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Positioning and market

New Hilux offers more driving pleasure, more quality

- Sixth generation of legendary Hilux; 12 million units sold worldwide
- New Hilux is suited for European customers, but tested under the most demanding conditions
- Significant increase in exterior dimensions
- Improved suspension, driveline and adoption of a modern 2.5-litre D-4D engine
- Available in two different grades: DLX and SR
- European sales to start in October 2005
- Toyota expects to sell 25,000 units in Europe next year



Positioning

- **Toyota's second best-selling model worldwide**
- **More commanding presence**
- **Increased quality and interior space**

The launch of the new Toyota Hilux marks the latest generation of one of Toyota's most successful models. Famed throughout the world for its off-road capabilities, its durability and reliability, the Toyota Hilux has long been the vehicle of choice for the toughest driving conditions.

The new Hilux loses none of those qualities – but adds a new level of driving performance and quality that will please contemporary customers looking for more than just rugged strength. In creating the new Hilux, Toyota has set out to develop a new leisure and adventure vehicle for a global market.

The history of Hilux has been a story of continuous development and improvement based on customer needs all over the world. The new Hilux is the sixth generation of this legend which is currently produced in nine countries around the world and sold in 164. In fact, Hilux is the second best selling Toyota model (after the Corolla) with more than 12 million units sold since launch.

Although a more refined vehicle, the new Hilux retains its traditional durability. In spite of incorporating several new refinements to please European customers, the new model was developed to survive the most extreme conditions found around the globe. The development test programme covered a durability test in South Africa (including also high-altitude drive – 2,800 m), high-speed test under intense heat, evaluating also off-road driving comfort (Australian Outback), high-altitude test at 4,800 m with less than 50% of the normal oxygen levels (Andes, Peru) and a 47 °C high-temperature test (Dubai). Finally, a European conformity test in the south of Spain confirmed its suitability for European conditions.

Model development has been led by Kaoru Hosokawa (Executive Chief Engineer). ECE Hosokawa says: *“Quality, durability and reliability are legendary selling points of the Toyota Hilux. In the new model we want to add other attributes, such as SUV-like driving performance, improved driving position and interior roominess, particularly on the Double Cab.”*

“In addition, we wanted the new Hilux to adopt a more stylish design, delivering a modern look and a commanding presence.”

As a result, the new Hilux offers customers extra choice; crossing over from the traditional workhorse pick-up to a more contemporary Sports Utility Vehicle, most notably with the Double Cab.

A key selling point of the new Hilux is its striking modern design, offering superior quality and significant improvements in interior space and modularity. Frontal styling is bold and aggressive with the deep front bumper and massive bonnet adding to the sense of authority.

The latest model is considerably larger than the vehicle it replaces (at 5,255 mm in length, an increase of 400 mm in the case of the Double Cab), ensuring a road presence to match its role as a leisure and adventure vehicle. The extra length is primarily in the wheelbase (now 3,085 mm) and this contributes significantly to greater interior space but also means better ride and more comfort for the passengers.

The load deck is also more spacious, particularly in Single and Double Cab versions.

Drivers will find a natural and comfortable seating position with conventional, passenger car controls including a centre-box handbrake. But it is the interior roominess that will most delight drivers and passengers. The new Hilux Double Cab offers a cabin with ample room for five adults and space similar to a D-segment passenger car.

Driving performance has been improved too with an all-new chassis and suspension; better brakes and a modern drivetrain. Improved fuel efficiency has resulted in greater driving range while a new package of noise and vibration measures has brought refinement close to passenger car levels.

Market

- **Three bodytypes**
- **Sales to start in October 2005**
- **Sales target of 25,000 units for 2006**

The launch of the new Hilux will offer fresh opportunities for sales growth, particularly in the rapidly increasing leisure double cab segment. The Hilux now complements the Toyota SUV/off-road range, offering a rugged alternative at an affordable price.

New customers are likely to be conquests from within the current pick-up owner population and families who enjoy outdoor leisure activities and want Hilux as the main car in the household.

A full range of all three bodytypes (Single Cab, Double Cab and Extra Cab) and both 4x2 and 4x4 transmissions will be available across Europe with individual national markets taking selected models to suit local customer demand.

At launch the new Hilux range will be powered by a Toyota 2.5-litre D-4D 100 diesel engine, featuring a second-generation common-rail system. It develops 75 kW (102 DIN hp) at 3,600 rpm and up-to 260 Nm of torque (200 Nm for 4x2 versions), making it ideal for both work and leisure applications. This highly fuel-efficient unit offers low running and low maintenance costs.

There will be two equipment levels, with DLX as the entry grade and SR as the more advanced grade, and prices are expected to be competitive, reflecting Toyota's ambition of being a significant player in this segment.

The new Hilux will be on sale across Europe from October 2005 onwards in Cyprus, Denmark, France, Finland, Greece, Netherlands, Norway, Portugal, Spain and UK. The rest of Europe will follow from November.

Toyota has set a sales target of around 25,000 units in Europe for the full year, 2006.

The IMV project

Efficient use of global synergies

- Global production for more than 140 markets
- Adopting the highest global standards to respond effectively to all local markets
- High investment and close to 100% local procurement help the economy of several countries
- 'Simultaneous engineering' ensured a level of quality compatible with Toyota's Japanese plants
- Refinement to please European customers, reliability up to the world's most demanding conditions
- South Africa is lead plant for Europe
- In 2005 Toyota expects to build close to 550,000 IMV vehicles around the world



The new Toyota Hilux is one of three vehicles developed on a global basis under Toyota's IMV (Innovative/International Multi-purpose Vehicle) project.

First announced in 2002, Toyota's IMV project has, as its core concept, an optimised global production and supply system for a range of pick-ups and multipurpose vehicles. IMV products are designed to sell in more than 140 countries and to meet modern customer demand for high levels of quality, durability and comfort.

The IMV project represents an unprecedented manufacturing approach under a "Made by Toyota" banner. This new manufacturing approach draws on the resources and potential available in the Toyota global network outside of Japan for the supply of fully built up vehicles and components.

Kaoru Hosokawa, IMV Executive Chief Engineer, explains: *"What we had in our mind was to create a range of vehicles with quality, performance and reliability that is acceptable to the most demanding global markets and, at the same time, to minimise locally specific features. This gives us economies of scale based on volume production but we are still able to adjust some features, such as ride comfort and equipment, to suit local markets."*

Putting this into an historical context, the globalisation of Toyota's business activities was centred initially on producing vehicles in Japan and exporting abroad. This was followed by a strategy of manufacturing volume models in countries within key global markets, resulting in significant investment in Europe, among others.

Now, as free trade agreements have become more common, Toyota has been able to establish production and supply structures made more efficient by their global scale.

These structures result in more affordable and more attractive vehicles for Toyota customers while, at the same time, bringing industrial and economic benefits to the host countries. For instance, procurement rates outside of Japan for IMV projects currently vary between 92% and 96% and Toyota Motor Corporation's ultimate target is to achieve 100%.

The new Hilux is the major volume product based on the IMV platform, and the full IMV line-up consists of three versions of the pick-up, a minivan and a Sports Utility Vehicle (the last two are only available outside Europe).

IMV means there is no longer a 'master vehicle' produced in Japan, but Toyota production quality has been maintained through a series of measures. Kaoru Hosokawa, IMV Executive Chief Engineer, explains: *"During the development phase we performed simultaneous engineering*

activity involving manufacturing, purchasing and even working with suppliers to discuss what materials were available locally and how best to adapt local production processes. Moreover, we have promoted an active discussion with Toyota's local sales and marketing representatives to determine which specifications best suit each market."

"At the stage prior to manufacture our engineers and local distributors formed teams to visit suppliers and to help them achieve Toyota quality. We also conducted confirmation tests of the first production parts in each area to assure Toyota quality without fail. I am quite sure they offer a level of quality equivalent to those manufactured at a Toyota plant in Japan."

The IMV concept not only benefits the global economy but it has practical quality and durability benefits too. With vehicles produced in some of the most demanding off-road markets in the world, there is rapid feedback from customers and Toyota engineers to continuously improve vehicle quality. Any possible problems which arise in the local market are very rapidly fed back to the production line.

IMV vehicle production bases include South Africa, Thailand, Indonesia and Argentina. In addition to these four global IMV manufacturing bases, India and the Philippines are charged with the manufacture of components for the IMV project and production for local markets. Diesel engines are sourced from Thailand and petrol engines (not available in Europe) from Indonesia.

The IMV programme has called for a rapid succession of production launches in these countries starting with the largest production base in Thailand in August 2004, followed by Indonesia, Argentina, and finally in South Africa in April 2005. These countries will supply vehicles to markets in Asia, Europe, Africa, Oceania, Latin America, and the Middle East.

In Europe, Toyota will take production of the new Single Cab and Double Cab Hilux from South Africa while the Extra Cab will be sourced from Thailand.

"The new Toyota Hilux marks a coming of age for Toyota South Africa as a fully integrated element of Toyota Motor Corporation's global supply network," says Gerry Motley, Toyota South Africa's Senior Vice President Manufacturing and Assembly. "The total investment in the IMV project by Toyota South Africa is more than €300 million, the largest ever for a new model by Toyota South Africa."

"The important aspect of this programme for us is the fact that South Africa is the production base for Europe," he explains. "With that goes a huge quality responsibility as the expectations in that market are particularly high. We have benchmarked our quality requirement against this expectation. Our IMV programme with the Hilux as the main model fully meets global expectations and qualifies for the global "Built by Toyota" label."

Worldwide production targets for the IMV project are in excess of 750,000 vehicles in 2006, spread across the vehicle manufacturing countries. But sales which started in Asia, South America and Oceania earlier this year, have already exceeded expectations. Toyota plans to build approximately 550,000 IMV vehicles this year.

"The initial volume projection for South African manufacture was for 60,000 vehicles annually with 30,000 of those destined for export markets," says Johan van Zyl, Toyota South Africa President and CEO.

"The success of the IMV platform since its introduction with production from Thailand in August last year has led to an increase in global volume forecasts by TMC and in line with this we have increased our production capacity for the IMV to 86,000 units a year for 2006."

Hilux production in South Africa



Body and chassis

More style but tough underneath

- A more powerful exterior design
- New ladder frame is 45% stiffer than its predecessor
- Several underbody protections have been adopted
- Class-leading drag coefficient – 0.36 (without over fenders)
- 'One-size up' exterior dimensions bring increased load capacity
- Market-best 1,255 kg of payload capacity for Hilux Single Cab
- New double wishbone front suspension improves ride comfort and stability
- Adoption of rack and pinion steering configuration improves steering feel
- Segment's most compact turning radius helps manoeuvrability (5.9 m for 4x2 models)
- A strong off-road performer (stiffer frame, longer stroke suspension)
- Several improvements reduce levels of noise and vibration



Improved design inside out

- **More powerful road stance**
- **New, stiffer ladder frame**
- **Extensive underbody protection**

The new Toyota Hilux has a powerful design, which creates an immediate visual impact. For a start, it is considerably larger than the vehicle it replaces, ensuring a road presence to match its role as a leisure and adventure vehicle. Frontal styling is bold and aggressive with the deep front bumper and massive bonnet adding to the sense of authority.

Executive Chief Engineer, Kaoru Hosokawa describes the look as *“the best balance between a tough, muscular image and passenger car style”*.

He explains: *“Under the key words ‘Global Best’ we developed the new Hilux with the intention to move from strictly work use to multi-purpose use, reflecting the recent trends in the worldwide pick-up market. The new Hilux answers the needs of world markets with enhanced performance, and, at the same time, offers a body that is one size larger.”*

Despite its more complete styling and all-round performance, the new Hilux has lost none of its rock-solid construction. It is built on an all-new ladder frame chassis that not only allows the vehicle to achieve true off-road capability and maintain durability but also offers better noise and vibration insulation.

New ladder frame (the engine shown is not available in Europe)



The chassis has 45% higher torsional stiffness than the current generation Hilux which contributes to better body control and less cabin noise. The chassis side rail section has been increased by 75% with an extra 20 mm of height and 30 mm of width.

This section increase, combined with a reduction in the number of welded joints through the use of a unified inner frame, contribute to the higher torsional stiffness while stronger cross members improve the vertical rigidity.

The underbody of the new Hilux carries several protective shields as standard to ensure it is suitable for tough off-road work. These include a front under-guard, a **transfer case guard** and a **fuel tank guard**.

The Toyota Hilux Double Cab SR 4x4.



The Toyota Hilux Extra Cab SR 4x4.



The Toyota Hilux Single Cab DLX 4x2.



'One size up' dimensions

- **Class-best drag coefficient – 0.36 (without over fenders)**
- **Increased load capacity**

The new Hilux is quite clearly designed to be 'one-size up' from the model it replaces to give it more road presence and satisfy contemporary customer demands with a substantial improvement in interior space.

New Hilux (mm)	Single Cab	Extra Cab	Double Cab
Length	5,255 (+340)	5,255 (+105)	5,255 (+400)
Width	1,835 (+60)	1,835 (+60)	1,835 (+45)
Height	1,795* (+0)	1,795* (0)	1,810* (+5)
Front tread	1,540** (+50)	1,540** (+50)	1,540** (+50)
Rear tread	1,540** (+115)	1,540** (+115)	1,540** (+115)
Deck	Length	2,315 (+155)	1,805 (-50)
	Width	1,520 (+55)	1,515 (+50)
	Height	450 (+50)	450 (+50)

* 4x4 models

** With over fender

() compared to current generation

Despite this extra mass, the sleek body shape contributes to an excellent aerodynamic performance with a **class-leading drag coefficient (Cd) of 0.36** (0.39 with over fenders) – rivalling some compact SUVs. Design features which contribute include the angled windscreen, the carefully shaped exterior mirrors and the concealed windscreen wipers. Airflow around the front tyres and through the radiator is carefully controlled.

These measures not only improve fuel consumption and high speed stability, but also lead to significantly reduced wind noise during high speed driving.

The increased size of the new Hilux has been achieved without a significant increase in the kerb weight (an average of 131 kg), which brings with it benefits in terms of load carrying capacity and fuel efficiency. Extensive use of high tensile steel in the construction of the passenger cabin has increased stiffness and reduced weight.



Thanks to this, the new Hilux can carry a substantial payload: 885-990 kg for the Double Cab and a market best of **1,255 kg** for the Single Cab 4x2. In addition, all models sold in UK are prepared to offer a payload capacity above 1,050 kg (2,315 lb).

The load deck is more spacious, particularly in Single and Double Cab versions and the Single Cab deck now has **25%** more load carrying capacity than the outgoing model.

The strong, vertical sides allow width to increase by 50 mm (55 mm in Single Cab) and the load length is increased by 155 mm in the Single Cab and 165 mm in the Double Cab. Total load lengths are now 2,315 mm for the Single Cab and 1,520 mm for the Double Cab. The Extra Cab load length is 1,805 mm.

Improved suspension and steering

- **New double wishbone front suspension**
- **Improved rear leaf spring design**
- **Adopting a rack and pinion type steering**

The suspension of the new Hilux has been designed to offer great handling performance both on and off-road while still delivering comfortable ride and excellent straight line stability.

A new independent front suspension with coil springs and double wishbones enables the Hilux to have excellent bump absorption while maintaining good body control and ride comfort. The suspension features a low-mount upper arm on 4x2 models and a high-mount upper arm on the 4x4 version.

The front suspension geometry has been optimized for straight line stability with increased caster angle and a smaller kingpin offset for good braking ability. Suspension bushes have been increased in size and are stiffer in order to improve stability and absorb road harshness.

In order to improve the roll feeling and reduce body roll angles, the shock absorber damping has been increased and an anti-roll bar connected to the upper suspension arm using ball joints for greater rigidity. Coils springs are fabricated from stiffer, high tensile steel to reduce the unsprung weight.

As a result of these developments, the new Hilux has a roll stiffness which is 1.5 times higher than the outgoing model.



At the rear a conventional leaf-spring suspension has been retained to avoid intrusion into the cargo deck and to provide a flat ride, especially when the Hilux is running with light or no load. The suspension settings have been optimized for maximum ride comfort and straight line stability while the twin shock absorbers help absorb bumps and maintain rear wheel traction, besides providing improved robustness.

In order to achieve excellent straight line stability and steering feel on-road, the new Hilux adopts a power assisted rack and pinion steering, mounted on a stiffer chassis frame. This means the Hilux can be stable and agile for highway driving while still allowing strength and good bump absorption off-road.

Despite its increased size the new Hilux has the segment's tightest turning radius: **5.9 m** for the 4x2 version and 6.2 m for the 4x4.

For tough off-road conditions the new Hilux is a proven world beater – able to tackle an approach angle of 30 degrees, a departure angle of 26 degrees and a ramp angle of 25 degrees. The Double Cab model has a ground clearance of 212 mm (under rear axle).

Quieter and more comfortable

- **Use of high-density silencing material**
- **Improved exhaust design**
- **Noise reduction of 6% at motorway speeds**

A wide range of measures have been taken to ensure the new Hilux is quieter and more comfortable to ride in, particularly over longer journeys. These include the adoption of the stiffer chassis frame and high-tensile body panels. Furthermore, extensive use of high density silencing material under the bonnet and on both sides of the dash panel also contributed to lower levels of noise and vibration.

Insulating foam has been injected into several sections of the body structure around the doors and windscreen, and reinforcing plates around the body itself help absorb vibration and noise transmission.

Even the exhaust system, with its large silencer design and specially developed rubber mounts, has been designed to reduce noise levels.

As a result, at speeds of 100 km/h, the cabin noise level is reduced by 6% in comparison with the current model.

Powertrains

Efficient performance

- 2.5 D-4D 100 engine, adopting a 2nd generation common-rail, delivers fuel efficiency and low NVH
- Several components of the driveline have been improved to deliver improved refinement
- Automatic Disconnecting Differential (ADD) enables 'shift on the fly' performance
- A rear limited slip differential is standard across the range
- Rear diff-lock available on 4x4 models



Efficient 2.5-litre D-4D 100 engine

- **Second-generation common-rail system**
- **Improved fuel efficiency**
- **Wide torque availability**

The drivetrain package of the Hilux has been specially adapted to combine a fuel efficient engine, smooth transmission and rugged four-wheel drive with advanced technologies to offer class-leading off-road performance when needed. Yet, on-road the new Hilux will deliver refined performance and low levels of noise.



At launch the new Hilux range will be powered by the latest development of the Toyota 2.5-litre D-4D 100 diesel engine, featuring a second-generation common-rail system. It develops 75 kW (102 DIN hp) at 3,600 rpm and is available in two separate configurations - up-to 260 Nm of torque for 4x4 versions and 200 Nm for 4x2 versions.

The improvements introduced to this engine, together with more efficient aerodynamics, deliver an **8%** reduction in EC mode fuel consumption on 4x4 models. When driving at a stabilised speed of 100 km/h, the new Hilux 4x4 is 6% more fuel efficient in comparison with the outgoing model.

The engine is ideal for both work and leisure applications with maximum torque available from 1,600 rpm to 2,400 rpm (4x4 version) and from 1,400 to 3,400 rpm on 4x2 models, resulting in smooth and responsive acceleration from low speeds.

This unit adopts second generation common-rail diesel technology which boosts performance while reducing combustion noise and emissions. For instance, the injection system performs dual pilot injection at idle and low speeds, significantly reducing engine noise and vibration.

A large-dimension 80-litre fuel tank (Single Cab and Double Cab models), delivers good driving range.

The stiff rubber mounts at the front and rear of the engine have been optimised to further reduce noise and vibration.

The radiator size has been enlarged to improve engine cooling and reliability and the radiator's maximum allowed pressure has been extended with a pressurised reservoir tank.

Transmission

- **More refined operation**
- **'Shift on the fly' with ADD**
- **LSD standard across the range**

Driving enjoyment has been further enhanced by adopting a wide range of improvements across the driveline units and by balancing it for maximum performance and smoothness with this engine. This includes further development for improved quietness in the clutch, drive shafts, propeller shaft and differentials.

There are further improvements to the five speed manual transmission, which is now smoother and easier to use, leading to a better gearchange feel. A total of **43** parts have been refined to reduce friction, decrease forces and increase precision for maximum comfort.

A **triple synchromesh cone** has been adopted on both first and second gears and the addition of a synchroniser on reverse gear avoids a grating noise when engaging reverse and improves the operation.

On 4x4 models, the new Toyota Hilux offers a choice of three drivetrain modes controlled by the transfer box lever which is conveniently to hand on the main transmission tunnel, next to the gearlever. The modes are H2 (two-wheel drive); H4 (high ratio, four wheel drive) and L4 (low ratio, four wheel drive).

The advanced drivetrain allows 'shift on the fly' with the Automatic Disconnecting Differential (ADD) which automatically engages or dis-engages the front differential where necessary, even when the vehicle is moving. By doing this, ADD can also reduce driveline friction losses.

As a result, it is possible to shift out of four wheel drive (from H4 to H2) with no speed restriction and into four wheel drive (from H2 to H4) at speeds up-to 80 km/h. For really tough going it is possible to shift from H4 to L4 (or vice-versa) without stopping the vehicle at speeds up-to 8 km/h.

A rear axle **limited slip differential** (LSD) is standard for improved traction under slippery conditions. Furthermore, a **rear diff-lock** is available as an option for 4x4 models.

Safety

Complete protection

- Several features combine increased stiffness with improved energy absorption
- Special steering column structure helps reducing level of injury in the event of a frontal crash
- Brake pedal is design to retract under the same conditions
- Dual front airbags and a new ABS are standard equipment across the range
- Adoption of thicker brake discs and 2-pot calipers (4x4 models)
- Improved headlamps provide 175 m illumination range on full beam



Passive safety

- **Energy absorbing frame structure**
- **Collapsible steering column**
- **Retractable brake pedal**

The new Toyota Hilux offers enhanced safety level for all its passengers in line with its role as a quality leisure and adventure vehicle.

The stiff, box-section chassis is the starting point for Hilux's strength and durability, and fundamental to the safety package. It has been designed to offer maximum impact absorption in the event of a collision with a carefully designed combination of compression and bending areas.

There is a specially created impact brace between the front and first cross members. This absorbs energy by collapsing in the event of an impact and reduces the potential damage to other chassis components including the suspension towers. Reinforcements to the side members help enhance side and rear impact protection and an extra cross-member, beneath the front end of the frame helps prevent the Hilux from riding up over lower vehicles.

The passenger cabin, mounted on the strong chassis, has been designed to minimise intrusion in the event of an accident. High tensile steel has been adopted around the door opening and in other lateral areas to improve side impact safety performance. In fact high tensile steel contributes to 20% of the cabin weight.

An impact absorbing structure is provided in each pillar garnish and on the side roof to help absorb impact energy in the event of the passengers' head striking the cabin structure.

Internal crash test



Dual front airbags



Dual front airbags are standard across the range. Both front passenger seats are fitted with seat-belt pretensioners, designed to tighten the seat-belt at the moment of impact and hold the occupant back in position. Front seat belts are height adjustable on the shoulder mounts for maximum comfort and safety.

In the event of a collision, front seatbelts equipped with pretensioners and force limiters can effectively restrain occupants. In addition, the steering column is designed to minimise any possible passenger injury in case of frontal airbag deployment.

Furthermore, the brake pedal structure is design to absorb energy, which can reduce the level of injury caused to the driver's feet.

Active safety

- **New ABS standard on all models**
- **Bigger brake discs; 2-pot calipers on 4x4 models**
- **More efficient headlamp design**

A new generation anti-lock brake system (ABS) is standard across the range, offering improved performance.

There are six solenoid valves in the brake actuator hydraulic circuit for maximum efficiency and a load sensing proportioning and by-pass valve (LSP & BV) senses the deck load and adjusts the proportion of front to rear braking effort accordingly. This greatly enhances braking stability and supports the ABS in helping prevent rear wheel lock under heavy braking.

The brakes themselves are big and powerful. Front discs on 4x4 versions have been increased in thickness (from 22 mm to 25 mm), with the same on 4x2 versions (from 25 mm to 28 mm).

At the same time, the brake caliper efficiency has been enhanced with the adoption of two-pot calipers (for 4x4 models) which offer more consistent and greater pad pressure. These measures combine to improve braking performance and reduce the risk of brake fade particularly under heavy load conditions.

The new headlamp design is not only more attractive but also more effective with a large reflector area and an illumination range of 175 m when on full beam.



Interior

Higher levels of refinement and versatility

- Roomier cabin, rivalling D-segment cars
- Easier access to rear seats due to wider-opening doors and higher seat position
- Several storage places in the dashboard, console box and door pockets
- Front seats feature a cushion panel that reduces fatigue on longer journeys
- Rear seat features tip-up folding function to allow storage of large objects (Double Cab)
- Cabin features several perceived quality improvements
- New air conditioner is quieter and uses 100 grams less of HCF134a refrigerant gas
- Available with a sophisticated audio system, with MP3 CD player and DSP amplifier
- Modern three-cluster meters



Increased versatility and comfort

- **Roomier cabin**
- **More comfortable seats**
- **Multiple storage spaces**

Cabin length on the Double Cab has been increased by **25 mm** and the couple distance between the front and rear rows of seats increased by 15 mm to **900 mm**.

Double Cab cabin width has been increased by 65 mm and headroom is increased by 30 mm. Once again, the rear seat passengers will immediately notice the benefits with increased head and shoulder room.

There are similar dimensional increases for both the Single Cab and Extra Cab versions of the new Hilux. The Single Cab gains 40 mm in length and 70 mm in width, while the Extra Cab gains 5 mm in length and 70 mm in width.

The seat design is more comfortable too, with increased hip-point height to create a more natural seating position and the front seats feature a cushion panel to increase hip support and reduce fatigue on longer journeys. Front seats can recline or fold slightly forward and have a fore and aft slide adjustment of 240 mm.

In the Double Cab, the rear seat gets three headrests and outer passengers get full three-point seatbelts.

Entry and exit to the rear seats has been made especially easy with wider-opening doors and 300 mm of space between the front of the B-pillar and the seat cushion.

There are ample storage spaces within the new Hilux cabin which reflects its role as a leisure and adventure vehicle. In fact, there are more cup or bottle holders than the maximum number of occupants with cubby holes in the console box and bottle holders in both front door pockets.

Rear-seat tip-up function and floor storage compartments



Extra carrying capacity is provided in the Double Cab with the tip-up function of the rear seat. When the seat cushion is unlocked and folded upwards, the seat back moves down and the cushion can be clipped up to the striker plate, creating a large, flat luggage area. This is sufficient to allow storage of objects up-to **1,064 mm in height** and 530 mm in length.

Interior quality and refinement

- **Attention to detail**
- **More efficient air conditioner**
- **Advanced audio system**

Interior designers took their styling cues from professional tools and a modern, high quality cabin has been created by combining a flowing character line with the solid surface. Precision, practicality and comfortable use are the key attributes.

As with Toyota passenger cars, quality will be both actual and perceived. Panel fit has been reduced throughout the body and interior design and the instrument panel fit is comparable to what can be found in C-segment cars.

Trim touches, such as the fin-shutters on the air vents, add to the quality appeal while top grade specification models get alloy trim panels around the centre cluster.

The instrument panel adds a fresh and new atmosphere to the interior with a tough-looking, strong shape and a modern surface. Its stylish and sporty appearance is both practical and effective. Key features include the three-cluster meter panel, the ergonomic positioning of switches and controls, the clear audio and heater layout, and the quality touches, such as a flush surface top box and luxury trim (on selected models).

The two-tone finish creates a sporty appearance while the three-dimensional effect of the interior trim fabric adds to the freshness. Fabric trim on the door panels and a silver finish to power window switch panel on selected models add to the overall quality perception.

Drivers will find a natural and comfortable seating position with conventional, passenger car controls including a centre-box handbrake. The interior is fully trimmed in quality materials and detail touches include scuff plates fitted on doorsills.

Typical of the quality passenger car features that will be available on the new Toyota Hilux is the new air conditioning system which has been developed with reduced noise levels (**10%** better at maximum fan speed) to improve passenger comfort and make longer journeys less stressful.

A new sub-cool type condenser with high cooling efficiency and a new cooler compressor have been adopted to minimise the fuel consumption penalty. At the same time a new style of evaporator reduces the amount of HFC134a coolant by 100 grams.

The advanced audio system (standard on SR-specification models) with four speakers has the ability to play MP3 files recorded on to CD and features a 160-Watt amplifier with Digital Signal Processing (DSP). The Liveliness Enhancing Filter (LEF) boosts high and low frequency sounds to provide a more realistic sound experience while the amplifier itself has four different equaliser settings.

The hi-tech style of the new Hilux is further enhanced by the adoption of three-cluster meters. Electronic twin trip meters with liquid crystal display have been adopted on the odometer and trip meter.



Cost of ownership

A rational approach

- Oil Maintenance Management System constantly monitors engine oil deterioration
- New fuel filter warning system alerts driver of any possible abnormal operation
- Cartridge-type oil filter reduces component's price and is more environmentally-friendly
- Segment's lowest cumulative servicing time after 100,000 km
- Competitive price for most current replacement parts
- Targeting sector's lowest insurance classification



Low maintenance costs

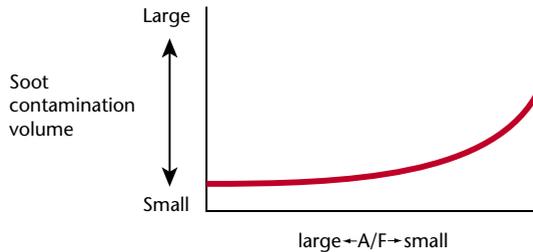
- Fuel filter warning system
- Segment's lowest servicing time
- Competitive parts basket price

The Toyota Hilux is a leisure and adventure vehicle that will see more rugged use than many passenger cars and, for many owners, the cost of ownership is a significant factor

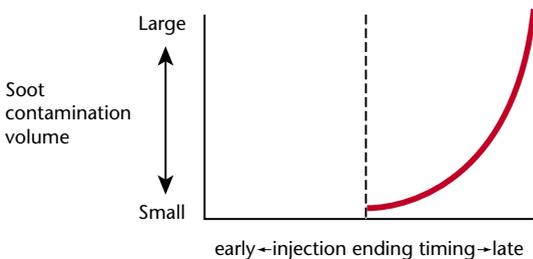
Not only does the vehicle, and the brand, have a good record of reliability and durability but the new Hilux boasts a number of new features which will offer significant savings in this area.

In some countries, the 2.5 D-4D 100 engine adopts the Oil Maintenance Management System (OMMS). This feature can determine the deterioration of the engine oil in accordance to its soot level. The engine ECU calculates this level by monitoring several parameters like engine speed, injection timing, injection volume and air-fuel ratio. When the estimated soot level exceeds a predetermined value, a oil-change reminder will light up in the combination meter.

OMMS - Relationship to air-fuel ratio



OMMS - Relationship to injection ending timing



There are changes to the fuel filter system too. This is now fitted with a warning sensor that monitors the performance of the filter, alerting the driver of any abnormal operation.

Use of the Toyota-approved filter with warning sensor will improve engine reliability since the system provides two types of warning; for sediment in the fuel or for an abnormal condition.

At the same time, a cartridge-type oil filter has been adopted which means that, unlike current filters, only the internal part is replaced. This not only reduces cost but also means the filter change is more environmentally friendly.

Overall maintenance times have been greatly reduced in comparison to typical rivals in this segment and the new Hilux can boast best-in-class cumulative servicing time over 100,000 km. The 2WD models will require only 5.3 hours while 4WD models still only require 6.4 hours over this period.

These savings are most effective when combined with a competitive basket of parts prices and the new Toyota Hilux scores here too. Typical routine maintenance items such as brake pads, oil, air and cabin filters will all be significantly cheaper than competitors.

Improved insurance classifications

- **10 for 4x2 models (UK target)**
- **11 for 4x4 versions (UK target)**

Insurance costs have come down too. With a comprehensive security package and low parts prices the new Toyota Hilux is targeting the segment's lowest insurance classifications in countries where such a system is adopted (typically Group 10 for the 4x2 and Group 11 for the 4x4 in the UK market).



Technical specifications

Engine	D-4D 100 (4x2)	D-4D 100 (4x4)
Engine code	2KD-FTV	2KD-FTV
Type	4 in-line cylinders	4 in-line cylinders
Fuel type	48 Cetane diesel	48 Cetane diesel
Valve mechanism	DOHC 16-valve	DOHC 16-valve
Displacement (cm ³)	2,494	2,494
Bore x stroke (mm)	92.0 x 93.8	92.0 x 93.8
Compression ratio (:1)	18.5	18.5
Max. power (kW) DIN hp/rpm	(75) 102@3,600	(75) 102@3,600
Max. torque (Nm/rpm)	200@1,400-3,400	260@1,600-2,400

Transmission

Type	4x2	4x4
Clutch type	Dry, single plate	Dry, single plate
Gearbox type	5 M/T	5 M/T
Gear ratios		
	1 st	3.928
	2 nd	2.333
	3 rd	1.451
	4 th	1.000
	5 th	0.798
	Reverse	4.743
Differential gear ratio (front/rear)	- / 4.100	3.909 / 3.909
Additional features	Limited-Slip Differential standard in LHD models	

Brakes	4x2		4x4	
	Single/Double Cab	Extra Cab	Single/Double Cab	Extra Cab
Front	Ventilated discs (Ø257x28 mm)	Ventilated discs (Ø255x28 mm)	Ventilated discs (Ø255x25 mm)	
Rear	Drums (Ø254 mm)	Drums (Ø254 mm)	Drums (Ø295 mm)	
Additional features	ABS (optional on Single Cab, base specification) LSP&BV (Load Sensing Proportioning & Bypass Valve)			

Steering

Type	Rack and pinion
Ratio (:1)	18.9 (4x2), 19.4 (4x4)
Turns (lock to lock)	3.82 (4x2); 3.72 (4x4)
Min. turning radius – tyre (m)	5.9 (4x2); 6.2 (4x4)
Additional features	Hydraulic Power Steering (HPS)

Off-road performance

Bodytype	4x2			4x4		
	Single Cab	Extra Cab	Double Cab	Single Cab	Extra Cab	Double Cab
Towing capacity w/ brakes 12% (kg)	1,800	1,800	1,800	2,250	2,250	2,250
Towing capacity w/o brakes (kg)	750	750	750	750	750	750
Min. running ground clearance (mm)	N/A	N/A	N/A	212	212	212
Approach angle (°)	N/A	N/A	N/A	30	30	30
Departure angle (°)	N/A	N/A	N/A	26	26	26
Ramp break over angle (°)	N/A	N/A	N/A	25	25	25

Exterior dimensions	Single Cab	Extra Cab	Double Cab
Overall length (mm)	5,255	5,255	5,255
Overall width (mm)	1,760 (1,835*)	1,760 (1,835*)	1,760 (1,835*)
Overall height (mm)	1680 (4x4: 1,795)	1680 (4x4: 1,795)	1695 (4x4: 1,810)
Wheelbase (mm)	3,085	3,085	3,085
Tread (mm) front	1,510 (1,540*)	1,510 (1,540*)	1,510 (1,540*)
Tread (mm) rear	1,510 (1,540*)	1,510 (1,540*)	1,510 (1,540*)
Overhang (mm) front	885	885	885
Overhang (mm) rear	1,285	1,285	1,285

* With over fender

Interior dimensions	Single Cab	Extra Cab	Double Cab
Interior length (mm)	1,340	1,840	2,130
Interior width (mm)	1,475	1,475	1,475
Interior height (mm)	1,190	1,190	1,195



Deck space	Single Cab		Extra Cab		Double Cab	
Deck floor to ground (mm)	745 (4x4: 860)		750 (4x4: 855)		730 (4x4: 850)	
Height (mm)	450		450		450	
Length (mm)	2,315		1,805		1,520	
Width (mm)	1,520		1,515		1,515	
Volume (m ³)	1,530		1,178		0,983	

Weights	Single Cab		Extra Cab		Double Cab	
Transmission	4x2	4x4	4x2	4x4	4x2	4x4
Kerb weight (kg)	1,515- 1,605	1,695- 1,790	1,555- 1,640	1,715- 1,800	1,665- 1,710	1,770- 1,875
Gross vehicle weight (kg)	2,770	2,735	2,700	2,680	2,645	2,760
Max. payload* (kg)	1,165- 1,255	945-1,040	1,060- 1,145	880-965	935-980	885-990

* difference between gross vehicle weight and kerb weight

Performance	Single Cab		Extra Cab		Double Cab	
Transmission	4x2	4x4	4x2	4x4	4x2	4x4
Max. speed (km/h)	150	150	150	150	150	150
0-100 km/h (sec.)	16.8	17.5	16.8	17.5	17.3	18.2

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 Marketing Europe reserves the right to alter any details of equipment and specifications without prior notice.

