

# TOYOTA HILUX

MAY 2016

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**TOYOTA**

ALWAYS A  
**BETTER** WAY





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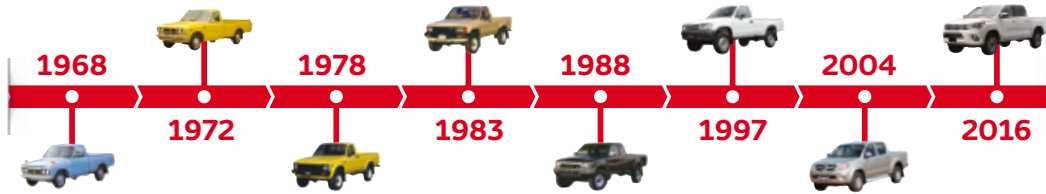
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# HILUX *continues to* AMAZE



Hilux at the heart of Eyjafallajökull as the eruption of the Icelandic volcano brought chaos to the skies of Europe



Hilux is the only vehicle in the world which has reached both the North and South Poles



Toyota Gazoo Racing SA Hilux on its way to claim 3<sup>rd</sup> overall in the 2016 Dakar rally raid

# NEW HILUX



**NEW DIESEL ENGINE**

**2.4 D-4D**  
110 kW / 400 Nm



**3 NEW BRAKE CONTROL SYSTEMS**



**3.5 TONS TOWING CAPACITY**



Safe towing of heavy loads thanks to **Trailer Sway Control**



**388 spot welding points (+120)**  
increasing body rigidity



**Tougher ladder chassis**  
offering a 20% increase in torsional rigidity



**590 Mpa high-tensile steel**  
combining light weight with optimum body strength



**20% more wheel travel**  
for even greater levels of road capability

# A NEW ERA FOR THE PICK-UP, BUT EVERY INCH A HILUX

- A dominant presence in the global pick-up market for nearly 50 years
- Cumulative global sales of over 18 million units
- Europe's best-selling pick-up





## A NEW ERA FOR THE PICK-UP, BUT EVERY INCH A HILUX

**FIRST RELEASED IN 1968**, and one year later throughout Europe, the legendary Toyota Hilux has been a dominant presence in the global pick-up market for nearly 50 years.

To date, the world's favourite pick-up has recorded cumulative global sales of over 18 million units. In Europe, some 34,000 Hilux vehicles were sold in 2015, representing a 23.1% share of the segment and making Hilux Europe's best-selling pick-up.

Renowned for its Quality, Durability and Reliability (QDR), the unstoppable Hilux continues to amaze as it conquers the North Pole, Icelandic volcanos and the Antarctic continent, and also achieves podium finishes in the Dakar Rally Raid.

Available in Single Cab, four-seat Extra Cab and five-seat Double Cab body styles, the new, 8<sup>th</sup> generation Hilux builds on this legendary reputation and invincible QDR, redefining toughness for business users with a new and stronger ladder chassis, a reinforced deck structure, enhanced 4x4 capabilities, and an improved towing capacity.

At the same time, the new Hilux responds to a growth in pick-up leisure usage in recent years with a new, contemporary design, greater comfort, advanced equipment and improved safety, making it more stylish and stress-free to drive than ever.

Fulfilling user requirements for both a durable business workhorse and a stylish, comfortable leisure 4x4, the new Hilux has been designed to offer all its customers significant improvements in 6 key areas:

**Design** - Workhorse toughness and rugged durability combined with new-found levels of refinement and the looks even business users can be proud of.

**Comfort** - A more spacious and comfortable interior combining SUV practicality and functionality with passenger car-like cabin NVH levels.

**Safety** - A high strength, impact-absorbing body structure, Toyota Safety Sense featuring PCS with Pedestrian Detection function, LDA and RSA, and comprehensive brake control systems including ABS, EBD, VSC and Trailer Sway Control (TSC).

**QDR** - A new, tougher ladder chassis, a reinforced deck structure and Active Traction Control (A-TRC), Downhill Assist Control (DAC) and Hill-start Assist Control (HAC) systems raise 4x4 capabilities to match Land Cruiser levels.

TO DATE, THE WORLD'S  
FAVOURITE PICK-UP HAS  
RECORDED CUMULATIVE  
GLOBAL SALES OF OVER  
18 MILLION UNITS



**Commercial Vehicle Capabilities** - A larger, stronger and more practical cargo deck and an improved towing capacity of up to 3.5 tons.  
**Total Cost of Ownership** - New 2.4 D-4D engine with class-leading fuel economy.

Tougher, stronger and more capable off-road than ever before, the all-new Toyota remains every inch a Hilux. Yet it also heralds a new era for the pick-up, with the style, comfort, safety and advanced technology to satisfy even the most discerning leisure users.

Fulfilling the diverse requirements of the broadest customer base yet, the all-new Toyota Hilux targets European sales of over 40,000 units per annum.



## INTERVIEW: HIROKI NAKAJIMA, HILUX EXECUTIVE CHIEF ENGINEER



### ***How was the development process of the new Hilux started?***

My motto is, "seeing is believing," so I made it a point to begin by visiting as many countries as possible where Hilux is sold. Of the 172 countries around the world, I visited over 110, to hear first-hand from real users and to witness for myself the conditions in which Hilux was being driven.

### ***What did you learn during these trips?***

Discussions with actual users revealed many interesting insights, none more relevant than the opinion that Hilux had lost some of its toughness. As a Chief Engineer, I knew this had nothing to do with the vehicle's road-going capabilities. I realized then that, while we had related toughness with technical durability, the users' idea of toughness had far exceeded durability alone, and that they had come to expect similarly high levels of on-board comfort and safety to enhance the vehicle's day-to-day use.

### ***What was the development team's goal for the new Hilux?***

Based on a thorough re-evaluation of the current model, the entire development team became passionate about creating a pick-up that would greatly surpass it in every sense, but especially in terms of toughness, standing out as the core benchmark for Hilux over the years.

This approach led us directly to our development concept, "Tougher than we can imagine." Our goal required pushing ourselves to make a vehicle that exceeds in Quality, Durability and Reliability, as well as feature advancements in various other areas such as safety, affordability and running cost.

***What kind of challenges did you face in the development process?***

The market is continually evolving, and we are seeing consumers place more importance on values like comfort, drivability and compelling design. At the same time regulators look to us for cleaner emissions, while rising energy costs create demand for greater fuel economy, without sacrificing performance.

Meanwhile, usage continues its expansion from a traditional base in commercial fleets to include more recreational usage, as well as families seeking an SUV-like cabin so that Hilux can also serve their daily transportation needs.

All of these demands presented a massive challenge, because to me, Hilux felt like a commercial vehicle. It didn't give me a sense of passion. This is why I demanded that the next-generation Hilux had to offer a strong emotional value as well.

Since we understood that our new Hilux had to incorporate all of these new market realities, we set out to create a unique value for the next-generation model that would appeal to current users as well as the new and growing range of customers around the world. This change in approach provided new and valuable insights, because when we began assessing the current Hilux not as a pick-up truck, but as a vehicle for daily use, we were able to identify many areas that could be improved.

Noise levels could be lower, acceleration could be smoother and the interior could be more luxurious. In the end, we broke away from conventional thinking regarding commercial vehicles and created an entirely new standard for pick-ups.

***How would you summarize the new Hilux?***

The new Hilux is designed to exceed expectations, ushering in a new era of thinking with respect to the pick-up truck. While the new Hilux has advanced in every respect, including the toughness that it has been renowned for and its new emotional value, explaining each of these points fails to capture the essence of this new model. It is once you get behind the wheel and when driving the new Hilux that you will discover the new sense of refined toughness and feel the passion that created a new era for the pick-up.

**IN THE END, WE BROKE  
AWAY FROM CONVENTIONAL  
THINKING REGARDING  
COMMERCIAL VEHICLES  
AND CREATED AN ENTIRELY  
NEW STANDARD FOR  
PICK-UPS**

# STYLING

- Workhorse toughness and rugged reliability combined with new-found levels of sophistication
- More spacious interior with SUV-levels of comfort
- Larger, stronger and more practical cargo deck



## STYLING

### EXTERIOR DESIGN - TOUGHNESS REDEFINED

The workhorse toughness and rugged durability inherent in every Hilux generation is now combined with the new-found levels of sophistication demanded by a growing leisure market to create the unique, next generation pick-up appeal of the all-new Hilux model range.

Nowhere is this unique combination of toughness and refinement more clearly expressed than in the new front. This combines the sleek, 'Keen Look' styling of a unified upper grille and headlamp design with the ruggedness of a deep, powerful bumper housing the large, 'Under Priority' lower grille.

Beneath the trademark 'clamshell' hood which wraps over the front wheel arches to reinforce the new Toyota's solid, one-piece road presence, the second horizontal bar of the upper grille runs the full width of the new Hilux, extending into the new headlamp clusters to form a unique Daytime Running Lamp (DRL) signature featuring 12 white LEDs.

With the 'Hilux' signature integrated within the side of the casing, the new headlamp clusters wrap around the vehicle side fenders to further emphasise the width of the new pick-up. The advanced technology of the 'Keen Look' headlamp design also incorporates powerful LED low-beam projectors, available on High grade models.

Below, the bumper design emphasises the tough, durable functionality expected of any Hilux. The trapezoidal shape of the lower grille highlights Toyota's 'Under Priority' design language, whilst the placement of the foglamp housings at the bumper extremities reinforces the new pick-up's solid, stable front stance.

Flowing smoothly into a new, stronger and wider undercover, the lower corners and bottom of the bumper have been shaped to opti-

mise ground clearance under even the most extreme off-road driving conditions.

To the sides, the new Hilux abandons a visually separate 'over fender' design in favour of the seamless transition of the front bumper into the muscular front wheel arches for a more refined appearance.

Both dynamism and toughness are incorporated in the profile of the new Toyota pick-up by the use of a thick lower door cross-section which links front and rear wheel arches - the latter also now seamlessly integrated within the body- before curving upwards to anchor the wrap-around rear lamp clusters.

Greater style is added to the design through the adoption of a blacked-out B-pillar within the smooth, rear-slanted silhouette of Ex-

**THE WORKHORSE TOUGHNESS  
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GENERATION IS NOW COM-  
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DEMANDED BY A GROWING  
LEISURE MARKET**



tra Cab and Double Cab model cabins, and a choice of new 17" and 18" alloy wheels. Extra Cab versions feature rear-hinged doors for easier ingress, while Double Cab models feature a chrome beltline linking the cab and rear deck for a unified overall design.

The cab roof has been carefully shaped to improve both its styling and practicality. It now features an aerodynamic, 'pagoda'-style 'V'-shape that helps channel air over the roof and off the sides of the vehicle, rather than into the deck where it can create drag against the tailgate. Even the minor detail of the antenna has been considered; it has been repositioned further forward to keep it clear of bulky loads or when using deck attachments.

Flanked by a new lamp cluster design which incorporates aero stabilising fins to improve aerodynamic efficiency, the rear of the new Hilux features a new steel bumper which is set lower to the ground, allowing for a deeper step area to improve deck accessibility when the tailgate is closed. The rear view camera is now integrated into the handle assembly for cleaner looks and better visibility.

The all-new Hilux is available in a choice of five popular base colours, and three new eye-catching colours: Orange Spice, Volcano Red and Hydro Blue.

### **INTERIOR DESIGN - DURABLE AND SOPHISTICATED, WITH INNOVATIVE TECHNOLOGY**

Accessed via a Smart Entry and Start system with a stylish electric key, the all-new Hilux interior combines the durability and functionality required of any working vehicle with SUV levels of refinement, sophistication and equipment.

The horizontal emphasis of the clean, uncluttered dashboard design combines premium quality elegance with the strength of a work environment. The dashboard incorporates new, cross fin-type air vents with rotary dial adjustment.

The centre console is dominated by the integration of a robust, tablet-like 7" touch-screen multimedia system. Operated simply and

intuitively by premium quality capacitive switchgear and fingertip flick control, the unit has been moved closer to the front seats for ease of use.

A new driver's instrument binnacle locates large, clear, analogue speedometer and tachometer dials either side of a full colour 4.2" TFT multi-information display. Its content changed quickly and easily via a steering wheel-mounted switch, the display places the most pertinent driving information at the highest position on the screen to minimise the shift in line-of-sight whilst driving.

Featuring a bold, horizontal spoke design to harmonise with the dashboard styling, a new steering wheel incorporates reach and rake adjustability, thumb rests and a thicker, stitched rim to guarantee a comfortable grip for all drivers.

Integral switchgear -including a four-way rocker switch- allows for quick, easy control of the 6-speaker audio and multi-information display systems, as well as linked operation of the 7" centre console and multi-information displays.

With dial-operated temperature and airflow control and a clear LCD display, a new air-conditioning system offers occupants notably improved heating and cooling functionality. The use of an optimised compressor allows the system to generate cooler air when the engine is running at idle.

In keeping with the more leisure-oriented interior design of the new Hilux, the gear lever has been shortened to give a slicker, more passenger car-like shift action. In addition, drive mode selection, including all-wheel drive, is now simply made via adjacent, easy-to-use switches.

The premium quality appearance and tactility of the new Hilux interior is reinforced by visually-unifying metallic coated ornamentation to the dashboard, door trim, driver's instrument binnacle, steering wheel and gear lever bezel. Further visual harmony is created by the adoption of consistent blue illumination and instrument backlighting throughout.

## STYLING

### **ONBOARD – MORE SPACE, GREATER COMFORT AND COMPREHENSIVE STORAGE**

The all-new Hilux benefits from increased interior space and greater seat comfort, as well as the wealth of practical storage compartments essential to a vehicle equally at home in both business and leisure environments.

The driver's seat hip point has been raised by 10 mm, and the height adjustment range increased by 15 mm. A front tilt function has also been added to the power adjustment controls and this, in conjunction with the addition of reach adjustment to the steering wheel, offers an ideal driving position to a wider range of occupants.

Offering occupants head- and shoulder room increases of 8 and 19 mm respectively, the front seats feature a new frame structure with a long, amply padded seat cushion optimised to provide excellent comfort support over long distances. Seat back side bolster size has also been increased to improve lateral holding performance.

On Extra Cab and Double Cab models, the rear seats also benefit from the optimisation of both frame structure and cushioning, resulting in an increase in both body and leg support. This increased comfort is further enhanced by a reduction in thickness of the front seat back, creating more foot space and 10 mm greater knee room for rear seat occupants.

A 60:40 split tip-up rear seat is available to enhance Double Cab flexibility. Its lightweight structure means less effort is required to fold the seats, whilst its centre armrest is wide enough to be used by both occupants simultaneously.

The black seat upholstery of the new Hilux interior is available in a choice of three finishes. Entry grade models feature a tough, hard-wearing fabric for business users, a high quality, soft-textured yet durable fabric enhances the Mid grade interior for dual usage owners, and High grade, leisure usage models are upholstered in full leather.

The new Hilux boasts class-leading levels of practical storage. The split-level glove box features a lockable lower compartment, whilst the upper compartment is connected to the HVAC system and may be used as a cool box for the storage of two 500 ml bottles.

Beneath its padded arm rest lid, the centre console box offers storage for up to 22 CDs and an optional, AC 220V power outlet. Fold-



down overhead storage is convenient for items such as sunglasses, and driver and passenger dashboard-mounted cup holders are positioned in front of the side air vents for drinks cooling.

The transmission tunnel incorporates a further large cup holder and a storage tray, adjacent to which are two DC 12V accessory sockets and both AUX and USB ports for the connection of smartphones and portable media devices. And front door pockets will stow 1 litre plastic bottles.

The Double Cab's rear accommodation further benefits from large rear door pockets, twin rear armrest cup holders, pockets and convenience hooks to the front seat-backs, ceiling hooks above the seats, and under-seat storage compartments.

### **CABIN NVH - LOWERED TO PASSENGER CAR LEVELS**

Allowing occupants to fully benefit from the new, more comfortable and sophisticated Hilux interior, the intrusion of engine, road and wind noise into the cabin has been reduced to class-leading levels.

Comprehensive sound absorption and insulation measures have been adopted throughout the new Hilux. Expansion foam is injected throughout the bodyshell structure and foam used to all seal points to prevent the transmission of noise.

A fender separator and upper and lower protectors seal the junctions of the cowl louver and front pillar with the front wing, helping to soundproof the engine bay and limit the transmission of sound from both the engine and air intake. Spot welding between the cover on top of the cowl panel and the flange creates a cowl Noise and Vibration seal and further soundproofs the engine bay, while the dash outer silencer has been made 1.5 times larger, reducing idling noise.

In conjunction with the engine bay soundproofing, the new 2.4 D-4D engine itself has undergone Noise- and Vibration-suppressing measures. Diesel engine combustion noise has been reduced by optimising the shapes of the intake and Exhaust Gas Recirculation (EGR) ports, and the intake manifold, suppressing intake variations in each cylinder.

The front drive has been changed from a gear to a chain mechanism, reducing mechanical noises caused by speed fluctuations whilst idling. The form of the intake manifold has been optimised to reduce engine noise. The exhaust manifold optimises the retention capacity of the catalytic converter, lowering the noise characteristics of turbo engines. And, enhancing the vibration management of the turbo-charger itself, turbocharger support rigidity has been improved. In addition, an oil pan insulation cover, a polyamide cylinder head cover and a resin engine cover have been adopted, all of which contribute to further reductions in engine noise.

Finally, to address wind and road noise, lips have been added to the side glass lining to decrease noise penetration, seals have been added between the front and rear doors, the range of weather strip application has been extended to the rocker area to increase noise barrier performance, and the size of the door drainage plug holes has been enlarged to further reduce noise penetration.

### **CARGO DECK - LARGER, STRONGER AND MORE PRACTICAL**

The cargo deck of the new Hilux has been made larger, stronger and more practical.

Maximum cargo deck width has increased from 1,544 to a class-leading 1,645 mm. The tailgate now benefits from stronger, link-type hinges, and heavy-duty steel plate brackets have been adopted for the struts supporting it in the open position.

The deck itself has been made stronger to reduce deformation and damage when loading or unloading cargo. The floor ribs have been redesigned and sill cross-members added to the floor panel. The header panel has been reinforced, and the shape of both the wheel house rib reinforcement and the service hole cover on the tailgate optimised.

A range of cargo deck optional equipment features a number of covers, including both a hard top and lockable aluminium roller, or hard tonneau covers with or without high over bars.

# NEW DIESEL ENGINE & TRANSMISSIONS FOR BEST-IN-CLASS TOTAL COST OF OWNERSHIP

- All-new 2.4 D-4D, combining vastly improved torque delivery with class-leading fuel economy
- New 6-speed Super ECT automatic transmission and improved 6-speed manual transmission
- Upgraded drivetrain to support high engine torque output



## NEW DIESEL ENGINE & TRANSMISSIONS FOR BEST-IN-CLASS TOTAL COST OF OWNERSHIP

### ALL-NEW 2.4 D-4D GLOBAL DIESEL ENGINE TECHNOLOGY

Although approximately 100 cm<sup>3</sup> lower in capacity than its predecessor, Toyota's newly developed 2.4 D-4D Global Diesel (GD) engine combines vastly improved torque delivery in the low and medium speed ranges with class-leading fuel economy.

The new, 16 valve, DOHC four-cylinder engine is equipped with a variable nozzle turbocharger with intercooler. The 2,393 cm<sup>3</sup> 2.4 D-4D unit generates 110 kW at 3,400 rpm, and maximum torque of 400 Nm between 1,600 and 2,000 rpm.

Two-wheel drive versions are mated to an improved 6-speed manual transmission, whilst all-wheel drive models offer a choice of the improved 6-speed manual gearbox or a new 6-speed Super ECT automatic transmission.

The new Hilux accelerates from 0 to 100 km/h in 12.8 (6A/T) or 13.2 (6MT) seconds. 2x4 versions achieve a top speed of 175 km/h while 4x4 variants reach 170 km/h.

With fuel efficiency improved by some 9% over the larger capacity engine it replaces, the new 2.4 D-4D returns class-leading fuel economy figures as low as 6.4 l/100 km and CO<sub>2</sub> emissions of only 169 g/km.

In combination with reduced services times, the superior fuel efficiency and reduced running costs, the new powertrain offers customers Best-in-Class Total Cost of Ownership.

The new 2.4 D-4D incorporates a comprehensive range of measures designed to save weight, enhance combustion efficiency and reduce friction.

A resin head cover and a polyamide cylinder head cover have been adopted, while the thickness of the entire cylinder head has been

reduced. The resultant weight reduction contributes significantly to lowering energy consumption and, hence, improve fuel efficiency.

The efficiency of the intake and exhaust ports, and the fuel injection system, has been optimised to maximise torque. Two intake ports are used in unison, according to the engine speed: a tangential port that produces a high swirl flow, agitating the air/fuel mixture to enhance combustion efficiency, and a helical port that achieves a high flow volume.

The engine features an electronically controlled, common-rail type fuel injection system that achieves higher pressure and more advanced injection pressure control, and a new piston shape has been adopted to match the new shape of the combustion chamber.

**TOYOTA'S NEWLY  
DEVELOPED 2.4 D-4D  
GLOBAL DIESEL ENGINE  
COMBINES VASTLY IMPROVED  
TORQUE DELIVERY IN THE  
LOW AND MEDIUM SPEED  
RANGES WITH CLASS-  
LEADING FUEL ECONOMY**



Precise pilot injection matching the state of the ambient air occurs before the main injection to shorten ignition delay, combining stable combustion in even the world's harshest environments with quiet operation and high thermal efficiency.

The new turbocharger is 30% smaller than its predecessor and features a newly-developed turbine for improved efficiency, and a newly-developed impeller that provides instantaneous acceleration response and produces maximum torque over a wide rev range.

The engines is equipped with a water-cooled Exhaust Gas Recirculation (EGR) system with an EGR cooler bypass function.

The adjacent positioning of the catalyst combines cleaner performance with a reduction in size of some 30% and a reduction in the number of exhaust system components from 18 to just three. The elimination of up to 99% of NO<sub>x</sub> (nitrogen oxide) emissions through use of Toyota's urea Selective Catalytic Reduction (SCR) system ensures that the new 2.4 D-4D Hilux complies with Euro 6 regulations.

Mechanical friction within the engines has been minimised through the adoption of a high-efficiency vacuum pump, a roller rocker-type valve train and a low friction timing chain, further improving combustion efficiency.

### **IMPROVED 6-SPEED MANUAL TRANSMISSION**

The gear ratios of the 6-speed manual transmission have been optimised to offer 10% lower 1<sup>st</sup> gear and 23% higher 6<sup>th</sup> gear ratios than the outgoing 5-speed gearbox, improving both low speed torque delivery and high speed fuel economy.

The supporting components of the shift system use multiple bearings and bushings to produce a smooth change and satisfying user feedback. The gear combination has been tuned using a micrometer to achieve the smoothest possible transmission of torque. And a clutch start switch has been added to prevent sudden acceleration if the transmission is engaged at engine start-up.

Noise and vibration generated during gear engagement has been reduced. And the length and thickness of the transmission case ribs have been optimised to minimise noise and vibration generated in, or transmitted through, the casing.

Ensuring the durability and reliability required of any off-road vehicle, the gear shape and number of teeth have been optimised for strength, and the load tolerance of each gear increased. The bearing support structures on the front of the countershaft have been changed. The current roller bearing has been replaced by a combined roller and ball bearing to effectively balance axial and radial direction load.

### **ENHANCED 6-SPEED SUPER INTELLIGENT ELECTRONICALLY CONTROLLED AUTOMATIC TRANSMISSION**

The Hilux 6-speed automatic Super intelligent Electronically Controlled Transmission (6 Super ECT) benefits from several new control systems designed to improve both fuel economy and driving performance.

'High-speed Gear Effective Utilisation Control' determines the availability of high-speed gears in real time according to driving con-



## NEW DIESEL ENGINE & TRANSMISSIONS FOR BEST-IN-CLASS TOTAL COST OF OWNERSHIP

ditions. For instance, taking into account vehicle loading and throttle setting, the system will determine whether 6<sup>th</sup> gear is available or the vehicle should remain in 5<sup>th</sup> to achieve the optimum balance of driving power and fuel efficiency.

'Deceleration Downshift Control' optimises downshifts when decelerating to improve fuel efficiency. The fuel supply is automatically cut off during periods of engine braking, unless engine speed drops to the low rpm threshold, when fuel injection is resumed to prevent engine stalling. Accordingly, the transmission maximises engine braking by selecting a lower gear to prevent engine speed dropping below the low rpm threshold, thus extending fuel cut-off periods to drastically enhance fuel economy.

'Artificial Intelligence (AI)-SHIFT Control' incorporates Accelerator Immediate Close and Immediate Open Control. The former makes it easier to maintain the current gear when the accelerator pedal is suddenly released, enhancing both engine braking force and responsiveness when accelerating again. The latter performs downshifts immediately on sudden depression of the accelerator pedal, enhancing throttle response.

### **STOP & START SYSTEM**

The Hilux Stop & Start System is among the most advanced on the market today, designed to save fuel and keep occupants comfortable even in the world's toughest climates.

The stronger, more durable starter motor enables the engine to restart in just 0.2 seconds. At restarts, the engine revs are reduced and Hill-start Assist Control is applied for a smoother start-off.

The Cold Storage System extends air-conditioning operation for 60 seconds when the engine is off, three times longer than conventional systems, while Battery Back-up Control ensures that all electronic systems –such as audio and navigation- remain fully operational when the engine is switched off.

The driver is informed of the engine status via the new Multi-information Display, wherein he can also activate the system's new "Long" control mode. This feature allows for an extended idling stop time and multiple Stop-Start cycles -especially useful in heavy traffic with long waiting times- for even lower fuel consumption.

### **UPGRADED, HIGH TORQUE DRIVETRAIN**

The Hilux drivetrain has been upgraded to support high engine torque output. The diameter of the output shaft within the transfer case has been increased, and new differentials adopted to cope with higher torque loads. The propeller shaft has been optimised for increased torque and a higher vehicle top speed, and a torsional damper added to minimise Noise and Vibration (NV).

### **NEW DRIVE MODE SWITCH**

The new Hilux is now equipped with a Drive Mode switch, allowing drivers to choose between ECO and POWER settings. ECO mode reduces power consumption in relation to acceleration, heating and cooling to improve fuel economy, whilst POWER mode offers driver's a sharper response to throttle inputs for a more engaging driving experience.



# DRIVING DYNAMICS & OFF-ROAD ABILITY

- Newly developed ladder-frame chassis offering a 20% increase in torsional rigidity
- Revised suspension enabling up to 20% more wheel travel
- New brake control systems for enhanced off-road capabilities





## DRIVING DYNAMICS & OFF-ROAD ABILITY

### **TOUGHER, MORE DURABLE CHASSIS AND BODYSHELL**

The all-new Hilux features a newly developed ladder-frame chassis offering a 20% increase in torsional rigidity. It is designed to combine improved handling, ride comfort, NV performance and collision safety with outstanding durability in even the most extreme driving environments.

The thickness of the frame side rails and cross-members has been increased by some 30 mm, and the cross-member cross-section optimised. In conjunction with the strengthening of the frame bracket structure, this improves both cross-member deformation resistance and the fatigue strength of the suspension and front propeller shaft mountings. These measures enhance vehicle handling on rough roads and the ground-covering ability of the new Hilux.

A change in shape and an increase in thickness of the suspension installation components enhances the fatigue strength of the suspension mountings and towing hitch, awarding the new Hilux an increase in axle capacity, and raising its towing capacity to 3.5 tons on Single and Extra Cab 4x4 models and to 3.2 tons on Double Cab versions.

The optimisation of the side rail cross-sections and the enhanced connection rigidity between them and the cross-members improves frame rigidity against twisting or bending. This improves vehicle yaw response and ride comfort, as well as reducing floor vibrations and engine sounds transmitted to the cabin.

Ladder-frame chassis deformation in the event of a crash is also reduced to deliver best-in-class occupant protection.

Boasting three times the deformation strength of its predecessor, a stronger, wider under cover improves protection to essential parts beneath the new all-wheel drive Hilux.

The cover area has been enlarged, reinforcement added and panel thickness increased, reducing the risk of damage to the power steering boot and camber bolt. The engine may now be fully serviced without the need to remove the under cover, lowering service costs and, hence, the Total Cost of Ownership.

With the rigidity of its connection points to the chassis increased, the new bodyshell features a high content of 590 MPa high-tensile steel, combining light weight with optimum body strength.

It further benefits from a total of 388 spot welding points -120 more than on the current Hilux. The resultant increase in body rigidity limits deformation, improving steering accuracy and responsiveness for a more engaging driving experience.

**THE ALL-NEW HILUX  
FEATURES A NEWLY  
DEVELOPED LADDER-FRAME  
CHASSIS OFFERING A 20%  
INCREASE IN TORSIONAL  
RIGIDITY**



Finally, the new Hilux features superior anti-corrosion performance to ensure a long-lasting chassis and bodyshell even when operating in the very harshest of working environments. The width of the side rails and cross-members in the chassis frame has been increased by some 30 mm to achieve a 20-years corrosion resistance.

Galvanised (GA) steel with anti-corrosive properties is used on all parts of the vehicle exterior underbody, and widely used throughout the upper body cabin and deck. The area of vehicle undercoating has been substantially increased, reducing water and dirt penetration between panel gaps, and anti-corrosive wax and chip-resistant coating optimally applied to the upper body in areas more prone to corrosion.

### **PITCH & BOUNCE CONTROL**

The all-new Hilux is equipped with Toyota's Pitch & Bounce Control system. By automatically adjusting engine torque in direct response to road surface conditions, the system is able to reduce the pitching motion of the body, improving ride comfort and handling.



Pitch & Bounce Control uses wheel speed sensor information to establish when the nose of the vehicle is either lifted or lowered by road surface undulations. When the nose is lifted, this causes the heads of vehicle occupants to tilt backwards. The system momentarily reduces engine torque to compensate, reducing occupant head movement. When the vehicle nose dips, occupants' heads are tilted forwards, and the system adds torque to compensate in a similar manner.

Though system adjustment of engine torque is measured in extremely small quantities, it has a noticeable effect on ride and handling. Ride comfort is improved through the perception of a flatter ride due to reduced body movement. And steering feel around the centre line is improved through better ground holding of the tyres.

### **REVISED SUSPENSION, IMPROVED POWER STEERING AND NEW ALL-TERRAIN TYRES**

The all-new Hilux's tough, durable leaf spring and twin shock absorber rear suspension system has been extensively revised to combine the off-road articulation capabilities expected of a rugged all-wheel drive workhorse with SUV-like ride comfort and handling stability.

The length of the leaf spring has been increased by 100 mm to 1,400 mm, suppressing road surface vibration, and the attachment point of the rear suspension moved to the front of the spring. Moving the attachment point 100 mm forwards and lowering it by 25 mm contributes to enhanced steering stability.

The leaf springs have also been mounted 50 mm further apart on the ladder-frame chassis. In conjunction with an increase in the thickness of the front stabiliser bar, this contributes to increased stability when cornering and when the vehicle is loaded.

Shock absorber mounting has been adjusted, with the rear shock absorber moved forward to equalise damping force between the two, further enhancing straight-line stability.

The size of the shock absorber cylinders has been increased, making it possible to generate damping force with a small stroke to better

## DRIVING DYNAMICS & OFF-ROAD ABILITY

combat small vibrations. And the damping characteristics of the shock absorbers have been optimised to give a flat ride at low speeds and reduce the impact of shocks during medium- and high-speed driving.

These rear suspension modifications have also facilitated a substantial increase in rear axle articulation, with wheel travel increasing by up to 20%, ensuring even greater levels of off-road capability over rocky or sharply undulating terrain.

The steering column has been redesigned to reduce the transfer of vibration from the road surface, and the power steering system itself has been fine-tuned. The rack ratio has been revised and the assistance characteristics of the power steering gears have been optimised to improve steering feel. Less effort is now required at low speeds, enhancing the vehicle's tight turn performance, whilst additional steering weight adds stability at higher speeds.

Newly-developed 17" all-terrain tyres compliment these suspension and steering enhancements with improved on-road ride comfort and superior off-road grip performance. Hilux models fitted with 18" wheels are equipped with new, highway terrain tyres designed to minimise noise for comfortable on-road driving.

### **SWITCHABLE ALL-WHEEL DRIVE, HIGH- AND LOW-RATIO DRIVETRAIN**

Awarding it outstanding all-terrain capabilities, the all-new Hilux is equipped with a switchable all-wheel drive system featuring a high- and low-ratio transfer case, and both front and locking limited slip rear differentials.

A new, high-capacity rear Limited Slip Differential caters for an increase in powertrain torque. The unit has been made lighter by a reduction in the number of pinion gears from 4 to 2, and by the miniaturisation of the side bearing.

Reliability has been improved by the heat treatment of the front bearing, by the Kanigen plating of the pinion shaft and by oil seal modifications. Fuel economy has been enhanced through the adoption of highly efficient tapered roller bearings, and the use of low-viscosity differential oil.



Improving both effectiveness and reliability, the electromagnetic differential lock now features a built-in solenoid actuator.

Via a new, dashboard-mounted drive mode selection switch, the Hilux's Automatic Disconnecting Differential system disengages the front differential when two-wheel drive is selected, enhancing refinement, fuel consumption and on-road driveability.

For increased convenience, it is possible to shift from four- to two-wheel drive on the move, and from two- to four-wheel drive at speeds below 50 km/h.

The front differential is now fitted with an oil temperature sensor to reduce the risk of overheating in all-wheel drive mode. If the oil temperature becomes abnormally high, the system alerts the driver to switch into two-wheel drive mode. If two-wheel drive is not engaged within 30 seconds, vehicle speed is automatically restricted to below 120 km/h.

### **NEW BRAKE CONTROL SYSTEMS FOR ENHANCED OFF-ROAD CAPABILITIES**

Complementing its proven, high- and low-ratio all-wheel drive powertrain, a new range of brake control systems raises the new Hilux's off-road capabilities to Land Cruiser levels.

An Active Traction Control system (A-TRC) uses both brake fluid pressure and engine control to distribute torque appropriately to all four wheels, delivering traction superior to that offered by a limited slip differential.

On detecting a loss of traction in one or more driven wheels, the system automatically brakes the relevant wheels and simultaneously re-distributes drive torque to those which have grip. This significantly improves the Hilux's off-road capabilities over both slippery and rocky terrain.

Downhill Assist Control (DAC), working in forward or reverse, helps the driver to regulate vehicle speed on steep, slippery or bumpy downhill gradients. In circumstances when engine braking alone is insufficient to reduce vehicle speed, the system automatically controls brake

fluid pressure to maintain a constant, low descent speed with the brake and accelerator pedals untouched by the driver.

Operating at speeds of less than 25 km/h, with forward speed controlled to between 5 and 7 km/h and reverse speed to between 3 and 5 km/h, DAC allows the driver to descend steep slopes in stability, without the wheels locking, whilst concentrating on steering the new Hilux.

Hill-start Assist Control (HAC) prevents the vehicle from moving backwards during an uphill start when the driver releases the brake pedal. The system temporarily maintains braking to all four wheels for a maximum of two seconds in order to hold the vehicle in place and prevent rollback.

### **EXCEPTIONAL TOWING PERFORMANCE**

Acting in combination, the vastly improved low and medium speed torque delivery of Toyota's newly developed 2.4 D-4D Global Diesel engines and the increased strength of the new, ladder-frame chassis have raised the towing capacity of the all-new Hilux up to a maximum 3.5 tons.

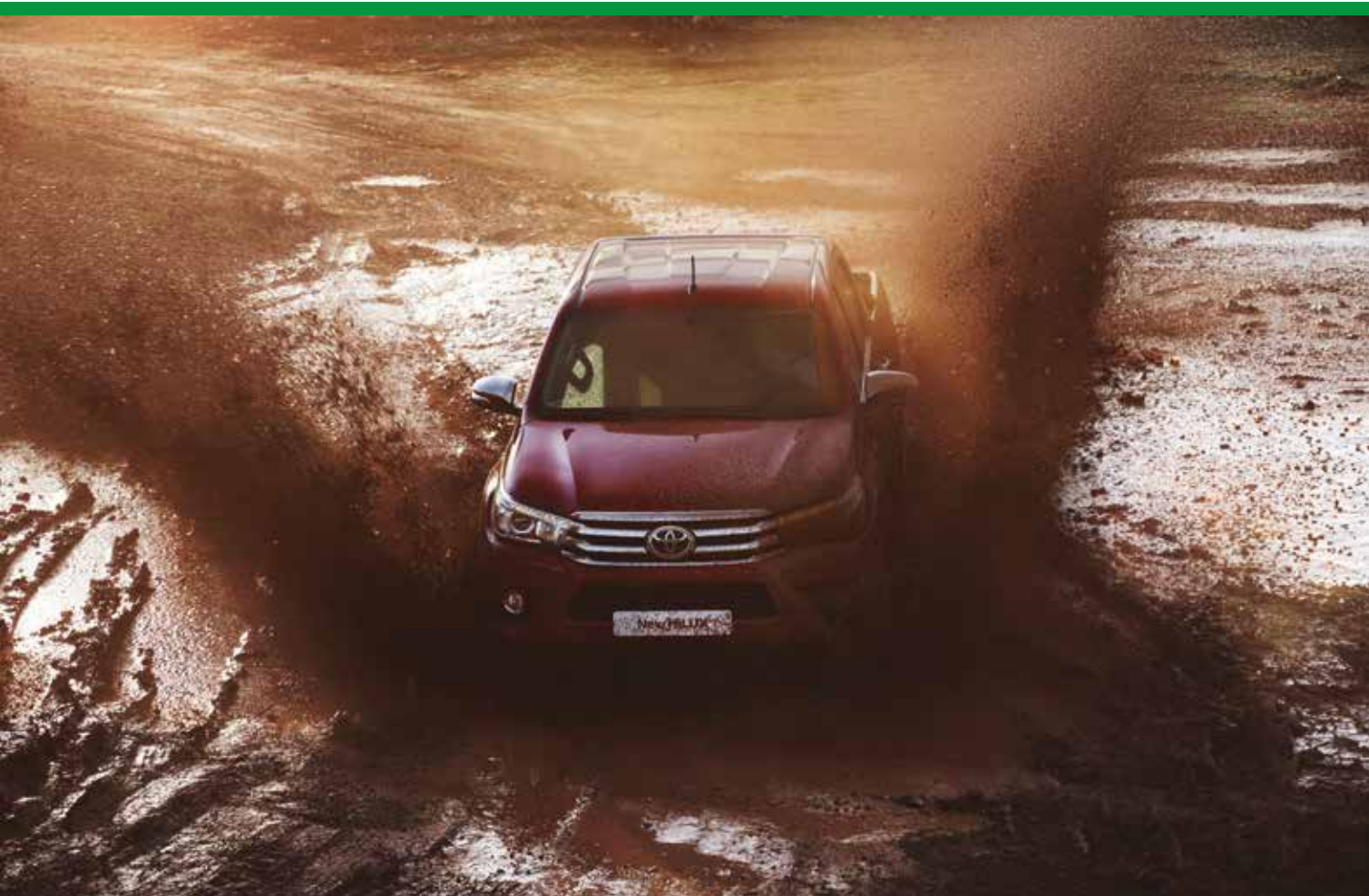
To ensure reliable performance under the consistent high-load stress this substantial towing capability can create, several measures have been taken to enhance engine and transmission cooling performance.

All Hilux models feature a new radiator design. In addition to increasing the number of tubes and expanding the heat dissipation area, the fin shapes and coolant flow rate have also been optimised. As a result, heat dissipation performance has been improved by 10.4%.

The intercooler has been positioned in front of the radiator to improve its efficiency. And all models equipped with automatic transmission further feature a lightweight, aluminium multi-plate transmission oil cooler which improves heat dissipation performance by 18.6% to offer superior cooling abilities during high-load driving.

# SAFETY

- Improved safety performance and occupant protection thanks to stronger ladder-frame chassis
- Toyota Safety Sense featuring PCS with pedestrian detection function, LDA and RSA
- Comprehensive brake control systems, including Trailer Sway Control



## SAFETY

### **HIGH STRENGTH, IMPACT ABSORBING CHASSIS AND BODY STRUCTURE**

The Hilux's new, stronger, ladder-frame chassis offers increased deformation resistance, whilst its energy absorption performance has increased by 15% over that of its predecessor. This improves safety performance and occupant protection.

The chassis absorbs collision forces in three stages to reduce the effects of impacts on the body, engine and interior. Firstly, the front side rail extension area crumples and buckles. Secondly, the side rail collapses vertically near the suspension tower. And, thirdly, the side rail bends inwards in the 'kick' range.

Any residual front or side impact energy unabsorbed by the deformation of the frame structure is effectively distributed through the upper, lower and underside bodyshell structural members. The bodyshell itself features a high content of 590 MPa high-tensile steel, combining light weight with optimum strength to help reduce occupant injuries.

The risk of pedestrian injury has also been reduced by the adoption of impact absorbing structures to the front bumper, bonnet, fender bracket structure and cowl structure, reducing impact force to the head and legs of pedestrians during a collision.

### **TOYOTA SAFETY SENSE**

Combining a camera and millimetre-wave radar for a high level of detection performance, the Hilux's Toyota Safety Sense system features a Pre-Collision System (PCS) with a Pedestrian Detection function, Lane Departure Alert (LDA) and Road Sign Assist (RSA) system.

At speed ranges of between 10 km/h and 170 km/h Pre-Collision System detects cars ahead of the vehicle and reduces the risk of hitting them. When there is a possibility of a collision it prompts the driver to brake with an audible and visual alert. PCS also primes the brake system to deliver extra stopping force when the driver presses the brake pedal. If the driver fails to react in time, the system automatically applies the brakes, reducing speed by approximately 40 km/h or even bringing the car to a complete stop, in order to prevent the collision or mitigate the force of impact.

The system is also able to detect potential collisions with pedestrians, in the event of which automated braking operates at relative speeds of between 10 km/h to 80 km/h, and can reduce speed by approximately 30 km/h.

**THE HILUX'S NEW, STRONGER, LADDER-FRAME CHASSIS OFFERS INCREASED DEFORMATION RESISTANCE, WHILST ITS ENERGY ABSORPTION PERFORMANCE HAS INCREASED BY 15% OVER THAT OF ITS PREDECESSOR**



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

Road Sign Assist identifies traffic signage such as speed limit and no overtaking signs, providing information to the driver in the Multi-information Display.

Thanks to the reduced risk of being involved in traffic accidents, vehicles equipped with Toyota Safety Sense may benefit from lower insurance costs or a more advantageous insurance classification<sup>1</sup>.

### **COMPREHENSIVE BRAKE CONTROL SYSTEMS**

The all-new Hilux is equipped with a comprehensive array of brake control systems to help prevent accidents, maximise vehicle stability and even help drivers control trailers during difficult driving conditions.

The Anti-lock Brake System (ABS) prevents the wheels from locking under heavy braking. Brake Assist (BA) generates a large brake force during emergency braking, supplementing the efforts of drivers who may not be able to depress the brake pedal with sufficient force.

An Emergency Brake Signal automatically flashes the vehicle's hazard warning lights during emergency braking, warning following vehicles to help reduce the possibility of a rear-end collision.

Electronic Brakeforce Distribution (EBD) automatically distributes brake force between the front and rear wheels according to vehicle and road surface conditions. This not only optimises braking performance, but also reduces the brake pedal force required for effective braking.

Vehicle Stability Control (VSC) activates when sensors detect understeer or oversteer whilst the vehicle is turning. The system uses automatic control of both engine output and individual wheel brakes to counter the effects of understeer or oversteer, significantly enhancing vehicle stability and, hence, safety.

When trailer sway occurs due to cross winds, variations in the road surface or driver steering inputs, Trailer Sway Control (TSC) uses both brake and engine output control to suppress trailer movement before it becomes uncontrollably excessive.

Full described in the Driving Dynamics chapter, the new Hilux also benefits from three further new brake control systems – an Active Traction Control system (A-TRC), Downhill Assist Control (DAC) and Hill-start Assist Control (HAC), which combine significantly enhanced active safety levels with simple, intuitive driver assistance under even the most extreme off-road conditions.

### **SRS AIRBAGS AND THREE-POINT SEATBELTS.**

The new Hilux Double Cab is equipped with seven Supplemental Restraint System (SRS) airbags: driver and passenger front and side airbags, a driver knee airbag and curtain shield airbags covering both front and rear seats.

All front and rear seats are fitted with three-point, Emergency Locking Retractor (ELR) seat belts. The front and rear belts further benefit from a pretensioner and force limiter function. A seat belt reminder is provided for all seats, and the rear seats are also equipped with a Child Restraint System (CRS) top tether anchor for the securing of ISOFIX child seats.



<sup>1</sup> Market dependant



# SPECIFICATIONS

ENGINE	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Engine code	2GD-FTV		
Type	4 cylindre, in-line		
Fuel type	Diesel		
Valve mechanism	16-valve DOHC		
Displacement (cm <sup>3</sup> )	2,393		
Bore x Stroke (mm)	92.0 x 90.0		
Compression ratio (-:1)	15.6		
Max. power (DIN hp) kw @ rpm	(150)110 @ 3,400		
Max. torque (Nm @ rpm)	400 @ 1,600-2,000		

TRANSMISSION	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Type	6MT		6AT
Gear ratios			
1st	4.784		3.600
2nd	2.423		2.090
3rd	1.443		1.488
4th	1.000		1.000
5th	0.777		0.687
6th	0.643		0.580
Reverse	4.066		3.732
Differential gear ratio (final drive)	3.583		4.100

BRAKES	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Front	Ventilated disc brake with fixed caliper 4-cylinder		
Rear	Leading-trailing drum brake		
Additional features	ABS, BA, EBD, VSC, TSC, A-TRC, DAC, HAC		

SUSPENSION	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Front	Double wishbone		
Rear	Leaf spring rigid axle		

STEERING	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Steering gear type	Rack & pinion		
Power steering type	Hydraulic		
Min. turning circle tyre/ body (m)	12.8/13.4		

TIRES AND WHEELS	2.4 D-4D 2X4 6MT	2.4 D-4D 4X4 6MT	2.4 D-4D 4X4 6AT
Tires	265/65R17		
Wheels	17 x 7 1/2J		

PERFORMANCE	SINGLE CAB		EXTRA CAB		DOUBLE CAB		
	2x4 M/T	4x4 M/T	2x4 M/T	4x4 M/T	2x4 M/T	4x4 M/T	4x4 A/T
Max. speed (km/h)	175	170	175	170	175	170	170
Acceleration (0-100 km/h)	13.2	13.2	13.2	13.2	13.2	13.2	12.8
<b>FUEL CONSUMPTION</b>							
Combined (l/100 km)	6.8	7.1	6.8	7.0 6.8 (with S/S)	6.8 6.4 (with S/S)	7.0 6.8 (with S/S)	7.8 7.2 (with S/S)
Fuel tank capacity	80	80	80	80	80	80	80
<b>CO<sub>2</sub> EMISSIONS</b>							
Combined (g/km)	178	187	177	185 178 (with S/S)	177 169 (with S/S)	185 178 (with S/S)	204 189 (with S/S)

WEIGHT	SINGLE CAB		EXTRA CAB		DOUBLE CAB		
	2x4 M/T	4x4 M/T	2x4 M/T	4x4 M/T	2x4 M/T	4x4 M/T	4x4 A/T
Curb weight (kg)	1,700-1,725	1,800-1,850	1,790-1,825	1,915-1,965	1,955-2,005	2,100-2,160	2,095-2,155
Gross vehicle weight (kg)	N/A	N/A	3,000	3,150	3,050	3,210	3,210
<b>TOWING CAPACITY</b>							
Braked (kg)	3,200	3,500	3,200	3,500	2,800	3,200	3,200
Unbraked (kg)	750	750	750	750	750	750	750

# SPECIFICATIONS

EXTERIOR DIMENSIONS	SINGLE CAB	EXTRA CAB	DOUBLE CAB
Overall length (mm)	5,330	5,330	5,330
Overall width (mm)	1,800	1,855	1,855
Overall height (mm)	1,795	1,810	1,815
Wheelbase (mm)	3,085	3,085	3,085
Tread front (mm)	1,495	1,535	1,535
Tread rear (mm)	1,510	1,550	1,550
Front overhang (mm)	1,000	1,000	1,000
Rear overhang (mm)	1,250	1,250	1,250
Min. running ground clearance (mm)	277	289	293
Angle of approach (degrees)	30	31	31
Angle of departure (degrees)	25	26	26
Drag coefficient (Cd)		0,394*	

INTERIOR DIMENSIONS	SINGLE CAB	EXTRA CAB	DOUBLE CAB
Interior length (mm)	932	1,404	1,697
Interior width (mm)	1,480	1,480	1,480 (front) / 1,410 (rear)
Interior height (mm)	1,175	1,170	1,170
Couple distance (mm)	N/A	N/A	841
Head room (mm)	997	997 (front) / 969 (rear)	997 (front) / 969 (rear)
<b>DECK</b>			
Length (mm)	2,315	1,810	1,525
Max. width (mm)	1,645	1,645	1,645
Height (mm)	480	480	480

\* depending on vehicle specification

# IMAGE BANK

## TOYOTA HILUX

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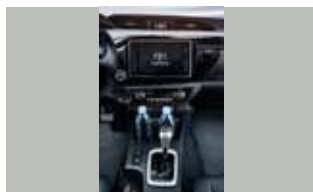
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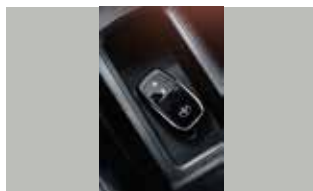
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