963
Shoulder room – front (mm)	1,300
Shoulder room – rear (mm)	1,269
Leg room – front (mm)	1,048
Leg room – rear (mm)	865
Couple distance (mm)	880
VDA luggage capacity – rear seat up (l)	272 – 363
VDA luggage capacity – rear seat down (l)	737 (loaded to top edge of front seats) 1,086 (loaded to roof with deck board removed)
Boot length – rear seat down (mm)	477
Max. boot width (mm)	510
Boot height (with deck board removed) (mm)	767
Coefficient of drag (Cd)	0.30
Fuel tank (l)	42
<b>WEIGHTS</b>	
Kerb weight (kg)	1,115 – 1,135
Gross vehicle weight (kg)	1,545
Towing capacity – with brakes (kg)	1,050
Towing capacity – without brakes (kg)	550
<b>SUSPENSION</b>	
Front	MacPherson struts with anti-roll bar
Rear	Torsion beam
<b>BRAKES</b>	
Front (diameter mm)	Ventilated discs, 275



Rear (diameter mm)	Solid discs, 259	
Additional features	ABS with Electronic Brakeforce Distribution and Brake Assist, Vehicle Stability Control and Traction Control	
<b>STEERING</b>		
Type	Rack and pinion, electric motor power assisted	
Ratio	13.2:1	
Turns – lock to lock	2.3	
Minimum turning radius – tyre (m)	5.6	
<b>TRANSMISSION</b>		
Gear ratios	First	3.166
	Second	1.904
	Third	1.392
	Fourth	1.031
	Fifth	0.815
	Reverse	3.250
Differential gear ratio	4.312	
<b>TYRES &amp; WHEELS</b>		
Wheel sizes	17in alloy	
Tyre sizes	205/45R17	
Spare tyre	Space saver	

## TOYOTA YARIS SR 1.8-litre Dual VVT-i EQUIPMENT SPECIFICATION

<b>SAFETY</b>	
Driver's airbag	✓
Front passenger airbag with cut-off switch	✓
Front side airbags	✓
Curtain shield airbags	✓
Driver's knee airbag	✓
ISO-FIX child seat fixings on outer rear seats	✓
Child-proof rear door locks (5-door)	✓
Height adjustable front seatbelts with pre-tensioners and force limiters	✓
Five three-point seatbelts with Emergency Locking Retractor	✓
ABS with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA)	✓
Vehicle Stability Control (VSC)	✓
Traction Control (TRC)	✓
Outside temperature display	✓
Collapsible steering column	✓
Retractable brake pedal	✓
Seatbelt reminder light and buzzer (driver and front passenger)	✓
<b>INSTRUMENTS &amp; CONTROLS</b>	
Analogue Optitron instrument display	✓
Multi-information display with trip computer	✓
Engine temperature warning	✓
Lights on audible warning	✓
Door ajar warning	✓
Digital odometer with two trip meters	✓
Sports pedals	✓
Twin speed wipers, variable intermittent with mist function	✓
<b>COMFORT &amp; CONVENIENCE</b>	

Electrically adjustable door mirrors	✓
Remote fuel flap release	✓
Electric Power Steering (EPS)	✓
Electric front windows with driver's "one touch" down operation	✓
Stepless tilt adjustment for steering wheel	✓
Telescopic adjustment for steering wheel	✓
EasyFlat 60:40 rear seat folding system	✓
Rear seats with 60:40 slide and recline function	✓
Front map lights (2)	✓
Boot light	✓
Driver and Passenger vanity mirrors with cover	✓
<b>AUDIO</b>	
RDS radio/CD/MP3*/WMA* player with six speakers	✓
Steering wheel-mounted audio controls	✓
<b>VENTILATION</b>	
Air recirculation and clean air filter	✓
Climate control air conditioning	✓
Pollen filter	✓
<b>SECURITY</b>	
Transponder engine immobiliser	✓
Remote control central double locking	✓
Smart Start & Entry system	✓
Security window etching	✓
Vehicle parts marking – major parts traceable to VIN	✓
<b>STORAGE</b>	
Upper and lower passenger gloveboxes	✓
Driver's side glovebox	✓
Centre console storage pockets	✓
Driver and passenger seatback pockets	✓
Storage tray beneath front passenger seat	✓
Underfloor boot storage area	✓
<b>SEATING, UPHOLSTERY &amp; TRIM</b>	

Height-adjustable front seats	✓
Sports front seats	✓
Sports fabric upholstery	✓
60/40 split/fold rear seat back and cushion	✓
Leather trimmed steering wheel and gear knob	✓
<b>EXTERIOR &amp; BODY</b>	
Front fog lamps	✓
Colour-keyed bumpers and inserts	✓
Colour-keyed door handles	✓
Colour-keyed door mirrors	✓
Rear roof spoiler	✓
Side skirts	✓
SR exclusive front and rear bumpers	✓
Honeycomb front grille	✓
Chrome sports exhaust	✓
17-inch alloy wheels with locking wheelnuts	✓
Space saver spare wheel	✓
LED rear lights	✓

\* MP3 and WMA files stored on CD