

GENEVA 2019

# TOYOTA PRESS KIT

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**TOYOTA**

ALWAYS A  
**BETTER** WAY

## **GR SUPRA** The legend returns



### **GR SUPRA GT4 CONCEPT**

Developed for potential  
motorsport role

### **NEW 2019 PRIUS WITH AWD-i**

A fresh face and intelligent  
all wheel drive

**Corolla GR SPORT | Corolla TREK | AYGO x-style and x-cite**



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# TOYOTA GR SUPRA

## EUROPEAN PREMIERE

### The legend returns

The all-new Toyota GR Supra, the fifth generation of Toyota's legendary sports car and the first global GR model to be produced by TOYOTA GAZOO Racing, makes its European debut at 2019 Geneva Motor Show.

**THE NEW TOYOTA GR SUPRA** has been conceived as a sports car in its purest form, with no compromise that would diminish the pleasure of the driving experience. Chief Engineer Tetsumiya Tada has adhered to the classic form of a front-mounted, straight-six engine driving the rear wheels, building on the heritage of Toyota's past Supra generations and original 2000GT sports car. Driving enthusiasts can look forward to an exhilarating blend of power, agility and precision handling, achieved thanks to the car's combination of a short wheelbase and wide track, light weight, low centre of gravity and highly rigid body.

The 3.0-litre engine benefits from a single twin-scroll turbocharger and produces 340 DIN hp and 500 Nm of torque. Coupled to an eight-speed automatic transmission, it is characterised by smooth and powerful acceleration, with large amounts of torque available across the full spectrum of engine speeds.

TOYOTA GAZOO Racing was instrumental in honing the new sportscar's performance, working extensively on the famous Nürburgring Nordschleife and surrounding roads in Germany in order to achieve the most agile, stable and rewarding handling. Further extensive testing was carried out on roads around the world.

To be certain that the car delivered on its promise, Toyota President Akio Toyoda put it to the test at the Nürburgring in his role as a Master Driver before giving it the final green light.

New Toyota GR Supra customer deliveries will start from late summer 2019. All vehicles will be manufactured in Graz, Austria.

#### **PURE SPORTS CAR DESIGN**

Even at first glance, it's clear to see how Toyota's great sports car heritage is referenced in the design of the new Toyota GR Supra. The landmark 2000GT's influence in particular is evident in the long bonnet, compact body and double-bubble roof, while the distinctive look of the fourth generation Supra is captured in both the front and rear styling, in particular in the muscular rear wings and the arc of the integrated spoiler. The resemblance is more than skin-deep, though, as the new Toyota GR Supra shares the same classic sports car format of a powerful front-mounted six-cylinder engine and rear-wheel drive as its celebrated predecessors.

The Toyota Supra's design theme was first previewed by Toyota in the dramatic FT-1 concept car, styled by its CALTY studio in California and revealed in 2014 at the North American International Auto Show in Detroit. Toyota Supra Chief Designer Nobuo Nakamura gave his team

EVERY TOYOTA GR SUPRA INTENDED FOR 2019 DELIVERY HAS NOW BEEN RESERVED ACROSS MAJOR EUROPEAN SPORTS CAR MARKETS. WITH THE HIGH DEMAND AND THOUSANDS ON THE WAITING LIST, RESERVATIONS WILL SHORTLY RE-OPEN FOR 2020 DELIVERIES.



SUPRA	
ENGINE	
Type	6 in line cylinders
Valve mechanism	DOHC 24-valve with variable valve control & variable camshaft timing
Fuel system	Direct injection
Supercharging	Single twin scroll turbo
Displacement (cm <sup>3</sup> )	2,998
Bore x stroke (mm)	82 x 94.6
Compression ratio (:1)	11.0 : 1
Max. power (DIN hp/ kW @ rpm)	340/250 @ 5,000-6,500 rpm
Max. torque (Nm @ rpm)	500 @ 1,600 - 4,500 rpm
Emissions level	Euro 6d Temp

#### TRANSMISSION

Type	8 speed Sports Automatic 8HP 51
Gear ratios (:1)	
1st	5.250
2nd	3.360
3rd	2.172
4th	1.720
5th	1.316
6th	1.000
7th	0.822
8th	0.640
Reverse	3.712
Final drive	3.150

#### PERFORMANCE

Power to weight ratio (kg/kW)	6
Max. speed (km/h)	250 (electronically limited)
Acc. 0 - 100 km/h (seconds)	4.3

#### FUEL CONSUMPTION (L/100)

Combined (correlated NEDC)	7.5
Fuel tank capacity (litres)	52

#### CO<sub>2</sub> EMISSIONS (G/KM)

Combined (correlated NEDC)	170
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#### CHASSIS

Front suspension	McPherson with double joint spring strut axle in lightweight aluminium-steel construction, hydraulically damped torque strut bearings
Rear suspension	Five-link axle in lightweight aluminium-steel construction
Steering	Rack & Pinion, Electric Power Steering
Overall ratio (:1)	15.1 : 1
Min. turning circle (m)	11
Brakes	
Front (diameter x thickness mm)	Ventilated disc (348 x 36) 4 pot fixed calliper
Rear (diameter x thickness mm)	Ventilated disc (345 x 24) single pot floating calliper
Tyres	Michelin Pilot Super Sport
- Front	255/35 ZR 19 96Y
- Rear	275/35 ZR 19 100Y

#### EXTERIOR DIMENSIONS (MM)

Overall length	4,379
Overall width	1,854
Overall height	1,292
Wheelbase	2,470
Front tread	1,594
Rear tread	1,589

#### CARGO (DM<sup>3</sup>)

Capacity rear seats up (VDA)	290
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#### WEIGHT (KG)

Curb weight (without driver)	1,495
Curb weight (ECE)	1,570
Gross weight	1,815



a simple brief around the concept of 'Condensed Extreme,' purposely avoiding any emotive words so that they were free to express their vision of a pure and individual sports car in a truly original design.

"With Chief Engineer Tada pursuing driving pleasure, I knew that my mission was to create a design that would be visually and physically exciting to sports car fans," he said. "By using a straight-six front engine, rear-wheel drive layout – something rarely seen in today's cars – I was able to reach something beyond Toyota's boundaries."

'Condensed Extreme' refers directly the vehicle's packaging, comprising three principal elements: a short wheelbase, large wheels and wide stance; a taut, two-seat cabin; and a long bonnet with a compact body that reflects the drivetrain combination of in-line six engine and rear-wheel drive.

Nakamura envisioned a car that is indisputably modern in design, yet evokes the romance of classic sports car styling. The result approached the limits of what could be man-

ufactured in higher volume, in particular the powerful curves of the rear wings.

In the finished design, the 'Condensed' theme is evident in the relationship between the Toyota GR Supra's large-diameter tyres, short wheelbase and overall length. It's notable that the wheelbase is in fact shorter than in the GT86 coupe, and the tyres are larger. 'Extreme' is interpreted in the car's wide stance, with tight cabin proportions and a broad tread, contributing to a high level of manoeuvrability and stability.

The design was precisely calculated to achieve both optimum drag and lift characteristics, and an ideal front/rear weight balance. For example, the double-bubble roof is not simply a heritage-inspired styling feature, it is effective in reducing drag by reducing the car's frontal area, without sacrificing headroom in the cabin.

The frontal design was inspired by the fourth generation Supra but has an even more expressive look with a low stance emphasised by a prominent central grille flanked by large air



intakes that are essential for engine cooling. The distinctive headlight units have a six-lens LED arrangement incorporating the turn indicators and daytime running lights. Positioning the lamp units closer in towards the nose adds further visual volume and power to the shell-like front wings.

In side view, the low bonnet generates a dynamic line that flows rearwards from the car's low nose, while the back edge of the bonnet and the rear spoiler are set at almost the same height, linked by a low belt line. The underbody has a slight forward angle while the cabin has a strong rearward slant, with blacked-out front pillars and character lines on the side of the roof emphasising the taut, compact cabin. Sharp-looking, sturdy sills express the car's high rigidity. In Europe, the Toyota GR Supra will be fitted as standard with lightweight but highly rigid 19-inch forged alloy wheels with alternating black and polished-finish slim spokes.

At the rear, the arching lip spoiler has been optimised to suppress lift, while a trapezoidal shape to the rear bumper generates a sense of movement down and out towards the tyres. The rear combination lights have a simple internal ring arrangement, while the distinctive rear fog lights and reversing lights are formed by dot-LEDs grouped in the centre of the lower bumper.

The Toyota Supra's evocative styling will be shown to its best effect by a range of eight different colour choices for the paintwork, includ-

ing strong red, yellow and blue shades. A new Matt Storm Grey finish will be available for a special edition model, adding extra visual drama and metal-like texture to the car's curved surfaces with a matt finish and a hint of blue.

### **COCKPIT CONCEPT: PUTTING THE DRIVER AT THE CENTRE OF THE ACTION**

The driver's cockpit in the new Toyota GR Supra neatly combines traditional GT elements with ultra-modern functionality. Designed to help the driver focus entirely on the business of driving, it is directly influenced by the lay-out found in single-seater race cars. The low, slim horizontal dashboard maximises the forward view through the windscreen, helping the driver place the car with precision in high-speed driving, while the principal controls are tightly grouped for quick and easy operation. The instrument panel, centre console and door trim combine in a seamless design that gives the cockpit a strong, unified feel.

The shape of the cockpit flows down into soft, supportive knee pads in the door trim and on the side of the centre console, their shape calculated with the benefit of TOYOTA GAZOO Racing's circuit racing experience.

The head-up display, meters and paddle shifts all sit directly in front of the driver, with additional switches located on the three-spoke steering wheel. The wheel itself contoured for excellent grip and is wrapped in leather. The 8.8-inch high-definition driver's instrument



display is clearly visible through the steering wheel, with the 3D-effect tachometer and shift indicator positioned in the centre; a digital speed read-out to the left and infotainment and navigation information to the right.

An asymmetric centre console marks a clear division between the enveloping driver's cockpit and the more open passenger side of the Toyota GR Supra's cabin. Knee pads are provided here, too. The air conditioning control panel sits proud of the console, with memory-touch switches for easy operation, and an 8.8-inch central multimedia display is mounted above the console. This display can be operated as a touch screen, or by using a rotary controller.

The boot space is large enough for two people's luggage for a weekend away and can be extended with a removable panel, creating enough space for a golf bag or all the personal kit needed for a track day.

### **RACING-INSPIRED SEATS**

The new Toyota GR Supra's seats have a racing-influenced design that ensures comfort at all times and excellent support, in particular if the car is being used on-track. Body-holding side bolsters are featured on the cushion and the high back and there is an integrated head restraint. The upholstery options include leather and a combination of leather bolsters with perforated Alcantara covering for the seat back and cushion that provides a degree of air ventilation and additional body holding performance.

### **ENGINE PERFORMANCE**

The performance heart of the new Toyota GR Supra is its 3.0-litre in-line six-cylinder engine, producing up to 340 DIN hp and 500 Nm of torque. It is fitted with a single twin-scroll turbocharger, high-precision direct fuel injection and continuously variable valve control that secure segment-leading torque performance from very low revs. The unit is powerful, well-balanced, smooth and light revving, with an exhilarating acceleration feel.

It is matched to an eight-speed automatic transmission that provides lightning-fast up and downshifts, with short ratios selected for the lower gears; the driver can take control of gear changes using paddle shifts on the steering wheel and can select Normal or Sport

### **WHAT TOYOTA PRESIDENT AKIO TOYODA SAID ABOUT THE SUPRA**

Toyota President Akio Toyoda, who is also a master driver, said: "Back in the day, I spent countless hours driving an old Supra at Nürburgring to become a master driver. Supra is like an old friend that holds a special place in my heart. While other manufacturers were putting their beautiful new prototypes which they were going to introduce through the paces, I was driving an old Supra that was no longer in production. So even though Toyota had no plans to make a new Supra, just like a lot of other die hard Supra fans around the world, I secretly wanted to make it happen. The new GR Supra was born through testing at Nürburgring, and I can honestly say that it is a car that is fun to drive and better than ever."

driving modes to suit their preference and the conditions. A Launch Control function enables powerful acceleration from standstill with maximum traction, helping the car move from rest to 100 km/h in just 4.3 seconds. Engine sound and response, shift pattern, damping, steering and active differential performance are adjusted when the driver selects Sport mode. The Vehicle Stability Control has a special "track" setting that can be selected, reducing the level of system intervention so the driver has greater control of the vehicle's dynamic performance.

### **ACTIVE DIFFERENTIAL**

All versions of the Toyota GR Supra sold in Europe will be fitted with an active differential that operates both when accelerating and decelerating and can seamlessly adjust from zero to full, 100% lock, with instant response. A dedicated ECU monitors a wide range of inputs, including steering wheel, throttle and brake pedal operation, engine speed and yaw rate, for appropriate triggering of the actuator.

It delivers huge benefits in stability and efficiency when the tyres are reaching their performance limit. The effect is felt in all phases of cornering, with increased stability during the braking and cornering phases and then maximum grip as the driver accelerates out of the bend.

### **CHASSIS DESIGNED FOR OPTIMUM BALANCE**

A car's exterior dimensions are the first task to consider when starting with a clean sheet

of paper. Where the Toyota GR Supra is concerned, these were defined in order to prioritise the car's agility and handling. The key calculation is the ratio between the wheelbase length and the tread width. The best balance of great agility and superior stability is achieved with a ratio of between 1.5 and 1.6; achieving the 1.55 "golden ratio" was thus the starting point for the Toyota GR Supra development team the key building block on which everything else has been optimised.

### **INTENSIVE HANDLING DEVELOPMENT PROGRAMME**

High targets were set for the handling performance and these were achieved in a development programme led by TOYOTA GAZOO Racing that included extensive testing on a wide variety of challenging roads worldwide. The on-road testing also included sessions on race tracks, including the Nürburgring Nordschleife. High structural rigidity (greater even than the Lexus LFA supercar), a centre of gravity lower than the GT86 coupe and ideal 50:50 front/rear weight distribution were fundamental to achieving the dynamic goals, but required bold engineering decisions. For example, the desired weight balance was gained by moving the engine as far as possible rearwards, which introduced new production challenges.

The high body rigidity allowed for more precise and detailed refinements to the suspension geometry and tuning of the shock absorbers. The new suspension design comprises double-joint spring MacPherson struts at the front and a five-link system at the rear. The front suspension subframe and control arm mounting points have been made extremely rigid to yield precise cornering characteristics, while the use of aluminium for the control arms and swivel bearings reduces the car's unsprung weight, giving superior agility and efficiency. The new GR Supra also features high-performance wheel hubs with an increased camber and optimised kinematics. The electric power steering is sports-tuned and can be adjusted in Comfort and Sport steering modes.

The rear suspension benefits from a similarly lightweight design for the rigid subframe and the bracing that connects it to the body, helping ensure extremely precise wheel con-

trol. The 19-inch forged alloy wheels are fitted with high grip Michelin Pilot Super Sport tyres. These are slightly wider at the rear than the front. The suitably powerful brakes are fitted with four-pot Brembo callipers.

### **THE TOYOTA GR SUPRA IS THE FIRST GR MODEL TO BE PRODUCED BY TOYOTA GAZOO RACING FOR THE GLOBAL MARKET.**

TOYOTA GAZOO Racing is the umbrella organisation for Toyota's global motorsports programme and in the past year has won both the Le Mans 24 Hours in the FIA World Endurance Championship, the Manufacturers' Championship in the FIA World Rally Championship and the 2019 Dakar with Hilux. Its work is based on three pillars: developing people through participation in motorsport; creating fans through the excitement of motorsport; and applying the knowledge gained from motorsport to make ever-better cars for the road that are fun-to-drive.

This ethos was fully embraced by Kiichiro Toyoda, the founder of Toyota's car-making business, and is shared today by Akio Toyoda, Toyota Motor Corporation President, to support the company's commitment to building ever-better cars.

Starting with the Toyota GR Supra, TOYOTA GAZOO Racing will transfer the technical learnings it gains from the racetrack or rally stage to the development of not just new generations of Toyota's sports-focused GR models, but also to its wider range of vehicles, driven by tens of millions of people around the world.

### **SUPRA 900**

There will be 900 new Toyota GR Supra owners in Europe during the first year of the car's launch and, as the first to reserve this pure new sports car, they will enjoy a number of special benefits. In recognition of their enthusiasm for the return of the Supra name, they will be given access to an exclusive experience programme and money-can't-buy rewards in the lead-up to the delivery of their car, from late summer 2019.

### **LAUNCH MODEL RANGE WITH ACTIVE AND PREMIUM GRADES**

The Toyota GR Supra 2019 line-up will be introduced with two 3.0L, high-performance grades: Active and Premium.





At the entry point to the new model range, the Toyota GR Supra Active benefits from an all-inclusive specification that extends to high-performance features and systems to help the driver enjoy the car's full dynamic potential. These include an active differential, Adaptive Variable Suspension, and 19-inch forged alloy wheels with a high-performance brake package.

Other Active grade features include dual-zone automatic air conditioning, Adaptive Cruise Control with stop and go, smart entry and push-button start, steering wheel with leather trim and auxiliary switches and a digital combimeter in the driver's instrument display. LED technology is used for the adaptive headlights, rear lights and daytime running lights, and the mirrors (door mirrors and rear-view mirror) are all auto-dimming. Further convenience is provided by rain-sensing wipers and a rear-view camera.

The sports seats are upholstered in black Alcantara and are power-adjustable (including lumbar support), with integrated heating and memory functions. The infotainment specifications feature a 10-speaker audio system with 8.8-inch display, navigation system with Supra Connect (in applicable markets), Bluetooth and USB port.

Safety features include Supra Safety + Package, which comprises Blind Spot Monitor and Lane Change Departure Alert, Rear-Cross Traffic Alert, Rear-end Collision Alert, and Intelligent parking sensors with automatic braking. In addition, there is an E-Call function that will send an automatic location alert to the emergency

services in the event of a serious collision and a Tyre Pressure Monitoring System. All Toyota GR Supra models are fitted with an alarm.

The Premium grade builds on the Active specification with black leather upholstery, 12-speaker JBL premium sound system, driver's Head-Up Display, wireless mobile phone charger and storage and lighting packs.

#### **TOYOTA GR SUPRA A90 EDITION**

The Toyota Supra prototype made an impressive international debut when it appeared in front of the crowds of the Goodwood Festival of Speed in the summer of 2018.

Clothed in a head-turning black, red and white camouflage inspired by the TOYOTA GAZOO Racing colours, its cameo appearance echoed the heritage of the Supra's famous 'A' chassis code with a new "A90" reference.

To celebrate the Supra heritage and the introduction of the fifth generation code number, an exclusive Toyota GR Supra A90 Edition model has been built at launch, with production strictly limited to just 90 examples. The A90 Edition is finished in a dramatic new Storm Grey matt paint finish, equipped with matt black alloy wheels and a driver's cockpit upholstered in red leather. In other aspects, its equipment specification matches the Premium grade.

The Toyota GR Supra A90 Edition has been offered exclusively to the very first 90 European customers who placed a pre-order for their car through the country-specific reservation platforms.

# TOYOTA GR SUPRA GT4 CONCEPT

Developed for potential motorsport role

Designed and engineered to comply with international GT4 competition regulations, the Toyota GR Supra GT4 Concept explores how the new Supra could be used as the basis for an affordable and competitive car for privateer racers.

**TOYOTA PRESENTS** the world debut of the new GR Supra GT4 Concept at the 2019 Geneva Motor Show on 5 March. It is a design and engineering study that explores how the newly launched fifth generation of the legendary Su-

pra sports car might be developed as a competitive machine for international GT4 racing, accessible and affordable for privateer racers and small teams in line with Toyota's worldwide support for grass-roots motorsport.



The road-going Toyota GR Supra has essential qualities that make it an attractive proposition for GT4 racing, with its perfectly balanced chassis, two-seater cabin, highly rigid and light weight body, rear-wheel drive and very low centre of gravity. The combination of the short wheelbase and wide track gives it an ideal 1.55 “golden ratio” for excellent stability and agility, which are valuable assets in a series where the regulations use a balance of performance calculation (adjusting weight according to engine power) to ensure even competition across the field.

The concept model, developed by TOYOTA GAZOO Racing, is instantly recognisable as a Supra and maintains the road car’s low, muscular shape, but with increased length and lowered height. A specially-designed front diffuser and rear wing have been added to the GR Supra GT4 Concept to improve airflow around the chassis, reducing drag and optimising downforce. Both items are constructed using composites made from natural fibres such as hemp and flax, replacing the traditional carbon fibre in order to reduce the impact on the environment. Original alloy wheels have been replaced by five-hole OZ 11 x 18in racing wheels.

The MacPherson strut front and multilink rear suspension design is carried over, but with the addition of competition springs, shock absorbers and anti-roll bars. The high-power deceleration required for racing is provided by high-performance Brembo brakes.

Under the bonnet, the GR Supra GT4 Concept retains the 3.0-litre straight-six-cylinder petrol engine with single twin scroll turbocharger, coupled to an automatic transmission. Performance is increased with help from a motorsport-grade ECU and bespoke wiring looms. There are also motorsport-specification drive shafts and limited slip differential.

The stripped-out cabin is fitted with a high-strength roll cage and FIA-standard fire extinguisher and OMP racing seat. The concept car is also equipped with a motorsport-specific fuel tank and a fast refuelling system.

GT4 is one of the world’s fastest-growing motorsports categories, with national and regional competitions in Europe, North America, Asia and Oceania. Established since 2006 and sanctioned by the FIA, it is designed to be a val-

ue-for-money series for both professional and amateur racers, and a potential stepping-stone to GT3 competition.

TOYOTA GAZOO Racing will evaluate the interest shown by potential customers in the Supra GT4 Concept before deciding on future development of the vehicle.

GR SUPRA GT4 CONCEPT	
CHASSIS	
Length	4,460mm
Width	1,855mm
Height	1,250mm
Weight	Not disclosed at this time
Construction	Steel body with high-strength roll cage
Front diffuser	Natural fibre composite
Rear wing	Natural fibre composite
Fuel tank	Motorsport specification with fast refuelling system
Driver's seat	FIA-standard OMP racing seat
ENGINE & TRANSMISSION	
Type	In-line six-cylinder, single twin-scroll turbocharger
Displacement	2,998 cm <sup>3</sup>
Max. power	Not disclosed at this time
Max. torque	Not disclosed at this time
Transmission	Automatic, rear-wheel drive
Differential	Motorsport-specification limited-slip differential
Driveshafts	Motorsport specification
SUSPENSION, STEERING & BRAKES	
Front suspension	MacPherson strut
Rear suspension	Multilink
Coil springs, shock absorbers, anti-roll bars	Motorsport specification
Steering	Electro-hydraulic, rack and pinion
Brakes	Brembo racing brakes
Wheels	OZ five-hole 11 x 18in

# NEW COROLLA TREK

Designed for active lifestyles  
and outdoor pursuits



**THE COROLLA TREK** reflects the growing popularity of crossover-type, rugged looking vehicles within the European C-segment. Available only on Touring Sports models with a choice of 1.8 or 2.0 litre self-charging hybrid powertrains, the Corolla TREK has been designed to appeal to people who enjoy active lifestyles and outdoor pursuits. It features a 20mm increase in ride height for greater ground clearance and builds upon the Corolla Touring Sports mid-grade with unique crossover-style elements including front and rear underruns, bespoke 17" machined alloy wheels, rear privacy glass, fog lamps and LED headlamps. Inside, the Corolla TREK is equipped with a 7-inch Multi-information Display and model-specific, two-tone fabric seats with matching wood finish deco elements.

Corolla TREK spearheads a wider collaboration between Toyota and Trek Bicycle. This

partnership brings together two brands that have similar environmental values to offer complementary mobility solutions. As part of this agreement, Toyota will provide Corolla TREK support vehicles for the Trek-Segafredo World Tour Men's and Women's Teams during European bike racing events.

The Corolla TREK will be on sale from August 2019.

#### ABOUT TREK BICYCLE

Founded in 1976, Trek Bicycle is one of the world's most popular bike brands currently selling about 1.5 million bikes per annum globally. In addition to manufacturing high performance cycling equipment, Trek uses the bicycle to break down the barriers that prevent people from living happier, healthier, more active lives.



# NEW COROLLA GR SPORT

The second model to join Toyota's European GR SPORT range



**FOLLOWING THE SUCCESSFUL** launch of the new Corolla earlier this year – praised for its dynamic look and engaging driving capabilities – Toyota presents the Corolla GR SPORT, a sportier variant that injects some of the passion of TOYOTA GAZOO Racing. After the introduction of the Yaris GR SPORT at last year's Paris motor show, the Corolla GR SPORT is the second model to join Toyota's European GR SPORT range.

Available on both Hatchback & Touring Sports models and with a choice of 1.8 or 2.0 litre self-charging hybrid powertrains, the new GR SPORT grade takes the GAZOO Racing spirit to the heart of the Corolla range; its unique, sporting design cues targeting younger and enthusiastic customer.

Building on the mid or high grades, the GR SPORT features unique style elements including a new front grille with dark chrome finish and unique lower skirts, side rockers and rear diffuser. The grade also adds bespoke 18" machined alloy wheels, rear privacy glass, fog lamps, LED headlamps and a dedicated exterior colour Dynamic Grey with bi-tone execution.

On board, the GR SPORT is equipped with model-specific Sport seats in black fabric with leather-like bolsters, which may be optionally upgraded to full leather upholstery. Additionally it features black and red stitch on instrument panel, steering wheel and shifter.

The Corolla GR SPORT will be on sale from January 2020.





## NEW 2019 TOYOTA PRIUS

### with intelligent all-wheel drive

Maintaining its distinguished reputation for introducing new technologies, the new Prius takes the next step in the hybrid driving experience as the first self-charging Toyota hybrid passenger car to feature all-wheel drive.



**THE TOYOTA PRIUS** is the world's original and best-selling self-charging hybrid car, with a heritage of technical innovation and leadership that spans more than 20 years. Since the introduction of the first model in 1997, it has taken self-charging hybrid power from the margins of the automotive world to the forefront of exceptionally efficient and cleaner mobility for the mass market.

Prius has been the pathfinder for Toyota's introduction of hybrid across an extensive range of models, from the Yaris supermini to the RAV4 SUV in Europe. As the foundation for this successful strategy, it has also established new benchmarks for the hybrid technology in the wider automotive industry.

The current, fourth generation Prius marked further advances in refinement, driving pleasure and innovation and, as the first model built

on a Toyota New Global Architecture platform, has realised significant benefits in terms of dynamic performance, driving rewards, distinctive design and improved safety.

Now Prius is taking the next step forward in the hybrid driving experience with introduction of an intelligent, electric all-wheel drive system. Optionally available on the new 2019 Prius, AWD-i is a compact and lightweight system that operates automatically to support the driver in common scenarios where extra grip is needed. The system automatically engages when pulling away from standstill, and at higher speeds when it detects a loss of traction, for example on snow, ice and wet roads. The result is a more secure drive in difficult conditions and added peace of mind for the driver.

Engineered specifically for Prius, the system's light weight and electric operation have minimal impact on the car's fuel efficiency and low emissions. Compact packaging also means little penalty in terms of load space.

Toyota has at the same time introduced new front and rear styling treatments that give Prius a fresh look that adds emphasis to its clean and dynamic appearance. New wheel designs and cabin trims have also been produced, while new equipment features include a larger wireless charging tray to accommodate the new generation of smartphones, more intuitive and faster operation of the Toyota Touch 2 system and added functionality for the head-up display.

All versions of the new Prius will be equipped with the Toyota Safety Sense, providing high level of active safety features as standard.

The new Prius with AWD-i will initially be launched in selected western Europe markets, including Scandinavia, Germany, , Belgium, , Luxembourg, Italy, Spain, Portugal, Switzerland, Austria, the UK and Ireland. The roll-out will extend to other Central and Eastern European markets in the future.

#### **AWD-I: INTELLIGENT ALL-WHEEL DRIVE – A FIRST FOR A TOYOTA SELF-CHARGING HYBRID**

The new system, AWD-i (All-Wheel Drive -intelligent) has been engineered specifically for Prius, so its operation has minimal impact on the vehicle's exceptional fuel efficiency and low emissions.

It is designed to automatically provide extra grip when pulling away from stationary and in slippery conditions, such as on snow, ice and wet road surfaces. The driver gains extra peace of mind and car controllability in more challenging driving conditions that are commonly encountered in Europe, such as wet cobbled roads, snowy mountain routes or snow-covered uphill driveways.

AWD-i equips the Prius with an additional, independent, magnet-less electric motor and inverter, located on the rear axle and powered by the hybrid battery. The system automatically engages to provide additional drive to the rear wheels when pulling away, at speeds up to 10 km/h. At higher speeds - between 10 and 70 km/h - it will come into play, adding torque to the rear axle when sensors detect a loss of grip. This provides both peace of mind and extra driving pleasure. Again, operation is automatic and on-demand; the driver does not have to select AWD. The system does not

operate in normal driving conditions, or under braking.

Unlike mechanical AWD systems, there is no driveshaft between the front and rear axles and no centre differential. This saves weight, supporting Prius' efficient performance, and takes up less space. Its installation only reduces boot space by a modest 45 litres, while retaining a flat floor for ease of use.

The electric motor is compact and efficient, producing a maximum 5.3 kW but delivering high wheel torque of 570 Nm with a 10.4 reduction ratio. Its performance does not diminish Prius' status as Toyota's leader in CO<sub>2</sub> emissions, with WLTP figures as of 99 g/km (77 g/km correlated NEDC) translating to 4.4 l/100km fuel consumption. For markets which experience very cold conditions there is a new nickel-metal hydride battery available for use in the Prius with AWD-i.

Prius' self-charging hybrid powertrain is unchanged, featuring a 1.8-litre, Atkinson cycle,





four-cylinder 16-valve DOHC petrol engine with Dual VVT-i intelligent variable valve-timing, working together with two compact yet powerful motor-generators. The engine is an object lesson in efficient performance, achieving a thermal efficiency of 40 per cent through a series of engineering innovations and improvements, including a large-volume exhaust gas recirculation system, combustion optimisation and heat management and friction reduction measures. For 2019, Prius adopts a low viscosity engine oil to reduce the pistons' sliding resistance and so help maintain excellent fuel efficiency. Emissions performance complies with the latest Euro 6d standards.

All versions of the new Prius feature a more rigid accelerator with a revised internal structure that gives enhanced response with less play. Its profile has been adjusted so that the surface is comfortable to use regardless of the driver's height, and the stroke has been reduced so less ankle movement is required to fully depress the pedal.

#### **EXTERIOR DESIGN ENHANCEMENTS**

The fourth generation Prius introduced a striking new design, made possible by the car's adoption of a Toyota New Global Architecture

(TNGA) platform which gives the car lower lines overall and the design team greater opportunities to explore new styling opportunities. The design freedom produced a distinctive and athletic body silhouette that remains impressively aerodynamically efficient.

While Prius' signature styling remains in place, detailed changes have been made that add emphasis to the cleanness of its lines, while engaging the senses more strongly. At the front, new, slimmer, sharper headlight units have been introduced, helping create a stronger horizontal line that broadcasts the car's wide and planted stance. These feature bi-LEDs for high and low beam operation, LED clearance lights and LED daytime running lights. New socket-type round fog lights are located in the lower grille.

The front bumper has been re-profiled to create a strong pontoon shape, with the bottom edge below the lower grille given a floating effect, further expressing the car's low centre of gravity. The peak point of the bonnet has been raised to generate a coherent, flowing line down the sides of the car, producing a more dynamic, flowing silhouette.

At the rear, new combination lamps again focus the eye on a strong horizontal line to em-

phasise the car's low centre of gravity and are fitted with new-design light guides and lenses. Their arrangement contrasts with the vertical orientation of the previous units and the powerful visual effect they generate is given further emphasis by a new inverted trapezoid shape integrated in the tailgate around the licence plate.

The 2019 changes include the addition of two strong new colours to the range of eight available for Prius – Emotional Red 2 (more vivid than the previous Emotional Red) and Ice Blue metallic, a clean and highly chromatic shade of blue. The other choices are Super White, Grey, Silver and Steel Blonde metallic, Attitude Black mica and White Pearl pearlescent.

The entry level Prius adopts a new, more dynamic 15-inch wheelcap design with a contrasting silver and black finish. The five-spoke 17-inch wheel design has a new black and dark grey titanium-like metallic finish.

The new Prius AWD-i is distinguished by lighter rear privacy glass and a piano black finish to the centre pillar (these features for left-hand drive models only).

## **HARMONIOUS INTERIOR STYLING AND QUALITY**

The interior of the Toyota Prius was conceived as a space that conveys peace of mind, being welcoming, quiet and comfortable. The “human tech” concept combines futuristic and stylish elements in a way that is rational and ingenious; the technology at work may be advanced, but when travelling in the Prius, driver and occupants are at their ease in a cabin that is comfortable and easy to use.

Toyota has further enhanced the quality of the interior, focusing on trim details and new, high-quality seat upholstery. The centre console has been given a cleaner, consistent look with a new piano black treatment. This extends also to the shift lever surround and matching inserts in the steering wheel. For convenience, switches for the heated front seats have been relocated to the centre console; on models without this feature, a small oddment tray has been added. The wireless smartphone charging tray in the console has been made larger (further details in the equipment features chapter).



The fourth generation Prius introduced a new front seat design that offers more comfort, yet weighs less and takes up less space. They provide a snug fit with excellent body holding, helping take the stress out of long journeys. For 2019, a new embossed upholstery fabric has been introduced for the mid-grade Prius, available in all-black, or a combination of cool grey with black accents. For added storage and convenience, the front seats have been fitted with seatback pockets with a fastener.

The attention to detail can be witnessed in a new module switch on the driver's side of the instrument panel for control of the head-up display (where fitted) and the Automatic High Beam. By inserting a new separator between the two buttons, it is easier for the driver to select the right one while keeping their eyes on the road. It also helps prevent the controls being accidentally engaged when getting in and out of the car. The switches for the power windows and door mirror adjustment have also been changed to improve their feel when used.





## NEW EQUIPMENT FEATURES

Prius' has a heritage of technology leadership for Toyota, responsible for introducing advanced equipment features that progress to become valued and popular features across the wider Toyota model range. The improvements introduced with the new 2019 Prius include equipment upgrades that keep pace with customers' requirements for faster, smarter communication and access to information.

The Toyota Touch 2 multimedia system has been improved with the seven-inch touch screen now engineered to respond to pinch, flick and swipe gestures like those used on smartphones. The zoom level on maps can be change using pinch in/pinch out movements and the map can be moved with flick or swipe commands. Similarly, a flick gesture can be used to scroll through lists.

As well as being more intuitive to use, the system also responds more quickly and is now available with voice recognition for hands-free operation of key functions. Better sound re-



production can be enjoyed from the audio system with a new, more powerful amplifier and the use of Clari-Fi technology to maximise the sound quality from compressed music files.

Keeping pace with changes in portable device technology, the Qi wireless charging tray in the centre console in the new Prius has been increased in size so it can accommodate phones up to around 160 mm by 87 mm. This makes it suitable for use with the latest generation of smartphones, including the Samsung Galaxy and Apple iPhone 8, Xr and Xs. In Prius versions without the charging tray, the area is replaced with a non-slip rubber mat.

The head-up display available on higher grade Prius models is an important element in safer driving, ensuring the driver can access important data and information while keeping their eyes on the road ahead. The system has been upgraded to include new turn-by-turn route guidance, providing the driver with navigation commands with clear and crisp graphics projected onto the base of the windscreen.

The entry-grade model gains the new-look 15-inch wheel caps, the Toyota Touch 2 multimedia system and new high-quality cloth upholstery. Other standard features include dusk-sensing bi-LED headlights with Automatic High Beam, follow-me-home function and integrated fog lights, dual-zone automatic air conditioning and a reversing camera. The 2019 Prius features Toyota Safety Sense as standard with Pre-Collision System (including Pedestrian Recognition), Adaptive Cruise Control, Lane Departure Alert with steering control, Automatic High Beam and Road Sign Assist.

The new mid-grade Prius adopts the new 17-inch alloy wheel with contrast black and dark grey (titanium-like) finish and the head-up display gains turn-by-turn navigation directions. It also comes equipped with heated front seats, Blind Spot Monitor with Rear Cross Traffic Alert, leather-covered steering wheel and soft-touch trim to the upper door sections.



# NEW AYGO

## x-style and x-cite

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Two new special editions to the Toyota AYGO model line-up make their world debuts at the 2019 Geneva motor show, the x-style and x-cite.



**WITH AN INSTANTLY** recognisable frontal design and a broad range of customisation options, the second generation AYGO appeals to a more style-conscious audience than those who buy their cars for purely rational reasons.

Last year, the model was amongst the top sellers of the European A-segment with more than 91,700 units sold, and a segment share of 7.4%.

Refreshed in 2018, Toyota's designers and engineers not only reinforced the model's youthful and distinctive image, but also made the powertrain more efficient and improved the car's performance and handling characteristics to make it even more fun to drive.

## DESIGN

The AYGO's iconic frontal 'X' signature has matured from a two-dimensional graphic into a more powerful, three-dimensional architectural element.

The distinctive frontal design incorporates Keen Look headlamp clusters, with integral Daytime Running Lights (DRL) further reinforcing the model's striking looks at first sight. The lower section frames the front grille, emphasising the AYGO's stable stance and the agility inherent in a compact vehicle. While under-lamp ornamentation accentuates the 'X' signature and the vehicle's width.

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

On board, model-specific interior colours and trims upgrade the overall ambience of the cabin, the vibrancy of which is further enhanced by the coloured side register air vents.





### **X-STYLE AND X-CITE SPECIAL EDITIONS**

The new x-style and x-cite models are the latest in an ongoing series of special edition AYGO versions. They offer customers the opportunity to stand out from the crowd with two unique models which feature a carefully considered combination of exterior and interior options.

The AYGO x-style exterior is finished in White, with a large, Orange Twist power-operated canvas top with a generous 785 mm x 730 mm opening, and dark Orange colour accents to the front, rear, sides and door mirrors. It further features fog lamps, rear privacy glass, and Black machined 10-spoke 15" alloy wheels with an Orange centre cap ring.

The interior benefits from a Piano Black finish to the centre console and dashboard insert panel, and Orange side register air vent and gearshift surrounds. It is also equipped with floor mats with an Orange border and partial leather seat upholstery.

The AYGO x-cite has a bi-tone finish of bright Orange with a Black roof, complimented by a bright Orange front spoiler insert and Black door mirrors. The exterior treatment is completed by the addition of fog lamps, rear privacy glass, and glossy Black 10-Spoke 15" alloy wheels.

The interior showcases a gloss Black finish to the centre console and dashboard insert panel, a chrome gearshift surround and Orange side register air vent. The x-cite is also equipped with floor mats with an Orange border and Manhattan fabric seat upholstery.

Both the AYGO x-style and x-cite models offer outstanding value, with an extensive range of standard equipment which includes comfort features such as air-conditioning, steering wheel-mounted audio system control switches, a height adjustable driver's seat, and an adjustable speed limiter on M/T versions.

The 7" Display Audio multimedia system supports Apple CarPlay and Android Auto through the smartphone integration, and comes with a rear view camera fitted as standard.

DAB is available as an option, as are smart entry & start, and Toyota Safety Sense.

### **TOYOTA SAFETY SENSE**

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

Between speeds of approximately 10 to 80 km/h, a Pre-Collision System (PCS)<sup>1</sup> detects other vehicles in front and reduces the risk of hitting them from behind. When there is a

possibility of a collision it prompts the driver to brake with an audible and visual alert.

PCS also primes the brake system to deliver extra stopping force when the driver presses the brake pedal. If the driver fails to react in time, the system automatically applies the brakes, reducing speed by approximately 30 km/h<sup>2</sup> or even bringing the car to a complete stop, in order to prevent the collision or mitigate the force of impact.

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

### POWERTRAIN

Toyota's award-winning, 998 cc, 3-cylinder, 12-valve, DOHC, Dual VVT-i engine combines

an ideal balance of power, enhanced torque delivery at low engine rpm and fuel efficiency.

The engine develops 53 kW (72 DIN hp) at 6,000 rpm, and 93 Nm of torque at 4,400 rpm, accelerating the AYGO from 0-100 km/h in 13.8 seconds, and on to a top speed of 160 km/h.

The AYGO special edition models come in both standard and Eco versions. The latter benefits from a longer 4th and 5th gear, Toyota's wStop & Start system and aerodynamic improvements.

The standard version achieves a fuel consumption of just 4.1 l/100 km and CO<sub>2</sub> emissions of only 93 g/km (WLTP: 112 g/km). The Eco version returns class-leading fuel economy figures of as low as 3.8 l/100 km and CO<sub>2</sub> emissions of only 86 g/km<sup>3</sup> (WLTP: 110 g/km).

When equipped with the x-shift automated manual transmission, the AYGO returns fuel consumption of 4.2 l/100 km and generates CO<sub>2</sub> emissions of only 95 g/km (WLTP: 117 g/km).



<sup>1</sup> Technical name: Pre-Crash System

<sup>2</sup> Results achieved during testing using a vehicle travelling at 30 km/h and a stationary vehicle. System operation depends on driving environment (incl. road and weather) and vehicle circumstances.

<sup>3</sup> Based on Regulation EC 2017/1153 as amended EC 2017/1231

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