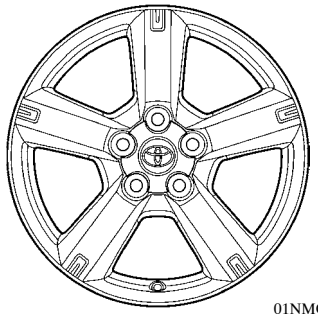
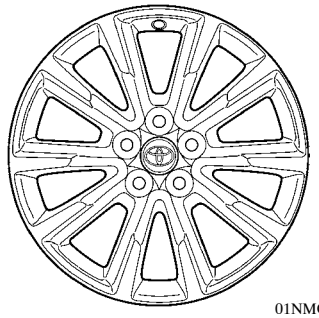
INTRODUCTION

OUTLINE OF NEW FEATURES

The following changes have been made:

1. Exterior

- A new inset of the 17-inch aluminum disc wheel is provided as optional equipment on the high grade of 3ZR-FAE engine, 2AD-DPF engine, and 2AD-FHV engine models for Europe.
- A new inset of the 18-inch aluminum disc wheel is provided as optional equipment on the high grade of 2AD-FHV engine models for Europe.

Engine	3ZR-FAE, 2AD-DPF, 2AD-FHV	2AD-FHV
Grade	High	High
Provision	Option	Option
Tire Size	225/65R17	235/55R18
Disc Wheel Size	17 × 7 J	18 × 7 1/2 J
Disc Wheel Material	Aluminum	Aluminum
P.C.D.*	114.3 mm (4.5 in.)	114.3 mm (4.5 in.)
Inset	45.0 mm (1.8 in.)	39.0 mm (1.5 in.)
Wheel Design	Center Cap  01NMO301Y	Center Cap  01NMO302Y

*: Pitch Circle Diameter

2. 2AD-FTV Engine

- The 2AD-FTV engine complies with EURO V b emission regulations.

3. 2AD-FHV Engine

- The 2AD-FHV engine complies with EURO V b emission regulations.

4. 3ZR-FAE Engine

- The ECM of the 3ZR-FAE engine for Russia was changed, and the maximum output of the engine was changed.

▶ Engine Specifications ◀

Model			New	Previous
No. of Cyls. & Arrangement			4-cylinder, In-line	←
Valve Mechanism			16-valve DOHC, Chain Drive (with VALVEMATIC and Dual VVT-i)	←
Combustion Chamber			Pentroof Type	←
Manifolds			Cross-flow	←
Fuel System			Electronic Fuel Injection (EFI)	←
Displacement			1987 cm^3 (121.3 cu. in.)	←
Bore × Stroke			80.5 mm × 97.6 mm (3.17 in. × 3.84 in.)	←
Compression Ratio			10.0 : 1	←
Max. Output [EEC]			109 kW @ 6200 rpm	116 kW @ 6200 rpm
Max. Torque [EEC]			198 N·m @ 4000 rpm	←
Valve Timing	Intake	Open	10° to –14° BTDC	←
		Closed	70° to –60° ABDC	←
	Exhaust	Open	65° to 25° BBDC	←
		Closed	–1° to 39° ATDC	←
Firing Order			1 – 3 – 4 – 2	←
Research Octane Number			95 or higher*1	←
Emission Regulation			EURO IV	←
Engine Service Mass (Reference)*2		M/T	129 kg (284.4 lb)	←
		CVT	122 kg (269.0 lb)	←

*1: Premium unleaded gasoline with a research octane number 95 or higher required for optimum engine performance. If 95 octane cannot be obtained, you may use unleaded gasoline with a research octane number as low as 91. Use of unleaded fuel with a research octane number lower than 95 may result in engine knocking and significantly reduced performance. Persistent knocking can lead to engine damage and should be corrected by refueling with higher octane unleaded gasoline.

*2: Weight shows the figure with oil and water fully filled.