

Auris 2010



TOYOTA

**Today
Tomorrow
Toyota**



Auris 2010

Petrol, Diesel, Full Hybrid

Introduction	5
Dynamic design, higher material quality and enhanced ergonomics	9
Improved driving experience	19
Comprehensive engine range including Hybrid Synergy Drive® technology	25
Low Cost of Ownership	43
Updated grades	47
Specifications and equipment	52
Image bank	62



Introduction

The Toyota Auris was launched in 2007 to replace the long-established Corolla at the heart of the highly competitive European C segment. It has built a solid reputation for roominess, comfort, practicality and reliability combined with a secure, economical driving experience.

On sale throughout Europe from early spring, the Auris 2010 will continue to appeal to those who prize the peace of mind offered by these core, family hatchback values. However, the revised model will also attract new customers who appreciate the marked improvements it offers in style and interior quality, its wider choice of Toyota Optimal Drive-efficient powertrains and its more refined driving experience.

From mid 2010, Auris customers will further benefit from the availability of full hybrid technology in a mainstream hatchback, the Auris HSD. The introduction of Toyota's Hybrid Synergy Drive® to the range will make the Auris unique within the C segment, it being the first model to offer a choice of petrol, diesel or full hybrid powertrains.

With the performance- and economy-enhancing benefits of Toyota Optimal Drive technology applied to the full engine range, the Toyota Auris 2010 features a seven powertrain line-up. This is the widest range of powertrains available in the C segment, comprehensively catering for every customer requirement.

Toyota Optimal Drive has lowered CO₂ emissions throughout the Auris 2010 engine range, with significant cost of ownership benefits. For instance, when equipped with a Diesel Particulate Filter (DPF), the 1.4 D-4D 90 generates only 118 g/km.

The Auris 2010 features numerous exterior design changes which both establish a stronger Toyota family brand image and reinforce the popular hatchback's energetic and confident personality. On board, customer feedback has influenced extensive interior improvements in quality, materials, ergonomics, comfort, storage and visual appeal.



Through close collaboration between the Chief Engineer and Toyota's European and Japanese Research and Development teams, the Auris 2010's ride and handling has been fine-tuned for the customers and roads of the European market. It combines stable high speed driving performance with secure handling and superior ride comfort.

Tailored to offer a comprehensive standard equipment specification on even Entry level models, the revised Auris 2010 grade strategy now includes a dynamic, S-Pack upgrade specifically designed to appeal to a new, more youthful customer base.

In its first 12 months of sales, the Auris increased Toyota's share of the C segment, which grew from its predecessor's 3.2 % in 2006, to 3.5 % in 2008. Toyota sold 156,000 Auris models throughout Europe in 2007, and increased sales to 163,500 units in 2008. Within a significantly diminished 2009 C segment, Toyota plans to sell 101,000 Auris models in 2010 and -in the first full year of sales with all powertrain variants available- 130,000 units in 2011.

The C segment's share of the European market fell from around 22 % to 17 % in 2009. As a result, total European C segment sales, which peaked at 4.5 million units, are now expected to stabilise at around 3 million units.

Despite this marked reduction in size, the C segment remains a core element of the volume market. 3 million sales still represents almost 20 % of the entire European new car market, and increasingly strong competition will see several new models launched in both 2010 and 2011.



Dynamic design, higher material quality and enhanced ergonomics

- New exterior styling reinforcing a broad, stable stance for a dynamic yet secure driving experience
- Improved interior material quality, ergonomics, visual appeal and instrument clarity
- Introducing the S-Pack -a dynamic version aimed at younger customers



Maintaining its design focus on maximum interior space, flexibility and practicality, the Auris 2010 features numerous exterior design changes which establish a stronger Toyota family brand image and reinforce the Toyota's comfortable, secure driving experience.

On board, careful regard to customer feedback has inspired new, higher quality, soft touch materials, enhanced ergonomics, increased visual appeal, a new centre console, a new, more comfortable steering wheel with additional switchgear, improved instrument clarity and a revised handbrake design.



Exterior design

The Auris 2010 has increased in overall length by 25 mm to 4245 mm. While the long 2600 mm wheelbase remains unchanged, redesigned bumpers have increased the front and rear overhangs by 15 mm to 905 mm and by 10 mm to 740 mm respectively.

Featuring a new bonnet, radiator grille, headlamps, bumper and spoiler, the entire front of the 2010 Auris has been redesigned to create a more youthful, engaging image while reinforcing the model's broad, muscular proportions.

The centre section of the bonnet has been changed from the concave profile of the current model to a wider, convex curve. Strengthened crease lines flowing back from the prominent Toyota logo reinforce the brand image. And a new, body coloured, horizontal bar-type radiator grille -reminiscent of Verso and Avensis- emphasises the car's wide track and stable stance.



Revised, more aggressively styled headlamp clusters incorporate prominent low beam projector lamps. The lower bumper and front spoiler have been re-styled to incorporate a wider grille and integral fog lamps positioned at the bumper extremities to further reinforce the Auris 2010's stable, ground-hugging stance.

In profile, the Auris 2010 benefits from a range of new 16" and 17" aluminium alloy wheels, and turn signals have been integrated into the aerodynamic door mirrors.



The rear design has been strengthened to provide a stronger, more confident road presence. The bumper corners have been extended outwards and create a new 'catamaran' bumper profile which reinforces the Auris 2010's wide, secure stance. An extended, chrome-trimmed license plate garnish adds further horizontal emphasis whilst harmonising the overall design. And new tail lamp clusters combine powerful, horizontal layers with a sporting two ring lamp design.

The Auris 2010 is available in a range of nine body colours of which four -Ultra Silver, Island Blue, Dark Purple and Barcelona Red- are new to the model.



Interior design

Higher quality, soft touch materials now cover the top of the driver's instrument binnacle and the upper glove box. The height of the centre console storage box has been raised by about 50 mm, and it now functions as an armrest.

A new, leather-clad steering wheel features a flat-bottomed section for enhanced comfort and convenience. It incorporates audio and Bluetooth phone control switches, as well as an on-board computer display button previously located behind the steering wheel. The switches themselves have been redesigned and their location optimised for improved functionality and better grip.

The illumination of the Optitron meter dials in the driver's instrument binnacle has been changed to white for improved clarity and visibility. Auris 2010 models equipped with the 2.2 D-4D 180 Toyota D-CAT engine feature sporting, red meter dials with complimentary orange upholstery stitching.

The unique, bridged centre console which brings the gear lever, handbrake and instrumentation within the closest possible reach of the driver is trimmed in a new, bright metallic finish matched by the door handles.



The colour tone of the audio unit and heater control panel has been darkened to metallic black, enhancing switch layout visibility. The air-conditioning control panel LCD lenses have been revised for greater clarity. In addition, the shift bezel for MultiMode transmission versions is now finished in a high-gloss black acrylic.

In response to customer feedback, the handbrake design has been revised with a new lever release button, a tactile, ergonomic grip and lower seating in the release position.

The seat upholstery has been upgraded across the range, with five new finishes available for the main inserts; two woven, two Tatami knitted and one Alcantara.

Dynamic S-Pack version

A new, sporting, S-Pack version adds a more youthful, dynamic appeal to the heart of the Auris 2010 model range. Unique exterior design features include range-topping, 17" alloy wheels, a dynamic spoiler with integral, high-mounted stop light and darkened halogen headlamp clusters.

On board, the S-Pack upgrade interior features sporting orange analogue meters, matching orange upholstery stitching, a rear seat centre armrest with cupholder, and rear privacy glass.



Improved driving experience

- Revised suspension for improved ride comfort with high speed stability and secure handling
- Refined steering response for improved agility and driver feedback



Through close collaboration between Toyota's European and Japanese Research and Development teams, the implementation of regional customer feedback and extensive European testing the Auris' suspension system has been fine-tuned specifically for the customers and roads of the European market. It combines stable high speed driving performance with secure handling and superior ride comfort.

The Auris' speed-sensitive Electric Power Steering (EPS) has also been revised and refined to provide better feedback and improved vehicle agility.

Suspension

The Auris 2010 suspension has been fine-tuned to improve overall ride comfort without compromising the vehicle's agility and secure handling.

The front suspension features a variation of the highly effective MacPherson strut, known as an L-arm MacPherson strut. This compact and highly rigid design brings the strut in-board from the wheel hub, which allows for a wider track with superior stability, and excellent noise and vibration suppression. The Auris 2010's front damper settings have been adjusted to achieve a smoother ride quality.

Two different, highly efficient rear suspension systems are available, matched to the performance characteristics of specific Auris models. Versions powered by the 2.2 litre D-4D 180 are equipped with a double wishbone design, best able to handle the high specific forces and torque generated inside the suspension system by this powerful unit. All other models in the Auris 2010 range benefit from a highly effective and super-compact torsion beam rear suspension.

Both multi-link and torsion beam suspension systems feature a separate spring and damper layout, creating a compact design which does not intrude into the vehicle's spacious, flat-floored loadspace. As with the front suspension, the Auris 2010's rear dampers have been re-tuned for optimum ride quality.



Steering

With a quick ratio of 14.44:1 and just 2.9 turns lock-to-lock, the Auris 2010's speed-sensitive Electric Power Steering (EPS) has also been revised and refined to provide better feedback and improved vehicle agility.

The EPS' compact, high output motor and torque sensor are built into the steering column, optimising steering assistance for more precise control of the vehicle. EPS improves fuel economy by consuming power only when steering force assistance is needed. It is highly durable and requires no hydraulic fluid.

Brakes and tyres

Incorporating Electronic Brakeforce Distribution (EBD) and Brake Assist, Vehicle Stability Control (VSC) and Traction Control (TRC) the Auris is equipped with the latest Bosch ABS 8.1 and ESP 8 braking and stability systems.

Petrol engine, 1.4 and 2.0 D-4D versions are fitted with 273 x 26 mm ventilated front discs, whilst 2.2 D-CAT versions are fitted with 295 x 26 mm ventilated discs. All versions feature 270 x 10 mm solid rear discs.

All petrol and 1.4 D-4D 90 Auris models are equipped with 15" steel wheels fitted with 195/65R 15 tyres. 2.0 and 2.2 D-4D versions are equipped with 16" alloy wheels fitted with 205/55R 16 tyres. And 17" alloys with 225/45R 17 tyres are fitted, as standard, on S Pack and Premium Active grade models.



Comprehensive engine range including Hybrid Synergy Drive® technology

- Hybrid Synergy Drive® full hybrid technology introduced to the Auris 2010 model range
- Toyota Optimal Drive technology applied to the six petrol and diesel engine range
- First Toyota to comply with Euro 5 emission standards across entire European model range by January 2010*
- Overall Auris CO₂ emissions support Toyota whole-fleet CO₂ targets, already at 130 g/km in 2009
- New 1.33 litre Dual VVT-i with optional Stop & Start system, and improved 1.6 and 1.8 litre Valvematic petrol engines
- Three diesel engines, including 1.4 litre D-4D 90 available with Diesel Particulate Filter (DPF)

* (1.4D-4D as from July 2010)



The Auris 2010 powertrain line-up features a choice of full, and three petrol and three diesel engines offering the performance- and economy-enhancing benefits of Toyota Optimal Drive. The introduction of a Hybrid Synergy Drive® model in the second half of 2010 will make this the most comprehensive range of powertrains available in the C segment, catering for every customer requirement.

Exclusively designed for the European market, the Auris HSD brings full hybrid technology to a core model at the heart of the Toyota line-up, the first step in the deployment of Hybrid Synergy Drive® across the company's entire European model range by the end of the decade.

The Auris HSD's full hybrid powertrain combines a 1.8 litre, VVT-i petrol engine and a 60 kW electric motor powered by a 27 kW Nickel-metal hydride battery, generating a total system power output of 136 DIN hp and offering performance to match any conventional 2.0 litre diesel hatchback. Conversely, the Auris HSD will return less than 99 g/km CO₂ emissions and significantly lower NOx emissions than diesel engined cars of comparable performance.

Moreover, when operating in a unique, switchable EV mode unavailable to drivers of mild hybrid vehicles, the Auris HSD offers zero CO₂ and NOx emissions, driving for up to two kilometres at speeds of up to 50 km/h.

The new Auris HSD easily meets Euro 5 emissions standards, and is expected to meet those of Euro 6. The Toyota full hybrid's ultra-low CO₂ emissions offer customers significant tax incentives in several European countries.



Minimise & Maximise

	1.33l Dual VVT-i	1.6l Valvematic	1.8l Valvematic	1.4l D-4D	2.0l D-4D	2.2l D-CAT
	6 M/T	6 M/T & 6 M/M	6 M/T	6 M/T & 6 M/M	6 M/T	6 M/T
	S&S		S&S	DPF & CCo	DPF	DPNR
	AS OF 136g CO ₂ per km LOW EMISSIONS	AS OF 146g CO ₂ per km LOW EMISSIONS	155g CO ₂ per km LOW EMISSIONS	AS OF 118g CO ₂ per km LOW EMISSIONS	138g CO ₂ per km LOW EMISSIONS	154g CO ₂ per km LOW EMISSIONS
	101hp DRIVING PLEASURE	132hp DRIVING PLEASURE	147hp DRIVING PLEASURE	90hp DRIVING PLEASURE	127hp DRIVING PLEASURE	177hp DRIVING PLEASURE
	AS OF 5.9L per 100km FUEL EFFICIENCY	AS OF 6.3L per 100km FUEL EFFICIENCY	6.7L per 100km FUEL EFFICIENCY	AS OF 4.5L per 100km FUEL EFFICIENCY	5.2L per 100km FUEL EFFICIENCY	5.9L per 100km FUEL EFFICIENCY

6 M/T = 6-speed manual transmission

6 M/M = 6-speed MultiMode transmission

S&S = Stop & Start system

Toyota Optimal Drive

Toyota Optimal Drive showcases a combination of wide-ranging advanced technologies and internal improvement programmes designed to optimise the balance of performance and driving enjoyment with fuel economy and low emissions.

These diverse core technologies focus on three key aspects of powertrain development:

- Firstly, the reduction of powertrain weight through the use of super-lightweight and highly compact engine components and transmissions throughout the Auris engine range.
- Secondly, the minimisation of mechanical losses through the adoption of Valvematic - a further development of VVT-i - in both the 1.6 and 1.8 litre petrol engines, new roller rocker technology and smaller, lighter pistons in all three petrol engines, low viscosity oil and new 6-speed manual transmissions throughout the Auris engine range, and an optional MultiMode transmission for the 1.6 litre petrol and 1.4l D-4D engines.

— Thirdly, the maximisation of combustion efficiency. This has been achieved within the Auris petrol engine range through the adoption of high, 11.5:1 compression ratios, Valvematic, the refinement of intake port and combustion chamber design, and the introduction of piston cooling by oil jet. All Auris diesel engines benefit from a lower compression ratio, optimised combustion chamber dimensions, enhanced Exhaust Gas Recirculation (EGR) cooler efficiency and stainless steel exhaust manifolds with close-coupled Diesel particulate Filters (DPF).

As a result of Toyota Optimal Drive technology, the Auris will be the first Toyota to comply with Euro V emission standards across the entire European model range by January 2010 (1.4D-4D July).

The application of Toyota Optimal Drive across the Auris 2010 range has significantly reduced CO₂ emissions. The overall Auris CO₂ average has been reduced from 152 g/km in 2007 to 142 g/km in 2009. In 2011, which will be the first full year of revised Auris range sales, the figure will reduce further to just 125 g/km.

The Auris also plays a significant role in reducing Toyota's whole-fleet CO₂ average which, having fallen by 16 g/km from 2008 to 2009, already stands at just 130 g/km.



1.33I Dual VVT-i

Featuring innovative Stop & Start technology, the 1.33 litre petrol engine is equipped with Dual Variable Valve Timing-intelligent (VVT-i) and a remarkably high compression ratio of 11.5:1, which increases the thermal efficiency of the engine. It generates 73 kW/ 101 DIN hp and maximum torque of 128 Nm at 3800 rpm, the latter favourably comparable to rival 1.4 litre engines.

This excellent dynamic performance is combined with fuel consumption of 6.0 l/100 km and CO₂ emissions of 139 g/km. When equipped with Stop & Start technology, the 1.33 litre unit's fuel consumption and CO₂ emissions are lowered still further, to just 5.9 l/100 km and 136 g/km respectively.

Profiting from Toyota's extensive motorsport experience, the small bore, long stroke unit is exceptionally lightweight and compact, improving the vehicle's power-to-weight ratio. It features a resin-type cylinder head cover and intake manifold, and the intake channel has been streamlined to optimise airflow for improved combustion efficiency.

Dual VVT-i helps boost response levels across the entire rev range by varying the air-fuel intake and exhaust valve timing to suit the conditions at any given time. In addition to improving torque at low and medium engine speeds, the system also reduces emissions and enhances fuel efficiency.

In total, the advanced Toyota Optimal Drive innovations on the 1.33 litre engine have resulted in a huge, 17 % drop in fuel consumption compared to the Auris' previous 1.4 litre unit.



1.6l and 1.8l Valvematic petrol engines

Offering class-leading efficiency, power and torque, Valvematic is a further development of Toyota's highly successful Dual Variable Valve Timing-intelligent (Dual VVT-i) system.

Valvematic takes VVT-i technology a step forward by adding lift and duration control to the inlet valve variable timing. This improves intake airflow volume and speed management -and, subsequently, combustion process management- to deliver more power for less fuel consumption, with reduced CO₂ emissions. The adoption of Valvematic further reduces friction and pumping losses under light engine loads, further lowering fuel consumption.

Valvematic efficiency is further improved through the adoption of a variable length inlet manifold. This acts as an accelerator at low to medium engine speeds, maximising inlet air speed for optimum combustion efficiency. At higher engine speeds the manifold is fully open. This allows air to travel via a shorter route, maximising the volume of air entering the combustion chamber and, hence, engine power output.

Available with either a six-speed manual or six-speed MultiMode transmission, the 1.6-litre Valvematic engine develops 132 DIN hp and class-leading maximum torque of 160 Nm at only 4,400 rpm. When equipped with the manual transmission the unit returns a combined cycle fuel consumption of 6.6 l/100 km and generates CO₂ emissions of only 152 g/km. MultiMode transmission further reduces both fuel consumption and emissions, to 6.3 l/100 km and 146 g/km respectively.

Adding refined sportiness and a higher level of dynamism to the Auris range, the 1.8 litre Valvematic engine develops 147 DIN hp and maximum torque of 180Nm at 4,000 rpm. Equipped with a six-speed manual transmission, the engine's combined fuel consumption is only 6.7 l/100 km, and CO₂ emissions are 155 g/km.

1.4l D-4D 90 diesel engine

Available with either a six-speed manual or six-speed MultiMode transmission, the 1.4 litre D-4D engine develops 90 DIN hp and maximum torque of 205 Nm at only 1,800 to 2,800 rpm, a torque output comparable to that of larger, 1.5 litre rival units. Both versions may be equipped with a Diesel Particulate Filter (DPF).

A DPF catalyst purifies hydrocarbons and carbon monoxide but also, simultaneously, reduces particulate matter. The particulate matter is trapped in the filter's substrate walls. The engine management system then burns off the soot so that the DPF is self-cleaning and requires no long-term maintenance.

The 1.4 D-4D 90 unit also benefits from Toyota Optimal Drive technology, maximising performance and driveability whilst minimising fuel consumption, and CO₂ and particulate emissions.



New generation piezoelectric injectors control the fuel volume and the timing of the injection more accurately. The high speed reaction time of Piezo injectors makes multi-phase high speed injection possible. This has the effect of both lowering the rate of combustion expansion and effecting a more thorough burn within the combustion chamber, thus further reducing particulate, NO_x and CO₂ emissions.

This, allied to higher common rail injection pressures of 160 Mpa, results in shorter injection times, combining a faster engine response with improved fuel economy and CO₂ emissions that are amongst the lowest in the C segment.

When equipped with the manual transmission and a Catalytic Converter (CCo), the 1.4 D-4D 90 unit returns a combined cycle fuel consumption of 4.7 l/100 km and generates CO₂ emissions of only 124 g/km. Manual versions fitted with a DPF return just 4.5 l/100 km and a remarkable 118 g/km.

This outstanding, 118 g/km CO₂ emissions performance has been achieved through combining the powertrain refinements of Toyota Optimal Drive with the adoption of various measures designed to maximise the aerodynamic and fuel efficiency of the Auris 1.4 D-4D 90, such as lowered suspension and low rolling resistance tyres.

So successfully has this been accomplished that the model's equipment specification has not been compromised, and customers still benefit from standard features including alloy wheels and single-zone air-conditioning.

Combined with a CCo, the 1.4 litre unit's MultiMode transmission returns 4.8 l/100 km and generates CO₂ emissions of 127 g/km, whilst a combination of MultiMode and a DPF returns 4.9 l/100 km and lowers CO₂ emissions to 129 g/km.



2.0l D-4D 125 diesel engine

Mated to a six-speed manual transmission and with a DPF fitted as standard, the 2.0 D-4D 125 benefits from all the Toyota Optimal Drive powertrain enhancements featured on the 1.4 D-4D 90. It delivers 127 DIN hp and maximum torque of 310 Nm from 1,800 to 2,400 rpm. Combined cycle fuel consumption is 5.2 l/100 km and CO₂ emissions are 138 g/km.

2.2l D-4D 180 diesel engine

Also fitted with a six-speed manual transmission, the Auris' powerful, 2.2 litre turbodiesel further benefits from Toyota's Diesel-Clean Advanced Technology (Toyota D-CAT), which incorporates a Diesel Particulate and NOx Reduction filter (DPNR).

Operating in a similar fashion to a DPF, a DPNR further reduces particulate matter and NOx emissions to levels far below Euro 5 standards. An Exhaust Port Injector (EPI) injects fuel into the exhaust gas flow for secondary combustion in the catalyst chamber, minimising both NOx and particle matter emissions. A high-efficiency Exhaust Gas Recirculation cooler (EGR) reduces the temperature of combustion to further lower NOx emissions.

The 2.2 D-4D 180 unit delivers 177 DIN hp and a highly impressive maximum torque of 400 Nm between 2,000 and 2,800 rpm. Conversely, average fuel consumption is just 5.9 l/100 km, and CO₂ emissions only 154 g/km.

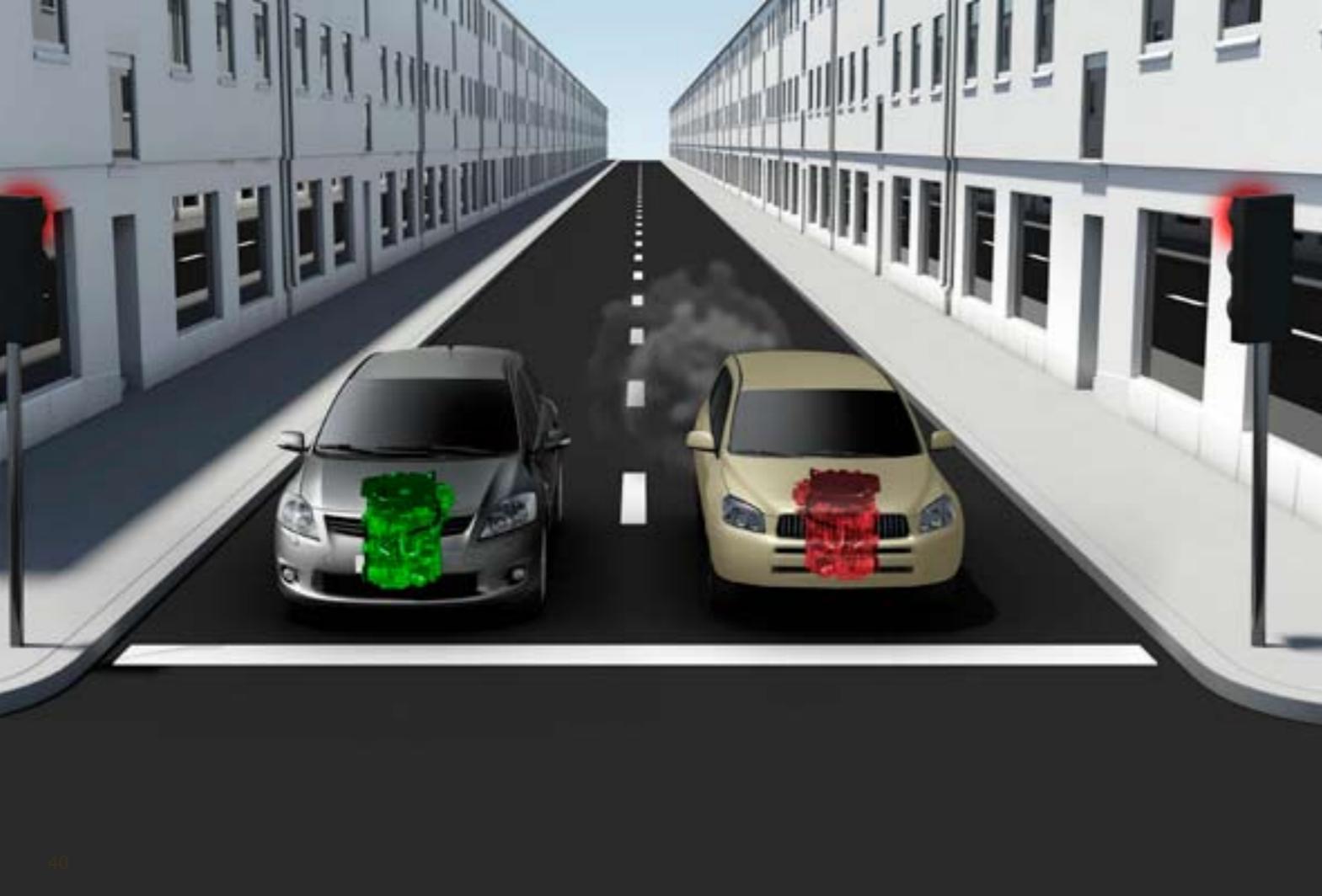


MultiMode transmission

Available on 1.6 Valvematic petrol and 1.4 D-4D 90 diesel versions of the Auris 2010, MultiMode is an automated manual transmission with a fully automatic shift mode and no clutch pedal. It offers the driver a choice of two, fully automatic gear change modes or a manual, sequential gear change with steering wheel-mounted shift paddles.

Selecting E (Economy), M (Manual) or R (Reverse) allows the car to 'creep' in the manner of a conventional automatic. In E mode, the car makes automatic gear shifts that will maximise fuel economy. Selecting ES (Sport) mode will delay changing up to a higher rpm, giving a more sporting style of drive.





Stop & Start technology

Available with the 1.33 litre Dual VVT-i petrol engine, Toyota's Stop & Start system automatically switches off the engine when the vehicle is stopped. Featuring an immediate restart with virtually no engine sound or vibration, the system delivers significant reductions in CO₂ emissions during urban driving, and can lower fuel consumption by up to 3 %, depending on driving conditions.

Stop & Start automatically stops the engine when the shift lever is moved to the neutral position and the clutch pedal is released, enhancing fuel economy. The engine will automatically restart, within less than half a second, when the clutch pedal is depressed.

Such a rapid restart is made possible through the use of the world's first permanently engaged gear mechanism in which the starter motor and the flywheel are linked, via a ring gear, by a one way clutch. This maintenance-free system not only eliminates the torque limitations of a belt-driven starter motor, but also reduces engine start noise levels within the cabin, and seat vibration levels.

Toyota Stop & Start technology allows for the continued operation of the air-conditioning system.

With the air-conditioning in use, the engine will not stop if the desired cabin temperature has not been reached. When that temperature is reached, the air-conditioner will switch to 'ECO-run loading', allowing the engine to automatically stop. The engine will automatically restart in the event of low battery charge, or if the vehicle begins to move, in the interest of safety.

In conjunction with the Stop & Start system, an 'ECO' indicator will illuminate during every automatic stop. An ECO counter also displays the elapsed time of stops during each drive, and a re-settable ECO odo-counter displays the vehicle's total accumulated idling stop time.

Gear shift indicator

A Gear Shift Indicator prompts the Auris driver to shift up or down a gear for maximum fuel efficiency. Monitoring driving conditions, vehicle speed and throttle inputs, the system can help reduce fuel consumption by 0.5-3.0 %, depending on driving styles.



Low Cost of Ownership

- Toyota Optimal Drive offers reduced CO₂ emissions for tax advantages in many markets
- Low insurance group ratings through easy-repair design
- 15,000 km service interval for low servicing and maintenance costs
- Three year / 100,000 km warranty

Cost of ownership is one of the fundamental considerations for customers in the highly competitive European C segment, and has been a key consideration in the development of the Auris 2010.

Tax efficient Toyota Optimal Drive

The application of Toyota Optimal Drive across the model range ensures that the Auris not only demonstrates the optimum balance between performance and emissions, but also that its fuel consumption and CO₂ emissions are amongst the lowest in the segment.

The Auris 1.4 D-4D 90 boasts CO₂ emissions of just 118 g/km, and the 1.33 Dual VVT-i with Stop & Start technology only 136 g/km. These significant reductions in CO₂ emissions will offer owners a tax advantage in many European markets, including Austria, Norway, Portugal, Ireland, Spain and the Netherlands.



Low insurance

Typical Auris insurance ratings in the UK will be Group 10 (1.33i) or Group 13 (1.6i) for petrol models and Group 11 (1.4D) or Group 18 (2.0D) for D-4D versions. In Germany, the same models will qualify for Group 19 (1.33i) or Group 20 (1.6i) and Group 13 (1.4D) or Group 19 (2.0D) respectively. These low ratings have been achieved, in part, by the design development of numerous, easy-to-repair, insurance-friendly components such as bolt-on front end structures and easily replaced headlamp clusters.

Lower servicing costs

Toyota's 15,000 km service interval schedule is designed to offer customers best-in-class servicing, maintenance and repair costs. Component replacement cycles have been extended without compromising reliability, durability or safety, or the use of expensive synthetic oil. The carefully considered layout of the engine bay and component access has helped to minimise labour time and, therefore, costs.

All engines use a maintenance-free timing chain and 45 % less expensive oil filter elements. Thin, long reach spark plugs not only improve cylinder head cooling but are 23 % less expensive.

The Auris also benefits from Toyota's already excellent record of low repair costs. Many components have been developed specifically to reduce impact repair costs. These include headlamp mounting brackets which are designed to break on impact before the lamp itself is damaged and the large front bumper, which reduces damage to the bonnet during collisions.

Oil Maintenance Monitoring System (OMMS)

All three D-4D engines feature an Oil Maintenance Monitoring System (OMMS) which continuously monitors engine use and determines the optimum oil change interval.

In addition, the adoption of automatic valve adjusters on the 1.33 litre Dual-VVT-i engine removes the need to periodically adjust valve clearances throughout the engine's lifespan.

Clutches are self-adjusting, and an automatic tensioner avoids the need for periodic checking of the auxiliary belt tension. Auxiliary belt life is 105,000 km and the engine coolant will last 160,000 km.

Three Year / 100,000 km warranty

The 2010 Auris carries Toyota's three year/100,000 km warranty*, but many components are designed to last more than double that time. The starter motor, for instance, has a lifespan of at least eight years. All engines use a maximum number of maintenance-free components, and even the tyres have been chosen to offer the best balance of performance and durability.

* depending on country



Updated grades

- New USB / AUX input terminal for MP3 player audio control
- Bluetooth hands-free mobile phone connectivity with voice recognition
- Further specification upgrades including illuminated entry system linked to smart entry and push start, and rear UV reducing privacy glass
- Upgraded Tatami and partial leather / Alcantara seat upholstery



Specification

Every Auris 2010 model above the Terra grade now benefits from wireless, Bluetooth hands-free mobile phone connectivity -independent of the optional navigation system- allowing for incoming call sound output through the vehicle speakers. The fully integrated audio system now incorporates a mini jack USB/AUX input terminal located within the upper glovebox, allowing for the connection of MP3 players directly to the audio system.

The seat upholstery has also been upgraded, with five new finishes available for the main inserts; two woven -dark grey and light grey, two Tatami knitted -dark grey, with grey or ruby patterns, and one partial leather / Alcantara. Auto-levelling headlamps can be fitted with optional, HID (High Intensity Discharge) lights, and an optional rear camera with a display integrated into the driver's rear view mirror will be available at a later date.

Grades

Terra

Even Terra grade models feature revised Optitron instrument dials with more legible, white numerals, a new soft-covered console box/armrest, a radio CD player with 4 speakers and a mini jack USB/AUX input terminal, a leather covered steering wheel with audio control switches and revised door mirrors with integral turn indicators.

Luna

Luna grade models further benefit from manual air-conditioning, body coloured, retractable door mirrors, front fog lamps, front and rear electric windows, a radio CD player with 2 additional speakers and a USB/AUX input terminal, and enhanced interior finishes incorporating chrome inserts, door trim stitching and Tatami seat upholstery.

Luna grade model options include rear parking sensors, a sun roof, steering wheel-mounted Bluetooth control switches, 16" alloy wheels and fully automatic air-conditioning.

S-Pack

The sporting S-Pack upgrade at the heart of the Auris 2010 model line-up is designed to appeal to a new, more youthful customer base. It adds range-topping, 17" alloy wheels, a dynamic spoiler with integral, high-mounted stop light, rear privacy glass and darkened halogen headlamp clusters.

On board, the S-Pack interior features sporting orange analogue meters, matching orange upholstery stitching, a rear seat centre armrest with cupholder, and rear privacy glass.

Options include fully automatic air conditioning, rear parking sensors, steering wheel-mounted Bluetooth control switches and darkened High Intensity Discharge (HID) headlamps with washers and an auto-levelling function.

Sol

Sol grade models feature a comprehensive equipment specification including new rear, UV reducing privacy glass, halogen headlamps, a smaller rear spoiler incorporating a high-mounted stop lamp, and new rain sensors.

On board, Sol grade customers benefit from smart entry and push start, a new illuminated entry system, automatic, dual-zone air-conditioning, an auto-dimming rear view mirror and a 6 speaker radio CD player with Bluetooth connectivity, microphone and voice recognition.

Options to this grade include full leather upholstery in dark grey or greige, full-map satellite navigation incorporating rear view monitor, and HID headlamps.

Premium Active

Only available with the 2.2 D-4D 180, Premium Active features red analogue meters, Tatami dark grey/ruby interior trim, 17" alloy wheels, cruise control, a unique dark grey rear valence and the rear double wishbone suspension system developed specifically for this powertrain.

Specifications

ENGINE	1.33 Dual VVT-i	1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
Engine code	1NR-FE	1ZR-FAE	2ZR-FAE	1ND-TV	1AD-FTV	2AD-FHV
Type	4 in-line cylinders					
Fuel type	95 unleaded petrol (or higher)			48 Cetane diesel or higher		
Valve mechanism	DOHC 16-valve with Dual-VVT-i	DOHC 16-valve with Valvematic	DOHC 16-valve with Valvematic	SOHC 8-valve	DOHC 16-valve	DOHC 16-valve
Displacement (cm ³)	1329	1598	1798	1364	1998	2231
Bore x stroke (mm)	72.5 x 80.5	80.5 x 78.5	80.5 x 88.3	73.0 x 81.5	86.0 x 86.0	86.0 x 96.0
Compression ratio (:1)	11.5	10.7	10.5	17.9	15.8	15.7
Max. power (DIN hp) KW / rpm	(99) 73 / 6000	(132) 97 / 6400	(147) 108 / 6400	(90) 66 / 3800	(126) 93 / 3600	(177) 130 / 3600
Max. torque (Nm / rpm)	128 / 3800	160 / 4400	180 / 4000	205 / 1800 - 2800	310 / 1800 - 2400	400 / 2000 - 2800
Emissions level	EURO 5 as of January 2010 (except 1.4-litre D-4D as of July 2010)					

TRANSMISSION	1.33 Dual VVT-i	1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
Type	Single dry plate					
Transmission	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T
Engine	1.33 Dual VVT-i	1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
Gear ratios	1st	3.538	3.538	3.538	3.538	3.538
	2nd	1.913	1.913	1.913	1.913	1.913
	3rd	1.31	1.31	1.31	1.31	1.218
	4th	0.971	0.971	0.971	0.971	0.86
	5th	0.818	0.818	0.818	0.714	0.79
	6th	0.7	0.7	0.7	0.619	0.638
	Reverse	3.333	3.333	3.333	3.333	3.831

BRAKES	Petrol engine	Diesel engine
Type	Petrol engine	
Front	Ventilated disc (ø 273 x 26 mm)	Ventilated disc (ø 295 x 26 mm) Ventilated disc (ø 273 x 26 mm)
Rear	Solid disc (ø 270 x 10 mm)	Solid disc (ø 270 x 10 mm)
Additional features	ABS	
	EBD (Electronic Brake-force Distribution)	
	BA (Brake Assist)	
	VSC (Vehicle Stability Control)	
	TRC (Traction Control)	

SUSPENSIONS	
Front	MacPherson Strut
Rear	Torsion beam (2.2 D-4D 180: double wishbone)

STEERING	1.33 Dual VVT-i / 1.6 Valvematic / 1.8 Valvematic / 1.4 D-4D 90 / 2.0 D-4D 125	2.2 D-4D 180
Type	Rack and pinion	
Ratio (:1)	14.44	14.65
Turns (lock to lock)	2.9	2.81
Min. turning radius – tyre (m)	5.2	5.5
Additional feature	Electric Power Steering (EPS)	

6 M/T = 6-speed manual transmission

6 M/M = 6-speed MultiMode transmission

S&S = Stop & Start system

PERFORMANCE	1.33 Dual VVT-i	1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
Transmission	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T
Max. speed (km / h)	175	195	200	175	195	210
0 - 100 km / h	13.1	10.2 / 12.1	9.5	12.0 / 14.7	10.3	8.1

FUEL CONSUMPTION *	1.33 Dual-VVT-i		1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
	with S&S	without S&S					
Transmission	6 M/T	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T (CCO / DPF)	6 M/M (CCO / DPF)	6 M/T
Urban (l / 100 km)	7.2	7.5	8.6 / 7.0	8.7	5.6 / 5.4**	5.8 / 5.8	6.5
Extra-urban (l / 100 km)	5.1	5.2	5.5 / 5.3	5.5	4.2 / 3.9**	4.2 / 4.4	4.4
Combined (l / 100 km)	5.9	6	6.6 / 6.3	6.7	4.7 / 4.5**	4.8 / 4.9	5.2
Fuel tank capacity (l)	55 l						

CO₂ EMISSIONS *	1.33 Dual-VVT-i		1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
	with S&S	without S&S					
Transmission	6 M/T	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T (CCO / DPF)	6 M/M (CCO / DPF)	6 M/T
Urban (g / km)	165	172	198 / 184	203	148 / 142**	152 / 154	174
Extra-urban (g / km)	119	120	126 / 124	127	110 / 104**	112 / 115	118
Combined (g / km)	136	139	152 / 146	155	124 / 118**	127 / 129	138

* According to base directive 80/1268/EEC, latest amendment 2004/3/EC

** As of

OTHER EMISSIONS *	1.33 Dual-VVT-i		1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125	2.2 D-4D 180
	with S&S	without S&S					
Transmission	6 M/T	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T (CCO / DPF)	6 M/M (CCO / DPF)	6 M/T
CO	0.274	0.2239	0.372 / 0.387	0.374	0.25 / 0.13**	0.22 / 0.09	0.29
HC	0.0403	0.0344	0.026 / 0.037	0.029	-	-	-
NOx	0.0251	0.0255	0.011 / 0.019	0.028	0.17 / 0.18**	0.21 / 0.17	0.14
HC+NOx	-	-	-	-	0.20 / 0.20**	0.23 / 0.19	0.16
PM	-	-	-	-	0.0246 / 0.001**	0.0210 / 0.0020	0.0015

* According to base directive 70/220/EEC, latest amendment 2003/76B/EC (Euro Class 4) and legislation on EC 715/2007

- last amendment by EC 692/2008 A (Euro Class 5)

** As of

EXTERIOR DIMENSIONS

Overall length (mm)	4245
Overall width (mm)	1760
Overall height (mm)	1515 (2.2 D-CAT 180: 1505)
Wheelbase (mm)	2600
Tread (mm) front	1525
Tread (mm) rear	1525
Front overhang (mm)	905
Rear overhang (mm)	740
Drag coefficient (Cd)	0.292

6 M/T = 6-speed manual transmission

6 M/M = 6-speed MultiMode transmission

S&S = Stop & Start system

INTERIOR DIMENSIONS

Interior length (mm)	1985
Interior width (mm)	1460
Interior height (mm)	1245

LUGGAGE COMPARTMENT

VDA luggage capacity, rear seat up (L)	350
VDA luggage capacity, rear seat down 1 (L)	777
Length * (mm) (rear seats folded away)	1540
Max. width (mm)	1275
Height (mm) (with deck board removed)	865

WEIGHT	1.33 Dual VVT-i	1.6 Valvematic	1.8 Valvematic	1.4 D-4D 90	2.0 D-4D 125 DPF	2.2 D-4D 180
	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T - 6 M/M	6 M/T	6 M/T
Kerb weight (kg)	1220 - 1285	1245 - 1320	1245 - 1315	1260 - 1315	1385 - 1440	1430 - 1470
Gross vehicle weight (kg)	1720	1750	1750	1760	1890	1920
Towing capacity w/ brakes 12% (kg)	1000	1300	1300	1000	1500	1500
Towing capacity w/o brakes (kg)	450	450	450	450	450	450

Disclaimer

The fuel consumption and CO₂ values are measured in a controlled environment, in accordance with the requirements of Directive 80/1268/EEC incl. its amendments, on a basic production vehicle. For further information about the basic production vehicle, please contact your local PR-officer. The fuel consumption and CO₂ values of your vehicle may vary from those measured. Driving behaviour as well as other factors (such as road conditions, traffic, vehicle conditions, installed equipment, load, number of passengers, ...) play a role in determining a car's fuel consumption and CO₂ emissions.

6 M/T = 6-speed manual transmission

6 M/M = 6-speed MultiMode transmission

S&S = Stop & Start system

Equipment list

Tyres and wheels	Auris Terra	Auris Luna	Auris S-Pack	Auris Sol	Premium Active
Tyre size	205 / 55 R16	205 / 55 R16	225 / 45 R17	205 / 55 R16	225 / 45 R17
Wheel size	16" steel wheels	16" steel wheels	17" alloys wheels	16" alloy wheels	17" alloys wheels
Temporary spare wheel / tyre	Temporary	Temporary	Tyre repair kit	Temporary	Tyre repair kit

Safety	Auris Terra	Auris Luna	Auris S-Pack	Auris Sol	Premium Active
ABS with EBD and BA	●	●	●	●	●
VSC and TRC	○	○	○	○	●
Crash resistant body structure	●	●	●	●	●
Body shell with high tensile steel elements	●	●	●	●	●
Side impact beams	●	●	●	●	●
SRS front airbags: driver and passenger	●	●	●	●	●
SRS front side airbags	●	●	●	●	●
SRS curtain shield airbags: front and rear	●	●	●	●	●
Driver's SRS knee airbag	●	●	●	●	●
Front passenger airbag switch-off	●	●	●	●	●
Seat belt warning: driver and passenger	●	●	●	●	●
Front seat belts: 3-point ELR with pre-tensioners and force-limiters	●	●	●	●	●
Rear seat belts: 3-point ELR / ALR	●	●	●	●	●
Whiplash Injury Lessening (WIL) concept seat: driver and passenger	●	●	●	●	●
Child protection lock	●	●	●	●	●
ISO FIX child restraint system	●	●	●	●	●

Exterior	Auris Terra	Auris Luna	Auris S-Pack	Auris Sol	Premium Active
Bumpers : colour-keyed	●	●	●	●	●
Door mirrors : black & electric	●	-	-	-	-
Door mirrors : colour-keyed & electric & heated	-	●	●	●	●
Door handles : black	●	-	-	-	-
Door handles : colour-keyed	-	●	●	●	●
Privacy glass	-	-	●	-	○
Rear spoiler	●	●	-	●	●
Dynamic rear spoiler: with mounted stop lamp	-	-	●	-	○
Front intermittent wipers with adjustable interval	●	●	●	●	●
Rear wiper with interval	●	●	●	●	●
Rear window defogger	●	●	●	●	●
Front fog lamps	-	●	●	●	●
High-intensity Discharge (HID) headlamps with auto levelling and headlamp washers	-	-	-	○	-
High-intensity Discharge (HID) headlamps with auto levelling and headlamp washers - darkened	-	-	○	-	○
Darkened headlamps	-	-	●	-	●
Metallic paint	○	○	○	○	○
Sun roof	-	○	○	○	○

● = Standard ○ = Optional - = Not available

Comfort	Auris Terra	Auris Luna	Auris S-Pack	Auris Sol	Premium Active
Manual air conditioning	○	●	●	-	-
Automatic air conditioning - dual zone	-	○	○	●	●
Electric power steering	●	●	●	●	●
Tilt and telescopic steering wheel	●	●	●	●	●
Leather steering wheel with audio controls and shift gear knob	●	●	●	●	●
Gearshift indicator (on manual models)	●	●	●	●	●
Cruise control with variable speed limiter (n.a. on MultiMode transmission)	-	○	-	●	-
Cruise control	-	-	○	-	●
Electrochromatic rear view mirror	-	-	-	●	●
Rain and dusk sensor	-	-	-	●	●
Rear parking sensor	-	○	○	-	-
Smart entry & start system	-	-	-	●	●
Front power windows	●	-	-	-	-
Front and rear power windows	-	●	●	●	●
Security					
Wireless door lock	●	●	●	●	●
Fuel cap locking	●	●	●	●	●
Interior switch for door locking	●	●	●	●	●
Information & audio					
Multi-information display: clock, outside temperature, average speed, average fuel consumption	●	●	●	●	●
Optitron display	●	●	-	●	-
Full map navigation (with Bluetooth)	-	-	-	○	○
Full map navigation and rear view camera / monitor	-	-	-	○	○
Rear-monitor display (within electrochromatic rear-view mirror)	-	-	-	○	○
Analogue meters	-	-	●	-	●
seat belt warning (lamp & buzzer)	●	●	●	●	●

Audio	Auris Terra	Auris Luna	Auris S-Pack	Auris Sol	Premium Active
Mini jack and USB	●	●	●	●	●
Roof antenna	●	●	●	●	●
Radio, CD, MP3, WMA audio system with 4 speakers (incl 2 tweeters)	●	-	-	-	-
Radio, CD, MP3, WMA audio system with 4 speakers (incl 2 tweeters) and 2 rear speakers	-	●	●	-	-
Radio, CD, MP3, WMA with 6 speakers and Bluetooth with microphone and voice recognition	-	○	○	●	●
Seats					
Front driver seat height adjustable (manual)	●	●	●	●	●
Seat trim - fabric	●	●	●	●	●
Seat trim - Alcantara, dark grey	-	-	○	○	-
Leather seats - beige grey	-	-	-	○	○
Leather seats - dark grey	-	-	-	○	-
Rear seat headrests (3 set)	●	●	●	●	●
Rear seat centre armrest with 2 cup holders	-	-	●	●	●
Rear seats - 60:40 split / folding	●	●	●	●	●
Rear seats with tilt down and 2-position reclining mechanism	●	●	●	●	●
Storage compartments					
Centre console without lid	●	●	●	●	●
In-dash driver and passenger side cup holders	●	●	●	●	●
Overhead console	●	●	●	●	●
Dual glove box	●	●	●	●	●
Front and rear door pockets (D & P)	●	●	●	●	●
Driver and passenger seatback pockets	●	●	●	●	●

● = Standard ○ = Optional - = Not available

Image bank

Software requirements:

PC:

If your configuration is set for this application, a pop-up will appear: "What do you want Windows to do?".

Select the option: "Start interactive interface". If this is not the case, go to the USB-drive in Windows Explorer and double click on: start.exe.

For a full use of the application the following minimum configuration is needed:

- Windows XP or later
- 512 Mb Ram or more is recommended
- USB-Port
- Internet Explorer
- Quicktime

Contents:

- Interactive interface
- Word-, and Pdf-files
- Images Hires and Lores .jpg
- Quicktime movies

Apple Power Mac:

Go to Finder of OS X and double click on the USB and double click on Start.app.

For a full use of the application the following minimum configuration is needed:

- Mac OSX v10.4
- 512 Mb Ram or more is recommended
- USB-Port
- Safari
- Quicktime

The usage of this USB is strictly limited to your professional use. It shall not be used for any other purpose, nor shall it be made available to any third party, without the prior written consent of Toyota Motor Europe NV/SA, Avenue du Bourget 60, B-1140 Brussels, Belgium.

For editorial use only

Exterior - dynamic



AUR_DPL_001_10_EXT.JPG



AUR_DPL_002_10_EXT.JPG



AUR_DPL_003_10_EXT.JPG



AUR_DPL_004_10_EXT.JPG



AUR_DPL_005_10_EXT.JPG



AUR_DPL_006_10_EXT.JPG



AUR_DPL_007_10_EXT.JPG



AUR_DPL_008_10_EXT.JPG



AUR_DPL_009_10_EXT.JPG



AUR_DPL_010_10_EXT.JPG

Exterior - static



AUR_DPL_011_10_EXT.JPG



AUR_DPL_012_10_EXT.JPG



AUR_DPL_013_10_EXT.JPG



AUR_DPL_014_10_EXT.JPG



AUR_DPL_015_10_EXT.JPG



AUR_DPL_016_10_EXT.JPG



AUR_DPL_017_10_EXT.JPG



AUR_DPL_018_10_EXT.JPG



AUR_DPL_019_10_EXT.JPG



AUR_DPL_020_10_EXT.JPG



AUR_DPL_036_10_EXT.JPG



AUR_DPL_037_10_EXT.JPG



AUR_DPL_038_10_EXT.JPG



AUR_DPL_039_10_EXT.JPG



AUR_DPL_021_10_EXT.JPG



AUR_DPL_022_10_EXT.JPG



AUR_DPL_023_10_EXT.JPG



AUR_DPL_024_10_EXT.JPG



AUR_DPL_025_10_EXT.JPG

Interior



AUR_DPL_026_10_EXT.JPG



AUR_DPL_027_10_EXT.JPG



AUR_DPL_028_10_EXT.JPG



AUR_DPL_029_10_EXT.JPG



AUR_DPL_030_10_EXT.JPG



AUR_DPL_040_10_INT.JPG



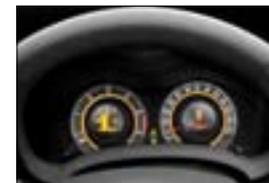
AUR_DPL_041_10_INT.JPG



AUR_DPL_042_10_INT.JPG



AUR_DPL_043_10_INT.JPG



AUR_DPL_044_10_INT.JPG



AUR_DPL_031_10_EXT.JPG



AUR_DPL_032_10_EXT.JPG



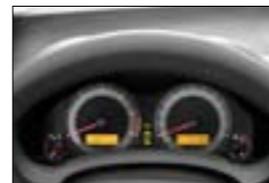
AUR_DPL_033_10_EXT.JPG



AUR_DPL_034_10_EXT.JPG



AUR_DPL_035_10_EXT.JPG



AUR_DPL_045_10_INT.JPG



AUR_DPL_046_10_INT.JPG



AUR_DPL_047_10_INT.JPG



AUR_DPL_048_10_INT.JPG



AUR_DPL_049_10_INT.JPG

Details



AUR_DPL_050_10_DET.JPG



AUR_DPL_051_10_DET.JPG



AUR_DPL_052_10_DET.JPG



AUR_DPL_053_10_DET.JPG



AUR_DPL_054_10_DET.JPG

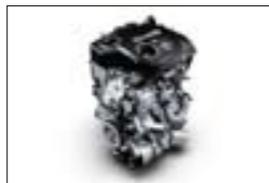
Technical



AUR_DPL_055_10_TEC.JPG



AUR_DPL_056_10_TEC.JPG



AUR_DPL_057_10_TEC.JPG



AUR_DPL_058_10_TEC.JPG



AUR_DPL_059_10_TEC.JPG

Toyota Motor Europe reserves the right to alter any details of specifications and equipment without notice. Details of specifications and equipment are also subject to change to suit local conditions and requirements. Please enquire at your national Toyota PR department of any such changes that might be required for your area.

Vehicles pictured and specifications detailed in this publication may vary from models and equipment available in your area. Vehicle body colours might differ slightly from the printed photos in this publication.





Toyota Motor Europe
Product Communications Division
Avenue du Bourget 60 - Bourgetlaan 60
B - 1140 Brussels - Belgium

www.toyota-media.com