THE TOYOTA YARIS
(second generation)

This press pack accompanied the European launch of the second generation Toyota Yaris in 2006. Some changes were made to the Yaris range during its time on sale and these can be tracked using the Timeline feature on the Yaris archive web page. Additional assets and information may be obtained from the Toyota press office if required.

Introducing the new Toyota Yaris

KEY POINTS

- New Yaris delivers improved quality, accommodation, performance and dynamic ability
- "Big Car Thinking" delivers larger dimensions all round for improved passenger and load space
- Flat rear floor allows three adults to be comfortably accommodated in the rear seats
- Independent (60:40) rear seat recline and slide function
- Toyota's Easy Flat system fitted as standard for quick and easy fold-down of rear seats
- Best-in-class load space – 737 litres (loaded to top edge of front seats)
- Five-star Euro NCAP rating for passenger crash protection
- Toyota's Minimal Intrusion Cabin System (MICS) gives excellent crash impact performance
- First in class driver's knee airbag, standard on T_3 and T Spirit
- Three engines – 1.0 and 1.3-litre VVT-i petrol and 1.4-litre D-4D 90 diesel
- Five-speed manual transmission fitted as standard, with improved precision and shift action
- 1.3-litre VVT-i and 1.4-litre D-4D 90 available with optional MultiMode (M/M) transmission
- Three trim levels – T_2, T_3 and T Spirit
- Three and five-door body styles
- Keyless Smart Entry and Start system standard on T Spirit grade
- Best-in-class UK insurance ratings, from 1E
- Targeting customers who appreciate technology and innovation
- On sale from 1 January
- On-the-road prices from £8,995 (1.0-litre VVT-i T_2 three-door)
- UK sales target for 2006 38,000 units

SHORT STORY

The first generation Yaris has been a top performer for Toyota, its sales rising every year from launch in 1999 to the point where it accounts for one in every four of the brand's models sold in Europe.

It's a hard act to follow, but in engineering and styling the all-new Yaris, Toyota has not only refined the qualities that have distinguished the original, it has also made significant advances in quality, safety and versatility.

“Big Car Thinking” describes the approach that has shaped the way the new Yaris delivers exceptional levels of interior space and quality. The increase in dimensions is put to good use to provide class-leading room for passengers and their luggage. And thanks to Toyota’s Easy Flat system, the rear seats can be folded down quickly and easily to form a generous and flat-floored load space, a feature that’s unmatched in the Yaris’s class.

Clever design also makes life more comfortable for rear seat passengers: re-routing the exhaust gives a flat floor, removing the central hump that traditionally compromises the middle seat. In the new Yaris, there is space for three adults in the back.

Where safety is concerned, Toyota has met the challenges set by the Yaris’s short front overhangs and created a car that commands the highest five-star rating for passenger protection in Euro NCAP crash testing. The vehicle uses the well-proven Minimal Intrusion Cabin System (MICS) that has helped the Avensis and Corolla Verso achieve similarly high test results, with a basic framework that efficiently disperses and directs impact forces away from the passenger cell.

Up to nine airbags are available, including the segment’s first driver’s knee airbag – standard on all but the entry-level model.

For the UK, the new Yaris is being offered in three and five-door body styles with a choice of three engines. The 68bhp 1.0-litre VVT-i petrol engine is the starting point, delivering up to 52.3mpg in combined cycle driving and carbon dioxide exhaust emissions at 127g/km. Top seller is expected to be the 86bhp 1.3 VVT-i unit, carried across from the previous Yaris, but with modifications for better performance and lower emissions.

The lightweight, all-aluminium 1.4-litre D-4D 90 diesel engine offers substantially more power and torque than before and is capable of 62.8mpg (combined cycle). A five-speed manual gearbox, revised for sharper, more precise shifts, is fitted as standard, but the 1.3-litre VVT-i and 1.4-litre D-4D 90 units can be specified with MultiMode (M/M) transmission for automatic or manual sequential gear changes.

Three grades are on offer: T_2, T_3 and T Spirit. T_2 models come with remote central locking, driver and passenger front airbags, electrically adjustable door mirrors, CD player, electric front windows, rear seats that individually (60:40) slide, recline and fold down with the Easy Flat system and electric power steering. Additional features on T_3 versions include front side, curtain shield and driver’s knee airbags, leather-trimmed steering wheel with auxiliary audio

controls, air conditioning and an upgraded sound system that can play MP3 files stored on disc.

Top-of-the-range T Spirit grade introduces a keyless Smart Entry and Start system, climate control air conditioning, front fog lamps and 15-inch alloy wheels.

The styling of the new Yaris was developed from a concept created in Europe, at Toyota's ED^2 design studio. The car has a strong, dynamic look and is exceptionally aerodynamically efficient with a Cd of 0.30 – among the best in its class – helping fuel economy and reducing noise disturbance when on the move. New front and rear suspension systems and standard-fit electric power steering raise the level of driving pleasure, ride comfort and stability.

The new Yaris will be launched in the UK on 1 January, with on-the-road prices from £8,995 for the 1.0-litre VVT-i T_2 three-door model.

HISTORICAL BACKGROUND

- First generation Yaris launched in 1999
- Annual sales consistently increased since launch
- More than 1.2 million sales in Europe
- 209,000 sales in the UK

The first generation Yaris was launched in 1999, since when this B segment supermini has proved an overwhelming success for Toyota, both commercially and in raising the profile of the brand.

The Yaris has won numerous awards: in 1999 it was voted European Car of the Year and also Japan's Car of the Year, making it the first model to achieve this level of worldwide recognition.

The Yaris also set a new benchmark high score in Euro NCAP crash testing with 29 points, making it the then safest model in its class.

The model range grew in 2001 with the introduction of the Yaris T Sport, adding extra performance quality to the brand image and raising the car's profile higher still.

In the same year, Toyota initiated production of the Yaris at its Valenciennes factory in France and introduced the world's first all-aluminium diesel engine. This highly-acclaimed 1.4-litre D-4D unit was soon added to the Yaris line-up.

Having established a solid reputation for reliable engineering and safety, the Yaris underwent a major restyle in 2003.

The model's popularity fuelled a unique achievement of rising annual European sales figures every year, from 143,717 in 1999 to 227,616 in 2004. These results place Yaris as Toyota's best-selling model in Europe, accounting for a quarter of all its sales across the Continent.

The same sales pattern was experienced in the UK, where annual figures more than doubled, from 17,119 in 1999 to 35,225 in 2004. The Valenciennes operation has built more than 500,000 units; since launch more than 1.2 million have been sold in Europe with almost 209,000 of them in the UK.

PRODUCT CONCEPT

- Maintaining the essential qualities of the original Yaris
- Greater sophistication
- Targeting a high-class feel

For the development of the new Toyota Yaris, Chief Engineer Kousuke Shibahara focused on three key points.

First and foremost the new car had to remain faithful to the essential qualities of Yaris; it required an advanced package, high levels of interior space and versatility, use of advanced technology, comfort, safety and performance. This included a constant focus on continuous improvement of every aspect of the vehicle's quality, durability and reliability.

Secondly, Mr Shibahara wanted to raise the level of sophistication through more refined execution. This would translate into improved perceived quality, lower levels of noise and vibration, and more advanced powertrains.

Finally, Toyota wanted to give the new Yaris a higher class feel compared to the current model. This was achieved by taking an in-depth approach to many different aspects of the car, from general issues such as the driving dynamics and overall quality, to more specific details, such as the sound made when the door is closed.

KEY PRODUCT ATTRIBUTES

Having defined the product concept, the development team focused on the following areas:

- Quality feel – numerous items were improved to achieve this, from the perceived interior quality and noise and vibration levels to driving dynamics.

- Safety – an improved equipment package and sturdier body structure.
- Design – with original styling by Toyota's European studio ED^2, the new Yaris develops the qualities of the original model, while pursuing a new design direction.
- Driving dynamics – an all-new platform (50 per cent stiffer than before) and new suspension system give an excellent balance of good handling and ride comfort.
- Powertrains – the new Yaris uses advanced engines and transmissions that deliver good performance levels and low fuel consumption and emissions.
- Package and versatility – several innovations offer better use of interior space and greater versatility.

THE YARIS RANGE

- Three engines – 1.0 and 1.3-litre VVT-i and 1.4-litre D-4D 90 diesel
- MultiMode (M/M) transmission available with 1.3-litre VVT-i petrol and 1.4-litre D-4D 90 diesel units
- Three trim levels – T_2, T_3 and T Spirit

Powertrains

The engine line-up for the new Yaris covers a broad range of driver needs. The starting point is the three-cylinder 1.0-litre VVT-i petrol unit with 68bhp (69 DIN hp) at 6,000rpm and 93Nm of torque at 3,600rpm.

This is followed by the 1.3-litre VVT-i petrol engine that was available in the previous model, with 86bhp (87 DIN hp) at 6,000rpm and 121Nm of torque at 4,200rpm.

Completing the range is a revised version of the all-aluminium 1.4-litre D-4D diesel engine, originally introduced in the Corolla. It offers an additional 15bhp and 20Nm more torque than the version previously deployed in the Yaris, with 89bhp (90 DIN hp) at 3,600rpm and 190Nm of torque at 1,800 to 3,000rpm.

A five-speed manual transmission is fitted as standard, but MultiMode (M/M) transmission, with automatic or sequential gear selection, is available as an option with the 1.3-litre VVT-i and 1.4 D-4D 90 engines.

GRADE STRUCTURE

The new Yaris is available in three grades. The entry-level T_2 grade comes with front airbags, 15-inch wheels, a tilt-adjustable steering wheel, remote central double locking, electrically adjustable door mirrors and a four-speaker sound system with CD player.

The T_3 grade introduces side and curtain shield airbags, a first-in-class driver's knee airbag, air conditioning, telescopic steering wheel and driver's seat height adjustment, six speakers for the sound system plus a facility to play MP3 and WMA music files on disc and a leather-trimmed steering wheel with additional audio controls.

The range-topping T Spirit benefits from keyless Smart Entry and Start system, climate control air conditioning, front fog lamps, metallic effect cabin trim detailing and 15-inch alloy wheels.

PRICING

Prices for the new Yaris range start at £8,995 for the entry level 1.0-litre VVT-i T_2 three-door model and rise to £13,295 for the 1.4 D-4D 90 T Spirit five-door with M/M.

The model range follows a logical price structure. Moving from the 1.0-litre to the 1.3-litre engine adds £300 to the price and from 1.3-litre to 1.4-litre D-4D 90 power a further £1,000. MultiMode transmission for the 1.3-litre and D-4D 90 costs an additional £500. T_3 grade adds £1,200 to the cost of equivalent T_2 specification and T Spirit an additional £1,000.

On-the-road prices for the new Yaris are given in the table below.

MODEL	ON-THE-ROAD PRICE
1.0 VVT-i T_2 three-door	£8,995
1.0 VVT-i T_2 five-door	£9,295
1.4 D-4D 90 T_2 three-door	£10,295
1.4 D-4D 90 T_2 five-door	£10,595
1.0 VVT-i T_3 three-door	£10,195
1.0 VVT-i T_3 five-door	£10,495
1.3 VVT-i T_3 three-door	£10,495
1.3 VVT-i T_3 three-door M/M	£10,995
1.3 VVT-i T_3 five-door	£10,795
1.3 VVT-i T_3 five-door M/M	£11,295
1.4 D-4D 90 T_3 three-door	£11,495
1.4 D-4D 90 T_3 three-door M/M	£11,995
1.4 D-4D 90 T_3 five-door	£11,795
1.4 D-4D 90 T_3 five-door M/M	£12,295
1.3 VVT-i T Spirit three-door	£11,495
1.3 VVT-i T Spirit three-door M/M	£11,995
1.3 VVT-i T Spirit five-door	£11,795
1.3 VVT-i T Spirit five-door M/M	£12,295
1.4 D-4D 90 T Spirit three-door	£12,495
1.4 D-4D 90 T Spirit three-door M/M	£12,995
1.4 D-4D 90 T Spirit five-door	£12,795
1.4 D-4D 90 T Spirit five-door M/M	£13,295

ACCESSORIES

Four well thought-out accessory packs have been designed for the new Yaris, for pre-delivery fitment.

The Protection Pack features scuff plates, mud flaps, side and corner mouldings, a boot protector and carpet mats.

The Sport Pack includes a chrome exhaust finisher, roof spoiler and 15-inch alloy wheels.

Owners can also specify a Leather Pack, for a high-quality full leather interior, and turn-by-turn satellite navigation. Accessory prices, including fitting and VAT are given below.

ACCESSORY	PRICE
Protection Pack	£295
Sport Pack	£675
Leather	£1,195
Turn-by-turn satellite navigation with Electronic Traffic Avoidance (ETA)	£1,150

MARKET TARGETS

- Aimed at 30 to 40 age group
- On sale from 1 January 2006
- 2006 sales target of 38,000 units in the UK

Toyota expects the new Yaris to appeal to a customer base of knowledgeable men and women with active lifestyles, aged between 30 and 40. They will appreciate modern technology and appreciate the Yaris's clever design and key features within a compact package.

UK sales will commence on 1 January with 38,000 units expected to be sold during 2006.

Design and perceived quality

Advanced and sophisticated

- Toyota hosts worldwide competition for design of new Yaris
- European design centre ED^2 produces winning concept

- Designed in line with Toyota's *Vibrant Clarity* design philosophy
- High level of perceived quality

WORLDWIDE DESIGN COMPETITION

- Contest between three design studios
- Final choice based on ED^2 proposal

In preparing the way for the new Yaris, Toyota gave its designers a clear brief, based on four principles. The new Yaris had to evoke the qualities of the current model – its "Yarisness"; it should have a strong and distinctive presence to set it apart from other cars; refinement and sophistication should be evident throughout the vehicle; and, finally, the new Yaris should have a dynamic appearance that inspires movement and action.

A worldwide competition was launched, joined by three design studios: ED^2 in Europe; Toyota Motor Corporation's headquarters design studio; and Technoart Inc, an affiliated studio in Nagoya, Japan.

The proposal from ED^2 was considered to be closest to the original brief. The design concept was then further developed in Japan, taking into account the car's engineering and production requirements.

The new Yaris, in line with Toyota's other most recent models, has been developed according to the brand's current design philosophy, *Vibrant Clarity*. This combines two different principles: one stands for dynamism and energy, while the other calls for more rational values, such as simplicity and logic. In this way, Toyota works to bring form and function together within the same package.

Vibrant Clarity is expressed through four different elements of each car: Proportion, Architecture, Surface and Special Touch.

EXTERIOR DESIGN

- Monoform shape provides sense of proportion
- Arched belt line gives dynamic feel
- Depth and strength achieved through special surfaces

The proportions of the new Yaris are governed by its dynamic monoform shape that extends from the bonnet to the cabin. This is further complemented by the arched belt line, giving a sense of forward movement. A solid stance is created by locating the wheels at the extreme corners of the body.

In terms of architecture, the integrated bumper shape and front end design give the new Yaris a strong 'face'. When viewed from a rear three-quarter angle, the curved belt line expands into the glass section of the tailgate and culminates in the Toyota badge to create a powerful stance.

The combination of convex and concave surfaces with sharp lines evokes depth and strength beyond the car's physical dimensions, perfectly fulfilling the surface element of the design brief.

Several features, such as the bulge in the bonnet around the Toyota badge and a special honing treatment which gives the inner headlight lines an especially shiny appearance, contribute to the Special Touch element.

INTERIOR DESIGN AND PERCEIVED QUALITY

- Pivotal centre console design
- 'Loop style concept' gives spacious feel
- Improvements in perceived quality

The cabin of the new Yaris features many elements that contribute emotional appeal while being designed to fulfil rational and functional roles.

The vertically aligned centre console culminates in the upper instrument cluster, providing a sense of proportion while at the same giving the dashboard a high quality appearance. The vertical configuration also means there is extra space for side pockets and additional legroom for passengers.

The cabin architecture is brought to life with light colours being used for the finish on the door armrest, pillars and headlining, an approach the design team calls ‘loop style concept’. This adds to the feeling of spaciousness and gives a consistent look and feel to the different cabin elements.

The upper dashboard has clean surfaces and solid shapes. Flush-fitting components (in some cases with a 30 per cent improvement on the current model) conceal the upper gloveboxes for both driver and passenger and the passenger airbag cover. The finish features a new geometric grain pattern.
The rear seat provides another special touch, with a functional quality that is unique in the Yaris’s class. As well having independent 60:40 slide and recline functions, Toyota’s Easy Flat system enables them to be folded down with ease to create a fully flat load floor.

Other refinements have been introduced to give a class-leading quality feel. The glovebox lids and the grab handles have damped actions and the centre console has fully coordinated colour and illumination. Neat louvre-type shutters are used on the centre air vents.

Significantly lower levels of noise and vibration have been achieved, through measures such as adopting double seals for the side doors.

As a final touch, the quality of the new Yaris is expressed in its decisive door closing sound. The entire door structure is reinforced, so that it does not resonate when being closed, and equipped with improved locks. The result bears comparison with upper segment cars.

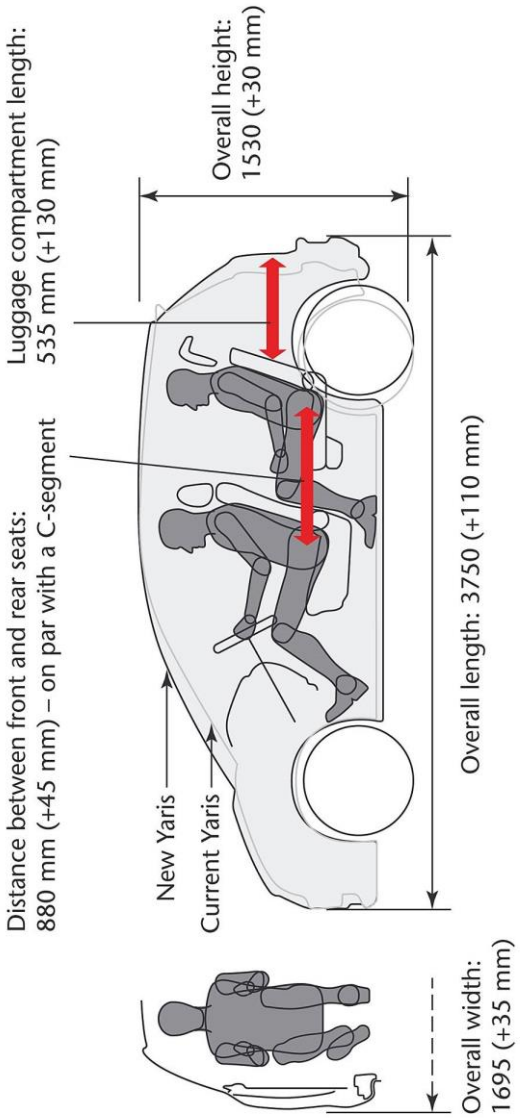
Packaging and interior comfort
Intelligence and technology

- “Big Car Thinking” approach yields rewards in interior space
- Increased exterior dimensions
- Roomier interior with improved head, shoulder and leg room
- Independent slide and recline functions on rear seats
- Flatter rear floor improves comfort for middle seat passenger
- Largest luggage area in class at 737 litres
- Toyota Easy Flat allows simple folding of rear seat to provide fully flat load floor
- Third generation Smart Entry and Start System
- New audio system with MP3 and WMA CD player, DSP amplifier and digital tuner

EVOLUTIONARY PACKAGING

- “Big Car Thinking” with increase in exterior dimensions
- Improved “cab forward” concept
- Fully adjustable rear seats

The new Yaris demonstrates “Big Car Thinking”, an approach that delivers exceptional benefits in terms of useable interior space. The car is 110mm longer overall than the current model, measuring 3,750mm, together with a wheelbase extended by 90mm to 2,460mm.



However, in spite of the increase in exterior size, the car's turning radius is tighter than before, reduced from 4.9m to 4.7m – better than all its direct competitors.

The "cab forward" design was further improved by moving the windscreen and instrument panel forwards, releasing more cabin space. This has enabled front-to-rear couple distance to increase by up to 45mm to 880mm, a figure that is on a par with some C-segment cars.

The new Yaris is taller than its predecessor, with overall height increased by 30mm. This means it can accommodate taller passengers – above 1.92m, well above the benchmark 1.88m for the 95th percentile of the European population. Both front and rear hip points are higher than before, which makes getting in and out of the vehicle easier.

There is more legroom for the driver, too, thanks to the pedals being moved forward.

In the rear the modular seats are fully adjustable and can be slid backwards or forwards by up to 150mm. In keeping with the ease-of-use theme inherent to the design of the new Yaris, the left and right seat sections (divided 60:40) can be moved independently of each other. The rear seatbacks can also be reclined up to 10 degrees, again independently 60:40 – a feature that's unique in the car's segment.

Comfort for rear seat passengers is greatly improved by a design that reduces the intrusion of the exhaust system to provide a flat floor. The exhaust pipe is re-routed, so the passenger in the centre seat no longer has to place their feet either side of the exhaust tunnel.

This enables the Yaris to break new ground in the B-segment by accommodating five adults in comfort.

TOYOTA EASY-FLAT

- 65 per cent quicker seat folding operation
- Maximised load space
- No need to remove headrests or adjust front seats

Toyota's Easy Flat system enables the new Yaris's rear seats to be fully flat-folded, a function that is unique in the B-segment. The system is a development of that used in the seven-seat Toyota Verso and makes the seat-folding procedure in the new Yaris 65 per cent quicker than in the current model.

Toyota Easy Flat also frees up more boot space, as the rear seat cushion sits beneath the seat back, instead of tipping up between the front seat and rear seat back as in conventional folding systems. Furthermore, the rear seat can be folded down without having to remove the headrests, and with the front seats in their rearmost position.

Other ingenious touches include locating the seat fold lever on top of the seatback, which means the system can be operated from the boot if desired.

MODULAR BOOT DESIGN

- Capacity from 272 to 363 litres with the rear seats in place
- Largest luggage space in class with rear seats folded down

- New suspension design frees up more boot space

The new Yaris has a boot 130mm longer than before, giving a substantial increase in storage capacity and allowing larger items such as baby buggies to be carried more easily.

With the rear seats in their furthest forward position, load space has increased to 363 litres, thanks mainly to the increased boot length and a new rear suspension design that reduces the amount of intrusion from the suspension towers by 45mm. The boot is also 29mm wider.

With the rear seats folded down, load space increases to a class-leading 737 litres (loaded up to the top edge of the front seats).

A WEALTH OF STORAGE SPACE

- New storage points introduced
- Space between front seat rails increased by 38mm
- Key controls easier to reach

Toyota has introduced several measures to increase the useable space in the new Yaris's cabin, including a new design for the front seats. The seat backs are 5mm thinner than in the current model, delivering a noticeable gain in rear seat legroom. The space between the front seat rails has been increased by 38mm, giving extra space for the rear passenger's feet.

The seat backs and cushions are designed to provide good support through a larger contact area with the hips and back.

Dashboard ergonomics have been greatly improved. For example, the cupholders are positioned closer to the passenger and the audio controls are easier to reach. The dashboard alone offers 18 litres of storage space. The lock on the passenger glovebox has been moved towards the centre of the console, which means it can be released more easily by the driver.

On T_3 and T Spirit models, the steering column has telescopic adjustment and the front seat has a wider height and slide adjustment range.

ADVANCED ENTRY AND START SYSTEM

- Latest generation Smart Entry and Start system
- Lighter, more compact control fob
- Push button start, no need for a dashboard key slot

The new Yaris T Sport features the third generation of Toyota's Smart Entry and Start System, with a lighter and more compact control fob.

To gain entry to the car and to start the engine, you only need to have the fob on your person. As you approach the vehicle, sensors pick up a dedicated signal from a transmitter inside the fob, automatically unlocking the doors when the handle is grasped, illuminating the interior light and enabling the engine to be started simply by pressing the button on the dashboard.

There is no need for a dashboard key slot as, should the battery in the unit run low, the driver only has to hold the fob close to the start switch and then press the button in order to start the engine.

NEW AUDIO SYSTEM

- MP3, WMA and audio CD player
- Digital audio tuner reduces AM/FM multipath noise
- Digital DSP amplifier with Live-ACS and six speakers (T_3 and T Spirit)

The new Yaris is the first model to feature Toyota's new audio head unit. The system can play MP3 and WMA (Windows Media Audio) files stored on a compact disc and features a new digital audio tuner that can reduce AM/FM multipath noise.

There is a CD-TEXT capability, so CD and track titles can be displayed when available, and on T_3 and T Spirit a digital DSP amplifier equipped with the Live Acoustic System (Live-ACS), which emphasises bass sounds without distorting the mid-range.

DSP extends bass sound in the frequency range between 100Hz and 200Hz by emphasising harmonics. This reproduces an effect similar to a sub-woofer.

Maximum output is 40W, distributed through four channels and four speakers (T_2). T_3 and T Spirit grades have six speakers – 16cm speakers and 25mm tweeters in the front doors and 14cm speakers in the rear doors.

The system fitted to T_3 and T Spirit models allows pre-installation of Toyota's turn-by-turn satellite navigation system.

DIGITAL INSTRUMENT PANEL

- 3D digital display

- Incorporating Multi-Display

The new Yaris has a redesigned instrument panel in the form of a 3D digital display, but with a configuration similar to the current model.

The new system incorporates the Multi-Display trip computer which includes features such as a 24-hour clock, outside ambient temperature read-out and drive monitor for range, average and current fuel consumption and average speed data.

New features in the combination monitor include a seatbelt reminder system with warning light and buzzer.

Safety
Raising the standards

- Brake Assist (BA) standard across the range
- Vehicle Stability Control available with all engines
- Larger front brake discs – 258mm diameter
- Wider, 185/60 R15 tyres fitted as standard
- Five-star Euro NCAP rating for occupant protection
- First-in-segment driver's knee airbag
- Minimal Intrusion Cabin System (MICS) build concept
- First car to be developed according to Toyota's tough new car-to-car compatibility standards
- First Toyota to feature second generation Whiplash Injury Lessening (WIL) front seats
- Collapsible steering column and retractable brake pedal
- ISOFIX child seat anchors on outer rear seats

ACTIVE SAFETY

- Brake Assist (BA) standard across the range
- Larger brake discs
- Wider 185/60 R15 tyres from entry-level T_2 model

All new Yaris models are fitted as standard with ABS, Electronic Brakeforce Distribution (EBD) and, rare for the segment, Brake Assist (BA).

The diameter of the ventilated front brake discs has been increased to 258mm, making it among the largest in the Yaris's class.

There is also a new brake booster with a larger master cylinder (22.22mm in diameter, 38mm deep), giving more linear and incisive brake pedal feel.

The Yaris also enjoys improved grip from wider 185/60 R15 tyres, fitted as standard across the range.

FIVE-STAR EURO NCAP RATING

- Top rating for occupant protection
- Several safety features derived from Toyota Avensis

The original Yaris set new high standards in safety for superminis at the time of its launch and remained one of the highest-rated models in its class by Euro NCAP. The new Yaris was designed to take safety performance to an even higher level and duly achieved the top five-star rating for passenger protection in the official independent testing programme.

T_2 versions of the Yaris are equipped with driver and front passenger airbags with a cut-off switch for the passenger bag when the seat is unoccupied or a child seat is fitted. T_3 and T Spirit versions also feature front side and curtain shield airbags, together with a driver's knee airbag (a first for the segment). An energy-absorbing pad has been built into the door trim, which adds to the protection provided by the side and curtain shield airbags.

A seatbelt warning system operates for both front seat passengers, with a warning light and a buzzer, which varies in intensity according to the vehicle's speed. The front seatbelts feature pretensioners with force limiters.

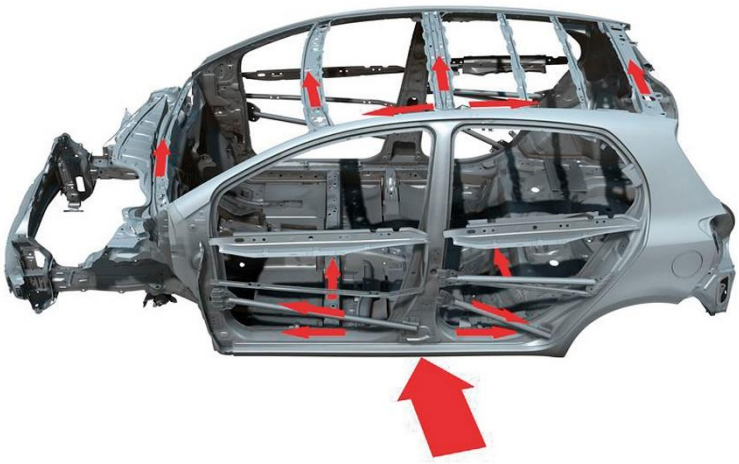
The body structure is particularly robust, developed using Toyota's Minimal Intrusion Cabin System (MICS), an advanced concept first introduced in the Toyota Avensis.

MICS effectively disperses the energy of frontal or side impacts through the body, diverting it away from the passenger cell and minimising the degree of cabin deformation.

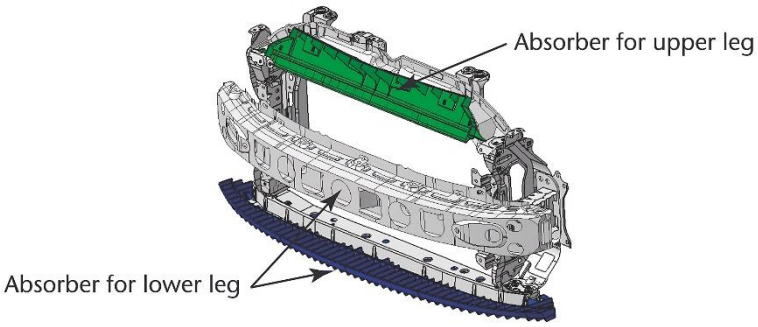
In the event of a head-on collision, impact energy is received by the front side members and transmitted to a complex under-body frame structure and to the upper body, through the A pillar and side bars in the front doors.

For side impacts, energy is dispersed through a number of roof crossmembers and two crossmembers in the vehicle floor. The B pillar is reinforced with high tensile steel to improve stiffness.

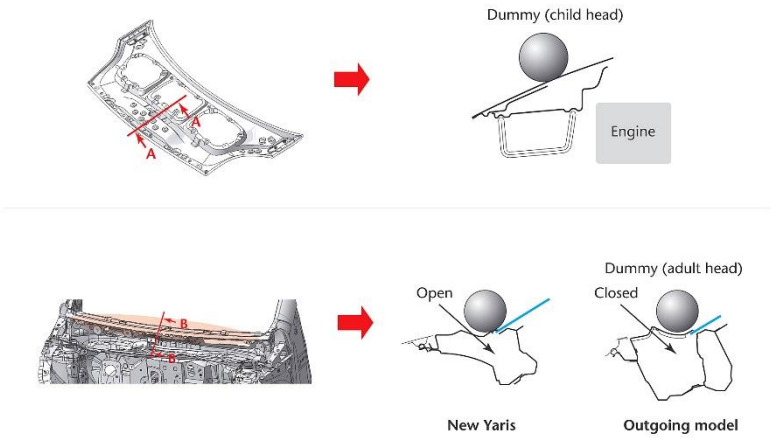
Overall, the body structure's crash resistance has been improved for frontal and side impacts by 20 and 30 per cent respectively.



The car’s frontal section incorporates several measures to improve the level of pedestrian protection. Plastic energy absorbers are located behind the grille and front spoiler and an energy absorbing structure has been incorporated into the bumper reinforcement. These help reduce potential injury to a pedestrian’s legs.



To reduce the risk of head injury, the structure under the cowl louvre is more deformable and so provides higher energy absorption. The bonnet has a new shape and has increased clearance above the engine, allowing it to deform more effectively in the event of a pedestrian collision.



CAR-TO-CAR COMPATIBILITY

- Extensive real-word research
- Yaris developed according to Toyota's stringent new internal standards

In addition to Euro NCAP activities, Toyota conducts active research in other safety areas, including car-to-car compatibility. This addresses concerns about fatalities caused in impacts with heavier vehicles.

After analysing several accident situations of this kind, Toyota has developed its own internal standards and tests to ensure its cars offer better protection in such circumstances.

The crash tests devised are:

- Frontal impact against a two-tonne vehicle, with a 50 per cent overlap (both vehicles moving at the same speed)
- Side impact from a two-tonne vehicle
- Rear impact from a two-tonne vehicle, with a 50 per cent overlap

Toyota's previous car-to-car compatibility standards stipulate a crash speed of 50km/h (31mph). The test criteria have been made tougher by raising the speed to 55km/h (34mph) for all crash testing. Yaris is the first Toyota model to be developed according to these new standards.

ADDITIONAL PASSIVE SAFETY FEATURES

- First Toyota to feature latest Whiplash Injury Lessening (WIL) concept seats
- Collapsible steering column
- Retractable brake pedal

The new Yaris is the first Toyota equipped with the second-generation Whiplash Injury Lessening (WIL) concept seats.

These use a new seatback structure and head rest design to provide even more effective performance than the original WIL seats fitted to the first generation Yaris (acclaimed by ADAC in Germany as the best whiplash protection system in the segment).

In the event of a rear impact, head movement is restrained at a much earlier stage. Reducing the amount of movement in this way helps reduce the risk of whiplash injury.

Other important safety features include a collapsible steering column and retractable brake pedal systems that automatically deploy in a frontal impact. A cut-off switch is provided so the passenger airbag can be deactivated when the front seat is unoccupied.

For secure child seat mounting, ISOFIX anchorages are provided on the two outer rear seats.

Body and chassis
Better driving dynamics, more refinement

- New platform with 50 per cent higher torsional stiffness
- New MacPherson strut front suspension and rear inverted V torsion beam
- Latest Electric Motor Power Steering (EMPS) gives more linear feel
- New measures to absorb rather than insulate noise and vibration
- 1,000 hours of wind tunnel testing to achieve one of the lowest drag coefficients (Cd) in the segment, 0.30
- Improved lift coefficient delivers better high-speed stability

A TOTALLY NEW PLATFORM

- First model to be built on new Toyota platform
- 50 per cent higher torsional stiffness

The new Yaris benefits from some significant changes in its body structure. Toyota engineers have invested time and effort in creating an all-new platform, with torsional stiffness 50 per cent higher than that of the previous model.

This contributes to more secure handling characteristics and an overall reduction in noise and vibration.

SUSPENSION

- New front MacPherson strut design
- Rear inverted-V torsion beam
- Rear suspension intrudes less in boot space

The Yaris has a new-design MacPherson strut front suspension, with improved geometry to achieve the best balance between stability and ride comfort.

All components were designed using Computer Aided Engineering (CAE) analysis, enabling fine-tuning for component stiffness and low weight.

Connecting the anti-roll bar directly to the strut by a ball joint helps give higher roll stiffness and improve comfort. The shock absorbers have a larger diameter and feature a new type of valve for better damping. The direction of the spring reaction force has been adjusted to give a more positive steering feel.

The rear suspension features a new inverted V torsion beam with a stabiliser function that removes the need for a separate anti-roll bar. This in turn reduces weight and increases stiffness.

Stability has been improved through modifications to the structure of the body mount bush and axle hub assembly. Placing the shock absorbers further outwards has reduced the degree of intrusion in the boot space.

STEERING

- Electric Motor Power Steering (EMPS), as used in the Toyota Avensis
- Smoother, more linear steering feel
- Telescopic steering wheel adjustment

The new Yaris uses Toyota's latest-generation Electric Motor Power Steering (EMPS), a system identical to the one used in the Avensis.

EMPS gives a smoother and more linear steering feel on initial input, with power assistance optimised by improved ECU mapping. The structure and rigidity of the gear mount have been strengthened, which provides more linear feel at all speeds.

The new Yaris also gains full tilt and telescopic adjustment for the steering column, helping people of all heights and sizes to find a comfortable driving position. Overall there is an improvement in steering response and stability compared to the previous model.

Although the vehicle is longer overall, and has a shorter front overhang, its turning circle is tighter and the best in its segment at 4.7m.

NOISE AND VIBRATION

- New concept focuses on absorption rather than insulation
- Adoption of double seals on doors
- Advanced engine mounting system

The new Yaris's noise and vibration (NV) package follows a new concept of absorption rather than insulation, an approach that has already been successfully applied in the Avensis and Corolla Verso.

The new material absorbs and dissipates noise, rather than insulating the car from the noise source by using heavier layers. It not only delivers much better sound damping performance, it is also lighter, weighing around half as much as conventional materials. The new material is more than 80 per cent recyclable and its installation requires no use of solvents or adhesives.

Double sealing has been introduced around the doors and a special undercover for the instrument panel has been designed, further improving NV performance.

All engines feature a revolutionary mount system that dramatically reduces noise and vibration levels. Instead of the conventional three-mount layout, it uses a mount on each side, positioned on an imaginary line through the engine's centre of gravity. The third engine mount, located at the bottom of the engine compartment, is replaced by a torque rod, which efficiently suppresses the engine's rotational movement.

AERODYNAMICS

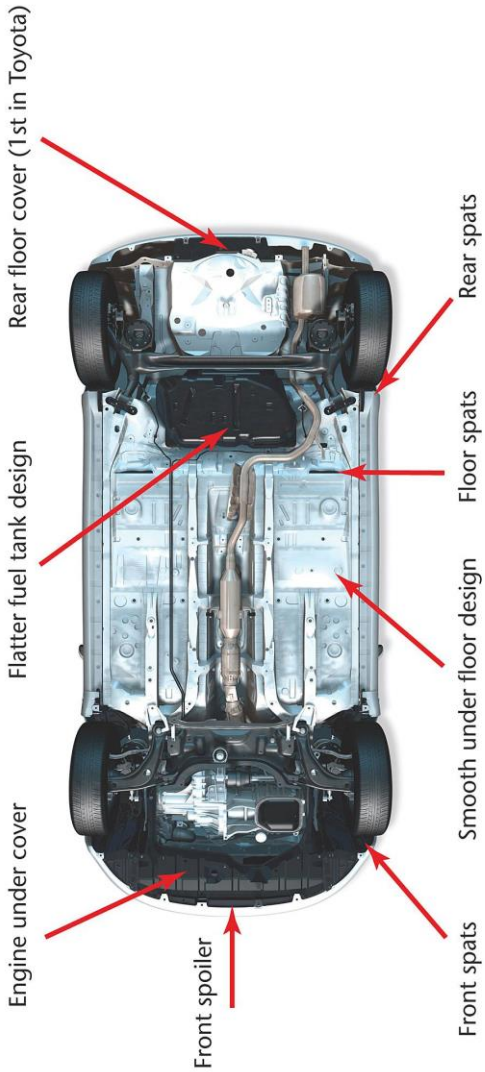
- Wind tunnel tested for 1,000 hours at speeds up to 125mph
- Improved underbody airflow
- Coefficient of drag (Cd) is just 0.30, among the best in segment

Toyota engineers used the latest computational fluid dynamics technology to generate virtual reality airflow scenarios, even before the car's shape was fully defined. One thousand hours of wind tunnel testing, at speeds up to 125mph, also helped the designers improve the new Yaris's aerodynamic performance.

Specific measures to improve airflow beneath the car include a front spoiler, engine undercover, front and rear tyre spats, a flat mid-section in the underfloor, floor spats and a flatter fuel tank design. To avoid turbulence, a rear floor cover has been position between the spare tyre compartment and the rear bumper; this is the first time this feature has been adopted on a Toyota model.

Thanks to all these measures, the new Yaris has a drag coefficient of 0.30, putting it among the best in its segment

The car's coefficient of lift was substantially reduced, particularly at the front. Although already a negative figure on the previous model, the new Yaris marked a 100 per cent improvement, giving better safety at high speeds and a feeling of stability usually only experienced in larger cars.



Powertrains
Performance, economy and innovation

- Lightweight 1.0-litre VVT-i petrol engine
- 1.3-litre VVT-i petrol engine with hydraulic engine mounts and by-wire throttle
- Improved and more powerful 1.4-litre D-4D 90 diesel engine
- Improved gearchange feel on all manual transmissions
- Toyota's MultiMode transmission (M/M) available with 1.3 VVT-i and 1.4 D-4D 90 engines

1.0-LITRE VVT-i PETROL ENGINE

- The world's lightest production internal combustion engine at 67kg
- Improved fuel efficiency
- Class-leading power and torque

Achieving a low weight was a prime objective in the development of Toyota's new 1.0-litre engine. Several components, including the cylinder head cover, intake manifold, throttle body, air filter cover and housing, engine cover, fuel delivery pipe, water inlet and oil strainer, are all made of plastic. Additionally, the air intake system and engine cover form a single unit. As a result, the weight of the intake system alone has been reduced by 20 per cent compared to the previous 1.0-litre Yaris engine.

The engine block and cylinder head are made of aluminium and the cylinder bores have an extra slim design, being spaced just 7mm apart. Thanks to this close arrangement and a three-cylinder configuration, the engine is 11 per cent shorter than the previous unit.

Overall the engine's weight is lighter by 20 per cent and at 67kg is the lightest internal combustion engine available on the market.

Combined cycle fuel consumption is the lowest in the Yaris's class at 52.3mpg, equal to a 10 per cent improvement on the previous 1.0-litre Yaris.

The engine is not only the most powerful in its class, giving 68bhp (69 DIN hp) at 6,000rpm, it also produces the greatest specific torque, with 93Nm at 3,600rpm. And low-speed torque performance is impressive too, with 85Nm available at 2,000rpm, compared with 78Nm for the previous Yaris 1.0-litre engine. Nought to 62mph acceleration takes 15.7 seconds and maximum speed is 96mph. Carbon dioxide emissions are rated at 127g/km.

1.3-LITRE VVT-i PETROL ENGINE

- Engine carried over from previous Yaris range
- Now equipped with by-wire throttle
- Hydraulic engine mount for less noise and vibration

The 1.3-litre petrol engine is the same unit as seen in the previous generation Yaris, with VVT-i (Variable Valve Timing – intelligent) for better torque at low engine speeds and more power at high revs.

The 86bhp (87 DIN hp) unit produces 121Nm of torque for sporty but smooth performance. Acceleration from rest to 62mph can be accomplished in 11.5 seconds and top speed is 106mph. The engine emits 141g/km of carbon dioxide, placing it in band C for Vehicle Excise Duty.

Models equipped with MultiMode transmission (M/M, further details below) emit 136g/km of CO_2 and are more fuel-efficient, achieving 48.7mpg in combined cycle driving. The 0-62mph time extends to 13.1 seconds, but top speed is unchanged.

A new by-wire throttle system gives more precise throttle valve control and so improves engine refinement. It provides non-linear control, giving the right opening angle in relation to both the accelerator pedal position and engine speed.

To achieve better levels of noise and vibration, the engine has a single hydraulic mount and revised mounting layout.

The 1.3-litre engine is expected to be the top-selling unit in the new Yaris range, claiming around 50 per cent of total sales.

1.4-LITRE D-4D 90 DIESEL ENGINE

- Improved version of Toyota's all-aluminium 1.4 D-4D engine
- High-pressure injection at 1,600 bar with six-hole injectors
- Increased power and torque

In 2001 Toyota became the first manufacturer to produce a diesel engine made entirely of aluminium. This 1.4-litre D-4D unit, as used in the previous Yaris, has been further developed for the new generation model.

Injection pressure has been increased to 1,600 bar with six-hole injectors. This gives better fuel atomisation and more homogenous combustion. Furthermore, the electrically activated exhaust gas recirculation (EGR) valve ensures quicker response and more precise control by the engine ECU. A Variable Nozzle turbocharger (VNT) improves low-end torque performance.

The result is an engine that delivers 89bhp (90 DIN hp) at 3,600rpm and 190Nm of torque from 1,800 to 3,000rpm. This compares to previous performance figures of 74bhp at 4,000rpm and 170Nm from 2,000 to 2,800rpm.

With both manual and MultiMode transmissions, the 1.4-litre D-4D 90 can return 62.8mpg in combined cycle driving, with further ownership cost benefits from CO_2 emissions of 119g/km, which fall within band B for Vehicle Excise Duty. The manual versions move from 0-62mph in 10.7 seconds, with M/M-equipped models taking 11.8 seconds. Top speed for both is 109mph.

IMPROVED MANUAL TRANSMISSIONS

- Multi-cone synchronisers introduced for lower gears
- Clearer shift positions with less play in the gear lever
- Improved shift smoothness

Shift improvements have been on all the manual transmissions used in the Yaris range.

First gear now benefits from a multi-synchroniser ring for easier selection, a feature that’s also introduced for second gear in models powered by the 1.4-litre D-4D engine.

The addition of a gate plate makes gear changes more precise, reducing the amount of free play in the gear lever once a gear has been selected.

Finally, the introduction of a large mass damper brings noticeable improvements in shift smoothness and refinement.

MULTIMODE (M/M) TRANSMISSION

- Available with 1.3-litre VVT-i and 1.4-litre D-4D 90 engines
- Three gear change modes
- Sportier tuning than previous systems

MultiMode (M/M) is an electrically-operated manual transmission which uses two electric motors and an electronically-operated clutch to provide either automatic or sequential gear changes.

In the UK, M/M will be available as an option on the 1.3-litre VVT-i and 1.4-litre D-4D 90 engines.

The system has been tuned for sportier, quicker gear shifts than before. Clutch activation time has been reduced, which also cuts the level of shift-shock.

Cost of ownership and anti-theft protection

One of the best investments in its class

- Best-in-class UK insurance ratings, from Group 1E
- New technologies deliver low crash repair costs
- Improvements in cabin security

HIGH QUALITY, HIGH VALUE

- High specification outguns segment rivals
- Strong value for money proposition

Toyota has built an enviable reputation for delivering high equipment specifications at prices its rivals struggle to match, a strategy that carries through to the new Yaris range.

Taking as an example the 1.3-litre VVT-i T_3 five-door model – expected to be one of the most popular in the line-up – the Yaris represents better customer value than the equivalent Fiesta

and Corsa models from Ford and Vauxhall, currently the top sellers in the UK supermini segment. The Yaris also has the edge on its rival Citroën C3 and Renault Clio III models.

Although the Ford Fiesta 1.4i 16v Zetec, Citroën C3 1.4 Desire and Vauxhall Corsa 1.2i 16v Breeze all have a lower on-the-road price tag, none can match the Yaris's excellent specification. Adjusting the prices in line with each model's equipment levels reveals the Yaris is better value by between six and seven per cent – equal to between £645 and £720.

It's in its safety provisions that the Yaris establishes its strongest advantage: the T_3 model is equipped as standard with a driver's knee airbag, a feature none of its competitors can provide, even as an extra-cost option. Side and curtain shield airbags are also fitted, but are absent from the C3 and Corsa; the Clio comes with side airbags, but without the additional head protection provided on the Yaris.

Similarly, no model in its class can match the convenience of the Easy Flat rear seat folding system, or the generously proportioned three rear seats.

MODEL	**TOYOTA YARIS 1.3 VVT-i T_3**	**FORD FIESTA 1.4i 16v ZETEC**	**CITROËN C3 1.4 DESIRE**	**RENAULT CLIO 1.4 16v 98 EXPRESSION**	**VAUXHALL CORSA 1.2i 16v BREEZE**
Body style	5dr hatchback	5dr hatchback	5dr hatchback	5dr hatchback	5dr hatchback
Engine size	1.3	1.4	1.4	1.4	1.2
Max. power (bhp)	86	79	74	97	79
No of speakers	6	4	6	6	6
Audio with in-dash CD player	✓	✓	✓	✓	✓
Remote audio controls	✓	×	✓	✓	✓
Exterior temperature display	✓	×	×	✓	✓
Trip computer	✓	✓	✓	✓	×
Front fog lights	×	✓	×	×	×
Central double locking	×	✓	×	×	×

Remote central double locking	✓	×	✓	✓	✓
Sunroof	×	×	×	✓	×
Front passenger airbag	✓	✓	✓	✓	×
Front side airbags	✓	×	×	✓	×
Curtain shield airbags (f & r)	✓	×	×	✓	×
Driver's knee airbag	✓	×	×	×	×
Rear seats – bench	×	✓	✓	×	×
Rear seats – split bench	✓	×	×	✓	✓
Leather steering wheel trim	✓	×	×	×	✓
S/wheel telescopic adjustment	✓	×	✓	×	×
Air conditioning	✓	×	✓	✓	✓
Electric door mirrors	✓	×	×	✓	×
Heated door mirrors	×	×	×	✓	×
Alloy wheels	×	✓	×	×	✓
Wheel size – 14in	×	×	✓	✓	×
Wheel size – 15in	✓	✓	×	×	✓
On-the-road price	£10,795	£10,495	£10,445	£10,550	£10,820
Comparison to Yaris benchmark	-	-2.8%	-3.2%	-2.3%	0.2%
Specification adjusted price	£10,795	£11,505	£11,440	£10,880	£11,515
Comparison to Yaris benchmark	-	+6.6%	+6.0%	+0.8%	+6.7%

IMPROVED INSURANCE CLASSIFICATIONS

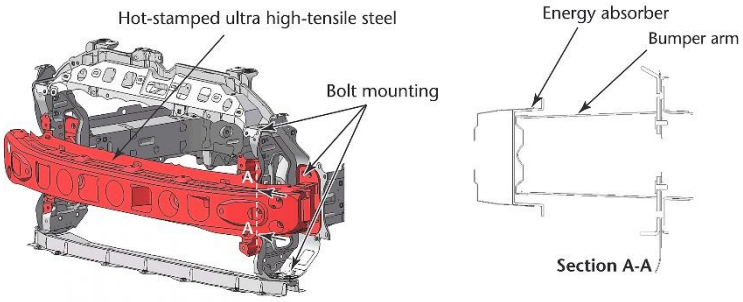
- Best-in-class results
- High-tensile steel bumper reinforcement
- Radiator slide structure to reduce damage risk in low speed impacts

The new Yaris has gained the best insurance classification for 1.0-litre engine models in its class with a Group 1E rating – the lowest possible – for the 1.0 VVT-i T_2 model, a group lower than the previous generation model. This has been made possible thanks to reduced crash repair costs.

The major challenge was to overcome the restrictions presented by the car's short front overhang, which at 725mm is smaller than the previous generation model and most of its main rivals. The design makes it harder to reduce the damage caused to the front end of the car in a head-on impact.

To cope with this, Toyota engineers have, for the first time, used a bolt-on bumper reinforcement made of hot-stamped, ultra high-tensile steel, which also incorporates an energy-absorbing structure. Another innovation is a radiator slide structure, which helps protect

the radiator and the air conditioning condenser in the event of a low-speed impact, while at the same time holding the bonnet lock in place.



These measures have enabled the front overhang on the Yaris to be reduced by 132mm and repair costs to be cut. Toyota's internal crash testing showed that in 9mph (15 km/h) impacts against an offset barrier, the radiator and bonnet were not affected.

New Yaris insurance ratings:

MODEL	INSURANCE GROUP
T_2 1.0 VVT-i	1E
T_3 1.0 VVT-i	2E
T_2 1.4 D-4D 90	3E
T_3 1.3 VVT-i	3E
T_3 1.4 D-4D 90	4E
T Spirit 1.4 D-4D 90	4E
T Spirit 1.3 VVT-i	4E

SERVICING COSTS

- Maintenance times for Yaris 1.0-litre reduced by 15 per cent
- Maintenance times for Yaris 1.4 D-4D 90 reduced by 17 per cent
- Health and Safety Check with an oil change at 10,000 mile intervals with a major service required every 20,000 miles.

Using the know-how gained in the development of the Avensis and Verso, which lead their respective segments in terms of servicing costs, Toyota has achieved significant improvements with the Yaris.

Cumulative labour hours for standard servicing of the Yaris 1.0-litre VVT-i over the first 60,000 miles have fallen from 5.7 to 4.9, a drop of 15 per cent.

The improvement is even greater for the 1.4 D-4D 90, with a reduction from 6.8 to 5.6 hours, a drop of 17 per cent.

The new Yaris utilises longer life service components including spark plugs and air filter replacement at 40,000 mile intervals and engine coolant that now only requires replenishing at 100,000 miles.

TARGETING HIGH RESIDUAL VALUES

- Previous generation Yaris leads in terms of resale value
- UK a key market, together with Germany and Spain

According to a Eurotax survey, the previous generation Yaris remains among the segment leaders in Europe when it comes to residual values. In the UK at the end of 2004, the 1.0-litre five-door model achieved the highest resale value after three years or 60,000 miles.

In the same year in Germany, the previous Yaris was also ranked highest for resale value, while in Spain in early 2005, it held second spot in its class.

ANTI-THEFT PROTECTION

- Smart Entry system makes lock picking almost impossible
- Additional steel lock shielding on UK models
- Immobiliser ECU concealed to hinder access by thieves

T Spirit versions of the new Yaris are equipped with the Smart Entry system, which makes lock picking difficult, if not impossible, due to the key's inner gutter design.

The side door lock and actuator are fully integrated and shielded, marking a major change from the previous generation Yaris. For the UK, the locks have additional steel protection.

As the Smart Entry operates an electrically activated mechanism, there is no linkage in the lock on the tailgate. And again, for the UK, the lock gains an additional steel guard. The T Spirit models also feature a reinforced steering lock and on all versions the immobiliser ECU has been relocated to make it very difficult for would-be thieves to access.

These measures have helped Yaris achieve the 'E' insurance group designation, indicating that it exceeds the UK insurance industry benchmarks and so qualifies for a lower rating. Yaris

scored higher than the required level in all areas: electrical security, body security and vehicle identification.

TECHNICAL SPECIFICATIONS

ENGINE (1.0-litre petrol)					
Code	1KR-FE				
Type	In line transverse 3-cylinder				
Valve mechanism	DOHC 12 valve VVT-i				
Bore x stroke (mm)	71.0 x 84.0				
Displacement (cc)	998				
Compression ratio	10.5:1				
Max power (bhp)	68 @ 6,000rpm				
Max torque (Nm)	93 @ 3,600rpm				
ENGINE (1.3-litre petrol)					
Code	2SZ-FE				
Type	In line transverse 4-cylinder				
Valve mechanism	DOHC 16 valve VVT-i				
Bore x stroke (mm)	72.0 x 79.6				
Displacement (cc)	1,296				
Compression ratio	11.0:1				
Max power (bhp)	86 @ 6,000rpm				
Max torque (Nm)	121 @ 4,200rpm				
ENGINE (1.4-litre D-4D 90 diesel)					
Code	1ND-TV				
Type	In line transverse 4-cylinder				
Valve mechanism	OHC 8-valve VVT-i				
Bore x stroke (mm)	73.0 x 81.5				
Displacement (cc)	1,364				
Compression ratio	17.9:1				
Max power (bhp)	89 @ 3,600rpm				
Max torque (Nm)	190 @ 1,800-3,000rpm				
ENGINE MATERIAL (all engines)					
Cylinder head	Aluminium alloy				
Engine block	Aluminium alloy				
PERFORMANCE	**1.0-litre 5 M/T**	**1.3-litre 5 M/T**	**1.3-litre 5 M/M**	**1.4 D-4D 90 5 M/T**	**1.4 D-4D 90 5 M/M**
0-62mph (sec)	15.7	11.5	13.1	10.7	11.8
Maximum speed (mph)	96	106	106	109	109
FUEL CONSUMPTION, EMISSIONS & VED					
Combined (mpg)	52.3	47.1	48.7	62.8	62.8
Urban (mpg)	44.1	39.2	42.2	52.3	52.3
Extra Urban (mpg)	57.6	53.3	53.3	70.6	70.6
CO_2 emissions (g/km)	127	141	136	119	119
VED band	C	C	C	B	B
DIMENSIONS					
Overall length (mm)	3,750				
Overall width (mm)	1,695				
Overall height (mm)	1,530				
Wheelbase (mm)	2,460				
Track width – front (mm)	1,475				
Track width – rear (mm)	1,460				

Overhang – front (mm)	725				
Overhang – rear (mm)	565				
Interior length (mm)	1,865				
Interior width (mm)	1,390				
Interior height (mm)	1,270				
Head room – front (mm)	1,000				
Head room – rear (mm)	963				
DIMENSIONS contd.					
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				
WEIGHTS	**1.0-litre 5 M/T**	**1.3-litre 5 M/T**	**1.3-litre 5 M/M**	**1.4 D-4D 90 5 M/T**	**1.4 D-4D 90 5 M/M**
Kerb weight (kg)	980-1,035	1,010-1,055	1,010-1,055	1,055-1,115	1,055-1,115
Gross vehicle weight (kg)	1,440	1,480	1,480	1,525	1,525
Towing capacity – with brakes (kg)	750	900	750	1,050	950
Towing capacity – without brakes (kg)	550	550	550	550	550
SUSPENSION					
Front	MacPherson struts with anti-roll bar				
Rear	Torsion beam				
BRAKES					
Front	258 mm ventilated discs				
Rear	203 mm drums				
Additional features	ABS with Electronic Brakeforce Distribution and Brake Assist				
STEERING					
Type	Rack and pinion, electric motor power assisted				
Ratio	14.2:1				
Turns – lock to lock	3.0				
Minimum turning radius – tyre (m)	4.7				
TRANSMISSION	**1.0-litre 5 M/T**	**1.3-litre 5 M/T**	**1.3-litre 5 M/M**	**1.4 D-4D 90 5 M/T**	**1.4 D-4D 90 5 M/M**
Gear ratios – First	3.545	3.545	3.545	3.545	3.545
Gear ratios – Second	1.913	1.913	1.913	1.904	1.904

	Third	1.310	1.310	1.310	1.310	1.310
	Fourth	1.027	1.027	1.027	0.969	0.969
	Fifth	0.850	0.850	0.850	0.725	0.725
	Reverse	3.214	3.214	3.214	3.250	3.250
Final drive ratio		4.411	4.055	4.055	3.526	4.052
TYRES & WHEELS						
Wheel sizes		15” steel or alloy				
Tyre sizes		185/60R15				
Spare tyre		Space saver				

EQUIPMENT SPECIFICATION

SAFETY	**T_2**	**T_3**	**T Spirit**
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 pretensioners and force limiters	✓	✓	✓
Five three-point seatbelts with Emergency Locking Retractor	✓	✓	✓
ABS with Electronic Brakeforce Distribution (EBD) and Brake Assist (BA)	✓	✓	✓
Outside temperature display	✓	✓	✓
Collapsible steering column	✓	✓	✓
Retractable brake pedal	✓	✓	✓
Seatbelt reminder light and buzzer (driver and front passenger)	✓	✓	✓
INSTRUMENTS & CONTROLS	**T_2**	**T_3**	**T Spirit**

Central digital display with tachometer	✓	✓	✓
Multi-information display with trip computer	✓	✓	✓
Engine temperature warning	✓	✓	✓
Lights on audible warning	✓	✓	✓
Door ajar warning	✓	✓	✓
Digital odometer with two trip meters	✓	✓	✓
Twin speed wipers, variable intermittent with mist function	✓	✓	✓
COMFORT & CONVENIENCE	**T_2**	**T_3**	**T Spirit**
Electrically adjustable door mirrors	✓	✓	✓
Turn-by-turn satellite navigation with Electronic Traffic Avoidance	×	Opt	Opt
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	×	✓	✓
Easy Flat 60:40 rear seat folding system	✓	✓	✓
Rear seats with 60:40 slide and recline function	✓	✓	✓
Front map lights (2)	✓	✓	✓
Boot light	✓	✓	✓
Passenger vanity mirror with cover	✓	✓	✓
Driver vanity mirror with cover	×	✓	✓
Front passenger grab handle	✓	×	×
Four grab handles	×	✓	✓
AUDIO	**T_2**	**T_3**	**T Spirit**
RDS radio/CD player with four speakers	✓	×	×
RDS radio/CD/MP3*/WMA* player with six speakers	×	✓	✓
Steering wheel-mounted audio controls	×	✓	✓
VENTILATION	**T_2**	**T_3**	**T Spirit**
Manual air conditioning	×	✓	×
Air recirculation and clean air filter	✓	✓	✓

Climate control air conditioning	×	×	✓
Pollen filter	×	×	✓
SECURITY	**T_2**	**T_3**	**T Spirit**
Transponder engine immobiliser	✓	✓	✓
Remote control central double locking	✓	✓	✓
Smart Start & Entry system	×	×	✓
Security window etching - linked to 24hr helpline	✓	✓	✓
Vehicle parts marking – major parts traceable to VIN	✓	✓	✓
STORAGE	**T_2**	**T_3**	**T Spirit**
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	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	**T_2**	**T_3**	**T Spirit**
Height-adjustable front seats	✓	✓	✓
60/40 split/fold rear seat back and cushion	✓	✓	✓
Leather trimmed steering wheel and gear knob	×	✓	✓
EXTERIOR & BODY	**T_2**	**T_3**	**T Spirit**
Front fog lamps	×	×	✓
Colour-keyed bumpers and inserts	✓	✓	✓
Colour-keyed door handles	×	✓	✓
Colour-keyed door mirrors	×	✓	✓
15-inch steel wheels with full wheelcaps	✓	✓	×
15-inch alloy wheels with locking wheelnuts	×	×	✓
Space saver spare wheel	✓	✓	✓

***** MP3 and WMA files stored on CD