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TOYOTA

ALWAYS A
BETTER WAY

GR SUPRA RACING CONCEPT

The legend returns

NEW AURIS

More Hybrid power
in a more dynamic design

NEW AYGO

The success story
continues





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GR SUPRA RACING CONCEPT

The legends returns

Modern racing concept signals Toyota's commitment to bring back its most iconic sportscar.

THE GR SUPRA RACING CONCEPT makes its world debut at the Geneva Motor Show, reviving the name and spirit of the most celebrated model in Toyota's illustrious sportscar heritage and demonstrating Toyota's commitment to bringing the Supra back to the market. It also shows the future potential for a car that can deliver high performance both on road and track.

TOYOTA SUPRA HERITAGE

The GR Supra Racing Concept revives the great heritage of one of Toyota's most famous sports cars

The Supra name evokes power, performance and handling that defined a succession of world-class cars for a quarter of a century. As a thoroughbred sports car, the Toyota Supra built a reputation both as a formidable performer on the road and as an all-conquering machine on the racetrack, dominating Japan's top-level GT racing series and earning legions of fans.

The Toyota Supra still enjoys an iconic status among sports car aficionados, 15 years on from the end of production. Its enduring popularity has been helped by its success as a popular model in the *Gran Turismo*® driving simulator video game, and as a starring car in the first film in *The Fast and the Furious* global action movie series.

The Supra badge first appeared in 1978 on a larger and more powerful version of the second generation Celica before becoming established as a successful model in its own right.

Known as the A40, the original Supra was followed by three further generations: the A60 in 1981, A70 in 1986 and A80 in 1993.









The front engine/rear-wheel drive GT sports-car remained in production until 2002, and in its final generation it was Toyota's most powerful production model.

The Supra's reputation was greatly enhanced by its success in motorsport. Most notably, the fourth generation Supra, introduced in 1993, became the dominant force in the All-Japan GT racing – today's Super GT series – winning the GT500 class four times.

The Toyota Supra also competed in American IMSA sportscar racing in the 1980s and twice appeared at Le Mans in the 1990s.

GR SUPRA RACING CONCEPT

A compact, two-door car, the GR Supra Racing Concept has a pure front-engine/rear-wheel drive configuration and makes use of advanced lightweight materials in its construction.

Created by TOYOTA GAZOO Racing, the concept perfectly expresses the “fun to drive” quality that is intrinsic to Toyota's commitment to making ever-better cars. The large “90” race number on its doors is a historical reference to Supra's codename and a big visual clue to the fact that this concept heralds Supra's return in a fifth generation.

Its development is true to the belief of Kiichi-ro Toyoda, founder of the car company, that participation in motorsport provides the challenges of performance and durability that can directly help develop better cars, while at the same time generating interest and excitement among motoring fans.

This ethos has been fully embraced by both Toyota Motor Corporation President Akio Toyoda and by TOYOTA GAZOO Racing, with the pursuit of success at the highest levels of international motorsport, including the World Rally Championship, World Endurance Championship and the Le Mans 24 Hours race. Taking part in these and other racing series around the world provides technical learnings that can be transferred from the race track or rally stage to development of not just new generations of Toyota's sports-focused GR models, but also to its wider range of vehicles, driven by tens of millions of people around the world.

The GR Supra Racing Concept is to be featured in a new update of the Gran Turismo Sport

video game, developed by Polyphony Digital Inc., and scheduled for release in April 2018.

DESIGN, CHASSIS AND EQUIPMENT FEATURES

The racing concept has a dramatic bodywork design that includes a large rear wing. It makes extensive use of strong but lightweight composite material for elements such as the wide front and rear bumpers, front splitter and rear diffuser, side skirts, door mirror housings and the rear wing. The hood is crafted from the same material and features louvred air inlets. The windscreen and side windows are made of plastic.

The concept's chassis features lowered front and rear suspension using original equipment (OE) components. BBS racing wheels with centre-nut attachment are fitted with Michelin racing tyres. The braking system uses Brembo

Racing callipers and discs and there is a racing exhaust.

The cabin is entirely competition-focused and is fitted with a racing dashboard and OMP driver's seat and safety harness. OMP has also supplied the quick-release steering wheel, mounted on a racing column and equipped with a paddle shift system. The doors are lined with carbon fibre panels and the dashboard includes a racing display.

Competition safety requirements are met by a full roll cage and fire extinguishers, and the fuel and brake lines, pedal box, battery and wiring looms are all designed to competition standard.

TOYOTA GAZOO RACING

TOYOTA GAZOO Racing first competed in Europe in 2007 (as GAZOO Racing). It began a long association with the Nürburgring 24 Hours with



TOYOTA SUPRA
A40 | 1978



TOYOTA SUPRA
A60 | 1981



two Toyota Altezza cars (equivalent to the first generation Lexus IS) and a team comprising drivers and mechanics who were Toyota employees.

TOYOTA GAZOO Racing has since become the international umbrella organisation for Toyota's global sporting programme. In just the past year has claimed two victories during its first season in the FIA World Rally Championship and won five rounds of the FIA World Endurance Championship. Its new vehicle development programme has produced the Yaris GRMN performance hatchback, the latest in a successful series of performance-focused GR-branded cars and the first GRMN model to be developed and built in Europe.

Its work is based on three pillars: developing people through taking part in motorsport; creating fans through the excitement of mot-

orsport and producing fun-to-drive cars; and making ever-better cars by using the knowledge gained from competition.

By bringing employees into the racing garages and pit lane, TOYOTA GAZOO Racing helps them improve their skills and help them acquire new abilities, working as a team in extreme, high-pressure environments. The personal development aspect of this work again feeds directly into Toyota's making of ever-better cars, supported by people who have the experience and vision to excel.

DIMENSIONS

Length	4,574 mm
Width	2,048 mm
Height	1,230 mm
Wheelbase	2,470 mm



TOYOTA SUPRA
A70 | 1986



TOYOTA SUPRA
A80 | 1993





NEW AURIS

More Hybrid Power in a More Dynamic Design

Making its world debut at the 2018 Geneva motor show, the third generation Auris features a more dynamic exterior design and, with a brand new 2.0 litre full hybrid powertrain joining the engine line-up, marks the debut of Toyota's dual hybrid strategy.



TOYOTA HAS ALWAYS prided itself on listening to its customers and responding to the feedback they provide. In particular -after 20 years of hybrid leadership and more than 11 million global sales, including over 1.5 million units in Europe- the company is interested to learn from them as to how it can keep improving its hybrids and make them more attractive to new types of customers.

For this reason, Toyota has decided to offer its core models with a choice of two hybrid powertrains; one providing the traditional benefits of fuel efficiency and a relaxing drive, the second building on these strengths with greater power and more dynamic driving characteristics.

In 2010, the first generation Auris was the first high volume, core Toyota model in Europe to benefit from hybrid drive, and now it will be the first model to offer this choice of hybrid powertrains.

The current Auris powertrain line-up consists of five conventional engines and one hybrid powertrain. However, reflecting the brand's continued focus towards hybrid technology, the new Auris will offer customers just one conventional engine -a 1.2 litre turbo petrol unit- and a choice of 122 hp, 1.8 litre or 180 hp, 2.0 litre hybrid powertrains.

The 1.8 litre system fulfils all the requirements that customers have come to expect from a Toyota full hybrid powertrain -silent, intuitive,

responsive and self-sufficient EV technology with low cost of ownership, no need for plug-in recharging, offering outstanding fuel economy and low CO₂ emissions, and up to 50% all-electric driving on the everyday commute.

Whilst continuing to reward customers with all of the above benefits, the 2.0 litre system takes full advantage of the added ride comfort, stability, handling and driving enjoyment inherent in the newly adopted Toyota New Global Architecture (TNGA) platform. It will offer drivers an 'energised drive', with more power and steering wheel-mounted paddles for a more dynamic, engaging driving experience.

TOYOTA NEW GLOBAL ARCHITECTURE (TNGA)

Toyota New Global Architecture (TNGA) represents the foundation for all of Toyota's future powertrain and vehicle development. It marks a revolution in the way the company designs, engineers and manufactures vehicles, and is integral to the company's mission to build ever better cars that are more stylish, more enjoyable to drive and even safer.

TNGA introduces new, defined guidelines for the positioning of different state-of-the-art components which simplify vehicle design in key areas. The impact is on items that are largely out of sight, so designers still had the freedom to give the new Auris a visually distinctive and individual look with a lower stance and more appealing proportions.

The new Auris' TNGA platform guarantees a more rewarding driving experience thanks to a centre of gravity, multi-link rear suspension, and a more rigid body shell through the use of high strength steel as reinforcement in key areas. All contribute to better handling and stability without compromising ride and comfort.

All new TNGA-based vehicles prioritise the highest active and passive safety standards. New Auris is designed to meet the exacting standards of independent crash testing programmes and provide increased safety levels through the sophisticated functions and systems of the latest Toyota Safety Sense technology.

DESIGN

'Our primary goal with the new Auris was to create the most bold and dynamic hatchback on the market, without compromising on interior usability,' explains Simon Humphries, Executive General Manager, Toyota Global Design.

'Harnessing the low centre of gravity afforded by the TNGA layout, the vehicle is light and agile in the side view, yet as we move to the rear, the architecture transforms to create a solid, wide and low stance that is absolutely critical to the European market.'

Longer and lower than its predecessor, the new Auris adopts a significantly more dynamic design and more striking frontal styling.

Overall length has increased by 40 mm, all of which has been absorbed within a longer wheelbase. Importantly, the overall height of the new hatchback has been reduced by some 25 mm, whilst the cowl height of the vehicle is a significant 47 mm lower than that of the current model. The result is a sleeker shape and a more attractive, lower bonnet, which in turn improves safety by giving the driver a clearer forward view.

The new frontal styling is a further evolution of Toyota's *Under Priority Catamaran* and *Keen Look* design philosophies. Beneath the curved front edge of a flatter, clamshell bonnet, the narrow upper grille incorporates a central Toyota logo and, at its extremities, new, all-LED headlamp clusters with integral Daytime Running Lights (DRL).

DIMENSIONS

Overall length	4,370 mm
Overall width	1,790 mm
Overall height	1,435 mm
Wheelbase	2,640 mm
Front overhang	935 mm
Rear overhang	795 mm



The surround to the large, trapezoidal lower grille projects powerfully forward of the bonnet front edge and upper grille in a pronounced step, and is less pointed and more vertical than before, resulting in a reduction to the vehicle's front overhang of some 20 mm.

The sides of the grille surround form a trademark, catamaran hull shape at the front corners of the new Auris, emphasising the vehicle's 30 mm increase in width, and its broad, sporting stance.

Beneath the grille, the surround splits to clearly define the lip of a front spoiler, the



edges of which are angled upwards to create a zone between the spoiler and the catamaran hull form, in which are housed LED foglamps. The grille mesh itself is of a new design, which is more articulate and refined than the classic honeycomb finish.

The new rear design is more rounded than before in plan form, strengthening the visual relationship between the front and rear of the vehicle. An increase in rear windscreen rake of some 14 degrees and the muscular hip adopted above the rear wheel arch combine to make the overall appearance of the vehicle rear more

compact, despite an increase in rear overhang of 20 mm. A roof spoiler is fitted, as standard, on all model grades.

The rear all-LED lamp clusters feature light guides designed to emphasise the new Auris' wide, planted rear stance. And the rear bumper styling echoes the frontal Under Priority Catamaran design; a thin lower lip here incorporating twin chrome inserts.

The new Auris' dynamic design is further emphasised through an optional bi-tone colour scheme, which combines the body colour with a black finish to the roof and all glazing pillars.

NEW AYGO

The success story continues with a fresh face and more driving fun than ever

The new Toyota AYGO makes its world debut at the 2018 Geneva Motor Show. Strengthening the model's unique DNA and stand-out positioning within the highly-competitive A-segment, Toyota's designers and engineers have not only reinforced the AYGO's youthful and distinctive image, but also improved its performance and handling characteristics to make it even more fun to drive.

SINCE ITS LAUNCH IN 2014, the current AYGO has been a notable success for Toyota in the European A-segment. Its instantly recognisable, trademark 'X' frontal design and the broad range of customisation options it offers ensure that it always stands out from the crowd.

Appealing to a more style-conscious audience than those who buy their cars for purely rational reasons, the AYGO's striking good looks and engaging driving characteristics make it one of the best-performing Toyota models for attracting new buyers and conquest sales.



In 2017, AYGO was amongst the top sellers of the A-segment with more than 85,000 units sold, and a segment share of 6.6%.

DESIGN

The new AYGO retains its iconic frontal 'X' signature, but it has been transformed from a two-dimensional graphic into a more powerful, three-dimensional architectural element.

The distinctive new frontal design incorporates redesigned Keen Look headlamp clusters, with integral Daytime Running Lights (DRL) further reinforcing AYGO's striking looks at first sight.

The lower section frames the front grille, emphasising the AYGO's stable stance and the agility inherent in a compact vehicle. While the under lamp ornamentation—available in Black, Glossy Black or Silver— accentuates the vehicle's width.

In profile, the more three-dimensional frontal form combines with newly designed outer lenses in the rear lamp clusters to visually connect the front and rear, giving the impression of forward movement and increased dynamism.

At the rear, the new LED DRL light guides give the AYGO a sophisticated look and make the model instantly recognisable. The unique light signature creates the perception of a compact cabin above a wider lower bumper area, to emphasise the rear width and stability of the vehicle.

The new exterior styling is completed with two new body colours – Magenta and Blue – and the addition of technical-look wheel caps and 15" alloys –with a design unique to each grade—strengthens the premium looks of the new AYGO.

On board, the upgraded combimeter instrument graphics feature a more three-dimensional effect and a new illumination colour. A more premium colour scheme in Quartz Grey and Piano Black has been adopted, and new seat fabrics have been created for most of the grades.

GRADE STRUCTURE

New AYGO's grade structure has been developed to appeal to an even wider audience thanks to a special focus on the high end of the segment. Each grade features unique design elements, easily recognisable by the front bumper execution, dedicated alloy wheels and the interior finish.

From the entry grade x, to the mid grade x-play and the high grade x-clusiv, each grade has been tailored to appeal to the tastes and needs of different target customers.

x-play lies at the heart of the new AYGO grade strategy. It features several options which allow customers to tailor their car to their personal taste. Offering outstanding value, the x-play's extensive standard equipment includes comfort features such as air-conditioning and the x-touch 7" multimedia touch screen.



The new high grade x-clusiv builds on the x-play standard specification with a distinctive bi-tone paint scheme in a choice of three colours, unique 15" alloy wheels with a twin-spoke design, seats with part-leather upholstery, automatic air-conditioning, smart entry, and Toyota Safety Sense.

In addition, two special edition models, x-cite and x-trend, will refresh the AYGO range on a regular basis.

x-cite is the most distinctive variant of the AYGO range, thanks to a unique Magenta exterior colour in a bi-tone finish, dedicated 15" all black alloys, Manhattan seat fabric with Magenta stitching, body coloured inserts for the air vents and gear-knob, and Piano Black instrument panel and gear lever surround.

Customers looking for a more dynamic execution of Toyota's A-segment model will be drawn to the x-trend. Its Black exterior finish is complemented by Black headlamp ornamentation, striking Cyan door mirrors, a unique set of sporting stickers, dedicated 10-spoke 15" alloys, part-leather upholstery and Cyan interior elements.

DRIVING DYNAMICS

The new AYGO features enhancements to its performance and improved driving dynamics for even greater urban agility, whilst maintaining its class-leading fuel efficiency. Moreover it benefits from a marked reduction in NVH (Noise, Vibration and Harshness) for increased on-board comfort.

Toyota's award-winning, 998 cc, 3-cylinder, 12-valve, DOHC, VVT-i engine is now Euro 6.2 compliant. It has been revised, combining an ideal balance of power and fuel consumption with enhanced torque delivery at lower engine rpm for an even better driving experience in urban traffic.

It benefits from a new dual fuel injector system, a higher compression ratio, an array of new low friction components, a cooled Exhaust Gas Recirculation (EGR) system and an improved balance shaft to reduce vibration at idling speed.

The engine now develops 53 kW (72 DIN hp) at 6,000 rpm, and 93 Nm of torque at 4,400 rpm. New AYGO will accelerate from 0-100

km/h in 13.8 seconds, and on to a top speed of 160 km/h.

New AYGO comes in both standard and Eco-versions. The latter benefits from a longer 4th and 5th gear, low Rolling Resistance Coefficient (RRC) tyres, Toyota's Stop & Start system and aerodynamic improvements.

The standard version improves in fuel consumption from 4.1 to 3.9 l/100 km (NEDC cycle), which translates into a 5 g/km drop in CO₂ emissions to only 90 g/km.

Under the new homologation procedure, standard and eco versions achieve 93g/km and 86g/km CO₂ levels, respectively¹.

Complementing these improvements to engine performance and efficiency, the new AYGO's suspension settings have been changed and the steering software updated, allowing the vehicle to react quickly and precisely to driver inputs for even greater agility and urban driving enjoyment.

Finally, added sealing and absorption materials to the dashboard, A pillars, doors and rear deck have resulted in a marked reduction in NVH within the cabin across the full range of engine rpm.

TOYOTA SAFETY SENSE

Toyota Safety Sense groups together active safety technologies designed to help prevent or mitigate collisions across a wide range of traffic situations.

Between speeds of approximately 10 to 80 km/h, a Pre-Collision System (PCS)² detects other vehicles in front and reduces the risk of hitting them from behind. When there is a possibility of a collision it prompts the driver to brake with an audible and visual alert.

PCS also primes the brake system to deliver extra stopping force when the driver presses the brake pedal. If the driver fails to react in time, the system automatically applies the brakes, reducing speed by approximately 30 km/h³ or even bringing the car to a complete stop, in order to prevent the collision or mitigate the force of impact.

The Lane Departure Alert (LDA) system monitors lane markings and helps prevent accidents and head-on collisions caused by leaving lanes. If the vehicle starts to deviate from the lane without the indicators having been engaged, LDA warns the driver with an audible and visual alert.

¹ Based on Regulation EC 2017/1153 as amended EC 2017/1231 – pending final homologation



NEW AYGO	
ENGINE	
Type	1.0 VVT-i
Fuel Type	Petrol
Displacement (cm ³)	998
Max. power (DIN hp/kw @ rpm)	(72) 53 @ 6,000
Max. torque (Nm @ rpm)	93 @ 4,400
PERFORMANCE	
Max. speed (km/h)	160
Acc. 0 - 100 km/h (seconds)	13.8 - 13.8 (Eco)
FUEL CONSUMPTION (L/100)¹	
Combined cycle	4.0 - 3.7 (Eco)
CO₂ EMISSIONS (G/KM)¹	
Combined cycle	93 - 86 (Eco)
SUSPENSION	
Front suspension	MacPherson strut
Rear suspension	Torsion beam
STEERING	
Type	Rack & Pinion
Additional feature	Electric Power Steering (EPS)
Overall ratio	14.3(14") / 14.4(15")
Lock to lock	2.75(14") / 2.60(15")
Min. turning circle (m)	9.6(14") / 10.2(15")
BRAKES	
Front (diameter x thickness mm)	Disc (247 x 20)
Rear (inner diameter mm)	Drum (200)
EXTERIOR DIMENSIONS	
Overall length (mm)	3,465
Overall width (mm)	1,615
Overall height (mm)	1,460
Wheelbase (mm)	2,340
INTERIOR DIMENSIONS	
Interior length (mm)	1,630*
Interior width (3/5-door mm)	1,250/1,300
Interior height (mm)	1,205 (normal)
Couple distance (mm)	806
Luggage capacity (litres)	168

* From accelerator pedal to the rear seat hip point.

² Technical name: Pre-Crash System. ³ Results achieved during testing using a vehicle travelling at 30 km/h and a stationary vehicle. System operation depends on driving environment (incl. road and weather) and vehicle circumstances.

TOYOTA CONCEPT-I SERIES AND TOYOTA FINE- COMFORT RIDE CONCEPT

The European debut for a series of new concept cars at the Geneva Motor Show gives an indicator to the design thinking Toyota will apply in its accelerated programme of electrified vehicle development. The Concept-i series of battery electric vehicles (BEVs) and the TOYOTA FINE-Comfort Ride fuel cell electric vehicle (FCEV) demonstrate how new technologies might be used to increase the scope for personal mobility and help build a sustainable society.



Signalling future possibilities for electrified vehicles

AT THE END OF 2017, Toyota Motor Corporation announced its intention to increase the pace of its electrified vehicle development, targeting more than 5.5 million sales by around 2030. More than one million of these are expected to be battery electric or fuel cell electric vehicles (BEVs and FCEVs) with zero emissions.

This ambition, which will help deliver the Toyota Environmental Challenge of a 90 per cent reduction in global average emissions from new vehicles by 2050 (based on 2010 levels), will see all Toyota models being electrified, or having an electrified option within their range, by 2025. To help achieve this significant increase, Toyota has also initiated a feasibility study with the Panasonic Corporation for a new joint business, focusing on the challenges of performance, safety, price and stable supply of prismatic batteries for electrified vehicles.

Toyota is giving an insight into the design and engineering it is exploring to maximise the potential of future BEVs and FCEVs, not just to help safeguard the environment, but also make mobility safer and more accessible, particularly for elderly and disabled people.

The Concept-i Series is a family of three BEVs, each designed to meet the needs of different types of user in different driving environments. The TOYOTA FINE-Comfort Ride Concept looks at how FCEV technology can be developed to produce a spacious, new form of premium saloon with a flexible layout. By applying artificial intelligence, gathering big data and using an in-car Agent, Toyota envisions how car and driver can become partners, with the vehicle monitoring the mood and well-being of the driver to ensure a safe and enjoyable journey.

TOYOTA LOOKS TO THE FUTURE OF MOBILITY WITH CONCEPT-I SERIES

Toyota's new Concept-i series of vehicles use artificial intelligence (AI) to understand their drivers, allowing people and cars to become partners who can learn and develop with each other. This vision for future mobility is revealed for the first time in Europe at the Geneva Motor Show in the form of three Toyota Concept-i models designed to meet different personal transport needs.

The four-wheel Toyota Concept-i is joined by Concept-i RIDE, a universal small mobility vehicle suitable for all, including wheelchair users and elderly people, and Concept-i WALK, a "walking area" vehicle, designed for safe use on pavements among pedestrians.

Historically Toyota has sought to capture the freedom and joy of mobility in the vehicles it makes, the kind of cars that might be described by Japanese owners as "beloved". The Toyota Concept-i series has been conceived as "beloved cars" for a new era, guided by the principle of being "more than a machine, a partner".

The core technology for the Toyota Concept-i series is one that understands people (LEARN), applying AI to recognise human emotions and estimate what the driver's preferences will be. This combines with automated driving systems to provide safety and peace of mind (PROTECT). It will also be possible to advance the technology to the point where a driver's feelings can be anticipated, helping provide new dimensions of driving pleasure (INSPIRE).

Toyota Concept-i

- Four-wheel model which uses AI and serves as a partner that understands people
- It combines technology that understands people (LEARN) with automated driving and Agent technology, and provides drivers with safety and peace of mind (PROTECT) and fun-to-drive experiences (INSPIRE)
- Designed with a forward-projecting silhouette and advanced HMI for a new user experience, including interaction with an Agent
- Toyota plans roads testing of vehicles equipped with some of the concept car's functions by around 2020

TECHNOLOGY THAT UNDERSTANDS PEOPLE (LEARN)

Concept-i gauges the driver's alertness and emotional state using a complex reading and interpretation of their expressions, actions and tone of voice. It compares general information, such as news bulletins on the web, with information on individuals, such as their social media activity, GPS information and conversation history in the car, estimating their preferences based on topics that re-occur.

The technology that understands people (LEARN) uses deep learning, such as measuring emotions and estimating preferences. Based on this, the Toyota Concept-i series achieves innovation value in areas of safety and security (PROTECT) and fun-to-drive experiences (INSPIRE).

SAFETY AND PEACE OF MIND (PROTECT)

As well as taking into account the car's external conditions, Concept-i uses technology that understands people to gauge the driver's personal state, and monitors the reliability of both driver and car. For example, if the car's reliability is high and support is deemed necessary, such as when the driver is in a dangerous or highly stressed state, Concept-i switches to automated driving. Operation is based on Toyota's Mobility Teammate Concept for automated driving, which is designed to both watch over and assist drivers as required.

It also provides support by stimulating the senses, including sight, touch and smell, according to the driver's mood and levels of alertness and fatigue. This can help drivers feel more relaxed and combat drowsiness.

FUN-TO-DRIVE (INSPIRE)

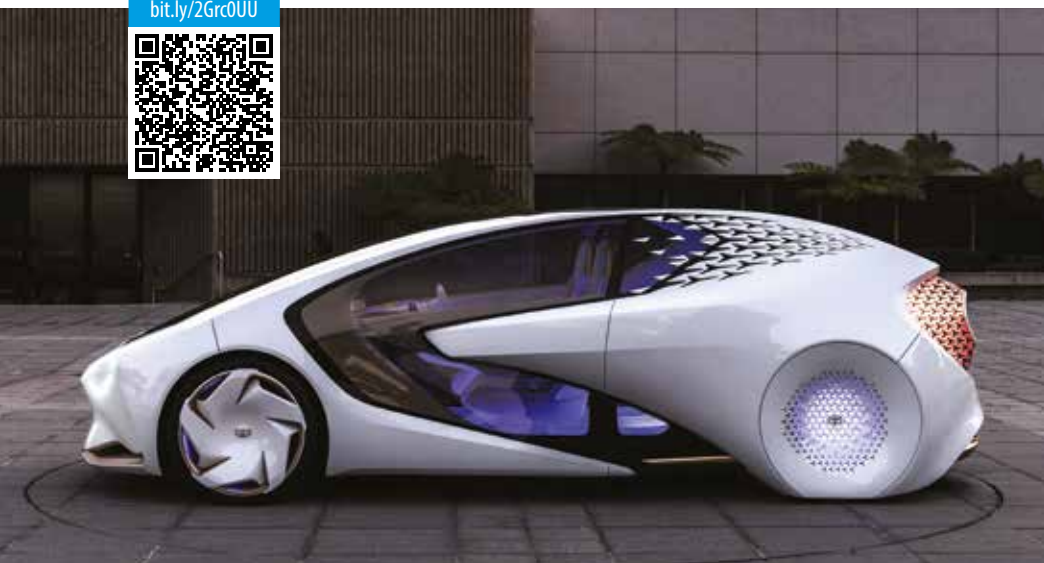
Concept-i can engage in conversations based on its understanding of the driver's mood and preferences. The car suggests topics of interest, creating a new style of two-way, free conversation. It can also create an "emotion map," periodically charting the driver's emotional state and GPS information. Applying the information it gathers as big data, the Concept-i series can suggest new, enjoyable routes as slight detours from planned journeys.

The vehicle has a forward-projecting, futuristic silhouette and a simple, open interior. Starting from the Agent at the centre of the instrument panel, the design theme flows from the inside out, with seamless styling that connects the design of the instrument panel to the exterior bodywork. It provides a new user experience through intuitive HMI interaction with the Agent, using a 3D head-up display.

Toyota plans to be road-testing some of the concept car's functions by around 2020.

EXPLANATION
VIDEO HERE

bit.ly/2Grc0UU



PRINCIPAL SPECIFICATIONS

Length/Width/Height (mm)	4,510/1,830/1,475
Wheelbase (mm)	2,700
Seating capacity	4
Powertrain	All-electric (EV)
Cruising range	Approx. 300km



Toyota **Concept-i RIDE**

- Small vehicle for universal use based on the concept of user-friendly city mobility
- Gull-wing doors, universal sliding seat and joystick control allow easy operation by wheelchair users
- Seat lay-out and automated driving functions make it possible for anyone to drive safely and securely
- Envisioned for vehicle-sharing schemes

EXPLANATION
VIDEO HERE

bit.ly/2Eya4JB



UNIVERSAL SPECIFICATIONS AND USABILITY FOR WHEELCHAIR USERS

The Concept-i RIDE has gull-wing doors to provide easy access and an electric seat that slides towards the door opening so that people who might feel uneasy moving between their wheelchair and the car can make the transfer with ease. The opening/closing of the doors accommodates loading and unloading of the wheelchair; this can be easily stored in the rear thanks to the vehicle's seat design.

The car is controlled using a joystick instead of a steering wheel and accelerator and brake pedals, and its compact dimensions make it easy to navigate in and out of single-car parking spaces. The emphasis has been placed on ease-of-use when driving, stopping or parking.

The AI Agent, a feature of all the Concept-i series vehicles, is positioned on a large display

in the instrument panel. It actively presents information to support and enhance journeys, such as details of facilities with access provisions for disabled people.

SAFETY AND PEACE OF MIND

The driver's is positioned centrally when the vehicle is being driven. Assistance functions such as automated parking/automated valet parking are provided so that anyone, not only wheelchair users (elderly people, for example) can drive safely and with peace of mind.

Toyota envisions the Concept-i RIDE being used for vehicle sharing schemes, giving more people the chance to enjoy the freedom of mobility – something that is currently accessible mainly through individual vehicle ownership.



PRINCIPAL SPECIFICATIONS

Length/Width/Height (mm)	2,500/1,300/1,500
Wheelbase (mm)	1,800
Seating capacity	2
Powertrain	Battery-electric (BEV)
Cruising range	Approx. 100 - 150km

Toyota Concept-i WALK

- Compact mobility vehicle for use in pedestrian areas
- Equipped with an automated driving function, increasing people's range of movement in safety and security
- Three wheels and a variable wheelbase, steering function and low floor make for easy use with no need for specific clothing or footwear
- Suitable for shared services, for example at leisure spots and other popular outdoor locations

SAFE DRIVING ON PAVEMENTS AND IN PEDESTRIANISED AREAS

The Concept-i WALK can rotate on the spot, is shorter than an average stride and narrower than a person's shoulder width. On the street it, takes up about the same space as a walking pedestrian. It also understands its driver, based on conversations with the AI Agent and data obtained from sensors in its handles, and can guide the user safely should the situation demand. If the vehicle senses danger while in motion, it will warn the driver and automatically take avoiding measures. The three wheels and the change in wheelbase according to ve-

hicle speed ensure stability when driving and stopping.

EASY FOR ANYONE TO USE

The steering function means that Concept-i WALK riders don't have to shift their bodyweight to negotiate bends and turns. The low floor makes it easy for people to get on and off, with no restriction of age, gender or even clothing.

Again, Toyota anticipates the vehicle will be suitable for shared services. The aim is to provide a vehicle for short distance mobility, co-ordinated with other transport facilities at leisure spots and other popular outdoor locations.

EXPLANATION
VIDEO HERE

bit.ly/2EFeC10





PRINCIPAL SPECIFICATIONS

Length/Width/Height (mm)	500 - 700/400/1,130
Wheelbase (mm)	Variable
Powertrain	Battery-electric (BEV)
Cruising range	Approx. 10 - 20km

TOYOTA FINE-Comfort Ride

explores future possibilities for fuel cell electric vehicles

EXPLANATION
VIDEO HERE

bit.ly/2ET481I



THE TOYOTA FINE-COMFORT RIDE is a fuel cell electric vehicle (FCEV) that envisions mobility in a low-carbon society, making advanced use of hydrogen and renewable energy. It has been conceived as a “new form of premium saloon” with a flexible layout of a kind only possible in electric-powered vehicles. It can also make use of a large amount of electric power, using hydrogen as the source of energy.

The vehicle, presented in Europe for the first time at the Geneva Motor Show, offers excellent environmental performance, producing no CO₂ or “substances of concern” (SoC) when driven. It also convenient to use, having a generous cruising range and a modest hydrogen refuelling time of around three minutes.

The cabin section of the body has a diamond shape that increases in width from the front to

the centre, before narrowing towards the rear. This maximises space for the second row seats and allows for an aerodynamically efficient design.

The flexible cabin layout is a direct benefit of using electric power: by equipping the car with in-wheel motors rather than fitting a single motor under the hood, the wheels can be positioned at the very corners of the vehicle. An underbody cover helps achieve a high level of stability and quietness levels that are appropriate for a premium saloon.

The TOYOTA FINE-Comfort Ride embraces the idea of future mobility being more than simply “a ride,” but something that can give people additional value, while moving them in a highly comfortable environment. The car is equipped with a digital assistant function and a touch dis-

- Future premium saloon concept powered by a hydrogen fuel cell with in-wheel electric motors, allowing for zero harmful emissions driving and a range of around 1,000 km
- Powertrain allows for a spacious interior with flexible seating arrangement
- Equipped with an Agent function and a touch display that can be accessed by all occupants
- Distinctive and aerodynamically efficient diamond-shaped body that flares towards the rear



play, conveniently arranged around the driver and the passenger seats so that everyone on board has easy access to information. The seats themselves have flexible adjustment to suit different personal postures. The seating can be arranged so that TOYOTA FINE-Comfort Ride can be used as an individual space, or a place more people can use for mobility and communications.

The car runs quietly and smoothly and makes full use of the high electricity generating capacity of its hydrogen fuel. The interior has a full range of equipment and the car can achieve of a cruising range of around 1,000 km (Japan JC08 test cycle).

It is a six-seater vehicle, measuring 4,830 mm long, 1,950 mm wide and 1,650 mm high, with a 3,450 mm wheelbase.



IMAGE BANK



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