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Toyota at Geneva Motor Show

- **Toyota's aim: zero emissions**
- **Hybrid powertrain is Toyota's core environmental technology**
- **Two new hybrid concepts: Hybrid X and FT-HS**
- **Auris Show Car**
- **Avensis range upgrade for more refinement**

Toyota's commitment to a comprehensive vision of sustainable mobility is seen at this year's Geneva Motor Show with the debut of two hybrid concepts that clearly demonstrate the wide range of personal transport solutions which Hybrid Synergy Drive® can provide.

Toyota is using the Geneva Motor Show to restate its commitment to finding and implementing solutions that make cars less of an environmental burden. Toyota's world-leading hybrid technology is at the core of this strategy as it moves along the path towards the ultimate eco-car.

In this context, Toyota believes powertrain innovation can contribute to environmental solutions in three ways: by improving fuel efficiency, by making exhaust emissions cleaner and by supporting energy diversification. At the same time, Hybrid Synergy Drive® is becoming an enabler for vehicle concept innovation and allowing Toyota to push forward to new frontiers.

Geneva Motor Show 2007 marks the world premiere of Hybrid X – a concept car that proposes a new design language for hybrid models while also acting as a technology showcase for future hybrid cars. Hybrid X has been created and developed by Toyota's European styling centre, ED², and is conceived as a four door, four seat concept model which is exceptionally spacious and comfortable.

In complete contrast, the concept car FT-HS, Future Toyota Hybrid Sports, presents Toyota's vision of the 21st century sports car. By combining an advanced hybrid powertrain with essential sports cars fundamentals, FT-HS overcomes the dilemma that eco-friendliness must compromise driving pleasure. FT-HS concept is a front-engine, rear-drive sports car with a projected 0-100 km/h acceleration in the four-second range. A powerful V6, 3.5-litre engine is coupled with a next generation, sports hybrid system with a target power output of approximately 400 horsepower.

The Auris Show Car, on display, reveals for the first time in Europe the three-door version of the Auris with an exclusive body colour and fitted with special wheels.

Auris has a clear role to play in Toyota's strategy of driving down vehicle emissions through innovative design and powertrain development. Designers at ED² have created an original and distinctive shape that is 'short and tall' by maximising interior space and passenger comfort while also reducing the vehicle footprint and easing congestion at the same time. Neither has the tall design of Auris compromised fuel consumption. Best-in-class aerodynamics (Cd=0.29) mean less drag while advanced Toyota powertrain technologies reduce fuel consumption with both petrol and diesel engines.

The Toyota Avensis, Toyota's flagship model in Europe, is upgraded with extra hi-tech premium features and more refinement all packed into a new GPS-grade to offer outstanding quality and refinement. Features include touch-screen, full map navigation with digital radio, Bluetooth connectivity and an MP3 player connection. New 16 or 17-inch alloy wheels and specific exterior colour are also offered on the GPS-grade.

With Avensis, Toyota once again demonstrates its concern for the environment and commitment to reducing harmful emissions. The 2007 Avensis offers a fully competitive, highly fuel efficient diesel engine range including the 2.2-litre D-4D 180 Clean Power, the cleanest diesel engine in its segment, and the new D-4D 125 available with a diesel particulate filter.

Toyota: Today for Tomorrow

Toyota's vision of sustainable mobility



Toyota's vision of sustainable mobility

- Aiming for zero emissions
- Hybrid is Toyota's core environmental technology
- Substantial progress already made
- Looking to the next horizon

As one of the world's leading global vehicle manufacturers Toyota has long recognised its corporate responsibility for the environment and for the communities in which it operates. Today, at the Geneva Motor Show, Toyota restates its commitment to finding and implementing solutions that make cars less of an environmental burden.

This commitment translates into a comprehensive vision of sustainable mobility. Toyota's extensive research and development programmes examine every aspect of vehicle design, performance, safety and the information infrastructure that will underpin driving tomorrow.

The first basic policy of Toyota's Earth Charter, developed as long ago as 1992, states: "in order to contribute towards a prosperous 21st century society, aim for growth that is in harmony with the environment and challenge achievement of zero emissions throughout all areas of business activities".

Motor vehicles interact with the environment throughout their entire lifecycle – from their initial design and the way they are manufactured, to their use on the road and their eventual disposal when no longer needed. For Toyota, minimizing these kinds of environmental impact has long been a top priority at every level of the company's organisation and activity.

And building completely recyclable cars with zero net emissions is Toyota's foremost challenge for the years to come.

In recent years, the automobile industry has made great progress in reducing the environmental burden of motor vehicles. Today there are over 200 million cars in use on the roads of Europe, providing freedom of mobility for every type of driver, and it is estimated that 24% of Europe's CO₂ emissions are generated by the transport sector.

Toyota is exploring simultaneously a broad variety of solutions for developing cleaner, greener vehicles. Powertrain innovation can contribute to this endeavour in three ways: by improving fuel efficiency, by making exhaust emissions cleaner and by supporting energy diversification.

Since humans learned to harness fossil fuels to power machines the concentration of carbon dioxide in the atmosphere has risen steadily. Toyota is developing more efficient automobile engines and transmissions to help control emissions and mitigate the dangers of global warming.

Ultimately, as the world's energy needs escalate, automotive fuels will have to diversify in response to rising petroleum prices, depreciation of petroleum reserves and other pressures. Alternative fuels made from plant sources hold the additional promise of sustainable renewability.

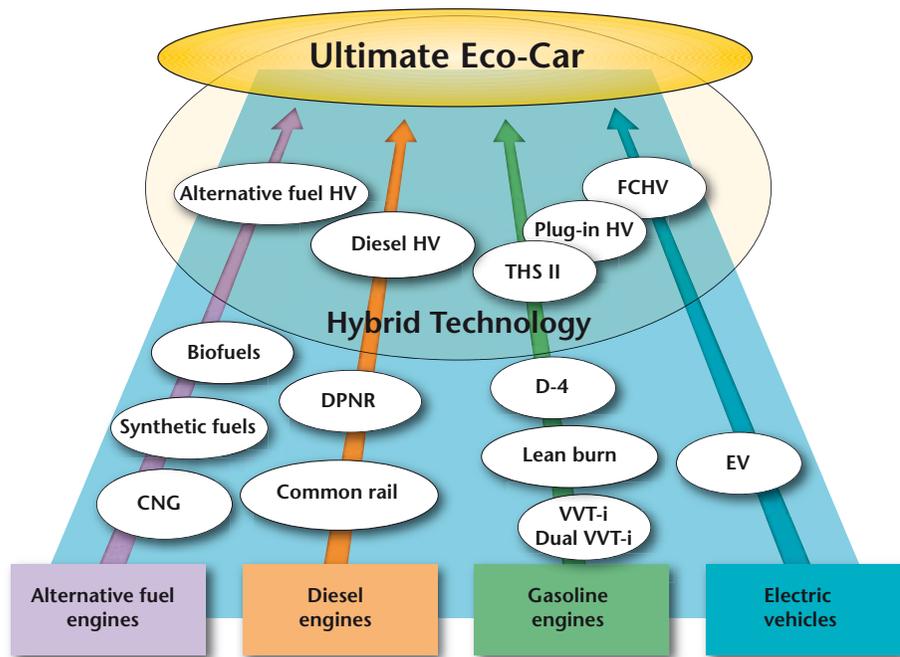
Hybrid is Toyota's core environmental technology

Toyota has already made significant progress in the evolution of its Hybrid Synergy Drive® technology since the launch of the original Prius, the world's first volume production petrol-electric hybrid car, in 1997 in Japan.

Launched in Europe in 2001, Prius moved into the second generation in 2003 and was further revised at the start of 2006 to offer a fresh face and improved interior comfort and quality. At the same time, sharper driving dynamics were introduced with a series of chassis, suspension and steering enhancements.

First generation Prius' carbon dioxide emissions showed level of improvement of around 20% compared to conventional powertrain. For the second generation Prius, these emissions have again further fallen by 15%, from 120 g/km down to 104 g/km, while driving performance has increased. The current Prius matches the performance of many C-segment family cars with a top speed of 170 km/h and 0-100 km/h acceleration in 10.9 seconds.





CNG: Compressed Natural Gas
 DPNR: Diesel Particulate - NO_x Reduction System
 THSII: Toyota Hybrid System II
 D-4: Direct Injection 4-stroke gasoline engine
 HV: Hybrid Vehicle

VVT-i: Variable Valve Timing-intelligent
 FCHV: Fuel Cell Hybrid Vehicle
 EV: Electric Vehicle
 DI: Direct Injection

Meanwhile hybrid technology achieves exhaust emissions that are among the cleanest in the world. The latest generation Prius produces about 55% less CO₂ and nearly half the nitrous oxides and hydrocarbons of other cars of the same class equipped with modern standard exhaust treatment systems.

As a result Prius is enjoying increased sales around the globe and in Europe. Since launch, more than 639,000 Prius models have been sold worldwide and more than 54,300 are on the roads in Europe. Rising fuel prices and increasing environmental awareness plus, to a certain extent, preferential tax and city driving incentives are driving the change.

In 2004, the second generation of the 1.5-litre petrol engine of the Prius Hybrid Synergy Drive[®] was named "International Engine of the Year" and "Best New Engine" and, for the three last consecutive years, has also won "Best 1.4- 1.8-litre engine" and "Best Fuel Economy" awards. Toyota Prius also won the 2005 Car of the Year award.

Toyota is steadily moving forward with the development of hybrid systems as its core environmental technology, combining different power sources in ways that maximise the strengths of each. The Toyota group plans to double its hybrid vehicle line-up by the early part of the next decade and is targeting one million hybrid vehicle sales a year by early stage of 2010s .

The two hybrid concept models, revealed at the Geneva Motor Show, clearly demonstrate the wide range of innovative vehicle concepts that are now possible and under consideration, enabled by Hybrid Synergy Drive[®] technology.

Hybrid X sets a new design language for hybrid cars that will offer families space and comfort in a stylish open-space package and with a clear focus on the environment. It shows the way forward in environmental driving, as well as offering a new vision of innovative technologies.

The FT-HS concept was developed with a target of 0-100km/h acceleration in the four-second range. This concept vehicle is the perfect example of how the environmental paradox has been resolved: enabling high performance and yet respecting the environment.

Further fossil fuel development

But Toyota's powertrain development is not confined to hybrid technology. Though much progress has already been made in petrol and diesel engines, Toyota continues to research and develop advanced technologies to offer better performance and reduced emissions.

The launch of the new Toyota Auris, the all-new Corolla and Yaris TS mark the introduction of Dual VVT-i petrol engines with continuously variable timing of both inlet and exhaust valves. By optimising the valve timing across a wide range of engine speeds, Dual VVT-i allows more efficient combustion for increased mid-range torque, higher top-end power output and reduced fuel consumption.

And Toyota leads in the development of clean diesel technology with Toyota D-CAT (Diesel Clean Advanced Technology) which features a Diesel Particulate and NO_x Reduction (DPNR) system. These reduce nitrous oxide and particulate matter emissions by respectively 50% and 90% below Euro IV standards.

The 2.2-litre 180 Clean Power engine is the flagship of Toyota's D-4D diesel engine range with its advanced exhaust gas cleaning system making it one of the cleanest and most powerful four-cylinder diesel engines on the market today. It powers the various flagship grades of the Toyota Corolla Verso, Avensis, RAV4 and the new Toyota Auris.

Most crucially, and unlike many particulate filters found on the market, Toyota D-CAT is maintenance-free and doesn't require any component replacement. The same is also true of the Toyota diesel particulate filter now available with the recently introduced 2.0 D-4D 125 engine.

Energy diversification

Over the medium term energy sources will gradually diversify and Toyota is already developing the technologies that support the most promising of these alternative fuel supplies.

Toyota already has the technology to allow all its petrol engines to run reliably on petrol with a 10% bio-ethanol content. In addition Toyota plans to introduce flex-fuel vehicles that run on up-to 100% bio-ethanol in Brazil this year.

Synthetic gas-to-liquid (GTL) fuel can be derived from natural gas and supplied as a diesel blend or clean alternative to diesel fuel. Toyota believes that Fischer-Tropsch (FT) synthetic diesel is another alternative choice. It is free of sulphur and aromatic components and has a high cetane rating.

While hydrogen can be made from a variety of raw materials, and does not produce any CO₂ when it is used as a fuel, the need for a refuelling infrastructure is one of several issues that must be addressed. Toyota has leased the first ever market-ready fuel-cell hybrid vehicle in the US and Japan for the last five years and is continuing research to improve sub-zero start-up and cruising range.

As battery technology progresses even electricity will become an increasingly viable alternative, particularly in urban areas. It can be generated from a variety of sources and provides clean operation.

The next horizon

While all these alternative energy sources provide possible hope for the future, it is hybrid technology that holds the advantage. Hybrid can help maximise the merits of all energy sources, whether they are conventional, such as petrol or diesel, or alternative.

This explains why Toyota is committed to developing hybrid systems as one of the company's core vehicle technologies, combining different power sources in ways that maximise the strengths of each and enabling new visions in innovative and environmental hybrid driving.

And, in parallel, Toyota continues to develop and bring to market small cars – such as Aygo and Yaris – that significantly reduce emissions and congestion, notably in urban areas.

"The two imperatives of continuously improving our environmental record while seeking growth as a profit-making business are not in conflict", says Tadashi Arashima, President & CEO of Toyota Motor Europe, "What is required is creativity, resourcefulness, commitment, attention to detail and relentless innovation. Toyota applies these tactics throughout the entire product life cycle in a two-pronged approach, combining rigorous energy conservation and recycling efforts with technological innovation and the evolution of advanced automotive technologies, such as our hybrid system."

Toyota: Today for Tomorrow.

World premiere of Hybrid X concept



World premiere of Hybrid X concept

- **New design language for future hybrid models**
- **Four door, four seat open-space concept**
- **Interactive interior design**
- **A step closer to zero emissions**

Toyota presents a world premiere at the Geneva Motor Show with the reveal of Hybrid X – a concept car that proposes a new design language for hybrid models, while also acting as an innovative technology showcase for future generation hybrid cars.

Hybrid X is a vision for future environmentally friendly motoring. It fits clearly within Toyota's environmental strategy of offering sustainable mobility for modern families. Hybrid X further extends the use of Hybrid Synergy Drive® which is becoming an enabler for vehicle concept innovation and allowing Toyota to push forward to new frontiers.

Hybrid X is designed as a four door, four seat open-space concept. It has the dimensions of a conventional family car with an overall length of 4,500mm and wheelbase of 2,800mm. The width is 1,850mm and height 1,440mm.

Hybrid X has been created and developed by Toyota's European styling centre, ED², in the south of France. It proposes unconventional creative solutions that will themselves potentially become the signature points of a specific hybrid identity.

Hybrid X follows the core values of the Toyota brand design philosophy under two consistent themes: J-Factor and Vibrant Clarity. J-Factor refers to the local and global acceptance of Japanese-inspired design and cultural form, while Vibrant Clarity is the design language used to express the J-factor. Through Vibrant Clarity, designers will infuse future vehicles with a completely original identity and emotional intensity that will be uniquely identifiable as coming from Toyota.

In this context, designers created an unconventional fusion of strength, lightness and emotion through the futuristic body shape. There is fusion of thought also – a symbiosis between the exterior and the interior so that, as you look at the exterior, you can imagine the interior with clarity and vision.

Interior designer, Laurent Bouzige, says: *"Hybrid X is conceived as a multi-sensory experience. There is a formal style in the shape of the vehicle and the material used but every other reaction is linked to the passengers' senses of sound, smell, sight and touch through interactive ambience."*

The strongest form element of the exterior shape is the two 'U' shapes created by the massive upper glass frame area and the unconventional A and C pillars. When viewed from above this gives the impression of a vast X – hence the name of the concept, Hybrid X.



The U-shaped pillars allow the general shape of Hybrid X to achieve a superior aerodynamic form which is further enhanced by smooth surface lines and the integrated rear spoiler.

At the same time the glass area greatly enhances visibility to create an 'open-space' concept which "frames the vision" in all directions, including up.

Access and innovation are features of the rear-hinged passenger doors which open electronically at the touch of a button. Dynamic hints of driving performance are provided by the customised 20-inch alloy wheels with ultra-low profile 225/40 R20 tyres.

The smooth, aerodynamic lines of the front are unbroken by headlamps which are integrated into the dashboard and are now part of the interior of the car. These LED lamps are 'intelligent' and display graphic forms through animation, adopting the interactive concept of Hybrid X to communicate safety information to pedestrians or other drivers, such as safety distances, acceleration and braking.

Across the rear the energy-efficient LED lights form another U shape, reflecting the design signature of vehicle as a whole.

Fusion between exterior and interior styling is clear from the swooping curves of the interior surfaces. Here there are classic ergonomic solutions and the multi-sensory experience is most keenly developed as the car responds to human interaction. The human element is further emphasised by an artistic drawing printed on the inside door panel.

The driver can set the ambience within the car via an interface in order to control the four senses of sight, sound, touch and smell. LED lighting systems within the car provide a variety of illumination and are changing in harmony with different musical backgrounds. A perfume diffuser fills the air with gentle, relaxing aroma while the use of many different materials and textures on the interior surfaces provides variety to touch.

The drive-by-wire steering pad features a screen in its centre to relay vital energy information to the driver about the energy flow path, fuel consumption, gear position. Interactive navigation and Bluetooth connectivity is provided by a second screen in front of the driver.

A third touch screen, in the console, controls the ambience settings, such as the entertainment and audio systems, lightning operation and air conditioning. A sensitive touch on the steering pad allows the driver to switch information on the screens.

Space saving seats are formed using injected foam techniques which create comfort while reducing weight. In order to further promote human interaction, the two independent rear seats can swivel by 12 degrees to allow passengers to enjoy the scenery or a more intimate 'tête-à-tête'.

For now, it is clear Hybrid X is an innovative vehicle that conceives how Hybrid Synergy Drive® technology can deliver economical, cleaner and more comfortable motoring. It is a step closer to Toyota's vision of the ultimate environmental driving technology and its design will influence the entire Toyota brand and its hybrid models in the future.

Hybrid X: a new landmark for Toyota hybrids



FT-HS, the hybrid sports car in concept



FT-HS, the hybrid sports car in concept

- Eco-friendliness without compromising driving performance
- Toyota's vision of the 21st century sports car
- Target acceleration to 100 km/h in the four second-range
- Minimalist design features for maximum impact

Toyota's commitment to develop a full and wide range of hybrid cars is clearly demonstrated by the European debut of the FT-HS concept at the Geneva Motor Show. FT-HS, Future Toyota Hybrid Sports, is designed to show that, using Toyota's advanced Toyota Hybrid Synergy Drive® technology, the sports cars of the future can offer a powerful driving experience as well as outstanding environmental performance.

By combining a potent hybrid powertrain with essential sports cars fundamentals, such as striking style and driver focused function and performance, FT-HS overcomes the perception that eco-friendliness must compromise driving pleasure.

The Toyota research and design centre based in North America, called Caltex, was assigned the task of creating a mid-priced sports car that integrates ecology and emotion in a concept addressing the question "What is a suitable sports car for the 21st Century?"

So, the FT-HS incorporates hybrid capability while maintaining sports car essentials, such as a sleek profile, lightweight aero-dynamic materials and an advanced high-output powertrain for outstanding acceleration and optimum performance.

FT-HS concept is a front-engine, rear-drive sports car with a projected 0-100 km/h acceleration in the four-second range. A powerful V6, 3.5-litre engine is coupled with a next generation, sports hybrid system with a target power output of approximately 400 horsepower. The FT-HS performance parameters demonstrate the potential of hybrid technology, enabling Toyota to push forward to new frontiers.

Sports car performance and driver focus is enhanced by the all-new platform and independent suspension with coil springs, gas-filled struts and front and rear anti-roll bars.

The exterior design follows the core values of the Toyota brand design philosophy under two consistent themes: J-Factor and Vibrant Clarity. J-Factor refers to the local and global acceptance of Japanese-inspired design and cultural form. It is what allows FT-HS concept to stand out as a Toyota with global appeal.

Vibrant Clarity is the design language used to express the J-factor. It is the combination of perfect imbalance, freeform geometrics and integrated component architecture to create Toyota models that are forward looking and energetic while retaining a clarity of purpose and rationality.



Exterior designer, Alex Shen says: "The result of these elements is subtractive mass, a minimalist style that is not only lightweight, but also looks lightweight. The theme of the FT-HS achieves sleek, taut surfaces in its exterior features, especially in the doors and body style. The front and rear have been sculpted to remove mass around key functional components. Freeform geometrics define the integration of fluid surfaces contrasting with hard-edge 'Aero-Corners' which promote smooth airflow and reduce turbulence."

FT-HS is a four seat sports coupe concept with a unique retractable roof. Made from carbon fibre Kevlar, the roof panel and back window pivot fluidly in a downward motion to stow in the rear seat space. In this configuration FT-HS becomes a two seater. The operation can be completed in around 10 seconds.

When raised, the roof has a distinctive scooped-out section designed to reduce aerodynamic drag and provide headroom at the key areas.

The vehicle's triangular profile has a floating "C" pillar, sharp edges and flowing curves. Up front, the aggressive nose reveals narrow headlamp strips and deep air intake scoops. The smoked glass engine cover allows a tantalising view of the advanced Hybrid Synergy Drive® powertrain.

Integrated component architecture can be seen in the aerospace-inspired lighting. The tail lamp unit spans the entire rear and has an integrated retractable spoiler. Light-emitting diode (LED) clusters are located in the headlamps and the wing for energy-efficiency and reduced heat loss.

Other exterior features include a speed-activated wing that elevates at high speed for additional stability and traction. The rear showcases a carbon fibre lower diffuser with integrated wide exhaust and carbon fibre wheels.

The driver-oriented interior exudes sleekness, technology, and performance. The lean skeletal look is achieved with exposed cross-car architecture and high-tech materials such as carbon fibre and titanium.

By eliminating the "B" pillar and creating a suspended "C" pillar, the minimalist style works in conjunction with subtractive mass. An integrated instrument panel surrounds the driver, creating an enclosed delta-wing pod which integrates many useful functions into a lightweight structural unit.

All of the important functions and details are presented almost exclusively to the driver. For example, touch-trace sensors surround the driver and act as tactile guides for finger controls when travelling at high speeds.

A telescoping hub-less steering wheel incorporates semi-automatic paddle shifters and allows the meter to be shifted forward in order to shorten the driver's focus-time from the road to the instrumentation.

Seating is optimized for a lightweight appearance and function: the passenger-seat area is open with a simple exposed airbag on the cross-car beam. Armrests flow seamlessly into the door and surrounding interior.

With a potential mid-market price position, FT-HS would appeal to eco-conscious customers who want to retain sports car driving appeal while minimising damage to the environment. They are likely to be people for whom new technologies are welcome necessities of life, not luxuries.

FT-HS: a sports car for the 21st century



Auris. The new Toyota.



Auris. The new Toyota.

- Auris Show Car on display
- European premiere of Auris three-door
- Fully competitive engine range, focusing on reducing emissions
- Distinctive design with engaging driving pleasure
- 5-star EuroNCAP rating

Auris, the all-new hatchback from Toyota, is a landmark in the European C-segment. Auris owners can enjoy a car with no compromise - thanks to a distinctive design, a tall package and outstanding versatility. Auris also offers engaging driving pleasure, superior quality and a competitive cost of ownership.

Auris will enable Toyota to attract new customers, by offering them a fresh point of view on what a C-segment car should be.

The Auris Show Car on display at Geneva Motor Show, coincides with the launch of the Auris three-door version which will account for 18% of total European sales. The Auris Show Car is finished in a unique body colour and shows its sporting characteristics through its specifically designed 18-inch alloy wheels fitted with Pirelli P Zero 225/40 ZR18 tyres. The Auris Show Car is also equipped with sports suspension and Brembo brakes.

Auris has a clear role to play in Toyota's strategy of driving down vehicle emissions through innovative design and powertrain development. Its tall package offers ample interior space yet Auris still achieves a low drag coefficient of 0.29 resulting in less wind noise and low fuel consumption with CO₂ levels between 131 and 166 g/km. The latest advanced Toyota technologies further reduce fuel consumption on both petrol and diesel engines.

Auris features the all-new 1.6-litre Dual VVT-i petrol engine which results in significantly increased torque at low and medium engine speeds with increased power output at higher speeds. At the same time, it enhances fuel consumption and reduces emissions.

The Auris diesel engine range is topped by the D-4D 180 Clean Power which is the most powerful and cleanest diesel in the segment. At the heart of the diesel range is the new 2.0 D-4D 125, an important development in the Toyota Clean Power strategy to reduce harmful emissions from diesel engines. The D-4D 125 is available with maintenance free, diesel particulate filter (DPF) for selected markets.



With an overall sales volume of 2.9 million units in 2006, the European C-segment remains of great strategic importance, but is showing a slow decline. Auris will be key for Toyota growth in Europe with plans to sell 150,000 units in 2007 and 200,000 units in 2008. These volumes support Toyota's ambitions of strengthening its position in the C-segment and disturbing the long-lasting equilibrium in the segment.

Auris will strengthen Toyota's local manufacturing strategy with two production locations in Europe: Toyota Manufacturing UK (TMUK) and Toyota Manufacturing Turkey (TMMT). In 2007, TMUK will supply approximately two-thirds of the Auris production volume for Europe by building the Auris 5 door while TMMT will supply both 3 and 5 door versions.

Distinctive design, maximum space

Based on an all-new platform, and available with either three or five-door body styles, Auris has been designed around the driver and passengers. This new concept designed by ED² has led to a bold, innovative interior with a bridged centre console that clearly expresses the sporty character of the car.



With a seating position centred on the driver, the distinctive console creates a cockpit feel; emphasised by the positioning of the handbrake lever which is integrated into the centre console and, like the short gear shift lever, falls easily to hand. The curves of the bridged centre console flow naturally into the main instrument panel with the design language echoed in the door trims and furniture.

The characteristic proportions of the Auris, 'tall and short', are unlike any other car in the segment, which makes Auris stand out from the crowd. It offers maximum interior space within very compact dimensions. Auris is the tallest car in the segment, offering best in class front and rear headroom, as well as a class leading interior cabin volume.

Front and rear seat passengers also enjoy excellent head and shoulder room, a natural result of the 'inside-out' design concept with the car created around people. The couple distance between front and rear seats has been stretched to 910 mm within a wheelbase of 2,600 mm, resulting in excellent leg room.

Rear seat passenger comfort is further enhanced by re-engineering the exhaust route and other under body items to create a completely flat rear floor and footwell. Of course, luggage space with the Toyota Easy-Flat seating is versatile and, when the rear seats are folded down, this creates an instantly enlarged loading area.

With the low cargo floor and wide body, the trunk capacity is 354 litres. For convenience, there are 10 separate storage areas around the passenger cabin, offering a total storage volume of 32 litres.

Engaging driving pleasure

The wide choice of advanced and refined high performance engines are matched with carefully selected transmissions and an all-new, rigid platform featuring newly designed suspensions, brakes and steering.

Auris engine line-up is competitive and environmentally considerate. The two petrol and three diesel engines available for Auris are Euro IV compliant for all European markets.

Flagship of the range is the 2.2-litre D-4D 180 Clean Power Diesel. Equipped with Toyota D-CAT technology, its advanced exhaust gas cleaning system reduces harmful emissions and particulates to make it one of the cleanest diesel engines on the market today.

The D-4D 180 Clean Power makes Auris the most powerful and cleanest diesel car in the C-segment and allows it to fully express its sporting characteristics. Indeed, this Auris D-4D 180 Clean Power offers sports car performance and top level driving pleasure - a maximum speed of 210 km/h and 0 to 100 km/h acceleration in just 8.1 seconds.

To best suit the powerful D-4D 180 Clean Power Diesel engine, the Auris flagship model is equipped with a double wishbone rear suspension for maximum high performance stability.



All other models in the Auris range benefit from a highly effective and super-compact torsion beam rear suspension with separate coil springs and dampers, accommodating the low flat body floor and spacious cargo area, to provide both superior handling stability and ride comfort.

Auris adopts a newly developed Electric Power Steering (EPS) with a quick ratio and excellent speed-sensitive feel. At just 2.9 turns, lock to lock, there is precise and instant driver control. The EPS contributes to fuel economy by consuming power only when steering force assistance is needed and does not require hydraulic fluid.

Auris is available with three separate transmissions, each carefully matched to the output characteristics of particular engines to achieve optimum driving pleasure and excellent fuel consumption.

The five speed manual transmission was fine-tuned to match the smaller engine range and is available on both petrol engines and the 1.4-litre D-4D. A newly-developed six speed manual transmission of compact design and high rigidity is available with the D-4D 125 and D-4D 180 Clean Power diesel engines.

The latest generation MultiMode transmission with steering wheel mounted paddle shifts is available on the 1.4 D-4D 90 and 1.6 Dual VVT-i engines. The system offers two driving modes: an automatic for easy driving, especially in town, and a manual gear shift for more sporty driving conditions.

The latest generation Multimode has been enhanced and further developed with the shift shock and shift timing lag improved, a sportier shift schedule adopted for ES mode and the adoption of an auto-mode change logic (E · ES) to avoid overheat of the clutch.

On the 1.6 Dual VVT-i petrol engine the multimode even beats the fuel economy of the five speed manual transmission.

Class leading safety, premium equipment

Auris heads the class on safety and has been awarded a maximum five-star rating for adult occupant protection in the EuroNCAP safety crash test evaluation. Auris scored 100% on side impact and pole crash tests to gain a total adult safety score of 35, the highest in the class.

Auris also joins the class leaders in small family cars with four-stars (37 points) for child occupant protection and three-stars (21 points) in the relatively new assessment for pedestrian safety.



Auris is available with up-to nine airbags including a driver's knee airbag which is a C-segment first. This helps protect the driver's knee from collision with the steering column and lowers the stress forces on the upper leg and the hip. Other airbags available include front SRS airbags, side airbags for driver and front seat passengers and curtain shield airbags. ISOfix child seat restraint mountings are provided in the rear seats with top tethers and front seats feature an active anti-whiplash protection with specially designed head restraints and seat frames.



A full package of active safety devices is available with large front and rear disc brakes and anti-lock braking (ABS) with electronic brake force distribution (EBD) and brake assist (BA) offer optimum braking control. A vehicle stability control system (VSC) with traction control (TRC) is standard or optional depending on market, providing excellent balance between safety and performance. Optional high intensity discharge lights provide illumination closer to daylight for more visibility during night driving.

Superior quality throughout is a key element of Auris with exceptionally low noise, vibration and harshness (NVH) levels. Auris is fitted with sound insulation throughout the chassis creating one of the quietest cabins in the C-segment.

Special attention to build quality and detailing ensures the touch and feel of every surface and every control creates a high level of perceived quality - emphasised by top class interior trim and equipment levels.

These include, depending on market and grade level: Smart Entry & Start, Adjustable Speed Limiter with cruise control, dual-zone climate control, audio with live ACS (acoustic) handling MP3 and WMA format, full-map touch-screen navigation with Bluetooth connectivity, steering wheel audio control, rain-sensing wipers and dusk-sensing headlights and multi-information display available in 7 languages.

Cost of ownership is a major consideration for all C-segment customers – whether they are private drivers or corporate users. Auris has been engineered to minimise damage and repair costs. It also delivers on both low fuel consumption and low cost maintenance programmes and has achieved top class insurance group ratings in European countries where they are relevant.

Auris: embodies the way forward for Toyota in Europe

Engine	1.4-litre VVT-i	1.6-litre Dual VVT-i	1.4-litre D-4D 90	2.0-litre D-4D 125	2.2-litre D-4D 180
Engine code	4ZZ-FE	1ZR-FE	1ND-TV	1AD-FTV	2AD-FHV
Type	4 in-line cylinders				
Fuel type	95 Octane petrol (or higher)		48 Cetane diesel		
Valve mechanism	DOHC 16-valve		SOHC 8-valve	DOHC 16-valve	
Displacement (cm ³)	1,398	1,598	1,364	1,998	2,231
Bore x stroke (mm)	79.0 x 71.3	80.5 x 78.5	73.0 x 81.5	86.0 x 86.0	86.0 x 96.0
Compression ratio (:1)	10.5	10.2	17.8	16.8	15.8
Max. power (DIN) KW /rpm	(97) 71/6,000	(124) 91/6,000	(90) 66/3,800	(126) 93/3,600	(177) 130/3,600
Max. torque (Nm/rpm)	130/4,400	157/5,200	190/ 1,800-3,000	CCo: 300/ 2,000-2,800 DPF: 300/ 1,800-2,400	400/ 2,000-2,600
Emissions level	EURO IV				

Transmission

Type	Single dry plate				
Operation type	Hydraulic: manual T/M		Electric: Multi Mode T/M		
Engine	1.4-litre VVT-i	1.6-litre Dual VVT-i	1.4-litre D-4D 90	2.0-litre D-4D 125	2.2-litre D-4D 180
Gear ratios					
1 st	3.545	3.545	3.545	3.538	3.538
2 nd	1.904	1.904	1.904	1.913	1.913
3 rd	1.310	1.310	1.310	1.218	1.218
4 th	0.969	0.969	0.969	0.860	0.860
5 th	0.815	0.815	0.725	0.790	0.790
6 th	-	-	-	0.673	0.673
Reverse	3.250	3.250	3.250	3.831	3.831

Brakes

Type	Petrol engine	Diesel engine
Front	Ventilated disc (ø273x26mm)	Ventilated disc (ø295x26mm) Ventilated disc (ø273x26mm)
Rear	Solid disc (ø270x10mm)	Solid disc (ø270x10mm)
Additional features	ABS	
	EBD (Electronic Brake-force Distribution)	
	BA (Brake assist)	
	VSC (Vehicle Stability Control)	
	TRC (Traction Control)	

Suspensions

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

Steering	1.4-litre VVT-i / 1.6-litre Dual VVT-i / 1.4-litre D-4D 90 / 2.0 D-4D 125				2.2-litre D-4D 180	
Type	Rack and pinion				Rack and pinion	
Ratio (:1)	14.44				14.65	
Turns (lock to lock)	2.9				2.81	
Min. turning radius – tyre (m)	5.2				5.4	
Additional feature	Electric Power Steering (EPS)					

Performance	1.4-litre VVT-i	1.6-litre Dual VVT-i		1.4-litre D-4D 90		2.0-litre D-4D 125	2.2-litre D-4D 180
Transmission	5 M/T	5 M/T	5 M/M	5 M/T	5 M/M	6 M/T	6 M/T
Max. Speed (km/h)	170	190		175		195	210
0-100 km/h	13.0	10.4	12.1	12.0	14.7	10.3	8.1

Fuel consumption *	1.4-litre VVT-i	1.6-litre Dual VVT-i		1.4-litre D-4D 90		2.0-litre D-4D 125	2.2-litre D-4D 180
Transmission	5 M/T	5 M/T	5 M/M	5 M/T	5 M/M	6 M/T	6 M/T
Urban (l/100km)	8.7	9.0	8.5	5.8	5.8	CCo: 7.0 DPF: 7.2	7.9
Extra-urban (l/100km)	5.9	5.9	5.9	4.5	4.5	CCo: 4.6 DPF: 4.9	5.2
Combined (l/100km)	6.9	7.1	6.9	5.0	5.0	CCo: 5.4 DPF: 5.7	6.2
Fuel tank capacity (l)	55 l						

CO ₂ emissions * (g/km)	1.4-litre VVT-i	1.6-litre Dual VVT-i		1.4-litre D-4D 90		2.0-litre D-4D 125	2.2-litre D-4D 180
Transmission	5 M/T	5 M/T	5 M/M	5 M/T	5 M/M	6 M/T	6 M/T
Urban	205	214	197	154	154	CCo: 184 DPF: 188	209
Extra-urban	139	141	140	119	119	CCo: 120 DPF: 130	138
Combined	163	166	161	132	131	CCo: 144 DPF: 151	164

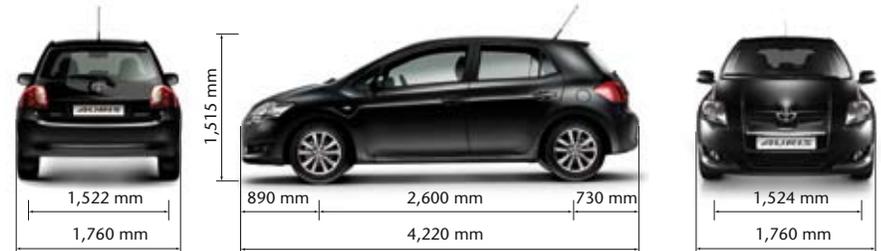
* According to base directive 80/1268/EEC, latest amendment 2004/3/EC

Other emissions ** (g/km)	1.4-litre VVT-i	1.6-litre Dual VVT-i		1.4-litre D-4D 90		2.0-litre D-4D 125	2.2-litre D-4D 180
Transmission	5 M/T	5 M/T	5 M/M	5 M/T	5 M/M	6 M/T	6 M/T
CO	0.48	0.79	0.58	0.17	0.09	CCo: 0.2 DPF: 0.3	0.21
HC	0.04	0.06	0.05	-	-	CCo: - DPF: -	-
NOx	0.01	0.03	0.03	0.20	0.18	CCo: 0.19 DPF: 0.16	0.09
HC+NOx	-	-	-	0.21	0.19	CCo: 0.21 DPF: 0.19	0.13
PM	-	-	-	0.022	0.023	CCo: 0.021 DPF: 0.002	0.002

** According to base directive 70/220/EEC, latest amendment 2003/76B/EC

Exterior dimensions (mm)

Overall length	4,220
Overall width	1,760
Overall height	1,515 (D-4D 180: 1,505)
Wheelbase	2,600
Tread front	1,524 with 205/55R16 (1,536 with 195/65R15, 1,516 with 225/45R17)
Tread rear	1,522 with 205/55R16 (1,533 with 195/65R15, 1,512 with 225/45R17)
Front overhang	890
Rear overhang	730
Drag coefficient (Cd)	0.29



Interior dimensions (mm)

Interior length	1,985
Interior width	1,460
Interior height	1,245

Luggage compartment

VDA luggage capacity, rear seat up (L)	354
VDA luggage capacity, rear seat down ¹ (L)	761
Length ¹ (mm)	1,715
Max. width (mm)	1,185
Height (mm)	865

¹ With rear seat folded away

Weight

	1.4-litre VVT-i	1.6-litre Dual VVT-i		1.4-litre D-4D 90		2.0-litre D-4D 125	2.2-litre D-4D 180
	5 M/T	5 M/T	5 M/M	5 M/T	5 M/M	6 M/T	6 M/T
Kerb weight (kg)	1220-1275	1230-1305		1260-1315		1385-1435	1435-1470
Gross vehicle weight (kg)	1720	1750	1750	1760	1760	1890	1920
Towing capacity w/ brakes 12% (kg)	1000	1200	1200	1000	1000	1500	1500
Towing capacity, w:o brakes (kg)	450	450	450	450	450	450	450

Toyota Avensis range upgraded



Toyota Avensis range upgraded

- More hi-tech features, more refinement
- New GPS-grade
- Clean Power diesel engines

The Toyota Avensis, Toyota's flagship model in Europe, is upgraded with extra hi-tech premium features to offer customers more refinement and value.

A new touch-screen, full map navigation with optional digital radio and MP3 player connectivity becomes available equipment on a new GPS-grade, which also features a new trim, new 16-inch and 17-inch alloy wheels and a specific exterior feature colour.

With Avensis, Toyota once again demonstrates its concern for the environment and commitment to reducing harmful emissions. The 2007 Avensis offers a fully competitive, highly fuel efficient diesel engine range including the 2.2-litre D-4D 180 Clean Power and the D-4D 125 equipped with diesel particulate filter for selected markets.

Since launch the Avensis has been a key model in Toyota's European line-up. Its success in the European D-segment has been a major factor in building Toyota brand awareness. It is a clear statement of Toyota's commitment to offer customers superior quality products across all markets.

More premium features

- New touch-screen, full map navigation
- New contemporary trim and exterior colour
- Unique alloy wheels

The 2007 Avensis is now available with a new full map DVD-based satellite navigation which will be offered in most European markets for the new GPS-grade and upwards. This highly advanced navigation system is fully integrated with the car's audio equipment – which now includes optional DAB (digital radio), MP3 player connection and Bluetooth.

The navigation features class-leading route calculation speed and is extremely easy to operate, featuring a large touch-screen with clear mapping displayed in 32,000 colours and using 'Michelin-style' colour coding for roads and features which are instantly familiar to most drivers. The maps feature important landmarks and points of interest in 3D – and offer lane guidance in many of the major cities of Europe; helping to enhance safety and driver confidence.



Journey planning is also made easier by the RDS-TMC traffic warning that alerts drivers to traffic congestion on the route ahead and offers alternative re-routes.

The integrated audio system uses a 4x40W high power amplifier with a head unit that can read MP3 and WMA files plus display CD-text such as track and artist details.

Interior trim for Avensis will now include a new unique and high-quality design for the GPS-grade while high-end models will offer a choice of either contemporary or more traditional 'elegant' ambience.

On the exterior, Avensis GPS-grade will now be available with unique alloy wheels in either 16-inch or 17-inch sizes and a new body colour, Lunar Grey.

Heading the 2007 Avensis model range is a premium grade trim, available only with the hi-tech D-4D 180 Clean Power engine offering a maximum speed of 220 km/h and 0-100 km/h acceleration in 8.6 seconds.

Unique to the premium grade model are exclusive 17-inch alloy wheels and a dark grey front grille with chrome inserts. The interior is equally exclusive with silver metallic stitching on the leather steering wheel and lever boot, metal inserts on the sports steering wheel and a high quality, perforated Alcantara and leather trim.



'Clean Power' diesel range

- Choice of 3 highly efficient engines
- Recently introduced D-4D 125 balances power and economy
- Second step in Clean Power strategy

The 2007 Avensis offers a fully competitive diesel engine range with excellent performance, fuel economy, reduced emissions and a refined driving experience.

The 2.0-litre D-4D 125 (126 DIN hp) is an important development in the evolution of the new generation Toyota clean diesel engines. The D-4D 125 achieves best-in-class performance and refinement with low CO₂ emissions.

With a six-speed manual transmission as standard, top speed of the Avensis D-4D 125 is 200 km/h and acceleration from 0 to 100 km/h takes 10.6 seconds. In the mid-range, acceleration from 80-120 km/h takes 12.0 seconds.

The D-4D 125 with Diesel Particulate Filter (DPF) is an important development in the Toyota Clean Power strategy to reduce emissions from diesel engines. The DPF has the ability to reduce particulate emissions by 80% (PM: 0.002) whilst NO_x emissions are reduced to 0.19 g/km.

The D-4D 125 is also available with an oxidation catalytic converter (CCo) which has the lowest CO₂ of any 2.0-litre diesel engine in the segment at 146 g/km.

At the top of the range is the D-4D 180 that puts the 2007 Avensis among the most powerful diesel cars in the upper-medium segment with 130 kW (177 DIN hp) of power at 3,600 rpm. Thanks to Toyota's D-CAT, the D-4D 180 Clean Power engine boasts the smallest combined NO_x (0.11) and PM (0.002) emissions for diesel engines in its segment.

The Avensis 2.2 D-4D 150 is positioned between the new D-4D 125 and the D-4D 180, thus representing the Avensis in the mid-power band of the diesel upper-medium segment.

The new Avensis GPS-grade will be available in European markets in the second quarter 2007.

Toyota: Avensis, a flagship model for Europe

Petrol engine	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Type	4-Cylinders in-line			
Cylinder head material	Aluminium alloy			
Engine block material	Aluminium alloy			
Fuel type	95 Octane petrol (or more)			
Injection pressure (bar)	-	-	-	-
Valve Mechanism	DOHC 16 valve VVT-i			
Displacement (cc)	1,598	1,794	1,998	2,362
Bore x Stroke (mm)	79.0 X 81.5	79.0 X 91.5	86.0 X 86.0	88.5 x 96.0
Compression Ratio (:1)	10.5	10	11	11
Fuel system	Electronic Fuel injection			
Max. Power (DIN hp)	(110)	(129)	(147)	(163)
kW/rpm	81@6,000	95@6,000	108@5,700	120@5,800
Max. Torque (Nm/rpm)	150@3,800	170@4,200	196@4,000	230@3,800

Diesel engine	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Type	4-Cylinders in-line		
Cylinder head material	Aluminium alloy		
Engine block material	Aluminium alloy		
Fuel type	48 Cetane diesel		
Injection pressure (bar)	1,700	1,700	1,800
Valve Mechanism	DOHC 16 valve, direct injection		
Displacement (cc)	1,998	2,231	2,231
Bore x Stroke (mm)	86.0 x 86.0	86.0 x 96.0	86.0 x 96.0
Compression Ratio (:1)	16.8	16.8	15.8
Fuel system	Common-rail w/ Solenoid injector		Common-rail w/ piezoelectric injector
Max. Power (DIN hp)	(126)	(150)	(177)
kW/rpm	93@3,600	110@3,600	130@3,600
Max. Torque (Nm/rpm)	300 @2,000-2,800	310 @2,000-3,200	400 @2,000-2,600

* All engines are available on all bodytypes. 1.6-litre unit is available only at some countries

Transmission	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre			
Drive type	Front wheel drive						
Gearbox type	5M/T	5M/T	4A/T	5M/T	4A/T	5A/T	
gear ratios	1 st	3.545	3.545	2.847	3.538	3.943	4.235
	2 nd	1.904	1.904	1.552	2.045	2.197	2.360
	3 rd	1.310	1.310	1.000	1.333	1.413	1.517
	4 th	0.969	1.031	0.700	1.028	1.020	1.047
	5 th	0.815	0.815	-	0.820	-	0.756
	6 th	-	-	-	-	-	-
	Reverse	3.250	3.250	2.343	3.583	3.145	3.378
Differential gear ratio	4.312	3.941	4.237	3.684	2.923	3.478	

Transmission	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Drive type	Front wheel drive		
Gearbox type	6M/T	6M/T	6M/T
gear ratios	1 st	3.538	
	2 nd	1.913	
	3 rd	1.218	
	4 th	0.860	
	5 th	0.790	
	6 th	0.673	0.638
	Reverse	3.831	
Differential gear ratio	3.777 (1st-4th), 3.238 (5th-6th, Rev)		

Performance	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre			
Gearbox type	5M/T	5M/T	4A/T	5M/T	4A/T	5A/T	
Max. Speed (km/h)	All	195	200	195	210	205	220
0-100km/h (s)	Sedan/Liftback	12	10.3	11.6	9.4	11.1	9.1
	Wagon	12.2	10.5	11.8	9.6	11.3	9.3
0-400m (s)	Sedan/Liftback	18.1	17.1	17.9	16.6	17.6	16.5
	Wagon	18.2	17.2	18	16.7	17.7	16.6



Performance		2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type		6M/T	6M/T	6M/T
Max. Speed (km/h) All		200	210	220
0-100km/h (s)	Sedan/Liftback	10.6	9.3	8.6
	Wagon	10.6	9.3	8.6
0-400m (s)	Sedan/Liftback	17.6	16.8	16.3
	Wagon	17.6	16.8	16.3

Fuel consumption (l/100km)		1.6-litre VVT-i	1.8-litre VVT-i		2.0-litre D-4		2.4-litre
Gearbox type		5M/T	5M/T	4A/T	5M/T	4A/T	5A/T
Combined	Sedan/Liftback	7.2	7.2	7.7	8.1	9.2	9.5
	Wagon	7.2	7.2	7.8	8.1	9.4	9.6
Extra Urban	Sedan/Liftback	5.8	5.8	6.3	6.6	7.2	7.2
	Wagon	5.8	5.8	6.4	6.6	7.3	7.3
Urban	Sedan/Liftback	9.5	9.4	10.3	10.6	12.8	13.5
	Wagon	9.5	9.4	10.4	10.7	12.9	13.5

Fuel consumption (l/100km)		2.0-litre D-4D 125 CCo	2.0-litre D-4D 125 DPF	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type		6M/T	6M/T	6M/T	6M/T
Combined	Sedan/Liftback	5.5	5.8	5.9	6.1
	Wagon	5.7	5.9	6.0	6.2
Extra Urban	Sedan/Liftback	4.6	4.9	4.9	5.2
	Wagon	4.7	5.1	4.9	5.3
Urban	Sedan/Liftback	7.1	7.2	7.6	7.6
	Wagon	7.2	7.3	7.7	7.6

CO ₂ emissions (g/km)		1.6-litre VVT-i	1.8-litre VVT-i		2.0-litre D-4		2.4-litre
Gearbox type		5M/T	5M/T	4A/T	5M/T	4A/T	5A/T
Combined	Sedan/Liftback	172	171	187	191	221	227
	Wagon	173	172	193	193	224	228
Extra Urban	Sedan/Liftback	142	142	151	156	171	172
	Wagon	144	143	157	157	174	175
Urban	Sedan/Liftback	224	223	251	253	308	320
	Wagon	224	223	257	254	310	320

CO ₂ emissions (g/km)		2.0-litre D-4D 125 CCo	2.0-litre D-4D 125 DPF	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type		6M/T	6M/T	6M/T	6M/T
Combined	Sedan/Liftback	146	152	156	161
	Wagon	149	155	158	163
Extra Urban	Sedan/Liftback	122	131	130	138
	Wagon	125	134	131	141
Urban	Sedan/Liftback	188	189	201	201
	Wagon	190	192	205	201

Other emissions (g/km)		1.6-litre VVT-i	1.8-litre VVT-i		2.0-litre D-4		2.4-litre
Gearbox type		5M/T	5M/T	4A/T	5M/T	4A/T	5A/T
Emission level		Euro IV	Euro IV	Euro IV	Euro IV	Euro IV	Euro IV
CO	All	0.39	0.48	0.45	0.49	0.35	0.26
HC	All	0.04	0.03	0.04	0.07	0.05	0.06
PM	All	-	-	-	-	-	-
NOx	All	0.02	0.05	0.03	0.02	0.02	0.03
HC + NOx	All	-	-	-	-	-	-

Other emissions (g/km)	2.0-litre D-4D 125 CCo	2.0-litre D-4D 125 DPF	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type	6M/T	6M/T	6M/T	6M/T
Emission level	Euro IV	Euro IV	Euro IV	Euro IV
CO	All 0.17	0.17	0.02	0.11
HC	All -	-	-	-
PM	All 0.019	0.002	0.020	0.002
NOx	All 0.200	0.19	0.24	0.11
HC + NOx	All 0.22	0.20	0.24	0.15

Suspension	
Front	MacPherson strut; low-pressure gas sealed shock absorbers with linear control valve; stabiliser bar
Rear	Double wishbone with toe-control link; low-pressure gas sealed shock absorbers with linear control valve; stabiliser bar

Brakes	
Front	Ventilated disc
Rear	Solid disc

Steering	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Type	Rack & Pinion			
Power steering type	EPS		Integral	
Steering gear ratio	17.5		16.1	
Lock to lock	3.5		3.0	
Min. turning radius Tire (m)	5.4		5.6	
Min. turning radius Body (m)	5.75		5.995	

Steering	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Type	Rack & Pinion		
Power steering type	Integral		
Steering gear ratio	16.1		
Lock to lock	-		
Min. turning radius Tire (m)	5.6		
Min. turning radius Body (m)	5.995		

Weight (kg)		1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Curb weight	Sedan	1,280-1,330	1,280-1,350	1,340-1,410	1,385-1,425
	Liftback	1,285-1,325	1,285-1,355	1,345-1,415	1,390-1,430
	Wagon	1,315-1,350	1,315-1,380	1,365-1,420	1,410-1,445
Gross weight	All	1,820	1,820	1,895	1,905

Weight (kg)		2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Curb weight	Sedan	1,435-1,500	1,450-1,505	1,460-1,505
	Liftback	1,440-1,505	1,455-1,510	1,465-1,510
	Wagon	1,465-1,525	1,480-1,535	1,490-1,535
Gross weight	All	1,970	1,970	1,970

Exterior dimensions (mm)	Sedan	Liftback	Wagon
Overall length	4,645	4,645	4,715
Overall width *	1,760	1,760	1,760
Overall height	1,480	1,480	1,525
Wheelbase	2,700	2,700	2,700
Tread front	1,505-1,520	1,505-1,520	1,505-1,520
Tread rear	1,510-1,520	1,510-1,520	1,510-1,520
Overhang front	920	920	920
Overhang rear	1,025	1,025	1,095
Drag coefficient (Cd)	0.28	0.28	0.29

Interior dimensions (mm)	Sedan	Liftback	Wagon
Room length	2,090	2,090	2,090
Room width	1,485	1,485	1,485
Room height (mm)	1,210	1,210	1,210
Front head room	990	990	990
Front leg room	1,181	1,181	1,181
Front shoulder room	1,375	1,375	1,375
Rear head room	951	950	985
Rear shoulder room	1,378	1,378	1,378

Luggage compartment	Sedan	Liftback	Wagon
Luggage capacity (L)	520	510	520
Height (mm)	525	800	835
Length (mm)	1,160	1,125	1,130
Width, wheelhouse (mm)	1,085	1,050	1,050
Loading height (mm)	700	700	615