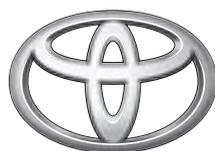


Toyota Yaris



TOYOTA

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Market and positioning

Toyota's European best seller



Market and positioning

Toyota's European best seller

- Current Yaris delivered a year-by-year improved sales performance
- European Car of the Year 2000 and Japanese Car of the Year 1999-2000
- New Yaris product concept follows Yaris DNA and points at higher sophistication
- The range comprises 3 engines, all available with MultiMode transmission, and 3 equipment grades
- Targeting customers that appreciate technology and innovation
- Sales of new Yaris to start at the end of the current year
- Toyota expects to sell 250,000 units of the new model during 2006



Historical background

- **First generation launched in 1999**
- **An ever-growing sales trend since launch**
- **Over 1.2 million units sold in Europe**

Toyota introduced the first ever Yaris to the market back in 1999. Since its launch, the B-segment compact car has proved to be an overwhelming success for Toyota, both on a commercial level and by raising the profile of the brand.

The Yaris has won numerous awards. Back in 1999, the car won the prestigious 'European Car of the Year' as well as 'Japan's Car of the Year', making it the first model ever to achieve such recognition across the globe.

The Yaris also received the highest segment score in the Euro NCAP crash tests at the turn of the millennium. Winning 29 points in total, it became the safest supermini compact car that year.

Furthermore, the German TÜV Auto Report 2005 has ranked the Yaris the 'Most Reliable Car in the 4-5 year category'. The recent 2005 J.D. Power Customer Satisfaction Index studies in France and Germany have also ranked Yaris Verso and Yaris Hatchback as first and second in their category, respectively.

The Yaris family grew even more complete with the introduction of the Yaris T Sport in 2001, adding a touch of 'sportiness' to the brand image, and with it raising the profile of the compact car.

In the same year, Toyota began production of the Yaris at its Valenciennes plant (TMMF) in France. 2001 was an important year for Toyota as it saw the introduction of the first all-aluminium diesel engine in the world. The highly-acclaimed 1.4-litre D-4D engine was swiftly added to the Yaris engine line-up.

Having achieved a solid reputation for reliable engineering and safety, the Yaris underwent a major restyle in 2003.

The Yaris has had a unique life-cycle, with ever-growing annual sales seeing figures rise from 134,717 in 1999 to an impressive 227,616 in 2004. Yaris now represents a quarter of Toyota's annual car sales across the continent, being simultaneously the best-selling Toyota in Europe.

Last year saw the 500,000th Yaris built at the efficient TMMF plant. In total, over 1.2 million units were sold across Europe since its launch.

Product concept

- **Maintaining the original Yaris DNA**
- **Higher sophistication through a refined execution**
- **Targeting an 'upper-class' feel**

For the development of the new Toyota Yaris, Chief Engineer Kousuke Shibahara focused on three key points to explain the concept behind his project. First and foremost, the new product had to remain faithful to the Yaris DNA: an advanced package, high levels of interior space and versatility, use of advanced technology, comfort, safety and performance. This also includes a constant focus in the continuous improvement of every aspect of quality, durability and reliability.

Secondly, Mr. Shibahara wanted to raise the level of sophistication through a more refined execution. This would translate into improved perceived quality, lower levels of noise and vibration, and more advanced powertrains.

Finally, Toyota wanted to give the new Yaris customer a more 'upper-class' feel compared to the current model. The method was to take an in-depth approach to a multitude of different areas such as driving dynamics and overall quality, and to even more specific details such as the door-closing sound.

Key product attributes

Having defined the product concept, the development team then focused on the following areas:

- **Quality feel** – numerous items were improved in order to convey this perception, from perceived interior quality, noise and vibration levels to driving dynamics
- **Safety** – an improved equipment pack and a much sturdier body structure help create a safer overall package
- **Design** – with a style created by Toyota's European design studio, ED², the new Yaris captures the DNA of the current model, as well as pursuing a new direction in design
- **Driving dynamics** – a totally new platform (50% stiffer than the previous) and an entirely new suspension system achieve the best possible combination of good handling and ride comfort
- **Powertrains** – the new Yaris adopts a range of advanced units that combine good performance levels with low fuel consumption and emissions
- **Package and versatility** – several innovations have led to better use of interior space and helped to provide enhanced versatility

The range

- **A three-engine line-up**
- **MultiMode transmission available on all engines**
- **Available in three different grades**

The new Yaris comes equipped with a comprehensive engine range to suit every customer's needs. To start, there is the 1.0-litre, 3-cylinder VVT-i petrol engine, with 69 DIN hp (51 kW) at 6,000 rpm and a decent 93 Nm of torque at 3,600 rpm. This is followed by the 1.3-litre VVT-i petrol engine, available in the current Yaris, with 87 DIN hp (64 kW) at 6,000 rpm and a 121 Nm of torque at 4,200 rpm. Next up is the 1.4-litre D-4D diesel engine, first introduced on the Corolla, with 90 DIN hp (66 kW) at 3,600 rpm and 190 Nm of torque at 1,800-3,000 rpm.

A 5-speed manual transmission is standard, although the advanced 5-speed MultiMode transmission is available as an option on all engines.

The new Yaris comes in three grades. The entry level, named 'Yaris', comes with sufficient safety and interior packaging features to set it far apart from other cars in its segment. This includes front and side airbags (for both front occupants), 185/60 R 15 tyres, tilt steering wheel adjustment, power door locks, electric rear view mirrors and a CD player audio system with four speakers.

In the mid level 'Yaris Luna', the model comes equipped with convenience items such as power door locks with remote control, leather steering wheel with telescopic adjustment and audio switches, a 6-speaker audio system capable of playing MP3 and WMA CDs and extra safety features including curtain shield airbags and driver's knee airbag.

At the top end there is the 'Yaris Sol', which comes with additional features including an automatic air conditioner, special plating on the door handles and handbrake, front fog lamps and 15-inch alloy wheels.

Additional market information

- **Targeting customers aged between 25 and 35**
- **Sales to start at the end of the year**
- **A 2006 sales target of 250,000 units**

With this new Yaris, Toyota expects to attract customers who are mainly well-educated people with an active lifestyle, aged between 25 and 35. They are fond of technology and innovation, appreciating Yaris for its clever design and advanced features in a compact package.

Toyota will begin pre-sales activities for the new Yaris in September, and looks to start sales by December 2005. Annual sales are expected to reach 250,000 units during next year.

Design and perceived quality

Advanced and sophisticated



Design and perceived quality

Advanced and sophisticated

- Toyota promotes worldwide competition for the design of new Yaris
- A concept from the European design studio Toyota ED² was chosen
- Designed under Toyota's latest design philosophy, 'Vibrant Clarity'
- Interior design brings form and function together under the same package
- A high level of perceived quality



Fruit of a worldwide competition

- A contest between 3 design studios
- Final choice based on ED² proposal
- In line with Toyota's design philosophy – 'Vibrant Clarity'

Before bringing the new Yaris to life, Toyota had given its designers a very clear brief, based on four principles. The new Yaris had to evoke the current model, which is what we call 'Yarisness'; it should have a strong and distinctive presence in order to differentiate it from other cars; refinement and sophistication should be present throughout the car; and, finally, the new Yaris should look dynamic, inspiring movement and relentless action.

Toyota promoted a worldwide competition joined by three design studios: ED² (Toyota's design studio in Europe), Toyota Motor Corporation's design studio (at the company's headquarters, in Japan) and Technoart, Inc., an affiliated design studio located in Nagoya, Japan.

ED²'s proposal was found to be the closest to the initial brief. The European design concept was further developed in Japan, combining engineering and production requirements.

Initial design sketches



The new Yaris, together with the most recent creations from Toyota, has been developed according to the brand's current design philosophy – 'Vibrant Clarity'. It combines two different principles: one stands for dynamism and energy, while the other calls for more rational values like simplicity and logic. By doing this, Toyota intends to bring form and function together within the same package.

'Vibrant Clarity' is expressed through four different elements, to be found throughout the car: Proportion, Architecture, Surface and a final Special touch.

Exterior design

- **Monoform shape provides sense of proportion**
- **Dynamic feel brought by arched belt line**
- **Depth and strength achieved through special surfaces**

The new Yaris' **proportion** is dominated by a dynamic 'monoform' shape that extends from the bonnet to the cabin. This is further complemented by the arched belt line, providing a sense of forward movement. A solid stance is created by wheels located at the extreme corners of the body.

In terms of **architecture**, the integrated bumper shape and vertical lines extending from the bottom of the windshield – a feature already visible in other Toyota models, like Avensis - give the new Yaris a strong face. When seen from a rear 3/4 angle, a powerful stance is created by the curved belt line, which expands to the rear hatch glass and culminates in the Toyota badge.

The combination of convex and concave surfaces with sharp lines creates a virtual feeling of depth and strength beyond its physical dimensions, perfectly fulfilling the **surface** brief for the new Yaris.

Several features, like the bulge on the bonnet encircling the Toyota badge and a special honing treatment applied to the headlights' inner lens (used to achieve a particularly shiny look) make up the **special touch** element.

Interior design and perceived quality

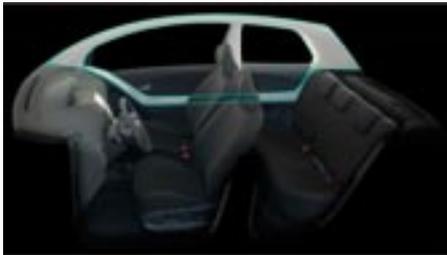
- **Dominating centre console**
- **'Loop style concept' provides a spaciousness feel**
- **Several measures to improve perceived quality**

The cabin of the new Yaris is filled with elements that provide an emotional appearance but also have a rational and functional purpose in mind.

The vertically aligned centre console, culminating in the upper instrument cluster, provides a sense of proportion, simultaneously providing a special touch to the dashboard. However, its vertical configuration provides additional space for the side pockets and additional legroom for passengers.

The architecture of the cabin is brought to life by the adoption of light colours around the door armrest, pillars and headliner, named by the design team as 'loop style concept'. This provides an additional feel of spaciousness. An effort was made to provide a feel of visual and tactile consistency around this area.

Loop style concept



The upper dashboard is dominated by clean surfaces and solid shapes, further reinforced by a flush component fitting (in some cases 30% better than in the current model), that hide the two upper gloveboxes (driver and passenger) and the passenger airbag cover. This area also features a new geometric grain pattern.

Another special touch is brought by the rear seat. Its design gathers a group of functionalities that are unique in the segment. Besides sliding and reclining independently for each side (on

a 60/40 split), the Toyota Easy Flat (to be further explained in a next chapter) allows the user to easily fold down the seat, delivering a fully flat cargo floor.

Other refinements have been introduced in order to confer a class-leading quality feel. Both upper glovebox lids and all assist grips are damped and there is a full colour and illumination co-ordination on the centre console. The centre air registers also adopt fin-type shutters.

The cabin of the new Yaris also presents significantly lower levels of noise and vibration than the outgoing model. This has been achieved thanks to the application of several measures like, for instance, the adoption of double sealing for all side doors.

The final touch is given by a very important detail – the door closing sound – decisive from the very first contact with the new Yaris. The entire door structure was reinforced so that it doesn't resonate when closing and improved locks were adopted. The result is a door closing sound that can compare with upper-segment cars.

Package and interior comfort

Intelligence and technology



Package and interior comfort Intelligence and technology

- Increased exterior dimensions (+110 mm length, +35 mm width, +30 mm height)
- Roomier interior, with an increase of 45 mm in couple distance (on par with C-segment cars)
- Rear seats have fully independent 60/40 regulations for sliding and reclining
- Flatter rear floor provides improved comfort for mid-seat passenger
- Segment's biggest luggage area – 737 litres (rear seats folded, loaded up to the top edge of front seats)
- Unique Toyota Easy Flat allows easy seat folding operation, with a fully flat cargo floor
- Adopting a 3rd generation Smart Entry & Start System
- New audio system, with MP3 and WMA CD player, DSP amplifier and digital tuner



An evolved package

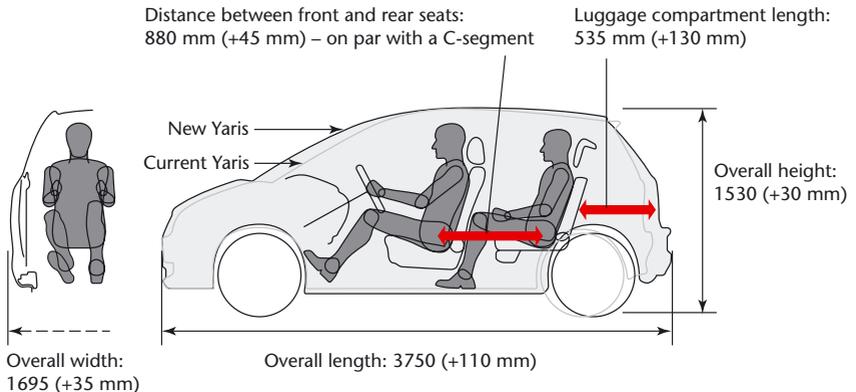
- Increase of exterior dimensions
- Improved 'cab-forward' concept
- Fully adjustable rear seats

Body length has been increased by 110 mm from the current Yaris, to 3,750 mm. This, along with a lengthier wheelbase of 2,460 mm (90 mm longer than the old model), means the new Yaris offers a substantially larger interior environment.

However, in spite of the large increase in exterior size, its turning radius is actually tighter than the outgoing model (from 4.9 m to 4.4 m, with 14" wheels), beating also all its direct competitors.

Additionally, the body's '**cab-forward**' concept was further improved by reducing the front overhang and moving the windscreen base 120 mm forward, which enables an even more efficient use of interior space. Because of this, front-rear hip-point distance has increased by as much as 45 mm, now at 880 mm – on par with C-segment cars.

Package – current Yaris versus its predecessor



The new Yaris is taller than its predecessor with an increase in body height of as much as 30 mm. As a result, the new model can now accommodate even taller passengers – **above 1.92 m** – which is considerably more than the 95th percentile of the European population (1.88 m). In addition, both front and rear hip-points are now set higher, which facilitates entry to and exit from the vehicle.

The driver receives more legroom in the new Toyota Yaris thanks to the positioning of the pedals, which have been moved forward to allow for better comfort.

Rear passengers benefit from modular, fully adjustable rear seats that are able to slide backwards or forwards up to 150 mm. Keeping in with the ‘ease-of-use’ theme inherent in the design of the new Yaris cabin, this can be done easily and independently for the left or right side, on a 60/40 split. Additionally, rear seat-backs are reclinable up to 10°, independently for the left or right side, again on a 60/40 split – a unique feature in the segment.

Rear seat, 60/40 independent regulations



The usual exhaust tunnel has been suppressed in the rear floor of the new Toyota Yaris, therefore adopting **a flatter configuration** – something that greatly improves the comfort of the centre rear seat passenger. This has been achieved by ingeniously re-routing the exhaust pipe, thus allowing a new design for the floor plan.

This solution allows the new Yaris to do something that has so far not been possible with a conventional B-segment: to transport 5 adults in complete comfort.

The unique Toyota Easy Flat

- **65% quicker seat-folding operation**
- **Maximised trunk space**
- **No need to remove headrests or move front seats**

Toyota's own Easy Flat system ensures that full-flat folding is possible on the rear seats of the new Yaris – a unique feature in the segment, derived from Corolla Verso's Toyota Easy Flat-7. The system allows the seat-folding operation to be accomplished 65% quicker than is possible in the current Yaris.

Toyota Easy Flat



Toyota Easy Flat also allows an increase in boot space by storing the seat cushion under the seat back, and not between the front seat and rear seat-back as with conventional seat-folding systems.

In addition, the rear seat can be folded without removing the headrests. They can also be folded down with the front seats at the rearmost position.

Other ingenious touches include placing the seat fold lever at the top of the seat-back, thus enabling the user to fold down the rear seat from the trunk. This, again, marks another revolutionary move from the current generation of Yaris.

Modular boot capacity

- From 272 to 363 litres with rear seats up
- Segment's largest luggage room with rear seats down
- New rear suspension design increases trunk space

The Toyota Yaris trunk length has grown by 130 mm on the new Yaris to 535 mm. This adds a substantial amount of extra storage space in the boot area, ideal for carrying bigger items such as a baby buggy.

Altogether, with the rear seats at the front-most position, trunk space has been increased to 363 litres (including also the 50-litre underfloor storage compartment). This has been achieved largely by the lengthening in the boot area, and also by a new rear suspension design that reduces the intrusion of the suspension towers into the trunk by as much as 45 mm. Width has also grown by 30 mm, allowing for bulkier items to be stored easily in the luggage area.

Modular boot capacity



Furthermore, luggage room with the rear seats down grows to a segment-beating 737 litres (loaded up to the top edge of the front seats). This is possible due to the more rational use of space allowed by the Toyota Easy Flat.

A wealth of storage space

- **New storage spaces added**
- **30% more storage capacity than current model**
- **New dashboard offers 18.2 litres of storage volume**

The new Yaris has evolved on the current model's already excellent storage capacity. Adding to the existing compartments, there is a new driver's glovebox, a centre console space to put small objects like a mobile phone, and another compartment on the driver's side that can be used to store documents.

In total, the new Yaris offers 30% more storage space than the outgoing model, with as much as 18.2 litres storage capacity in the dashboard alone (17.1 litres when equipped with knee airbag). Door pockets and the trunk's underfloor compartment offer additional space.

Storage spaces



Roominess and ergonomics

- **Seat-back 5 mm thinner, more rear legroom**
- **Space between the front seat rails increased by 38 mm**
- **Key controls are easier to reach**

Toyota has devised several solutions to maximise the available space inside the cabin of the new Yaris, one of which is the design of the front seats. Seat-backs are now 5 mm thinner than in the current Yaris, allowing a noticeable gain in rear legroom. The space between the front seat rails has been increased by 38 mm, which provides a more ample space for the rear passenger's feet and a more 'open' interior environment.

Special seat cushions and seat-backs have been adopted for the front seats in the new Yaris, which are designed to provide a greater contact area with the hips, lumbar region and spine.

In addition, dashboard ergonomics have been greatly improved. For instance, the cup-holders are now 12% closer to the passenger, and the audio controls are more easily accessible. Furthermore, the lock on the passenger glovebox has been moved to the centre of the dashboard so that the driver has easy access to the unit.

The driver now benefits from telescopic adjustment for the steering. In addition, the front seat height and slide adjustment stroke has been increased over that of the current Yaris.

Advanced entry and start system

- **Equipped with latest generation of this system**
- **Lighter and more compact key**
- **No need for a dashboard key slot**

The new Toyota Yaris is available with the third generation of the Smart Entry & Start System.

The latest evolution of this system has a lighter key which is also 16% more compact. The cabin's dome lamp will turn on as soon as it detects the presence of the key in the vicinity of the car.

Additionally, the new Smart Entry & Start System doesn't require a dashboard key slot. In case the key's battery runs low, the driver only has to hold the key close to the start switch and press it afterwards to start the engine.

Smart Key

Start button



New audio system

- **MP3, WMA and audio CD player**
- **Digital audio tuner reduces AM/FM multipath noise**
- **Digital DSP amplifier with Live-ACS and 6 speakers**

The new Yaris is the first car in the Toyota range available with the carmaker's new audio head unit. The system can play MP3 and WMA (Windows Media Audio) files stored on a CD. Additionally, the newly adopted digital audio tuner allows a reduction of the AM/FM multipath noise, often an ongoing annoyance in vehicle audio systems.

The system boasts CD-TEXT capability, which makes it possible to display CD and track titles, if available on a soundtrack. There is a digital DSP amplifier equipped with Live Acoustic System (Live-ACS), a feature which emphasises bass sounds without distorting mid-range ones. These features are only available on 'Yaris Luna' and 'Yaris Sol' models.

Maximum output on this advanced audio system is 40 W, distributed by four channels. The system can be equipped with up to 6 speakers ('Yaris Sol'). This includes 16 cm speakers and 25 mm tweeters in the front doors, and 14 cm speakers in the rear doors.

In addition, the audio system installed in the 'Yaris Luna' and 'Yaris Sol' allows pre-installation of Toyota's Turn-by-Turn (TbT) navigation system, now featuring also Dynamic Route Guidance.



Digital instrument panel

- 3D digital display
- Now including Multi-Information Display

The new Toyota Yaris adopts a re-designed instrument panel in the form of a 3D digital display, a configuration reminiscent of the current Yaris.



The new system now houses the Multi-information Display. It includes such information as the time, with a 24-hour indication clock; outside ambient temperature; and drive-monitor – including cruise range, fuel consumption (average and current), and average speed.

New features on the combination monitor include the display of a seatbelt reminder system (light & buzzer), an important feature for Euro NCAP.

Safety

Raising the standards



Safety

Raising the standards

- Brake Assist now standard across the range
- Full availability of VSC and TRC for all powertrains
- Larger brake discs (FR: 258 mm, RR: 278 mm for European-produced models)
- Wider 185/60 R 15 tyres are now standardised for the entire range
- A 5-star, 35-point performance at Euro NCAP, the highest ever for a Toyota model
- First car in the segment to offer a driver's knee airbag
- Adoption of MICS safety structure concept from Toyota Avensis
- First car to be developed according to Toyota's more stringent car-to-car compatibility standards
- First car to adopt the second-generation WIL concept seats
- Equipped with a collapsible steering column and a retractable brake pedal
- ISOFIX standard for two outer rear seats



Active safety

- **Brake Assist standard across the range**
- **Larger brake discs**
- **Larger 185/60 R 15 from entry grade**

Concerning safety, Anti-lock brakes (ABS), Electronic Brake-force Distribution (EBD) and, unusually in this segment, **Brake Assist (BA)** are standard equipment fitted across all models.

Disc diameter has been increased and is now **among the largest in the sector** – 258 mm at the front (ventilated) and 278 mm at the rear (for models produced in Europe). Vehicle Stability Control (VSC) and Traction Control (TRC) will also be available across all powertrains.

In selected models the rear brake calipers are made of aluminium. In addition, the parking brake function is now incorporated in the rear discs. These measures allow for less unsprung weight.

The brake booster is also new, featuring a bigger master cylinder (ø22.22 x 38 mm). This in turn has improved the brake pedal feel, which is now more linear and incisive.

Furthermore, **185/60 R 15 tyres** are now standardised for the entire range (not available on Yaris 1.0 VVT-i, entry grade, in some countries).

Euro NCAP

- A 5-star and 35-point overall score
- Segment's first knee airbag
- Adopting several Avensis-derived safety features

The original Yaris was the safest supermini available at the time of its launch. In order to live up to its predecessor's image, the new Yaris also counts with a strong Euro NCAP performance. In spite of a very short front overhang – 725 mm, the shortest in the segment – the new Yaris has achieved a class-leading result at the Euro NCAP Adult Occupant Rating among B-segment cars – 35 points. In addition, this is the highest score ever attained by a Toyota model at the Euro NCAP tests.

Furthermore, Yaris was awarded 2 stars for pedestrian protection and 3 stars at the Child Protection Rating.

Euro NCAP test, frontal impact at 64 km/h, 40% overlap



Euro NCAP test, pole impact

Euro NCAP test, side impact at 50 km/h



Airbags



Several features have contributed to this high level of passive safety. Four airbags (dual front and side) are standard with curtain shield airbags, and a segment-first driver's **knee airbag** is also available. An energy absorption pad has been integrated in the door trim, which further complements the protection offered by the side and curtain shield airbags.

There is a **seatbelt warning system** for both front seat passengers, featuring a buzzer with **variable intensity** according to the vehicle's speed. Front seatbelt pretensioners with force limiter are also standard.

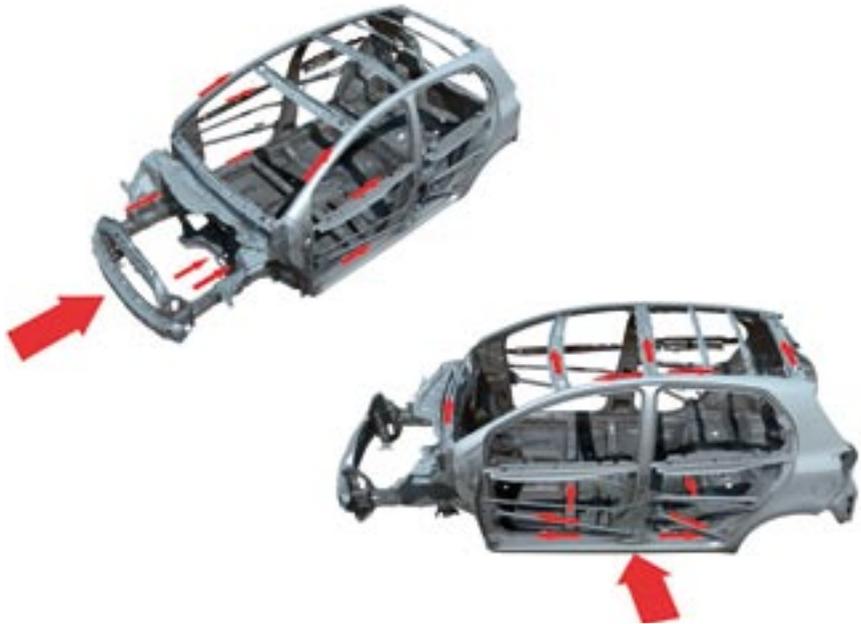
The new Yaris body structure has been developed using Toyota's **Minimal Intrusion Cabin System** (MICS), an advanced body structure concept first introduced in the Toyota Avensis.

MICS effectively disperses the energy of frontal or side impacts through the body in order to divert it away from the passenger cell and minimise cabin deformation.

In the case of a head-on collision, energy received by the front side members is transmitted to a complex under-body frame structure, and also to the upper body, through the A pillar and side bars installed in the front doors.

For side impacts, energy is dispersed through several roof crossmembers and two floor crossmembers. Furthermore, the B pillar benefits from reinforcement, courtesy of 590 MPa high-tensile steel, adopted to increase this section's stiffness.

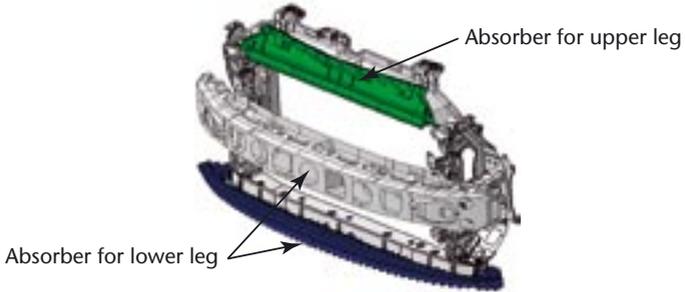
Impact energy dispersion and absorption pattern for MICS



Overall, the body structure's crash-resistance has been improved for frontal and side impacts by 20% and 30% respectively.

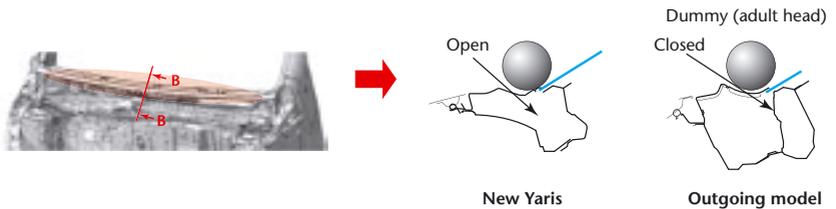
The Yaris' frontal section also incorporates several measures which aim to improve the level of pedestrian protection. **Plastic energy absorbers** have been placed behind the grille and front spoiler and **an energy absorbing structure** has also been incorporated into the bumper reinforcement. These elements should minimise the level of injury to a pedestrian's lower and upper legs.

Upper and lower leg protection structure



In order to reduce the risk of head injury, the structure underneath the cowl louver is now **more deformable**, which translates into higher energy absorption. Furthermore, a new bonnet structure supported by an increased engine clearance allows this component to deform more effectively in the event of a pedestrian impact.

Head protection structure



Car-to-car compatibility

- Extensive real-world research
- Yaris developed according to new internal standards

In addition to Euro NCAP activities, Toyota also conducts active research in other safety areas, including car-to-car compatibility. According to several statistics, a great amount of fatalities are caused by impacts against heavier vehicles.

After analysing several accident situations of this type, Toyota has developed its own internal standards and tests to ensure its cars better protect passengers in these circumstances.

The pattern crash tests are:

- Frontal impact against 2-ton vehicle, with a 50% overlap (both vehicles driving at the same speed)
- Side impact from a 2-ton vehicle
- Rear impact from a 2-ton vehicle, with a 50% overlap.

Toyota's previous car-to-car compatibility standards stipulated a crash speed of 50 km/h. However, the manufacturer decided to adopt more stringent criteria by increasing this speed to **55 km/h** on all car-to-car crash tests, which represents a **20% increase** in impact energy. Yaris was the **first Toyota car** developed according to these new standards.

Additional passive safety features

- **First to feature latest WIL concept seats**
- **Collapsible steering column**
- **Retractable brake pedal**

The new Yaris is also the first Toyota equipped with the second-generation **Whiplash Injury Lessening** (WIL) concept seats. The performance of these seats has been improved through simulations conducted with Toyota's virtual crash test dummy - THUMS (Total Human Model for Safety) - a highly-detailed reproduction of the human body, including bone structure, skin, joints and ligaments.

Adopting a new seat-back structure and headrest design is an important development over the first generation Yaris (already recognised by Germany's auto club ADAC as the best whiplash protection system in the segment). In the event of a rear impact, the head movement can be restrained at a much earlier stage by approaching the headrest from the passenger's head.

In addition, Yaris is equipped with other important safety features such as **a collapsible steering column** and **retractable brake pedal**, systems that keep these components away from the driver in case of a frontal impact. Furthermore, the driver can deactivate the passenger's front airbag with a **cut-off switch**.

An **ISOFIX** system is also standard for the two outer rear seats.

Body and chassis

Better driving dynamics, more refinement



Body and chassis

Better driving dynamics, more refinement

- New platform delivers 50% higher torsional stiffness
- New McPherson strut at the front, inverted-V torsion beam at the rear
- Latest EMPS steering provides a more linear feel
- Telescopic steering wheel adjustment now added
- Featuring the segment's best turning radius – 4.4 m (for vehicles equipped with 165/70R14 tyres)
- Brake Assist is now standardised throughout the line-up, together with ABS and EBD
- New NV package promotes absorption rather than conventional insulation
- 1,000 hours of wind tunnel testing enable one of the segment's lowest Cds: 0.30
- Improved lift coefficient delivers better high-speed stability



A totally new platform

- **First Toyota vehicle to receive this new platform**
- **50% more torsional stiffness than the current model**

The new Yaris has undergone some significant changes in terms of body structure. Toyota engineers have put much time and effort into developing a totally new platform for the latest Yaris model.

The result is an increase in the body's torsional stiffness by as much as 50%. This means driving pleasure benefits from a more sure-footed handling, and there is an overall reduction in noise and vibration.

Suspension

- **New front McPherson strut design**
- **Rear inverted-V torsion beam**
- **Reduced trunk intrusion**

The new Yaris' front McPherson strut suspension is a completely new design, featuring an optimised geometry to provide the best possible balance between stability and ride comfort.

All components were designed using the latest technology in Computer Aided Engineering (CAE) analysis. This allowed Toyota engineers to further optimise the balance between component stiffness and lower weight.

Higher roll stiffness and better ride comfort have been achieved by connecting the stabiliser bar directly to the strut by a ball-joint. Shock absorbers have a larger diameter and include a new type of valve, which provides better damping. The direction of the spring reaction force has been optimised so as to create a more positive steering feel.

On the rear suspension, Toyota engineers have introduced a brand new inverted-V design for the torsion beam. This includes a stabiliser function that eliminates the need for a dedicated stabiliser bar, which in turn further reduces weight and increases stiffness.

Toyota engineers have also improved on stability by modifying the structure of the body mount bush and axle-bearing fixation. This ensures better stability, even during body roll.

Trunk intrusion has been further minimised by placing the absorbers further outwards.

Steering

- **Sharing Avensis' EMPS**
- **Smoother and more linear steering feel**
- **Telescopic steering wheel adjustment added**

The new Toyota Yaris uses the company's latest-generation Electric Motor Power Steering (EMPS) – a system identical to the Avensis'.

Firstly, EMPS ensures a smoother and more linear steering feel on initial input. Secondly, steering power-assist has been optimised by improved ECU mapping. The structure and rigidity of the gear mount have also been strengthened. This effectively provides a more linear steering feel at all speeds.

The new Yaris has been equipped with a tilt and telescopic steering column adjustment function. This ensures that drivers of all shapes and sizes can find a driving position best suited to them. The overall result is an improvement in steering response and stability over the previous model.

In spite of an increase in exterior length, together with a reduced front overhang, the new Yaris has an even shorter turning radius, being also the segment's best – 4.4 metres (4.7 m for vehicles equipped with 185/60 R 15 tyres).

Noise and vibration

- **New concept promotes absorption rather than insulation**
- **Adoption of double-sealing around side doors**
- **Advanced engine mounting system**

The new Yaris' NV (Noise and Vibration) package adopts a new concept of absorption over insulation, a principle already successfully applied in the Avensis and Corolla Verso.

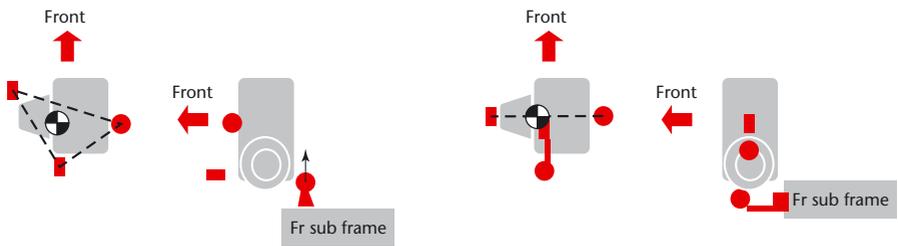
The new material absorbs and dissipates noise rather than insulating the car from the noise source by using heavier layers. It not only delivers substantially better sound damping performance, but it is also lighter, weighing only around half as much as traditional sound damping material. In addition, this material is more than 80% recyclable and its installation doesn't require solvents or adhesives.

The new car also benefits from double-sealing around the side doors. A special instrument panel undercover has also been adopted.

A revolutionary engine mount system is used on all engines to drastically lower the amount of noise and vibration. Instead of the conventional 3-mount layout, Yaris features an engine mount on each side, which draws an imaginary line intercepting the engine's centre of gravity. Furthermore, the third engine mount (placed at the bottom of the engine compartment) is replaced by a **torque rod** that efficiently suppresses the engine's rotational movement.

Current Yaris 3-point mounting system

New Yaris 2-point + torque rod system



Aerodynamics

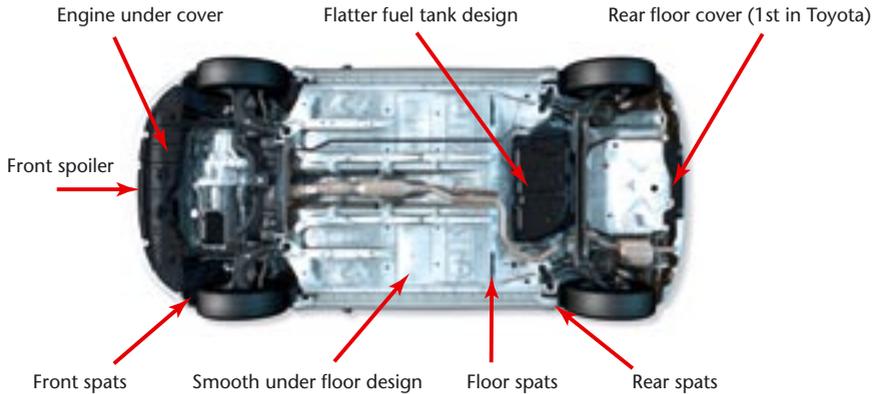
- Tested in a wind tunnel for 1,000 hours at speeds of up to 180 km/h
- Improved underbody airflow
- A Cd of 0.30, among the best in the segment

Using the latest **computational fluid dynamics** (CFD) technology, engineers at the company were able to generate virtual-reality airflow simulation scenarios even before the shape of the car was actually defined.

In addition, Yaris spent a total of 1,000 hours being wind-tunnel tested at speeds of up to 180 km/h, which undoubtedly enabled designers to come up with viable solutions in terms of improving the aerodynamics of the new Yaris.

Specific actions to improve airflow under the car include the adoption of a front spoiler, engine undercover, front and rear tyre spats, a flat mid-section underfloor, floor spats and a flattened fuel tank.

New Yaris underfloor, aerodynamic parts



Furthermore, in order to avoid any turbulence, a rear floor cover has been placed between the spare tyre compartment and rear bumper. This addition has not been seen before in any other Toyota car.

Thanks to all these measures, the new Yaris boasts a drag coefficient of 0.30, which puts it at among the best in its segment.

The coefficient of lift was substantially improved, particularly at the front. Being already negative in the current Yaris, it registered a full 100% improvement in the new model. This achievement improves safety at high speeds, as well as providing a sense of high-speed stability usually only experienced in larger cars.

Powertrains

Performance, economy and innovation



Powertrains

Performance, economy and innovation

- 1.3-litre VVT-i petrol engine, featuring an hydraulic engine mount and by-wire throttle
- Enhanced and more powerful 1.4-litre D-4D
- New 1.0-litre VVT-i petrol engine delivers economy and performance with low weight
- All manual transmissions deliver an improved gearchange feel
- Toyota's MultiMode transmission now available on all engines



1.3-litre VVT-i petrol engine

- Equipped with VVT-i
- Featuring an hydraulic engine mount
- Adoption of a by-wire throttle

The 1.3-litre VVT-i petrol engine is the same unit that drives the current Yaris. The unit has VVT-i to improve low-end torque and high-end power output.

The 87 DIN hp/64 kW 1.3-litre VVT-i engine propels 121 Nm of torque at 4,200 rpm, giving the new Yaris a sporty yet smooth feel.

A by-wire throttle system has been adopted, providing a more precise throttle valve control which, as consequence, improves the engine's refinement. It can perform a non-linear throttle valve control, adopting the appropriate opening angle for a specific accelerator pedal position and engine speed.

In order to improve levels of noise and vibration even further, this engine now features one hydraulic engine mount, together with an entirely new mounting layout.

Toyota sees the 1.3-litre VVT-i as the most important engine of the Yaris range, predicting that 36% of the sales will be generated by this unit.

1.4-litre D-4D diesel engine

- Improved version of current Yaris diesel engine
- Injection pressure of 1,600 bar and 6-hole injectors
- 90 DIN hp/66 kW at 3,600 rpm, 190 Nm at 1,800-3,000 rpm

Back in 2001, Toyota became the first manufacturer to produce a diesel engine entirely of aluminium, in the shape of the 1.4-litre D-4D – currently installed in the Yaris. Toyota engineers have evolved this engine for the new model.

The new diesel engine adopts common-rail injection pressure of 1,600 bar and injectors of 6 holes with a diameter of 0.115 mm each, in order to produce better fuel atomisation and more homogeneous combustion. Furthermore, the electrically activated EGR valve ensures

a quicker response and more precise EGR control by the engine ECU. A Variable Nozzle Turbocharger ensures higher low-end torque. The result is an engine that promises a power output of 90 DIN hp/66 kW at 3,600 rpm, and 190 Nm between a very wide rev-range – 1,800-3,000 rpm.

1.0-litre VVT-i petrol engine

- **Lightest internal combustion engine on the car market (67 kg)**
- **Improved fuel efficiency**
- **Class-leading power and torque (69 DIN hp and 93 Nm on a 1-litre)**

One of the objectives for this engine's development was low weight. To start with, several components, including the cylinder-head cover, intake manifold, throttle body, air-cleaner cover and housing, engine cover, fuel-delivery pipe, water inlet and oil strainer have been made of plastic. Additionally, the air intake system and engine cover are integrated into a single module – a new departure for Toyota. As a result, Toyota engineers have managed to reduce the weight of the intake system by as much as 20% in comparison with the current Yaris 1.0-litre petrol engine.

Besides featuring an aluminium block, the cylinder bores adopt an extra-slim design at only 7 mm spacing, the lowest ever in a Toyota engine. This, and the 3-cylinder configuration, allows for an 11% reduction in engine length.

All these measures result in the new 1.0-litre being 20% lighter than the current 1.0-litre engine. Weighing only 67 kg, it is actually the lightest internal combustion car engine on the market.

Furthermore, combined fuel consumption in the new Yaris 1.0-litre petrol engine is one of the lowest in its segment for petrol engines, reduced by 3.6% from current levels.

This unit is not only the most powerful 1.0-litre around (69 DIN hp/51 kW at 6,000 rpm), but also segment-leading in specific torque, providing 93 Nm at only 3,600 rpm. In addition, the engine delivers a low-speed torque of 85 Nm at 2,000 rpm, compared to 78 for the current Yaris 1.0-litre engine.

Improved manual transmissions

- **Use of multi-synchroniser rings for initial gears**
- **Clearer shift position, with less free-play**
- **Improvement in shift smoothness**

The Toyota engineering team has introduced shift improvements on every manual transmission in the Yaris range.

The first gear now receives a multi-synchroniser ring, making for easier deployment. The same goes for second gear in the case of the 1.4-litre D-4D.

The addition of a gate plate brings improved gear-change precision, reducing the amount of free-play when a gear is selected.

Finally, by installing a large mass damper, Toyota has made noticeable improvements to shift smoothness and refinement.

MultiMode transmission

- **Available for every engine in the range**
- **Three gear-change modes available**
- **Adopts sportier tuning than previous systems**

MultiMode is an electrically-operated (robotised) manual transmission, adopting two electric motors and an electronically-operated clutch to produce either automatic or sequential gearchange.

The new Yaris is the first Toyota to have MultiMode transmission available across its entire range.

MultiMode operates in 3 modes: 'M', which allows sequential gearshift; 'E' for automatic gear change; and 'Es' for quicker automatic gear change.

The MultiMode transmissions on the new Yaris now have sportier tuning than ever before, providing quick gear change. The clutch-activation time has been reduced for this purpose, which simultaneously reduces shift-shock because of a reduced driveline-interruption time.

Cost of ownership and anti-theft protection

One of the best investments in the segment



Cost of ownership and anti-theft protection

One of the best investments in the segment

- Segment's best insurance classifications in Germany and UK
- Low crash repair costs thanks to Toyota-first technologies
- Current Yaris among industry leaders in resale value in Europe
- Several measures make new Yaris cabin a more secure place



Improved insurance classifications

- Segment’s best results in Germany and UK
- New material for bumper reinforcement
- Radiator slide structure

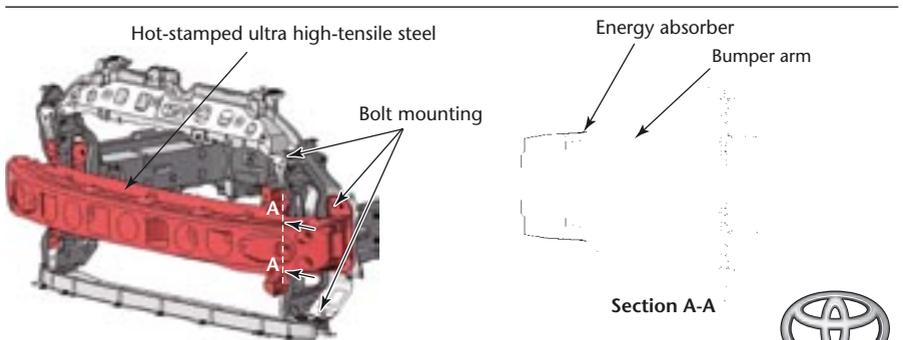
The new Yaris has achieved the segment’s best insurance classification for all engines in Germany, while in UK the Yaris 1.0 VVT-i was attributed the lowest possible group, 1E. This was only possible thanks to a reduction in crash-repair costs. For instance, in Germany this allowed an annual insurance premium reduction of €351 for Yaris 1.0 VVT-i and €718 for Yaris 1.4 D-4D, in comparison with the current model.

| Country | Current Yaris | | New Yaris | |
|-----------------------|---------------|-------|-----------|-------|
| | Germany | UK | Germany | UK |
| Yaris 1.0-litre VVT-i | 16 | 2E | 11 | 1E/2E |
| Yaris 1.3-litre VVT-i | 17 | 3E/4E | 12 | 3E/4E |
| Yaris 1.4-litre D-4D | 20 | 3E/4E | 13 | 3E/4E |

In order to reach these targets, the major challenge to overcome was the vehicle’s reduced front overhang – which at 725 mm is even smaller than that of the current generation and its direct competitors. This limitation makes it more difficult to reduce the level of damage to the vehicle’s front module in the case of a head-on impact.

To cope with this, for the first time ever, Toyota engineers have used a bolt-on bumper reinforcement produced in hot-stamped, ultra high-tensile steel, which also contains an energy-absorption structure. Another new addition is a radiator slide structure – built to protect the radiator and air conditioner condenser in case of a low-speed impact, whilst simultaneously holding the bonnet lock in place.

Frontal deformation structure



The adoption of these unique measures has allowed for a 132 mm reduction in the Yaris front overhang, thus enabling a cut in repair costs. During the internal crash tests (15 km/h impact against an offset barrier) components like the radiator and bonnet had not been affected.

Servicing costs

- **28% reduction in maintenance times for the Yaris 1.0 VVT-i**
- **38% maintenance time reduction for the Yaris 1.4 D-4D**

Applying the know-how already invested in cars like the Avensis and Corolla Verso – segment leaders in terms of servicing costs – means the new Yaris has also received significant improvements in this area.

Comparing the 100,000 km servicing cumulative time, the Yaris 1.0 VVT-i evolves from 5.7 hours to 4.1 hours in the new model, a reduction of 28%.

For the Yaris 1.4 D-4D, cumulative servicing time was cut down from 6.8 hours to 4.2 hours (or 3.6, with Oil Maintenance Management System, a feature that monitors the condition of the engine's oil) – a reduction of 38%.

Aiming for a high resale value

- **Current Yaris leader in terms of resale value**
- **Germany, Spain and UK are key markets**

According to the Eurotax survey, the current Yaris remains among segment leaders in Europe when it comes to resale value. In the UK alone, at the end of 2004, the current 5-door Yaris, equipped with the 1.0-litre petrol engine, came first in terms of resale value with 36 months and 90,000 km under its belt.

In the same year in Germany, the current Yaris 1.0-litre petrol Luna 5-door model, again 36 months old and having driven 90,000 km, came first on the charts for its resale value. Spain also saw the same car, with the same life-history, reach second place at the start of 2005.

Anti-theft protection

- **Key-picking made near impossible with Smart Entry**
- **Right-hand drive models have additional steel protection**
- **Immobiliser's ECU hidden for difficult access**

The new model is available with Toyota's **Smart Key**, which means that lock-picking is difficult – if not impossible – because of the key's new inner-gutter design.

The side-door lock and actuator are now fully integrated and fully shielded by a cover. This represents a complete departure from the current Yaris. Right-hand drive models receive additional steel protection.

Thanks to **Smart Entry's** electrically-activated mechanism, the trunk lock presents no linkage. Right-hand drive models also receive steel protection in the trunk area. In addition, vehicles equipped with Smart Entry & Start System receive a reinforced steering lock.

Furthermore, the location of the immobiliser's ECU has been changed on the new Yaris, making it extremely difficult to access.

As a consequence, the new Yaris has achieved an 'Exceeding' rating in the UK's New Vehicle Security Assessment, which contributes to a reduction in the insurance premium. Yaris has scored above the required level in all areas (electrical security, body security and vehicle identification).

Specifications and equipment list



Technical specifications

| Engine | 1.0-litre VVT-i | 1.3-litre VVT-i | 1.4-litre D-4D |
|---------------------------------|---------------------------------|---------------------------------|---------------------|
| Engine code | 1KR-FE | 2SZ-FE | 1ND-TV |
| Type | 3 in-line cylinders | 4 in-line cylinders | 4 in-line cylinders |
| Fuel type | 95 Octane petrol (or higher) | 95 Octane petrol (or higher) | 48 Cetane diesel |
| Valve mechanism | DOHC 12-valve | DOHC 16-valve | OHC 8-valve |
| Displacement (cm ³) | 998 | 1,296 | 1,364 |
| Bore x stroke (mm) | 71.0 x 84.0 | 72.0 x 79.6 | 73.0 x 81.5 |
| Compression ratio (:1) | 10.5 | 11.0 | 17.9 |
| Max. power (kW) DIN hp/rpm | (51) 69@6,000 | (64) 87@6,000 | (66) 90@3,800 |
| Max. torque (Nm/rpm) | 93@3,600 | 121@4,200 | 190@1,800-3,000 |
| Emissions level | EURO IV | EURO IV | EURO IV |

Transmission

| | | | | | | |
|-------------------------|-------------------|-------|-----------------|-------|----------------|-------|
| Type | Front-wheel drive | | | | | |
| Clutch type | Dry, single plate | | | | | |
| Engine | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
| Gearbox type | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| Gear ratios | 1 st | | 3.545 | | 3.545 | |
| | 2 nd | | 1.913 | | 1.904 | |
| | 3 rd | | 1.310 | | 1.310 | |
| | 4 th | | 1.027 | | 0.969 | |
| | 5 th | | 0.850 | | 0.725 | |
| | Reverse | | 3.214 | | 3.250 | |
| Differential gear ratio | 4.411 | | 4.055 | | 3.526 | |

Suspension

| | |
|-------|---|
| Front | McPherson strut, stabiliser bar; gas-filled shock absorbers |
| Rear | Inverted-V torsion beam with stabiliser function included; gas-filled shock absorbers |

Brakes *

| | Standard | Optional |
|---------------------|--|----------------------------|
| Front | Ventilated discs (Ø258 mm) | Ventilated discs (Ø258 mm) |
| Rear | Drums (Ø203 mm) | Solid discs (Ø278 mm) |
| Additional features | ABS with EBD and BA (Brake Assist) | |
| | VSC standard on vehicles with rear disc brakes | |

* Vehicles produced in Europe



Steering

| | |
|--------------------------------|--------------------------------------|
| Type | Rack and pinion |
| Ratio (:1) | 14.2 (13.9 with 165/70 R 14 tyres) |
| Turns (lock to lock) | 3.0 |
| Min. turning radius – tyre (m) | 4.7 (4.4 with 165/70 R 14 tyres) |
| Additional features | Electric Motor Power Steering (EMPS) |

| Tyres | 1.0-litre, entry grade * | Standard |
|-----------|--------------------------|-------------|
| Tyre size | 165/70 R 14 | 185/60 R 15 |

* only in selected countries

Exterior dimensions

| | |
|---------------------|--------------------------------------|
| Overall length (mm) | 3,750 |
| Overall width (mm) | 1,695 |
| Overall height (mm) | 1,530 |
| Wheelbase (mm) | 2,460 |
| Tread (mm) front | 1,470 (1,480 with 165/70 R 14 tyres) |
| Tread (mm) rear | 1,460 (1,470 with 165/70 R 14 tyres) |
| Front overhang (mm) | 725 |
| Rear overhang (mm) | 565 |

Interior dimensions

| | | |
|----------------------|-------|-------|
| Interior length (mm) | 1,865 | |
| Interior width (mm) | 1,390 | |
| Interior height (mm) | 1,270 | |
| Head room (mm) | Front | 1,000 |
| | Rear | 963 |
| Shoulder room (mm) | Front | 1,300 |
| | Rear | 1,269 |
| Leg room (mm) | Front | 1,048 |
| | Rear | 865 |
| Couple distance (mm) | 880 | |

Luggage compartment

| | |
|---|-------------|
| VDA luggage capacity, rear seat up (m ³) | 0.272-0.363 |
| VDA luggage capacity, rear seat down ¹ (m ³) | 0.737/1.086 |
| Length ² (mm) | 1,325 |
| Max. width (mm) | 1,310 |
| Height ³ (mm) | 910 |

¹ loaded up to the top edge of front seats / loaded up to the roof, deckboard removed

² With rear seat folded

³ With deck board removed

| Weights | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|---------------------------|------------------------|--|------------------------|--|-----------------------|--|
| Kerb weight (kg) | 980-1,030 | | 1,010-1,055 | | 1,055-1,115 | |
| Gross vehicle weight (kg) | 1,440 | | 1,480 | | 1,525 | |

| Performance | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|--------------------|------------------------|-------|------------------------|-------|-----------------------|-------|
| Transmission | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| Max. speed (km/h) | 155 | 155 | 170 | 170 | 175 | 175 |
| 0-100 km/h (sec.) | 15.7 | 16.9 | 11.5 | 13.1 | 10.7 | 11.8 |
| 0-400 m (sec.) | 19.6 | 20.5 | 18.2 | 18.5 | 17.8 | 18.2 |

| Fuel consumption ⁴ | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|--------------------------------------|------------------------|-------|------------------------|-------|-----------------------|-------|
| Transmission | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| Combined (l/100km) | 5.4 | 5.3 | 6.0 | 5.8 | 4.5 | 4.5 |
| Extra urban (l/100km) | 4.9 | 4.9 | 5.3 | 5.3 | 4.0 | 4.0 |
| Urban (l/100km) | 6.4 | 6,0 | 7.2 | 6.7 | 5.4 | 5.4 |
| Fuel tank capacity (l) | 42 | | 42 | | 42 | |

| CO₂ emissions ⁴ | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|--|------------------------|-------|------------------------|-------|-----------------------|-------|
| Transmission | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| Combined (g/km) | 127 | 125 | 141 | 136 | 119 | 119 |
| Extra urban (g/km) | 115 | 115 | 124 | 124 | 106 | 106 |
| Urban (g/100km) | 148 | 141 | 170 | 157 | 141 | 141 |

| Other emissions ⁵ | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|-------------------------------------|------------------------|-------|------------------------|-------|-----------------------|-------|
| Transmission | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| CO (g/km) | 0.58 | 0.53 | 0.39 | 0.49 | 0.15 | 0.07 |
| HC (g/km) | 0.07 | 0.06 | 0.04 | 0.05 | - | - |
| NO _x (g/km) | 0.01 | 0.01 | 0.01 | 0.01 | 0.17 | 0.17 |
| HC+NO _x (g/km) | - | - | - | - | 0.18 | 0.18 |
| PM (g/km) | - | - | - | - | 0.021 | 0.018 |

| Noise levels ⁶ | 1.0-litre VVT-i | | 1.3-litre VVT-i | | 1.4-litre D-4D | |
|----------------------------------|------------------------|-------|------------------------|-------|-----------------------|-------|
| Transmission | 5 M/T | 5 M/M | 5 M/T | 5 M/M | 5 M/T | 5 M/M |
| Stationary (dB(A)) | 80.0 | 80.0 | 68.0 | 70.0 | 76.0 | 76.0 |
| Drive-by (dB(A)) | 70.0 | 70.0 | 82.0 | 82.0 | 67.0 | 70.0 |

⁴ According to Directive 80/1268-2004/3/EC

⁵ According to Directive 70/220-2003/76/EC

⁶ According to Directive 70/157-1999/101/EC



Main equipment features

'Yaris'

Standard

Exterior

Specific wheel cap design

Coloured bumpers

Electrically-adjustable exterior mirrors

Interior and comfort

Toyota Easy Flat

Height-adjustable boot deckboard

Audio system with CD player and 4 speakers

Central locking

Electric Motor Power Steering

Multi-Information Display with trip computer

Walk-in system (with seat memory, 3-door)

Tilt steering wheel adjustment

Safety

185/60 R 15 tyres

ABS+EBD+BA (Brake Assist)

Driver and passenger front and side airbags

Seatbelt pretensioners with force limiters (front)

Driver and passenger seatbelt warning system

ISOFIX system (two rear outer seats)

Optional

Exterior

15" alloy wheels

Interior and comfort

Central locking with remote control

Power windows

Manual air conditioner

Safety

Vehicle Stability Control + rear disc brakes

Knee and curtain shield airbags

'Yaris Luna'

Standard*

Exterior

Specific wheel cap design

Colored exterior mirrors and door handles

Optional

Exterior

15" alloy wheels

Front fog lamps

Interior and comfort

Specific trim

Audio system with MP3/WMA CD player (6 sp)

Leather shift knob with metallic insert

Leather steering wheel with switches

Telescopic steering wheel adjustment

Seat height adjustment (driver)

Central locking with remote control

Interior and comfort

Manual air conditioner

Safety

Knee and curtain shield airbags

Curtain shield airbags (front and rear)

Safety

Vehicle Stability Control + rear disc brakes

* In addition to equipment standard on 'Yaris'

'Yaris Sol'

Standard*

Exterior

Front fog lamps

15" alloy wheels

Optional

Interior

Silver plating on door handles and parking brake

Automatic air conditioner

Interior

Smart Entry & Start System

Safety

Vehicle Stability Control + rear disc brakes

* In addition to equipment standard on 'Yaris Luna'

The details of specifications and equipment provided in this press information are subject to local conditions and requirements and may, therefore, vary from country to country. Toyota Motor Europe reserves the right to alter any details of equipment and specifications without prior notice.

