INTRODUCTION

OUTLINE OF NEW FEATURES

The following changes have been made for the new Coaster.

1. Model Line-up

- The following models have been discontinued.

Destination	Discontinued Model Code	Destination	Discontinued Model Code
General Countries	• BB42R-BRMRS • BB42R-BRMSS • BB42L-BRMRS • BB42L-BRMSS • HZB50R-ZGMSS • HZB50L-BGMRS • HZB50L-BGMSS • HZB50L-ZGMRS • HZB50L-ZGMSS • HZB50L-ZXMSS • XZB40L-BRMRY • XZB40L-BRMSY • XZB50L-ZGMRY • XZB50L-ZGMSY • XZB50L-ZXMSY • TRB40L-BRMRK • TRB40L-BRMSK • TRB40L-ZRMSK • TRB50L-ZGMSK	Hong Kong	• XZB40R-ZCMSY • XZB50R-ZEMQY • XZB50R-ZEPQY • XZB59R-ZEMQY5 • BZB40R-ZCMSC • BZB50R-ZCMSC5
		Taiwan	• XZB50L-ZEMSYR
		Australia	• XZB50R-ZEMSYQ • XZB50R-ZEMNYQ • XZB50R-ZEPNYQ
		G.C.C. Countries	• BB42L-BRMSSV • HZB50L-BGMSSV • HZB50L-ZGMSSV • HZB50L-ZXMSSV • TRB40L-BRMSKV • TRB50L-BGMSKV • TRB50L-ZGMSKV • TRB50L-ZXMSKV

- The following models have been added.

Destination	Newly Added Model Code	Destination	Newly Added Model Code
General Countries	• BB60R-ZRMRS • BB60R-ZRMSS • BB60L-ZRMRS • BB60L-ZRMSS • HZB70R-ZGMSS • HZB70L-ZGMSS • HZB70L-ZGMRS • HZB70L-ZXMSS • XZB70L-ZGMRY • XZB70L-ZGMSY • XZB70L-ZXMSY • TRB60L-ZRMRK • TRB60L-ZRMSK • TRB70L-ZGMSK	Hong Kong	• XZB60R-ZCMSY • XZB70R-ZEMQY • XZB70R-ZEPQY • BZB60R-ZCMSC • BZB70R-ZCMSC5
		Taiwan	• XZB70L-ZEMSYR
		Australia	• XZB70R-ZEMSYQ • XZB70R-ZEPSYQ • XZB70R-ZEPNYQ
		G.C.C. Countries	• HZB70L-ZGMSSV • HZB70L-ZXMSSV • TRB60L-ZRMSKV • TRB70L-ZGMSKV • TRB70L-ZXMSKV

2. Exterior

Exterior design has been changed. For details, see page 16.

3. Interior

Interior design has been changed. For details, see page 30.

4. N04C-VQ Engine

A new N04C-VQ engine has been adopted. For details, see page 54.

5. N04C-VL Engine

- The exhaust tail pipe has been changed. For details, see page 117.
- The parts location of the engine control system has been partly changed. For details, see page 118.

6. N04C-UH Engine

- The exhaust tail pipe has been changed. For details, see page 124.
- The parts location of the engine control system has been partly changed. For details, see page 126.

7. 2TR-FE Engine

- The 100A generator assembly has been adopted for the 2TR-FE engine with an air conditioner.
- The exhaust tail pipe has been changed. For details, see page 132.
- The parts location of the engine control system has been partly changed. For details, see page 134.

8. 14B and 1HZ Engine

The 24V specification for 14B and 1HZ engine has been discontinued.

9. Brake

- A brake master cylinder sub assembly and brake booster assembly has been changed for models with CAN communication compliant brake control system (ABS). For details, see page 139.
- A CAN communication compliant brake control system (ABS, EBD and PAB*) was employed and provided according to specifications. For details, see page 140.
- The existing brake warning light switches on when the brake fluid level is low. The warning for the driver was enhanced through the sounding of a buzzer.

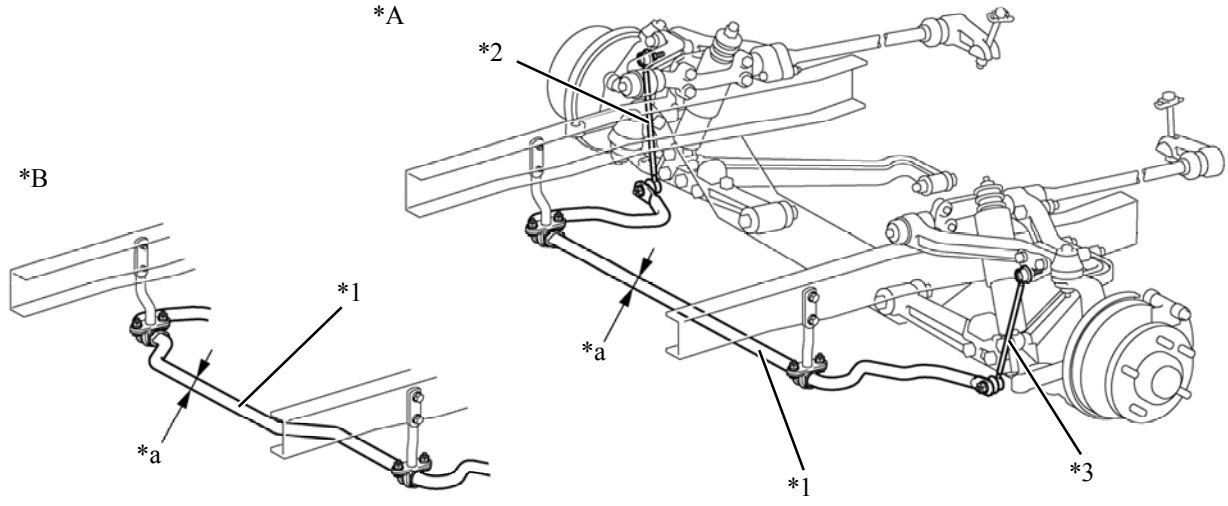
HINT:
***: Power Assist Brake (brake pressure increase function)**

10. Steering

- A tie rod end sub-assembly has been changed for all models. For details, see page 157.
- A steering column has been changed for all models. For details, see page 158.
- A manual tilt and telescopic mechanism is used, depending on the models. For details, see page 159.
- A steering wheel assembly has been changed. For details, see page 160.

11. Front Stabilizer Bar

- A front stabilizer bar was employed as standard for all vehicles to ensure excellent maneuverability and stability.
- The diameter of the front stabilizer bar was set to 28 mm (1.1 in.) in order to achieve a stable roll attitude and excellent turning performance.



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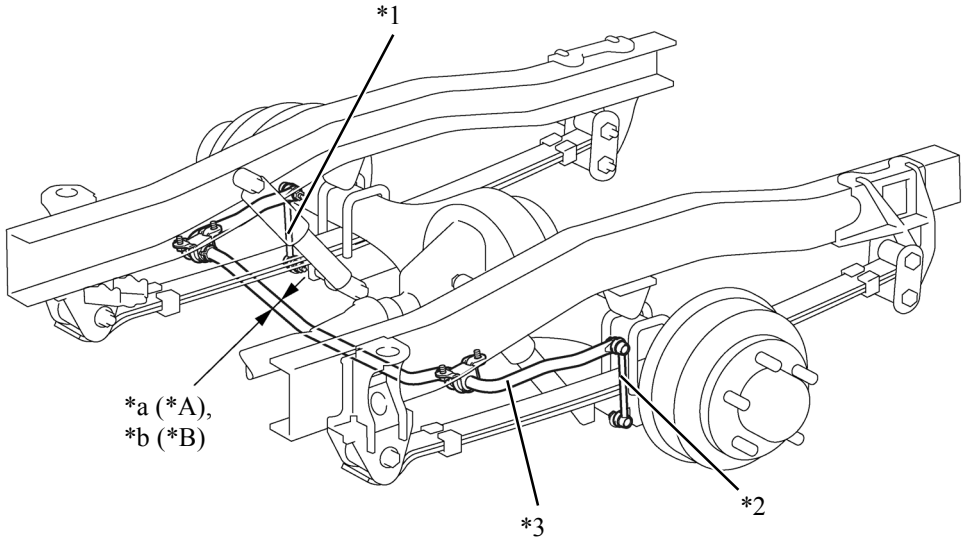
► Text in Illustration ◄

*A	Except Models with 1HZ and 2TR-FE Engine	*B	Models with 1HZ and 2TR-FE Engine
*1	Front Stabilizer Bar	*2	Front Stabilizer Link Assembly RH
*3	Front Stabilizer Link Assembly LH	-	-
*a	Diameter: 28 mm (1.1 in.)	-	-

12. Rear Stabilizer Bar

- A rear stabilizer bar was employed as standard for all vehicles to ensure excellent maneuverability and stability.
- The outer diameter of the rear stabilizer bar in order to achieve a stable roll attitude and excellent turning performance was set to 24 mm (0.95 in.)*[1] or 26 mm (1.02 in.) *[2].

HINT:
***[1]: Except models for Taiwan, Hong Kong package and Singapore package**
***[2]: Models for Taiwan, Hong Kong package and Singapore package**



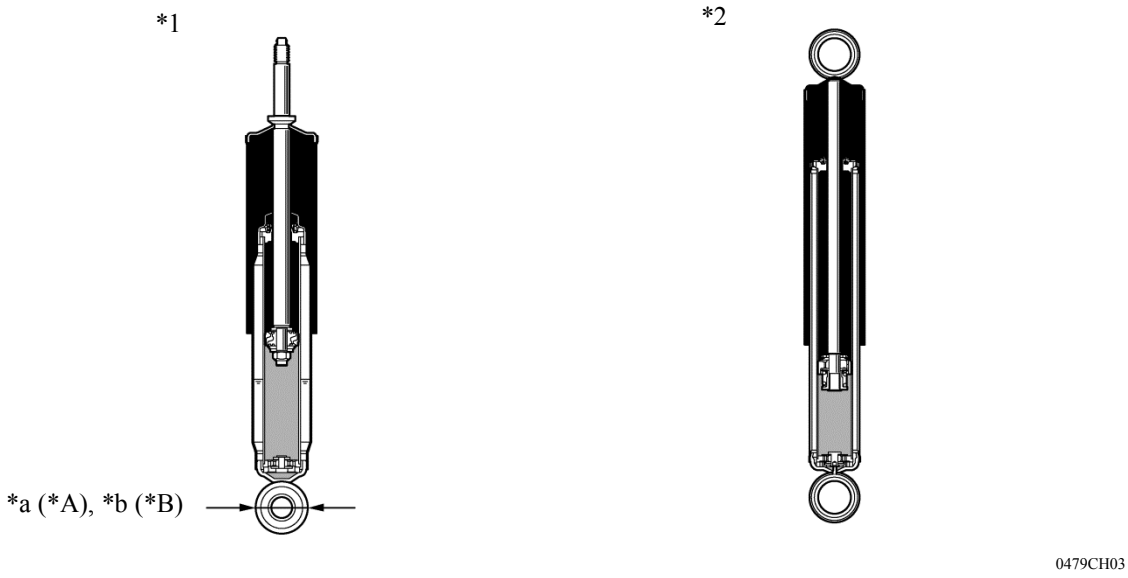
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► Text in Illustration ◄

*A	Except Models for Taiwan, Hong Kong Package and Singapore Package	*B	Models for Taiwan, Hong Kong Package and Singapore Package
*1	Rear Stabilizer Link Assembly RH	*2	Rear Stabilizer Link Assembly LH
*3	Rear Stabilizer Bar	-	-
*a	Diameter: 24 mm (0.95 in.)	*b	Diameter: 26 mm (1.02 in.)

13. Shock Absorber

- The types of front shock absorbers and rear shock absorbers were reduced by optimizing various factors.
- By optimizing the damping forces of the shock absorbers, vehicle attitude during cornering is stabilized, we both ride comfort and excellent driving stability at high levels.



► **Text in Illustration** ◄

*A	Models with Multi Leaf Rear Suspension	*B	Except Models with Multi Leaf Rear Suspension
*1	Front Shock Absorber Assembly	*2	Rear Shock Absorber Assembly
*a	Diameter: 50 mm (1.97 in.)	*b	Diameter: 47.6 mm (1.87 in.)

14. Body Structure

Body structure has been changed. For details, see page 161.

15. Seat

The settings and specification of the seat has been changed. For details, see page 177.

16. Networking

The Controller Area Network (CAN) has been adopted for the some models. For details, see page 187.

17. Lighting

- The exterior lights and interior lights have been changed.
- The configuration of the rear fog right circuit has been changed.
- A newly designed headlight dimmer switch assembly and windshield wiper switch assembly has been adopted.
- For details, see page 197.

18. Combination Meter

- A newly designed combination meter assembly has been adopted.
- A segment LCD type multi-information display has been adopted for the some models.
- A LCD type DPF (Diesel Particulate Filter) sedimentation bar display has been adopted for the Taiwan models.
- The configuration of the back buzzer circuit has been changed.
- For details, see page 207.

19. Tachograph

A newly designed tachograph assembly has been adopted for the some models. For details, see page 227.

20. Air Conditioning

Heating and air conditioning system has been changed. For details, see page 229.

21. Mirror System

- Following discontinuation of the pillar-type door mirror for Hong Kong models, a door mirror with a large mirror surface was employed.
- Due to a design change of the instrument panel sub-assembly, the allocation and design of the outer mirror switch assembly was changed.
- Following a design change of the exterior, the designs of the outer rear view mirror assembly and outer under rear view mirror assembly were changed.
- For details, see page 256.

22. Wiper and Washer System

- The wiper and washer system has been changed.
- No. 1 integration relay has been adopted for the front wiper and front washer system.
- For details, see page 264.

23. Audio System

- Due to a design change of the instrument panel sub-assembly, the amplifier microphone assembly and microphone amplifier assembly were changed.
- Following discontinuation of the DC/DC converter, the structure was changed.
- For details, see page 269.

24. Door Lock Control System

- A power door lock system was provided for the driver’s seat and gliding type center door only.
- A power door lock system which was fitted in models for G.C.C. countries has been abolished.
- For details, see page 278.

25. SRS Airbag System

SRS airbag system has been changed. For details, see page 283.

26. Rear View Monitor System

Following the change of the rear television camera assembly, the design and function was changed. For details, see page 297.

27. Power Outlet Socket System

Following discontinuation of the cigarette lighter assembly, the No. 1 power outlet socket assembly was employed. For details, see page 301.

28. Window Glass System

- UV protection was provided for all glass excluding the windshield glass.
- The method to secure the windshield glass, the back window assembly*[1], the back door glass*[2], the back window corner glass*[2] and center door glass*[3] was changed from a weather stripping securing method to urethane adhesion. The flushness of the glass improves the appearance.
- A bi-lateral rear window defogger was employed according to specifications by adding a rear window defogger system configuration to the back door glass RH.
- The design of the double-sliding side window lock assembly was changed.
- The front door glass sub-assembly was discontinued.
- For details, see page 302.

HINT:
***[1]: Models with luggage type back door**
***[2]: Models with double-leaf type back door**
***[3]: Models with folding type center door**

29. Door/Hatch

- The structure of the right-side upper lock of the double-leaf type door was changed from a latch structure to a lock (latch) and striker (ball) structure.
- An electrical fuel lid was employed according to specifications.
- For details, see page 307.

30. Power Source

The vehicle voltage of all vehicles was configured to 12 V.