

Verso-S

Small, Spacious & Smart



Today
Tomorrow
Toyota



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Introduction

On sale from February 2011, the new Verso-S marks Toyota's re-entry into the B-MPV market, a segment the company itself created with the Yaris Verso in 1999.

The B-MPV segment has almost tripled in size since 2002. Driven by downsizing, this growth incorporates an increasingly diverse cross-section of customers, many of whom appreciate the interior flexibility and loadspace offered by a Multi-Purpose Vehicle.



Supporting this growth are families switching over from conventional B-segment hatchbacks and, more significantly, empty nesters and seniors downsizing from C-segment cars. For them, a B-MPV is not only a rational purchase essential to making the most of leisure time, but must also offer the levels of space, comfort, equipment and quality they have experienced in a higher segment vehicle.

The smallest vehicle in the segment, Toyota's new B-MPV is less than 4 metres long. This makes it easy to drive in the urban environment. Conversely, meticulous attention to detail in every aspect of its practical, flexible interior design has maximised spaciousness, comfort and perceived quality throughout.

The Verso-S offers front seat headroom, rear seat roominess and luggage capacity to rival that of C-segment cars. Unique to the segment, its 60:40 split rear seats feature a one-touch, fold-flat mechanism operable from within the loadspace. The loadspace itself incorporates a lightweight, dual-level deck board floor for maximum cargo volume flexibility.

Also unique to the B-MPV segment and a Toyota first, a new, 6.1 inch, full colour, touch screen system, Toyota Touch, provides customers with a comprehensive multimedia interface.



Standard as from mid grade, it will incorporate AM/FM radio, a CD/MP3 player, Bluetooth mobile phone connectivity, a USB port for the connection of portable music players, a trip information screen and a rear view camera.

As from May 2011, Toyota Touch & Go, a navigation system representing the best value for money on the market, will equip the Verso-S. It includes all the most popular navigation functions, such as advanced traffic coverage, customisable speed limits and speed camera warnings.

Using a compatible mobile phone, via Bluetooth, the system offers on-board connectivity to Google Local Search. Via Google Maps, destinations may be inputted remotely from home or office, and Points of Interest may be downloaded for entry as destinations.

Designed by Toyota, Touch & Go is flexible and affordable. The system can be updated with the newest functions without the need to upgrade the multimedia base unit. A Touch & Go Apps facility will make fuel price, weather and parking space information available later in 2011. Thereafter, new App options will be rolled out, accessible via a web portal.

The lightest and most fuel-efficient vehicle in the B-MPV segment, the new Verso-S offers customers a choice of a 1.33 litre dual VVT-i petrol engine or a 1.4 litre D-4D turbodiesel. Both engines offer class-leading fuel economy and CO₂ emissions.

The 1.33 litre petrol engine may be equipped with an optional Multidrive, continuously variable transmission (CVT) incorporating a 7-step, sequential paddle shift mode, the first CVT in the segment.



A Space Revolution for Five

- **Shortest vehicle in the segment**
- **Large, frameless panoramic sunroof**
- **Efficient space management**
- **One touch, fold-flat rear seat mechanism**
- **Flexible, dual level deck board**
- **Toyota Touch, a new multimedia interface**

A space revolution for five, the new Toyota Verso-S has been created from the key development concept 'Small, Spacious and Smart'. Showcasing excellent efficiency in space management, the Verso-S combines highly competitive interior roominess with the shortest overall length – just 3990mm – of any MPV in the European B-segment.

It's practical, flexible interior offers passenger accommodation and luggage capacity to rival that of C-segment cars.

Exterior Design

Compact, Urban-friendly Dimensions

Toyota's new Verso-S is instantly recognisable through its compact and appealing exterior styling. In keeping with its urban-friendly

dimensions, it features short front and rear overhangs. Yet it is given a sleek appearance by its powerful, sweeping coachwork lines and the surfaces created by the combination of smooth transitions between concave and convex sharp edges.

The sculpted, three-dimensional front is dominated by a wide grille framed by contoured headlamps. The design is complimented by a large lower air intake and highly sculpted fog lamp surrounds integrated within the front bumper extremities to reinforce the car's broad stance and agile handling.

In profile, the A pillar flows seamlessly into the long roofline. A single, crisp character line runs smoothly through the full length of the vehicle. The side glazing with blacked out pillars and a large panoramic sunroof emphasise the maximisation of interior space within the compact bodyshell.

The frameless, panoramic sunroof is one of the largest on the market. Opening from almost directly behind the windscreen head, it measures 1,260mm long by 820mm wide, creating an airy, spacious cabin atmosphere. The entire opening employs UV-cut glass to reduce cabin heat build up through the penetration of ultraviolet rays, and is also equipped with a full-length, power operated roller blind.



To the rear, the wide, top-hinged tailgate is framed by vertically stacked combination lamps and a flat top section rear bumper sculpted to aid cargo loading. The location of secondary lamp clusters within the rear wings emphasises the bumper width, reinforcing the car's low centre of gravity and wide stance.

Aerodynamics – Careful airflow management for fuel efficiency

The aerodynamic efficiency inherent in the Verso-S's streamlined, monoform styling has been further improved through careful airflow management to reduce cabin noise, enhance fuel efficiency and lower CO₂ emissions.



An aerodynamic front spoiler features a newly designed, L-shaped cross-section to limit and control underbody airflow. In conjunction with front and rear wheel spats, the flat, vertical surfaces of the bumper extremities create 'aero' corners which correct the airflow as it passes down the sides of the car, minimising turbulence in the wheel arches. And an integral roof spoiler controls the flow of air away from the rear of the car.

In combination, these aerodynamic measures help the Verso-S achieve a drag coefficient (Cd) of just 0.297.

Interior Design

Spacious, Practical and Flexible

The new Verso-S has a long, 2,550mm wheelbase. Its wide opening front and rear doors give access to a spacious, practical and flexible interior. The interior design focuses not only on ergonomic excellence, but also on the high perceived quality and visual and tactile appeal demanded by increasingly discerning B-segment customers.

The dashboard shares the precise, clean lines of the exterior bodywork's surfaces. It has been divided into upper and lower zones, reducing its perceived mass.

Reinforcing the quality of the new Verso-S interior, the upper instrument panel and the shoulder area of the front door panels are



clad in soft-touch materials, and the instrument panel and upper door trim are finished in a new, geometric grain pattern which changes appearance from differing viewpoints. The instrument cluster, bright silver centre console and air vents are trimmed with crisp, three-dimensional, brushed metal finish surrounds to further enhance the perception of quality.

The functional, easy-to-read instrument cluster features three dials with a large, central speedometer. It houses a multi-information display which will indicate overall average fuel consumption, instantaneous fuel consumption and possible cruising range.

Passenger Accommodation – Maximum interior space and one-touch seat folding

Sacrificing neither sturdiness nor safety, every element of the new Verso-S interior design has been streamlined to maximise interior space. The lower part of the door trims has been made thinner to create more foot space on entry and exit. Slim, WIL (Whiplash Injury Lessening) equipped front seats with a newly designed inner frame provide top-class knee room for rear seat passengers. And the sides of the roof taper sharply upwards to clearly separate them from the headliner, creating a spacious cabin atmosphere with a class-leading 120mm of front passenger headroom.

Raised front (620mm) and rear seating hip point heights offer good visibility and ease of entry and exit. Driver comfort has been further enhanced by the addition of 60mm seat height adjustment, an

armrest, and the placing of the gear lever as close to the steering wheel as possible.

The 60:40 split rear seats feature a centre armrest and a one-touch, fold-flat mechanism. Unique to the segment, the rear seats may also be remotely folded from the cargo area, with tilt down levers fitted to both sides of the loadspace side walls within easy reach of the tailgate.

Loadspace – Dual-level deck board for flexible load capacity

The top-hinged tailgate is cut into the Verso-S's rear bumper, giving lip-free access to the loadspace. The 760mm long loadspace floor incorporates a flexible, lightweight, dual-level deck board. This may be positioned at bumper level to give a flat floor throughout and a 336 litre cargo volume, or lowered with one hand to increase the loadspace depth by 120mm and the cargo volume by 57 litres to 393 litres. With the board removed altogether, the spare wheel well is included¹ within the loadspace, increasing cargo volume to 429 litres. And with the rear seats folded flat, the total loadspace volume increases to 1,388 litres.





Storage – Smart and generous, with MP3 connectivity

Despite the maximisation of interior roominess, the smart array of storage solutions essential to a family car has not been compromised. The Verso-S has no less than 19 separate storage compartments. These include bottle and cup holders, generous front and rear door pockets, a storage tray under the front passenger seat, and a versatile, three-level, dashboard storage compartment incorporating a USB port for the connection of portable MP3 players.

Toyota Touch Multimedia Interface – Flexible, affordable and upgradeable

Unique to the B-MPV segment and a Toyota first, a new, 6.1 inch, full colour, touch screen multimedia system, Toyota Touch, provides customers with a comprehensive multimedia interface.

Standard as from mid grade, it will incorporate AM/FM radio, a CD/MP3 player, Bluetooth mobile phone connectivity with a music streaming facility, and a USB port for the connection of portable music players, with the facility to display iPod album cover art. In addition, a rear view camera image is displayed on the Toyota Touch screen when reverse gear is engaged, to aid manoeuvrability in confined spaces.

The Bluetooth hands-free system can register up to five mobile phones, log and edit up to 1,000 contacts per phone by automatic

transfer, and display an in-car call history. Amongst the AM/FM radio functions is a one-click station list which will display every available radio station.

Toyota Touch also features a trip information screen incorporating comprehensive time, distance and fuel economy information, including instantaneous consumption, a fuel efficiency display and journey-by-journey fuel consumption comparison records.

Taking multimedia technology into the next decade, a broad base of further functions such as a DAB (Digital Audio Broadcasting) compatible digital radio will be added to the list of system options in the future, beginning with a new navigation system, Toyota Touch & Go, in May 2011.



Toyota Touch & Go Satellite Navigation – Google Local Search and App options

Upgrading the system to Touch & Go status equips the Verso-S with a navigation system which represents the best value for money on the market. It includes all the most popular navigation functions, such as advanced traffic coverage, customisable speed limits and speed camera warnings.

The new system not only offers drivers a choice of the fastest or shortest route to their destination, but also the one with the smallest environmental impact. An 'Ecological' route option has been designed to minimise the emissions and fuel consumption over the course of the journey.

With a compatible mobile phone, users have on-board connectivity to Google Local Search – the largest and most up-to-date search database in the world.

Via Google Maps, a destination may be sent to Touch & Go from the home or office computer. The information will be automatically transferred – with the owner's mobile phone acting as a modem – to the multimedia system, ready to be set as destination.

When searching for Points of Interest, Toyota Touch & Go connects to Google through the user's mobile phone. Typing in any search word will generate matching locations downloaded from the internet,

which may then be entered as destinations in the Touch & Go satellite navigation system.

System connectivity with a mobile phone enables the owner's phone book to be used as a source of addresses to set as destinations. In addition, owners can manage their SMS messages through Touch & Go; reading messages and replying with customisable templates. The system will also display any contact pictures stored on the mobile phone.

A Touch & Go Apps facility is planned for later in 2011, to further expand the capabilities of Toyota's new navigation system. Initially, three applications – providing local fuel prices and directions to the



relevant filling station, daily weather forecasts, and the availability of parking spaces in the area – will be available. Thereafter, more Apps will be rolled-out via a web portal.

Toyota Touch & Go has been designed specifically to be both flexible and affordable. The system can be readily updated with the newest functions, as they become available, without the need to upgrade the multimedia base unit.

A comprehensive range of Touch & Go options will include 3D map viewing, map updates, and software updates as they become available.

Additional Utility and Comfort Features

A choice of manual or fully automatic air-conditioning systems is available. Both may be equipped with a Positive Temperature Coefficient (PTC) heater, enabling warm cabin air to be generated quickly, even when the engine is still cold. A fuel burning auxiliary heater is available for diesel engine models, once again boosting cabin warming performance when the engine is cold.²

In addition, a Smart Entry & Start System is available, allowing the driver to lock/unlock the doors and start the engine simply by carrying the key. An automatic anti-glare Electro-Chromic (EC) rear view mirror minimises headlamp dazzle from following traffic.

Grades, Equipment and Trim

A simple, three grade strategy

A simple, three grade strategy offers customers comprehensive equipment specifications throughout the Verso-S range. Even entry grade models feature seven airbags, electric front windows, power steering, a 4 speaker radio/CD/MP3 player with USB port, VSC, ABS, EBD and BA active safety systems and the remote rear seat fold flat system, fitted as standard.

Mid grade models add the flexible loadspace floor, air-conditioning, a leather steering wheel and gear knob, and the new Toyota Touch multimedia interface. High Grade models further add automatic air-conditioning, the Smart Entry & Start System, an EC mirror, dusk & rain sensors, alloy wheels and electric rear windows.

³As of August 2011

An extensive options list includes a number of Option Packs tailored to enhance on-board comfort and convenience, the Toyota Touch & Go navigation system, full leather seats with driver and front passenger seat heating, and the panoramic sunroof with integral power operated blind.

The Toyota Verso-S will be available with a choice of 15" wheel caps or 16" alloys, and 9 exterior colours, including a new Satin Blue metallic finish. Interior trim is available in a choice of black or beige³ colour schemes with fabric upholstery and high quality black leather on High grade models.



Driving Performance – Reduced Weight and Advanced Transmissions for Class-Leading Economy and CO₂ emissions

- **Lightest car in its class**
- **Choice of Euro 5-compliant petrol and diesel Toyota Optimal Drive engines for class-leading fuel economy**
- **Multidrive S with lower fuel consumption than the manual transmission**
- **Optimised Stop & Start system for longer engine stops**
- **Low noise and vibration**
- **Extensive active and passive safety equipment**

The new Verso-S is available with either a 1.33 litre dual VVT-i petrol engine or a 1.4 litre D-4D turbodiesel. Both engines are mated, as standard, to 6-speed manual transmissions. The 1.33 litre petrol engine may be equipped with an optional Multidrive, continuously variable transmission which features a 7-step, sequential paddle shift

mode. An optional, 6-speed MultiMode transmission is available for the 1.4 litre turbodiesel.

Both Euro 5-compliant powertrains benefit fully from the low friction components, super-lightweight compact design and enhanced combustion efficiency inherent in Toyota Optimal Drive. Comprehensive weight saving measures make the Verso-S the lightest car in its class. This, combined with highly aerodynamic styling which gives the Verso-S a drag coefficient (Cd) of just 0.297, awards the new Toyota class-leading fuel economy and CO₂ emissions.⁴

Weight saving measures

Minimising weight to reduce fuel consumption

With a kerb weight of just 1,070 kg, the Verso-S is the lightest car in its segment. Every aspect of its construction has been designed to further reduce fuel consumption by minimising weight. The extensive use of lighter, high tensile steel accounts for 45% of the car's bodyshell construction.

⁴Cd is 0.297 for diesel models and 0.298 for petrol models



The wiring loom is fabricated in aluminium, offering a weight reduction of 30% over a traditional copper harness. Both front and rear seats have been made some 11% lighter than those of comparable Toyota cars, and the loadspace deck board is fabricated from lightweight, environmentally-friendly kenaf.

The frameless panoramic sunroof is resin bonded to the bodyshell to further save weight. A Verso-S equipped with the panoramic sunroof weighs only 10 kg more than a conventionally roofed model.

1.33-litre Dual VVT-i petrol engine

Class-leading fuel economy

The 1.33 litre petrol engine is equipped with dual VVT-i (Variable Valve Timing-intelligent), Exhaust Gas Recirculation (EGR) and a remarkably high compression ratio of 11.5:1. It generates 73kW/ 99 DIN hp at 6,000rpm and maximum torque of 125Nm at 4,000 rpm, combining strong dynamic performance with class-leading fuel economy of just 5.5l/100km and CO₂ emissions of only 127g/km.

The engine unit is lightweight and compact, with a small bore and long stroke, resulting in a very high 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.

The adoption of camshaft roller rocker arms, a highly compact oil pump and a reduction in the number of ribs on the auxiliary belt helps minimise engine friction losses, hence improving fuel economy. And control of the Dual VVT-i and EGR systems has been integrated to further enhance 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 improves fuel efficiency by 2.7% in comparison to VVT-i.



EGR reintroduces precise amounts of cooled exhaust gas into the intake system. This not only reduces engine pumping losses through a reduction in intake vacuum pressure, but also lowers engine operating temperatures by 40°C to minimise the situations where fuel enrichment is necessary to protect the catalytic converter from overheating damage. Fuel economy is thereby further improved by 2.4%.

Multidrive S Transmission

Segment-first CVT, with sub-manual transmission consumption and emissions

The 1.33 litre petrol engine's optional Multidrive S transmission showcases Toyota's latest Continuously Variable Transmission (CVT) technology. Featuring a manual override, sequential, 7-step mode operable by either the gearshift lever or steering wheel-mounted paddles, Multidrive S is the first Continuously Variable Transmission in the segment.

This compact, lightweight CVT system is one of the most fuel efficient automatic transmissions on the market. Returning 5.2l/100km and generating CO₂ emissions of just 120g/km, it is delivering lower fuel consumption and fewer emissions than the conventional manual transmission.

Multidrive S consists of a pair of pulleys with variable width grooves, connected by a metal belt. By continuously varying the

groove width – and hence the diameter – of both pulleys, an infinite number of gear ratios may be created.

Multidrive S operates within a wider band of gear ratios than a conventional transmission, allowing for both better acceleration from a standstill and improved fuel efficiency at cruising speeds.

The CVT transmission is connected to the engine by a fluid torque converter with electronically controlled, variable oil pressure.

A lock-up function physically links the two parts of the torque converter, the pump and turbine, effectively changing the converter into a purely mechanical coupling with no slippage and virtually no power loss.



However, torque converter lock-up at low vehicle speeds tends to generate excessive powertrain booming noise due to the loss of the vibration damping inherent in such fluid-based systems.

Multidrive S addresses this issue by incorporating Toyota's first CVT Flex Lock-up Control. Continuously adjusting the degree of lock-up within the torque converter, this control function optimises the transmission's balance of torque delivery and fuel economy. It allows the engine to maximise fuel efficiency, whilst minimising vibration at even low vehicle speeds.

Multidrive S' advanced control systems incorporate several other new features to improve fuel efficiency and enhance the driving experience:

When pulling away from a standstill, a new Flex Start Control lowers the vehicle speed at which torque converter lock-up is possible from 15 to just 10 kilometres per hour. This minimizes torque waste, producing optimum acceleration from lower engine revs for improved fuel economy.

When coasting and under deceleration, Lock-up Slip Control enhances freewheeling efficiency through an expansion of fuel shut off duration. When the vehicle is stationary in D-mode, a neutral control will temporarily disengage the transmission from the engine to minimise idling fuel consumption.

The CVT's Speed Ratio Control incorporates a number of systems to not only improve fuel efficiency but also enhance the driving experience. Uphill/downhill shift control uses information from various vehicle sensors to determine whether the Verso-S is travelling up- or downhill. When travelling uphill, speed ratio changes are restricted to achieve smooth operation. If brake pedal use is detected when travelling downhill, the speed ratio is automatically changed to provide appropriate engine braking force.

Engaging the Multidrive S Sport mode brings a closer alignment of engine and vehicle speeds, giving a more linear feel to acceleration in the manner of a conventional manual transmission. The Sport mode enhances acceleration performance and awards the driver a more dynamic driving experience.

Stop & Start System

Optimised for lower fuel consumption

Verso-S models fitted with the 1.33 litre Dual VVT-i petrol engine may be equipped with a Stop & Start system. The system may be used in conjunction with the optional Multidrive S transmission, delivering best-in-class fuel consumption of 5.0l/100km and CO₂ emissions of only 117g/km. This marks the first joint application of Stop & Start and CVT technology.

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 10%⁵, depending on driving conditions.

Stop & Start automatically stops the engine when the car is stationary, and the clutch pedal – or brake pedal in the case of Multidrive S – is pressed. The engine will automatically restart, within less than half a second, when the same pedal is released.

The system's rapid restart is made possible through the use of the world's first permanently engaged gear mechanism in which the starter motor and flywheel are linked, via a ring gear, by a one way clutch. This high power, maintenance-free system reduces engine start noise levels within the cabin, and seat vibration levels.

A back-up boost converter is incorporated to protect the audio system, meters and ECUs (Electronic Control Units) from a voltage drop caused by the electrical load of the starter motor. The converter boosts the voltage supplied to accessories in compensation for the power consumed by the starter motor.

Now able to function in temperatures as low as -15°C, Toyota's Stop & Start technology also 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 has been reached, the air-conditioner will switch to 'ECO-run', allowing the engine to stop.

⁵ Urban cycle, NEDC



The Verso-S's improved Stop & Start system has been optimised to allow the engine to remain off for up to half a minute longer than that of its predecessor, even with the air conditioning running. The engine will automatically restart in the event of low battery charge, or if the vehicle begins to move, in the interests of safety.

1.4-litre D-4D diesel engine

Class-leading economy and emissions, with DPF fitted as standard

The 1.4-litre D-4D common rail, intercooled turbodiesel employs the latest piezo-electric technology and is equipped, as standard, with a Diesel Particulate Filter (DPF). It generates 66kW/90 DIN hp at 3800rpm and maximum torque of 205Nm at 1800-2800rpm.

1.4 litre D-4D



Benefiting from high injection pressure of 160MPa, the piezo-electric injectors can supply larger, more precise volumes of diesel at twice the speed of conventional fuel injectors. Because of their high operating speed, they can deliver multiple injections per combustion cycle, optimising the combustion process for responsive performance, class-leading fuel economy of 4.3l/100km and CO₂ emissions of just 113g/km.

Numerous measures have been adopted to reduce friction losses and improve the diesel unit's fuel efficiency. The oil pump employs two-stage oil pressure control, Teflon coating has been applied to the front crankshaft oil seal, automatic belt tensioning has been reduced and a modified engine coolant path improves engine warm-up time.

MultiMode Transmission

Fully automatic or manual paddle shift sequential change

Available as an option on 1.4 D-4D diesel versions of the Verso-S, 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.

When equipped with MultiMode transmission, the 1.4 D-4D Verso-S returns fuel consumption of 4.4l/100km and generates CO₂ emissions of 115g/km.

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.

Eco driving and gear shift indicators

For eco-friendly, low emission driving

An Eco Driving Indicator is included in the instrument binnacle of



Verso-S models equipped with Multidrive S transmission, helping drivers to realise an eco-friendly, low emission-style of motoring. Under Eco driving, the Eco Driving Indicator light will illuminate during accelerator operation in the most fuel efficient zone. When the use of the accelerator exceeds this zone, the Eco light goes out.

On manual models, a Gear Shift Indicator prompts the Verso-S 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.

Suspension

Optimised for ride comfort and steering feel

Front Suspension

A highly effective Macpherson strut front suspension system has been adopted for its ability to offer a compact installation, high stability, a compliant, flat ride with minimal road vibration and highly communicative and enjoyable steering feedback.

Coil spring, stabiliser spring and damper rates have all been optimised to achieve a flatter, smoother ride. The shock absorbers have been designed to quickly increase damping force at low piston speeds – such as when driving over small bumps – in order to provide a more positive steering feel. At normal piston speeds, more gentle increases in damping force ensure ride comfort quality is maintained.

Rear Suspension

The Verso-S benefits from a highly effective and super-compact torsion beam rear suspension. The system features separated springs and dampers, a design which minimises intrusion into the cargo area, maximising usable loadspace.

The lightweight, highly rigid fabrication of the torsion beam allows it to function as a stabiliser, minimising body roll when cornering and ensuring excellent agility.

Electric power steering

Fuel efficient and environmentally friendly

The Verso-S's Electric Power Steering (EPS) offers variable assistance for maximum urban manoeuvrability combined with optimum weight and feel during high speed driving.

This advanced system uses electric power only when steering assistance is needed. As a result it is quieter and achieves higher fuel efficiency than conventional hydraulic power steering systems. Moreover, because it does not use hydraulic fluid, EPS does not generate waste oil, and is thus a more environmentally friendly system.

Brakes and tyres

Incorporating Electronic Brakeforce distribution (EBD) and Brake Assist, Traction Control (TRC) and Vehicle Stability Control (VSC), the Verso-S is equipped with the latest ADVICS ADS-A2 and ADS-VP2 braking and stability systems. The new car is fitted with 275mm ventilated disc brakes to the front, and solid 259mm discs or 229mm drums to the rear.

15" steel wheels with full wheel caps are fitted with 185/65R 15 tyres, while 16" alloy wheels are fitted with and 185/60R 16 tyres. Offering shorter stopping distances and reduced rolling resistance, the tyres also contribute to lower fuel consumption, whilst their reduced vertical stiffness further improves ride comfort.



Low noise and vibration measures

Minimising wind and road noise for a quiet interior

The new Verso-S benefits from a variety of measures designed to minimise wind and road noise, resulting in a quiet cabin environment.

A sound insulating acoustic glass windscreen featuring an inner layer of film helps reduce wind, road and engine noise. Sound insulation has been applied to the underside of the bonnet, the underside of the wing liners and the cowl area to reduce the transmission of engine and road noise to the cabin.

A front wing protector has been fitted between the wing and the front pillar to further reduce noise transmission to the cabin. And a lower rocker protector reduces the sound of loose material kicked up from the road surface.

Foam and fixed foam sound insulation materials have been introduced within the A, B and C pillars as well as the door cill and head sections to minimise the transmission of noise through the bodysell. Sound dampening and sound insulating materials have been extensively used throughout the cabin to lower noise and vibration, including within the front door pillar, front, rear and back door trim, deck side trim, headliner, roof side inner trim and floor carpet.

In addition, the optimised number and placement of roof reinforcements, a mass damper on the front header – for models with

panoramic sunroof – and a dynamic damper on the back door – for CVT models – combine to help reduce low-frequency booming noise.

Extensive active and passive safety equipment

Meeting the highest safety standards

The new Verso-S had been designed to offer the highest levels of active, passive and pedestrian impact safety performance.

Impact absorbing body

The new Verso-S has a lightweight yet high rigidity, impact-absorbing body shell of which 45% is fabricated in high tensile steel. The body has been designed to efficiently disperse front, side and rear collision energy, helping to reduce cabin deformation.

In cases of frontal collision, energy from the front side members is channelled through the torque box and distributed to the rocker reinforcements. Energy from the upper member is sent both through a section known as the mix bulk for distribution to the belt line reinforcement, and through the front pillar reinforcement for distribution to the roof rail reinforcement. A quarter window frame reinforcement prevents excessive deformation to the frontal zone of the cabin glazing.

Improving side impact performance, the outer rocker, centre pillar, upper centre pillar hinge and outer roof rail reinforcement has been fabricated in high tensile sheet steel. Side impact beams



have been optimally positioned for the efficient transmission of impact energy. The rocker reinforcements have an internal bulkhead to control the rate of deformation. And the roof reinforcement sides employ a fully closed cross-section to significantly enhance durability.

To the rear, a bumper reinforcement and crash box absorb the collision energy of a rear impact.

Additional occupant protection is provided by foam-padded door panels and trims to reduce pelvic injuries in the event of a side collision. And the front door profiles have been optimised and a crushable armrest construction adopted, to help reduce abdominal injuries in the event of a side impact.

Pedestrian Protection Performance

The Verso-S incorporates numerous features to maximise its pedestrian protection performance. Energy absorbing materials on the leading edge of the front bumper reinforcement and the bottom end of the bumper help reduce impact energy directed at a pedestrian's legs. An energy absorbing bonnet structure incorporates a crushable cowl at its rear edge. A low-impact bonnet hinge structure prevents the hinge arm from impacting the body in a collision. And the front wings incorporate an impact absorbing installation bracket structure.

Seven SRS airbags

All Verso-S versions are equipped, as standard, with seven SRS airbags; driver and front passenger airbags, a driver's knee airbag, front side airbags and full-length side curtain shield airbags.

3-point ELR (Emergency Locking Retractor) seatbelts

All front and rear seats feature three-point, ELR (Emergency Locking Retractor) seatbelts. The ELR is designed to lock up the seatbelt when excessive load is applied over a preset value. Driver and front passenger seatbelts further benefit from a pre-tensioner and force limiter function. During a collision, the force limiter fractionally reduces seatbelt tension to lower occupant chest impact forces.

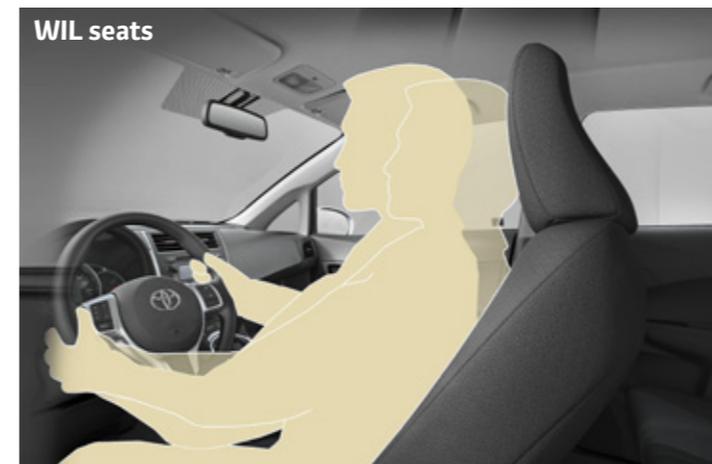


WIL seats

The Verso-S is fitted with Whiplash Injury Lessening (WIL) front seats to reduce whiplash injuries during rear end collisions. Should a rear impact of sufficient velocity occur, the seat structure allows the occupant's upper body to sink backwards, matching the movement of the lower body to that of the head to reduce the risk of a whiplash injury.

ABS, EBD, BA, TRC and VSC+ Active Safety Systems

The new Verso-S is fitted, as standard, with an Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD), Brake Assist (BA), Traction Control (TRC) and Vehicle Stability Control (VSC+).



EBD works with ABS to ensure that the most effective brake force is applied to each wheel, according to road conditions. By preventing the wheels from locking, EBD helps to maintain sure-footed stability during cornering and braking.

BA identifies the need for, and applies, additional braking force if the driver fails to apply sufficient force during emergency braking, or releases brake pressure too soon.

TRC monitors and controls the amount of power that is applied to the road through the car's wheels. If the system detects that one or more wheels is about to lose traction it instantly determines the best way to restore traction to that wheel, either by decreasing the power being sent to the wheel that is about to spin or, in more extreme cases, momentarily braking the wheel until it regains traction.

VSC+ is designed to prevent loss of car control when entering a corner too fast or in slippery conditions which might lead to a skid. Via sensors monitoring car body rotation, wheel speed and brake pressure, the system assesses vehicle stability and the proximity of either an understeer or oversteer slide.

The system restores stability by automatically adjusting engine output and applying smoothly modulated braking to the appropriate wheel individually, and by providing assist torque through the Electric Power Steering (EPS) to help the driver make the correct inputs to restore vehicle stability.

Specifications

ENGINE	1.33 litre Dual VVT-i	1.4 litre D-4D
N°. of cylinders & arrangements	4 Cylinders, In-line	4 Cylinders, In-line
Valve mechanism	16-valve, DOHC chain drive with Dual VVT-i	8-valve, SOHC chain drive
Fuel type	Gasoline	Diesel
Displacement	1,329 cm ³	1,364
Compression Ratio	11.5:1	16.5:1
Max. output	73 (99)/6,000 kW (hp)/rpm	66 (90)/3,800
Max. torque	125/4,000 Nm/rpm	205/1,800
Fuel tank capacity	42 L	42
Emission certification	Euro5	Euro5

TRANSMISSION		6 Manual transmission	6 Manual transmission Stop & Start	Multidrive S	Multidrive S Stop & Start	6 Manual transmission	6 Multimode transmission
Gear ratios	1st	3.538	3.538	2.386 - 0.426	2.386 - 0.426	3.583	3.583
	2nd	1.913	1.913	-	-	1.913	1.913
	3rd	1.310	1.310	-	-	1.310	1.310
	4th	1.029	1.029	-	-	0.971	0.971
	5th	0.875	0.875	-	-	0.714	0.714
	6th	0.743	0.743	-	-	0.619	0.619
	Reverse	3.333	3.333	2.505	2.505	3.333	3.333

PERFORMANCE			1.33 litre Dual VVT-i		1.4 litre D-4D			
			6 Manual transmission	6 Manual transmission Stop & Start	Multidrive S	Multidrive S Stop & Start	6 Manual transmission	6 Multimode transmission
Max. Speed	km/h		170	170	165	165	175	175
Max. Cruising Speed	km/h		153	153	149	149	158	158
Acceleration	0 to 100km/h	s	13.3	13.3	13.7	13.7	12.1	13
	80 to 120km/h	s	18.4	18.4	11.8	11.8	15.6	11.3
0 to 400m		s	18.8	18.8	19.4	19.4	18.3	18.8
Min. Turning Radius	Tire	m	5.4	5.4	5.4	5.4	5.4	5.4
	Body	m	5.7	5.7	5.7	5.7	5.7	5.7

FUEL CONSUMPTION		6 Manual transmission	6 Manual transmission Stop & Start	Multidrive S	Multidrive S Stop & Start	6 Manual transmission	6 Multimode transmission
Combined	l/100km	5.5	5.4	5.2	5.0	4.3	4.4
Urban	l/100km	6.8	6.5	6.2	5.7	5	5
Extra urban	l/100km	4.8	4.8	4.6	4.7	3.9	4

WEIGHT			6 Manual transmission	6 Manual transmission Stop & Start	Multidrive S	Multidrive S Stop & Start	6 Manual transmission	6 Multimode transmission
Curb Weight	Minimum	kg	1,070	1,070	1,075	1,075	1,135	1,140
	Maximum	kg	1,115	1,115	1,150	1,150	1,175	1,205
Gross Vehicle Weight	Total	kg	1,515	1,515	1,550	1,550	1,575	1,605
	Towing Capacity	With Brake	kg	800	800	800	800	800
Without Brake		kg	550	550	550	550	550	550

CO₂ EMISSIONS			1.33 litre Dual VVT-i			1.4 litre D-4D		
			6 Manual transmission	6 Manual transmission Stop & Start	Multidrive S	Multidrive S Stop & Start	6 Manual transmission	6 Multimode transmission
Combined	g/km		127	125	120	117	113	115
Urban	g/km		157	150	143	130	132	131
Extra urban	g/km		110	111	107	109	102	105

BRAKES			
Brake Type	Front	Ventilated disc	
	Rear	Drum	
Brake size - diameter	Front	mm	275
	Rear	mm	259
Brake size - thickness	Front	mm	22
	Rear	mm	9.0

SUSPENSION		
Suspension Type	Front	MacPherson strut
	Rear	Torsion beam
Stabilizer Bar	Torsion bar	

STEERING	
Steering Gear Type	Rack & Pinion

TIRES & WHEELS	
Tires	185/60R16 86H or 185/65R15 88H
Wheels	16" aluminium or 15" steel

DIMENSIONS

Overall	Length	mm	3,990
	Width	mm	1,695
	Height	mm	1,595
Wheelbase		mm	2,550
Tread	Front	mm	1,470
	Rear	mm	1,460
Effective Head Room	Front	mm	121
	Second	mm	85
Effective Leg Room	Front	mm	905
	Second	mm	1,702
Shoulder Room	Front	mm	334
	Second	mm	334
Hip Room	Front	mm	322
	Second	mm	322
Interior	Length	mm	1,875
	Width	mm	1,420
	Height	mm	1,310
Couple Distance		mm	910
Seating Capacity	person		5
Overhang	Front	mm	755
	Rear	mm	685
Coefficient of Drag (Cd)			0.298
Min. Running Ground Clearance without axle (1 person)		mm	140

LUGGAGE COMPARTMENT

VDA luggage capacity (rear seat standard position)	l	429*
VDA luggage capacity (rear seat folded)*	l	1,388**
Cargo Floor to Ground	mm	625
Cargo Height	mm	910
Cargo Length (rear seat standard position / rear folded)	mm	760/1,535
Cargo Width	mm	1,005

* With tire repair kit ** Up to seat level

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.

Equipment

EXTERIOR	Entry	Mid	High
Steel wheels with wheel caps	●	●	-
Alloy wheels	-	○	●
Follow me home	●	●	●
Panoramic sunroof	-	○	○
Privacy glass	-	○	●
Front fog lamps	-	○	●

MULTIMEDIA	Entry	Mid	High
Mini jack & USB	●	●	●
Radio CD, MP3, WMA audio system – 4 speakers	●	-	-
Toyota Touch (HMI screen with Radio CD, MP3, WMA audio system - 6 speakers & Bluetooth®)	-	●	●
Audio controls on steering wheel with microphone & voice recognition	-	●	●
Toyota Touch & Go (full map navigation)	-	-	○
Rear-view camera	-	●	●

COMFORT	Entry	Mid	High
Manual air conditioning	○	●	-
Automatic air conditioning	-	○	●
Electric power steering	●	●	●
Tilt steering wheel	●	-	-
Tilt & telescopic steering wheel	-	●	●
Urethane steering wheel & shift knob	●*	-	-
Leather steering wheel & shift knob	●**	●	●
Gear shift indicator	●	●	●
Electro chromatic rear-view mirror	-	-	●
Rain & dusk sensor	-	-	●
Push start with Smart Entry	-	-	●
Front power windows	●	●	-
Front & rear power windows	-	○	●
Flat rear floor	●	●	●
12v socket (front & rear)	●	●	●

* With manual transmission ** With Multidrive S

SEATS & TRIM	Entry	Mid	High
Seat trim: fabric 1	●	-	-
Seat trim: fabric 2	-	●	●
Seat trim: leather	-	-	○
Front seat heater	-	-	○
Driver armrest	-	●	●
Rear armrest	-	●	●
Soft-touch instrumental panel	●	●	●
Soft-touch front door upper panel	-	●	●

STORAGE	Entry	Mid	High
Rear seats: 60:40 split/folding	●	●	●
Rear seats fold flat with remote	●	●	●
Trunk under tray	●	-	-
Flexible Trunk Floor	-	●	●
Upper instrumental panel storage	●	●	●
Cup holders: 2 front, 1 rear	●	●	●
Under seat tray (passenger)	-	●	●
Seat back pocket	-	●	●

SECURITY	Entry	Mid	High
Immobiliser	●	●	●
Automatic door lock	●	●	●
Remote door lock	●	●	●

SAFETY	Entry	Mid	High
ABS with EBD & BA , VSC	●	●	●
7 SRS airbags	●	●	●
Front passenger airbag off switch	●	●	●
Seat belt warning: front & rear	●	●	●
Whiplash Injury Lessening concept seat	●	●	●
ISOFIX child restraint system	●	●	●

● = 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.

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Exterior - Dynamic



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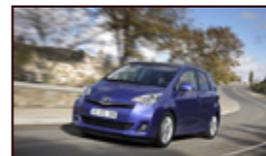
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Exterior - Dynamic



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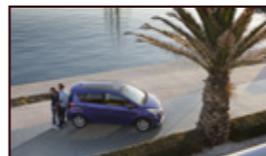


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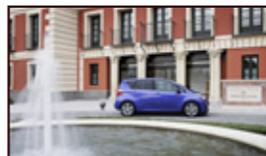
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Exterior - Static



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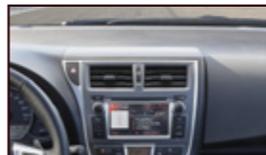
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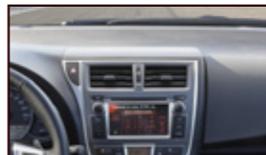
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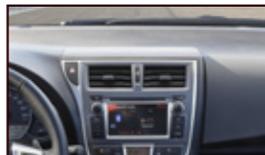
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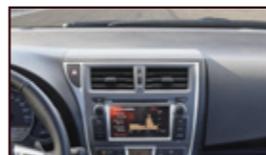
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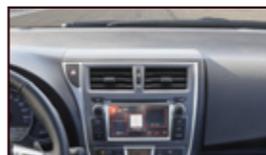
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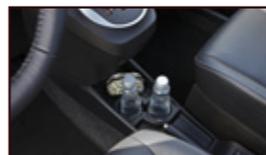
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VES_DPL_083_11_INT.tif

Interior



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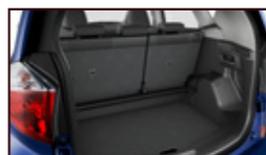
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Technical



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