

CONFIDENTIAL

HILUX

Extra Cab

PMG -Product Marketing Guide-

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TOYOTA MOTOR CORPORATION
Overseas Marketing Division

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Model Code

KUN15 L - C R M D Y W 3

1 2 3 4 5 6 7 8 9

1	BASIC MODEL CODE			
	CODE	DRIVE TYPE	ENGINE TYPE	WHEEL-BASE
	KUN15	2WD	2KD-FTV	Long
KUN25	4WD			

2	STEERING WHEEL POSITION
	R: Right-Hand Drive L: Left-Hand Drive

3	CAB TYPE
	C: Extra Cab

4	DECK TYPE
	R: Steel Low Deck

5	GEAR SHIFT TYPE
	M: 5-Speed Manual, Floor

6	GRADE
	D: DLX S: SR

7	ENGINE SPECIFICATION
	Y: Common-Rail Diesel (L) H: Common-Rail Diesel (H)

8	DESTINATION
	W: Europe

9	COMPLETENESS CLASSIFICATION
	3: Cab and Chassis Blank: Complete Model



Message from the Chief Engineer.....C __1-4
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Message from the Chief Engineer

The below message is the inside story from the development stage. Specific information referred to may not be relative to your market.

Oct. 8, 2004

The most important points were maintaining quality and achieving attractive vehicle price.

The two biggest factors faced in developing this new vehicle were technological and financial constraints coming from the fact that this vehicle would be manufactured in several countries of diverse technical levels.

Take technology for example. Even if we developed the best car possible with our normal production technologies in mind, it would mean nothing if it could not be produced abroad. So what level of production technology should we count on? The vehicle was to be produced in several countries, and we had to use technology that would fit the greatest common denominator. To achieve that, the engineering departments cooperated with the production departments to discuss to their hearts' content in order to ensure the quality in all manufacturing countries. Then, after the mechanical drawings were produced, engineers conferred with production personnel from each country to identify potential problems in production and solve them before the fact.

Another problem was procurement of components. We had to identify where components meeting Toyota quality could be procured, and how. The problems piled higher and higher, so we formed a project team of development engineers and suppliers from many countries around Asia. At those meetings, we first showed everyone the mechanical drawings for components, then discussed production technology and available equipment in each country, and changed the engineering where necessary. By following these processes assuredly, we had devoted much longer hours to these meetings than usual. Sometimes we would accept proposals by local suppliers for particular components, and we'd feed those specifications back to the development engineering process, where the design would be changed as necessary.

To be frank, sometimes I wondered how far we were going just to produce one model in several countries, an area in which we have no previous experience. I often felt like I was on a journey to an unknown world where I had to feel my way along. Nevertheless, in simultaneous engineering, meetings with the producing countries and facilities cannot be overlooked or stunted upon. They're vital. That much I know.

It wasn't doing what was possible; it was doing what was needed.

I first felt we'd be able to provide a vehicle of a taste that would satisfy everyone when we made rough sketches and presented them in the countries where the vehicles would be produced and sold. We conducted a survey asking Hilux and Isuzu users what they expect from a pickup and how they evaluate the sketches without revealing the Toyota brand name. We showed them rough sketches and told them the price range, then asked them what they expected in a pickup of that price. We received many valuable suggestions. As we put those comments together and fed them back into the design and engineering process, I became confident that we could design and produce a vehicle that would meet the various needs of the countries it was meant for.

As development work progressed and detailed specs were set, we began to receive spec orders from each country tailored to its sales points and user needs. Where some were of the opinion that the vehicle was going to be launched worldwide simultaneously so it could have the same specifications, our engineers wanted to produce the "Global Best," which in their opinion meant meeting user needs. However, answering all user needs would increase product costs. A gap appeared between the engineers' ideal and the realities of the situation. Therefore, we made the utmost effort to hold down costs and set specifications for each area and make our reasons for judgments clear and transparent so that people in the field would see and understand.

The optimal size was a pickup somewhat larger than before.

How big should the new Hilux's body size be, considering the worldwide trends in pickups? To come up with the ideal size, we started in Thailand and worked our way through all the countries involved, measuring competitive pickups. As a result, the new Hilux was made somewhat larger than the current model. If we consider only the Thai market, the new size will result in a "macho" pickup at the expense of nimble handling. To solve that dilemma, we aimed at developing a larger pickup with a smaller turning radius which enables the vehicle to get in and out of tight places easily. And the driver's hip point is raised in order to ensure an ample field of view. Still, while it looked good on paper, we decided we couldn't really judge the operability without actually driving the pickup. So we gave the measurements to the Thai staff to conduct some tests. The development staff in Thailand took a current model and applied urethane foam until it was approximately the same size as we expected the new Hilux to be. Then they drove the contraption around the city. Their answer: operability is OK even if the body size is larger. With that information, we felt vindicated.

We're committed to ample load carrying ability coupled with passenger-car comfort.

Pickups were originally meant for work use, but recent trend towards personal use is not compatible with the work-use character. Nevertheless, we had to keep personal use in mind as we developed the new pickup. That meant we had to make sure the new pickup was durable and could carry a load, while its ride was comfortable.

Let's take load-carrying capacity for example. In Japan, we have no data on what kinds of loads are carried or on how big the cargo deck should be in Thailand. So we got the Thai staff to send us a bunch of the fruit boxes used in Thailand, and we loaded and unloaded them until we found just the right size deck – better than the current model, better than the competition.

Where comfort was concerned, we felt that ample space was the most important factor. So we set the driver's position and then went about designing the acceleration pedal position and the steering column angle, aiming to achieve enough space for a 190 cm driver to be able to find a comfortable position.

That's how it was. We decided on the space, then set the packaging. After that, we checked overall balance once again, adding 5 mm here and subtracting 10 mm there until we achieved the best possible balance of elements.

Load-carrying ability and comfort. Then we struck out in pursuit of performance.

The comfort and performance of a pickup changes drastically between when it's empty and when it's carrying a full load. If we set the most comfortable ride for when the pickup was empty, both handling and comfort would suffer when it was carrying a full load. If we tuned the pickup for full load situations, it's not right when empty. If we just knew the average load, tuning for comfort would be easy. But we didn't know how the pickups were used in each country, so tuning the suspension to the best settings for all load situations was a real headache.

With this new Hilux, we set the load capacity using those fruit boxes we shipped in from Thailand, and we developed a new double-wishbone suspension for the front. The rear has a leaf spring suspension, the same type as the current model's, but we paid special attention to the bushings and other small items. As a result, we were able to achieve the suspension that carries a load well and gives a comfortable ride when empty, full, or anywhere in between.

We put our heads together and came up with the optimal lineup.

The engine would go to many different countries with many different exhaust emissions standards, which made choosing the engine a tough job. The priorities in every country were basically the same – acceleration, fuel economy, trip distance on one tank of fuel, and, of course, emissions regulations. With these priorities in mind, we decided a lineup of 2WD and 4WD models with tires to match.

We faced more hurdles than an Olympic athlete – differences in levels of technology among manufacturing countries, differences in needs among users in varied markets – but we set out to develop the “Global Best,” and I am sure we achieved our goal: the optimum pickup.

This new pickup is the seventh generation of Hiluxes, and I believe it ranks as the Global Standard. This new pickup steps out ahead of the pack, debuting first in Thailand and then in other countries. Let me assure you that the new Hilux exceeds the competition in every way, and we look to you to make a success of its sales in your marketplace.

Kaoru Hosokawa
Executive Chief Engineer

Takeshi Matsuda
Chief Engineer
TOYOTA Development Center I
Product Development Group

Development Story

The below message is the inside story from the development stage. Specific information referred to may not be relative to your market.

Hilux – manufactured in eight countries, sold in 139.

For the 35 years since its debut in 1968, the Hilux has been the trendsetter among one-ton pickups, meeting market needs and adjusting to the times and the social environment. During those years, we modified the Hiluxes developed in Japan to meet the needs of markets in other countries of the world. We exported finished products to some markets, established assembly operations to put together CKD (Completely Knocked Down) Hiluxes in other markets, and now, local production has been expanded to eight countries while maintaining the Hilux quality. Today, Hiluxes are sold in 139 countries worldwide.

Hilux – an important model to production countries and sales countries.

By 2002, the Hilux had grown to the extent that it accounted for at least 50% of production at the overseas factories where it is produced. Hilux has always enjoyed good sales not only in Japan, but in Asia, Africa, the Middle East, Australia, and other markets with 227,000 units* sold. The numbers say Hilux is the leading pickup in its class. Against that background of history, tradition, and sales, we have undergone its sixth model change.

* Actual overseas sales, excluding the US market

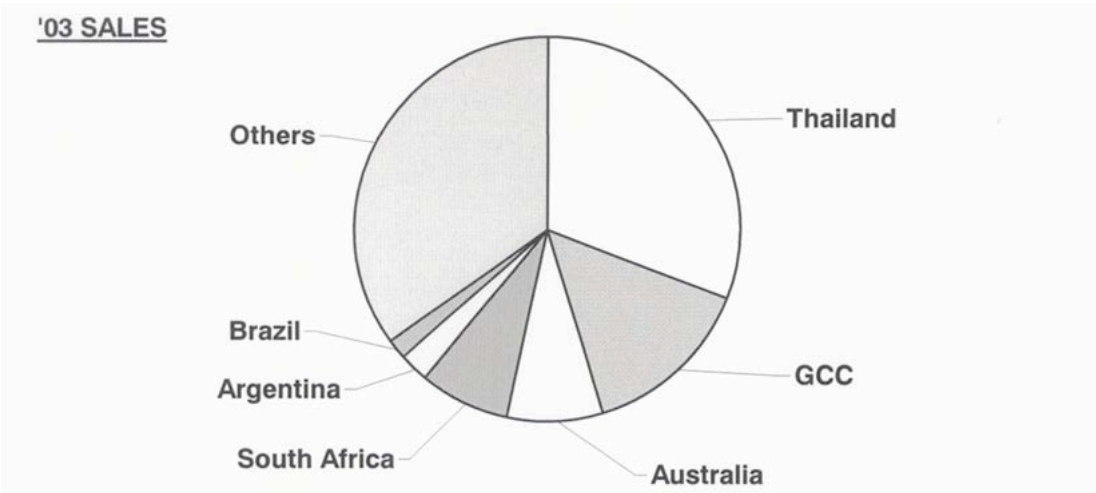
The aim was to develop a pickup that would put all competitors down.

On a global scale, the current Hilux is by far the leader of the pack, but in Thailand, a major market, a battle between Hilux and a major competitor has developed. To take over the No.1 spot in Thailand and maintain it, we had to develop a new product that would far surpass anything the competitors could offer. That's why we chose "Global Best" as the key word in our development effort. We aimed to create the "Global Best Product," that provided the "Global Best for the Customer." With these objectives, we set out to develop a pickup that would overcome the competitors in Thailand and around the world.

Answering real needs, we made all three bodies one size larger.

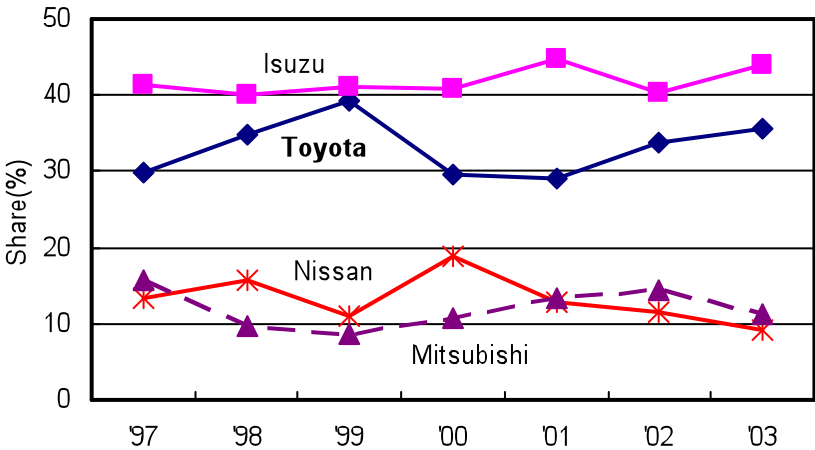
Under the key word "Global Best," we developed a new Hilux that moved the pickup from strictly work use to multi-purpose use, reflecting the recent trend in worldwide pickup market. The new Hilux answers the needs of world markets with superior performance, and at the same time, offers a body that's one size larger.

There are three body types. The Single Cab type is perfect for fleet users and business proprietors who need full load-carrying capability. The Extra Cab aims at both work-use and personal-use purposes, and the Double Cab type targets families who want the room and comfort of a passenger car. The pleasure of off road driving can be pursued with 4WD model of the Double Cab.



B1H-DC-003

Sales of HILUX P/U and competitors



B1H-DC-001

Reference data: Thai market

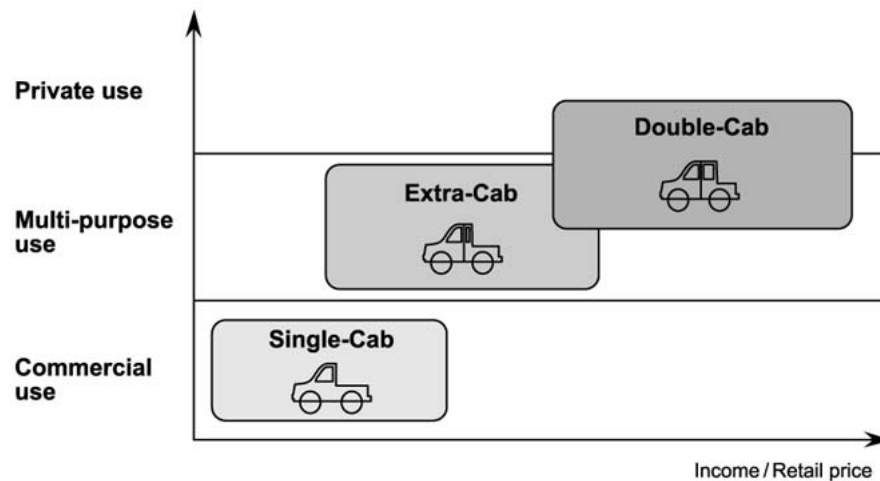
Product Concept

Under the concept "Practical and Stylish Truck," the new Hilux offers greater livability in the cab, and a range of body types that lets the lineup answer the needs of different target users.

As a stylish pickup, the Extra Cab offers the comfort and performance demanded by personal-use customers. We developed it with the following points in mind:

- Pursuit of both comfortable trip and load-carrying capacity, just right for the personal use.
- Pursuit of top-level performance, comfort, and NVH (Noise, Vibration and Harshness) suppression in this class.

Product Positioning



B3H-DC-003

Product Overview

PACKAGING

- Larger cabin space is ensured.
- The cab has a long wheelbase.
- Cab length took precedence over deck length for the occupants in the rear, resulting in enhanced room and comfort inside.

EXTERIOR

- The best possible balance is pursued between tough muscular image and passenger car-like stylishness.
- Strong proportion with a modern body surface pursues a sophisticated design as a new kind of pickup.
- Simple, rounded side surface with large fenders create a muscular, modern look.
- The distinctive octagonal front grille and rounded front bumper create a muscular-looking with a sporty air.
- Sculpted tailgate and sophisticated rear combination lamps give a distinctive presence to the overall rear design.
- Richly metallic colors emphasizing the strong body shape and clean and impressive colors adding to an advanced sporty image are available as body colors.

INTERIOR

- Interior is designed under the key word of "Modern Professional Gear."
- While the interior is designed for professional use, it also includes a distinctive character line that gives it a passenger car-like feel.
- The instrument panel adds a fresh and new atmosphere to the interior with a tough-looking, strong shape and a modern surface.
- Meters such as speedometer, tachometer, water temperature and fuel gauges with round and independent design are adopted to create an image just like a cockpit.
- There are cup/bottle holders for more than the total number of occupants.
- Well-modulated colors and high-quality fabric make the interior a sporty, sophisticated place.

DRIVING PERFORMANCE

- Attention was paid to maneuverability at high speeds for excellent handling and stability.
- The engine lineup was reviewed and two modified engines were newly introduced.
- Two types of 2.5-liter turbocharged 2KD-FTV diesel engines are available.
- These new engines offer satisfying acceleration when starting out and smooth response when accelerating to pass in the mid- to high-speed ranges.
- The diesel engine helps ensure top-level fuel economy in its class.
- A 5-speed manual transmission is available.
- A new front suspension was developed in pursuit of great performance and comfort.
- Two drive systems are available: 2WD and 4WD.



2KD-FTV (L)
B3H-DC-005 [D1AF]



2KD-FTV (H)
B3H-DC-005 [D1AG]

UTILITY & COMFORT

- Top levels of NVH (Noise, Vibration and Harshness) performance have been pursued in this class, enhancing comfort.
- More molded trims mean more places to store things, enhancing utility.
- New front seat frame enhances comfort.

BODY STRUCTURE

- Newly engineered frame structure helps increase rigidity while maintaining the strength and durability the current Hilux is known for.
- High-rigidity body contributes to both quietness of the cabin and comfort.

SAFETY

- This vehicle offers GOA (Global Outstanding Assessment) body structure with excellent crash impact absorbing characteristics.

ENVIRONMENT

- The instrument panel, door trims and most of the interior and exterior plastic components are of highly recyclable plastic materials.
- Plastic components are designed with notches and tabs so they can be clipped together without bolts or screws, which make them easier to dismantle.
- Special marks on the components show where the mounting notches are located.
- We expand our adherence to Europe's strict regulations on the environmental burden of materials worldwide, thereby contributing to environmental conservation.

Product Detail

I

PACKAGING

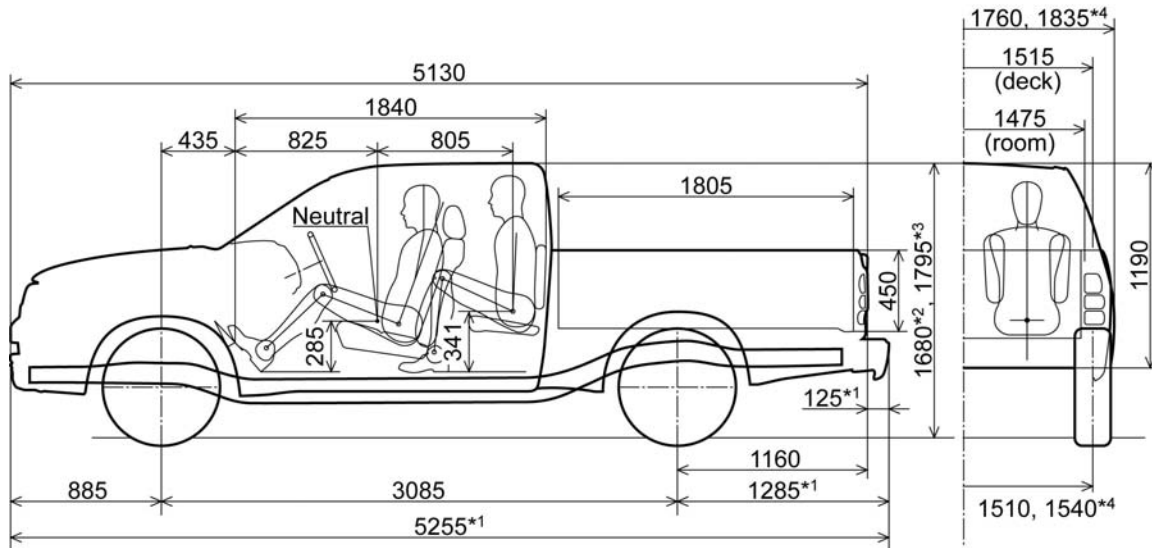
1. PackagingI-1__1

I. PACKAGING

1. Packaging

FEATURES

(mm)



*¹: With rear bumper, *²: 2WD, *³: 4WD, *⁴: With overfender

B3H-PA-007

Product Detail



EXTERIOR

1. Exterior Design	II-1__1-9
1. Aim of Exterior Design	
2. Front Design	
3. Side Design	
4. Rear Design	
5. Emblem / Mark	
2. Body Colors	II-2__1
1. Aim of Color Design	
2. Exterior Colors	
3. Aerodynamics	II-3__1
4. Lamps	II-4__1-5
5. Outer Mirrors.....	II-5__1
6. Windows	II-6__1
7. Wiper	II-7__1
8. Cargo Deck.....	II-8__1

II. EXTERIOR

1. Exterior Design

II-1. Exterior Design

1. Aim of Exterior Design

FROM TMC

Tough + Sophisticated + Modern

- A combination of toughness, making it suitable even for professional work, and sophisticated modernism helped create this fresh, strong next-generation pickup truck.

FEATURES

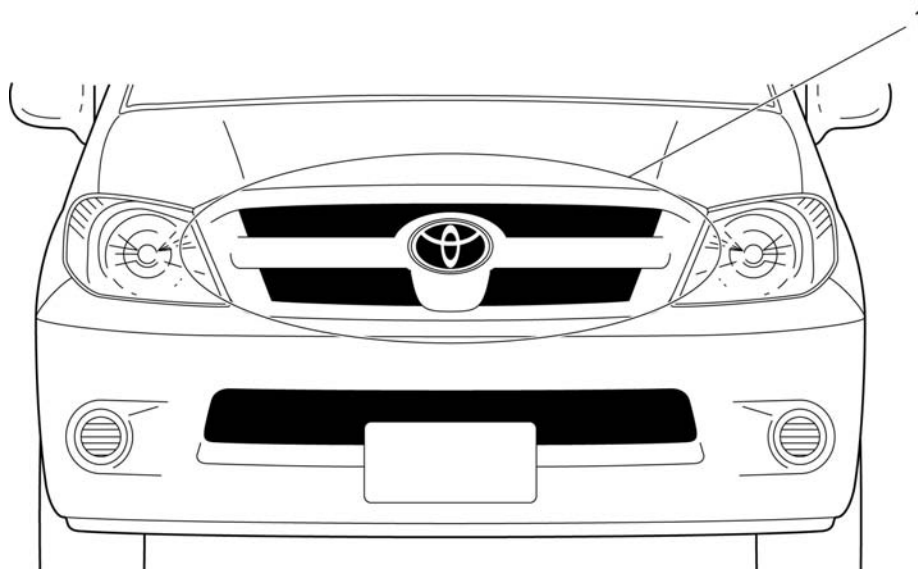
- Realizes an image of a tough, hard working truck, as well as sedan-like sophisticated modernism.
- A new pickup type truck has been developed with a strong structure and a modern style body.

II-1. Exterior Design

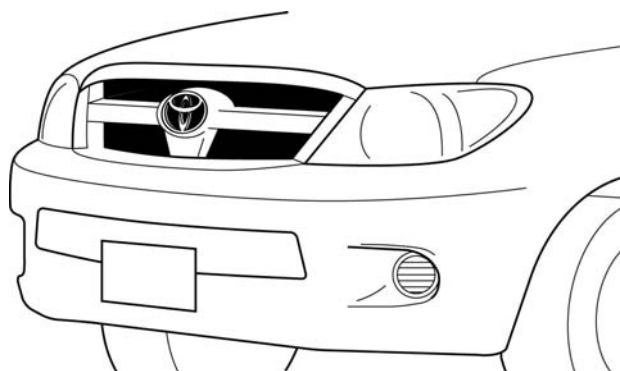
2. Front Design

FEATURES

- A powerful, sporty presence has been realized by the front grille (-1), into which the emblem is integrated, and the round front design.

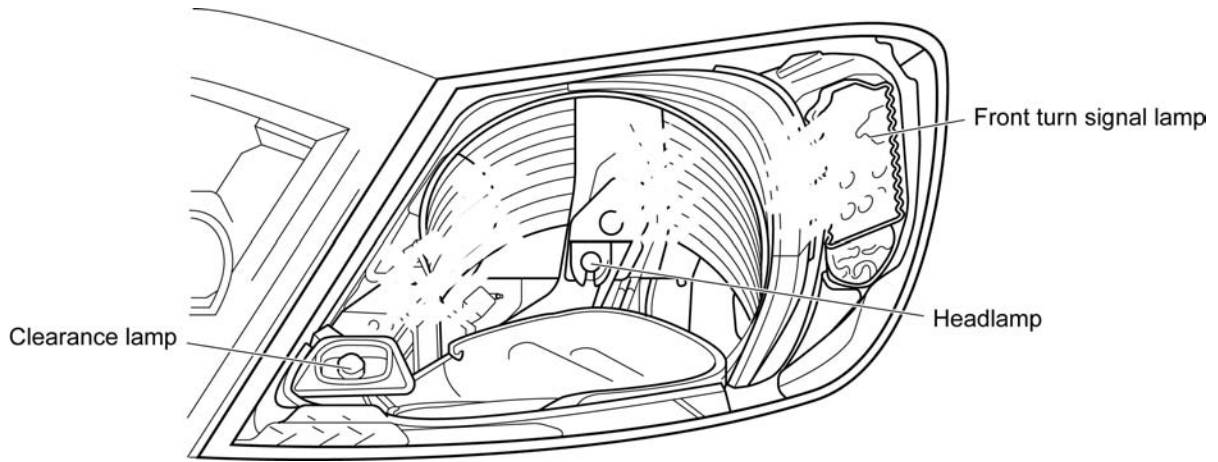


B3H-EX-032



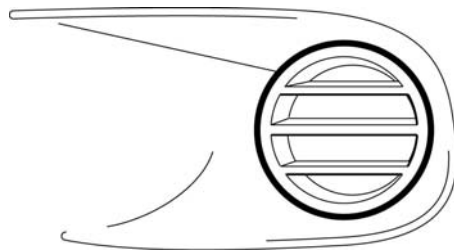
B3H-EX-033

- The square-shaped front combination lamps have been adopted to emphasize a dignified image.



Front combination lamp

B3H-EX-121



Without front fog lamp

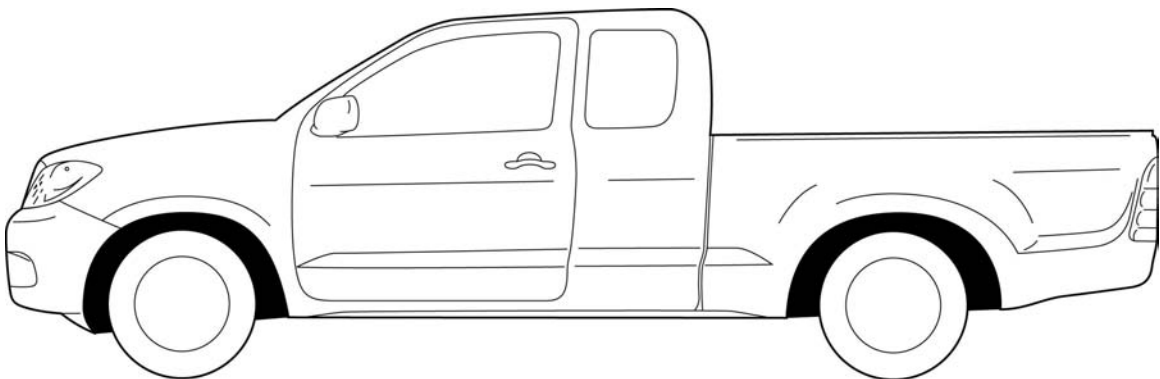
B3H-EX-038

II-1. Exterior Design

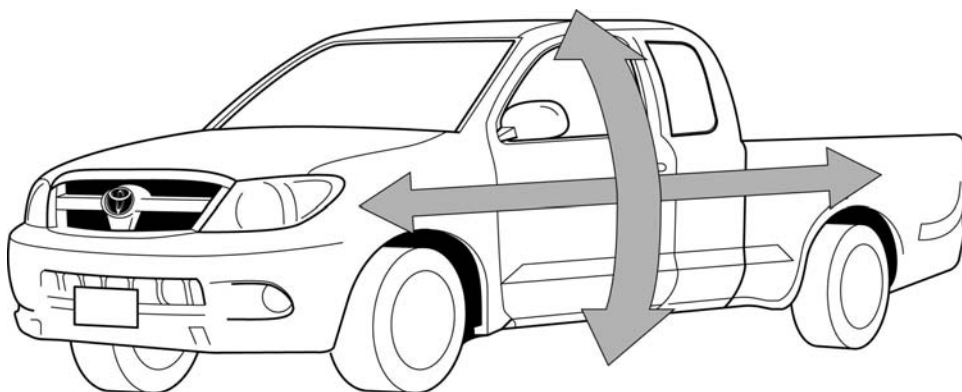
3. Side Design

FEATURES

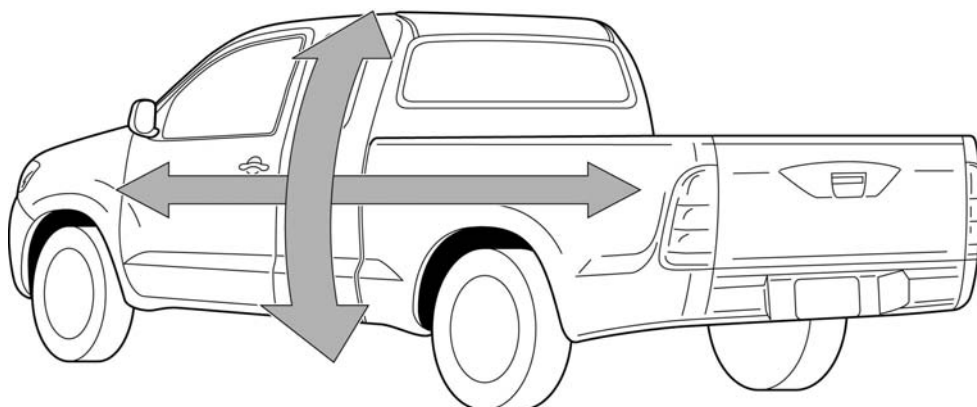
- Simple, but firm cylindrical profile, together with a clean horizontal torso from front to rear, conveys a strong, modern image.



B3H-EX-020

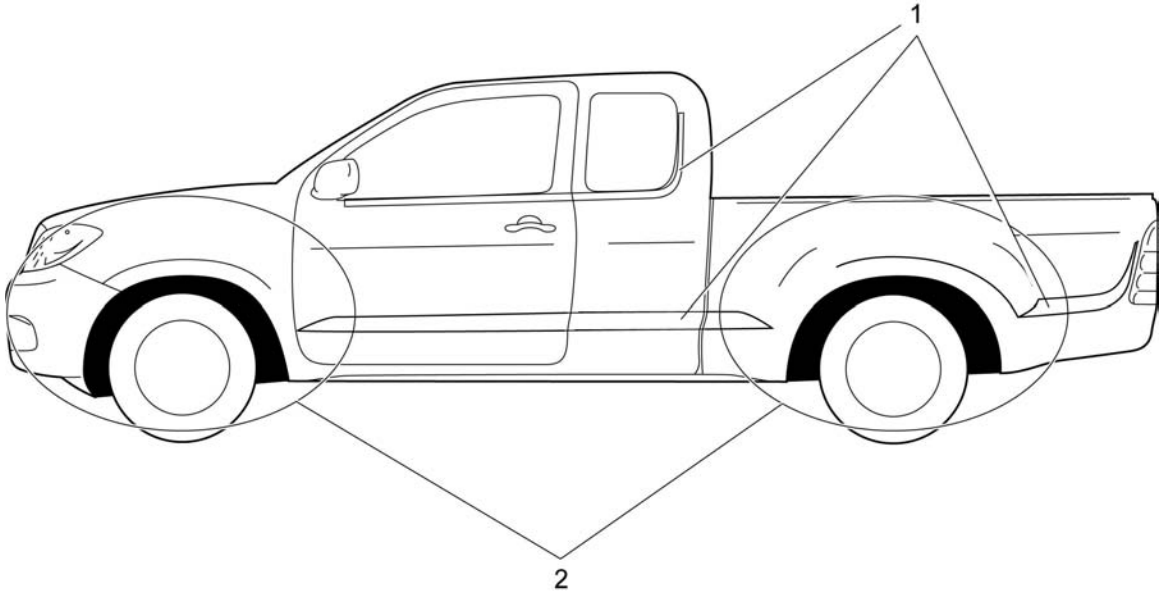


B3H-EX-021

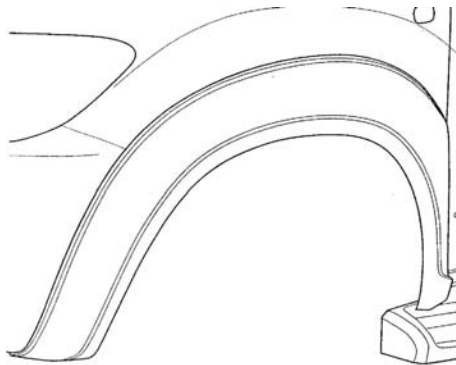


B3H-EX-110

- Unique J-line detail has been adopted for originality.-1
- Concave-surfaced wheel flares provide a simple yet invigorating.-2

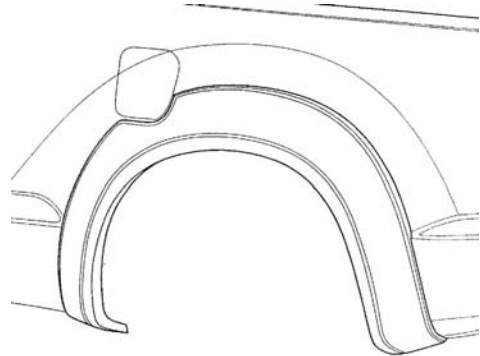


B3H-EX-073



Front overfender*

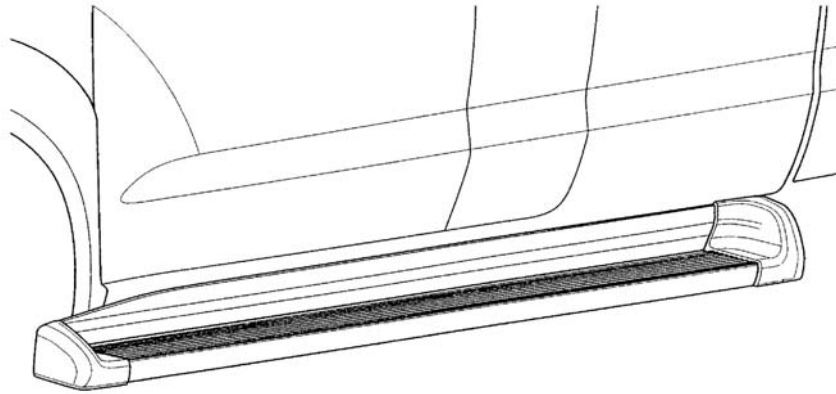
B3H-EX-023



Rear overfender*

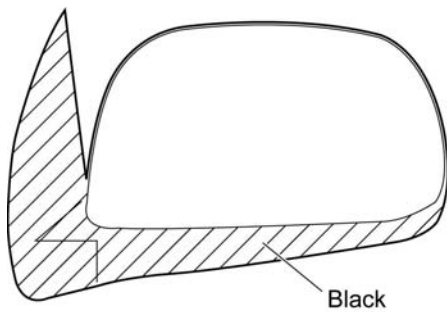
B3H-EX-120

*Please refer to the Order Guide for detailed specifications.



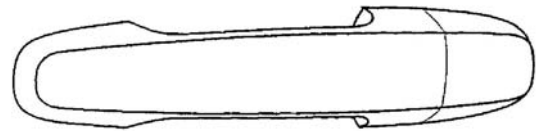
Side step*

B3H-EX-025



Outer mirror (black/chrome-plated)*

B3H-EX-018 [L8AB/L8AD]



Door handle (black/chrome-plated)*

B3H-EX-019 [L2EB/L2EC]

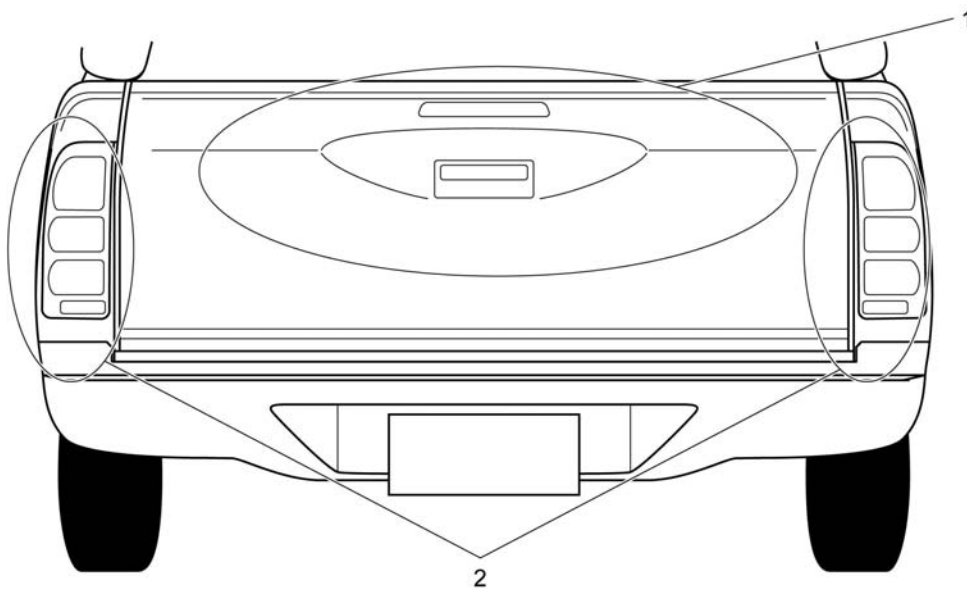
*Please refer to the Order Guide for detailed specifications.

II-1. Exterior Design

4. Rear Design

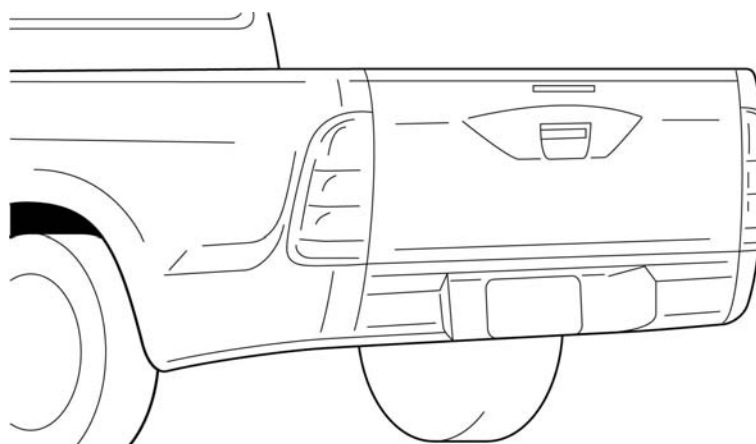
FEATURES

- The simple, rounded tailgate (-1) and unique rear combination lamps (-2) provide a strong presence.



Rear flat bumper*

B3H-EX-043 [K1CM/K1CN]

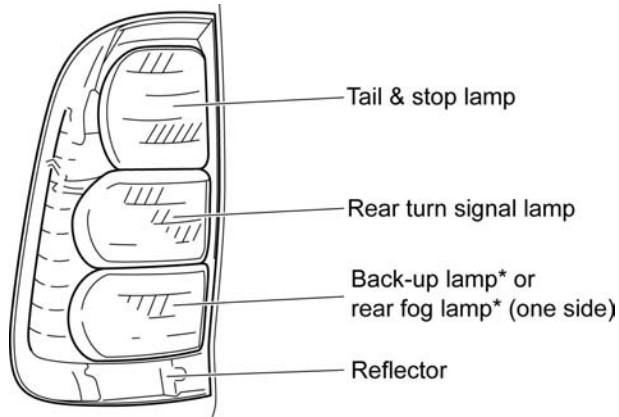


Without rear bumper*

B3H-EX-044 [K1CI]

*Please refer to the Order Guide for detailed specifications.

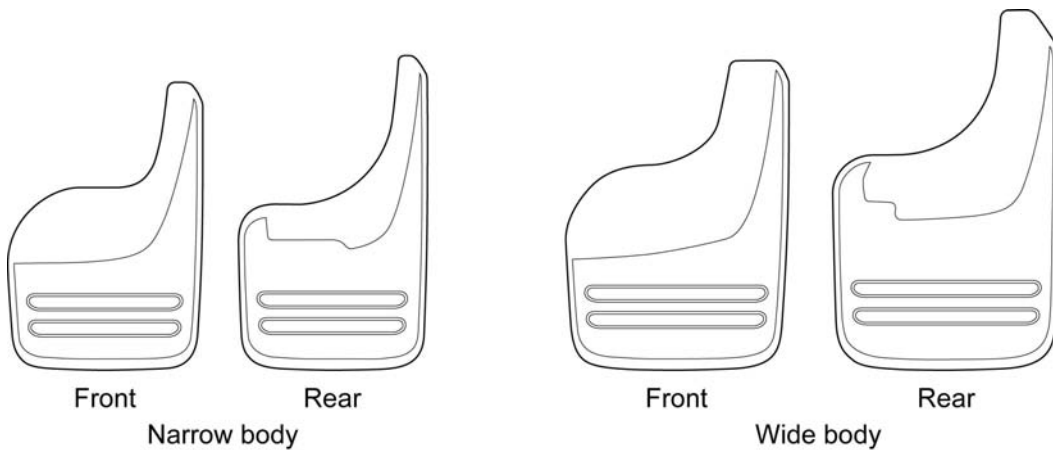
- An image of high quality was realized by the elaborate rear combination lamps.



Rear combination lamp

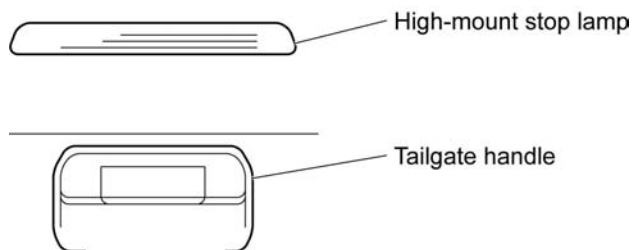
B3H-EX-123

*Please refer to the Order Guide for detailed specifications.



Mud guard

B3H-EX-094



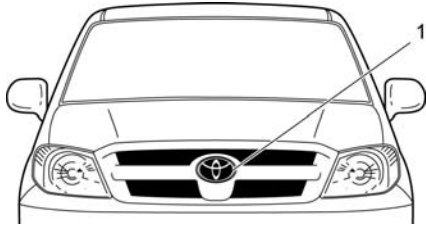
Tailgate handle & high-mount stop lamp

B3H-EX-064

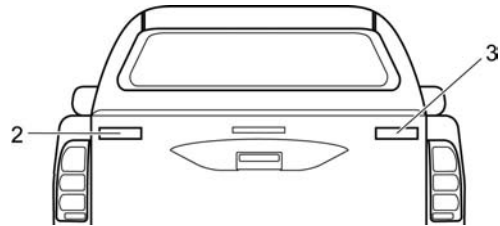
II-1. Exterior Design

5. Emblem / Mark

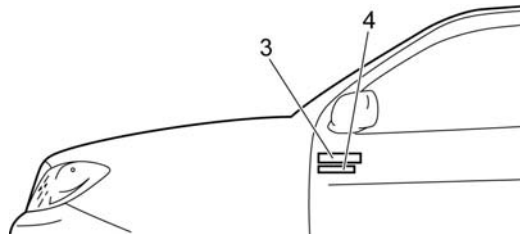
FEATURES



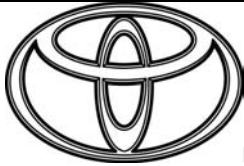

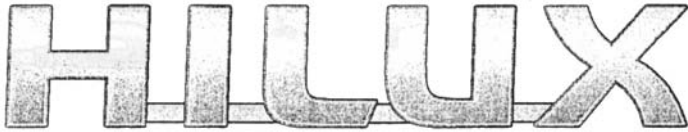

B3H-EX-096



B3H-EX-106



B3H-EX-099

No.	Mark	Design
1	Toyota mark	 <p>B3K-EX-023</p>
2	Toyota logo mark	 <p>B3H-EX-054</p>
3	Vehicle mark	 <p>B3H-EX-055</p>
4	Engine mark	 <p>B3H-EX-061</p>

*II. EXTERIOR***2. Body Colors***II-2. Body Colors***1. Aim of Color Design****FROM TMC**

- Colors that evoke a fresh, powerful design and an image of high quality and sophistication have been adopted based on the concept "FUTURISTIC & SPORTY."

*II-2. Body Colors***2. Exterior Colors****FROM TMC**

- Sporty colors that emphasize the powerful body form have been adopted.

FEATURES

- The following new colors have been adopted.

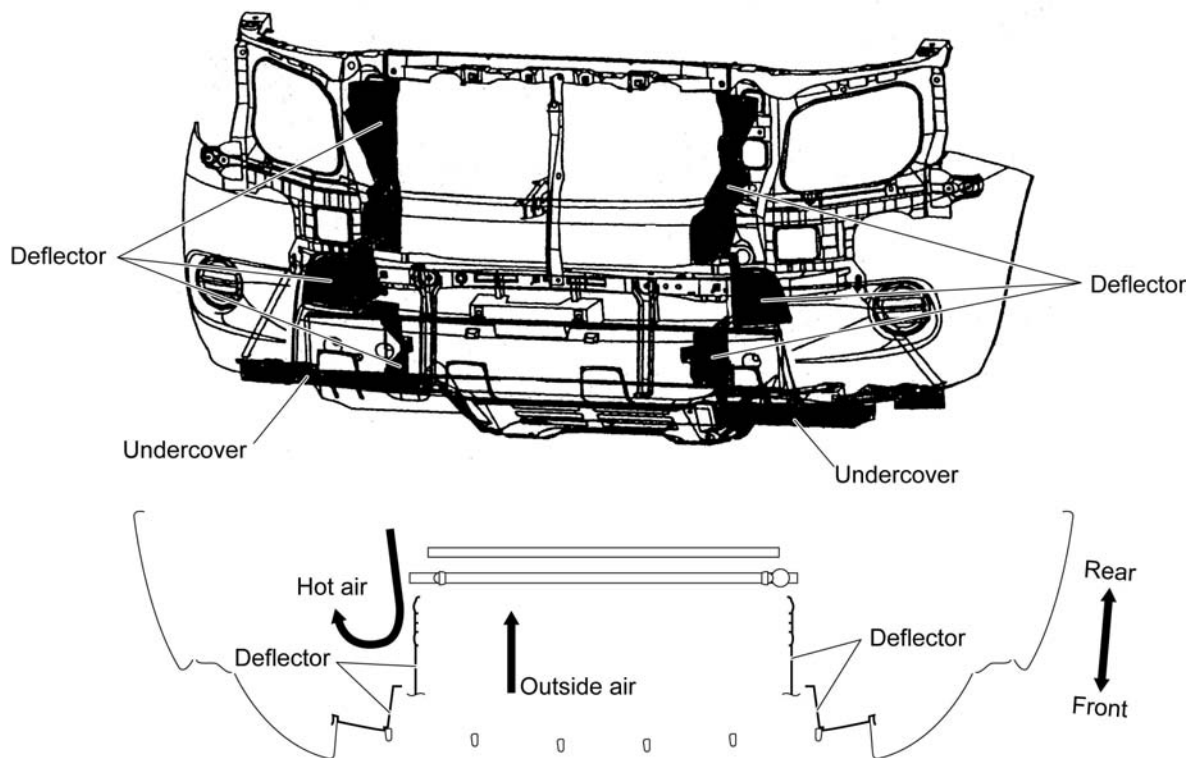
Color No.	Color name
040	Super White II
1C0	Silver Me.
209	Black Mc.
3Q2	Dk. Red Mc.
6S3	Dk. Green M. M.
8P1	Blue Me.

II. EXTERIOR

3. Aerodynamics

FEATURES

- To control air flow coming from the openings of the bumper and radiator grille, a deflector has been located between the radiator and the radiator support.
- In order to control air flow under the bumper, the engine undercover which also serves as spats has been adopted. (4WD models)



B3H-EX-009

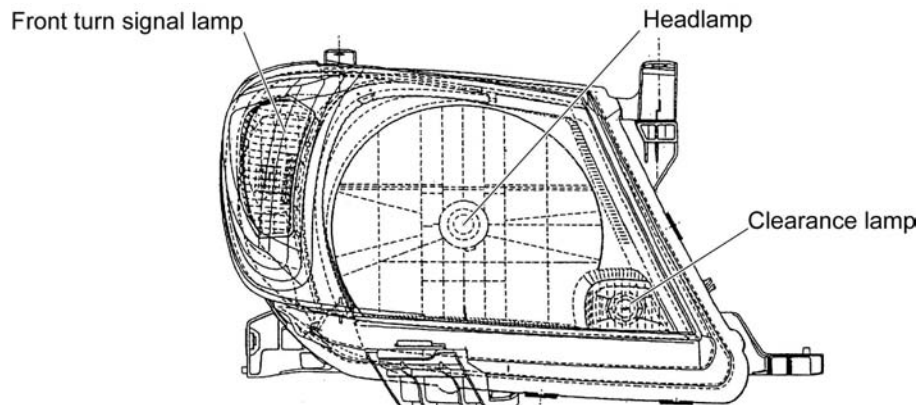
II. EXTERIOR

4. Lamps

FEATURES

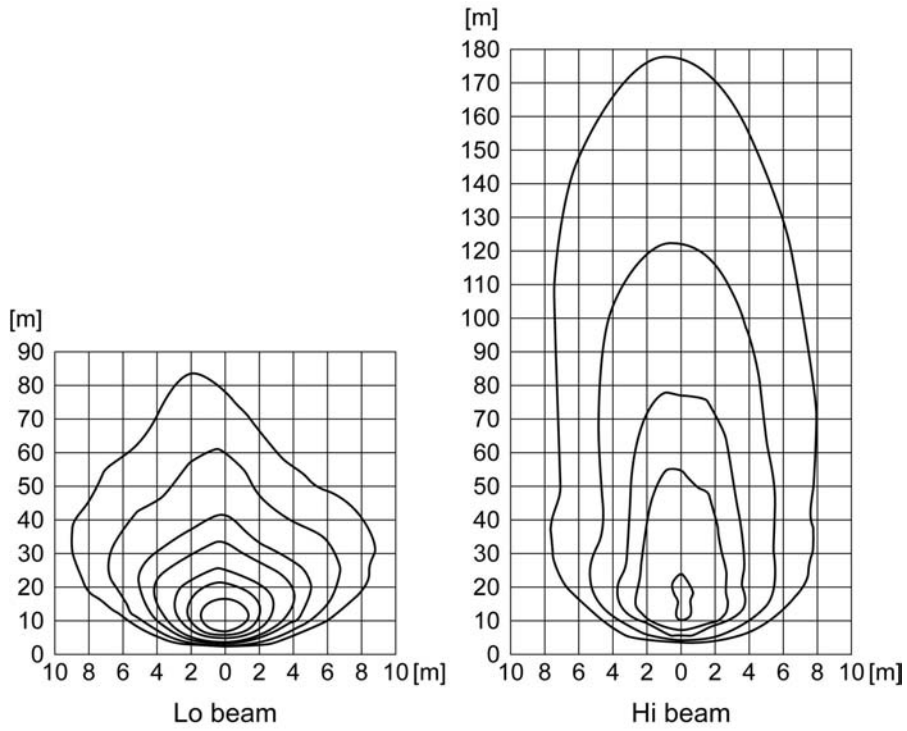
Headlamp

- A large-sized headlamp which integrates other lamps has been adopted.
- A large reflector has been adopted in pursuit of both good appearance and superior performance.
- A clear outer lens has been adopted and the clearance lamp has been installed in the lattice, helping boost product appeal.
- A clearance around the lamp has been minimized to create an attractive appearance and evoke an image of high quality.



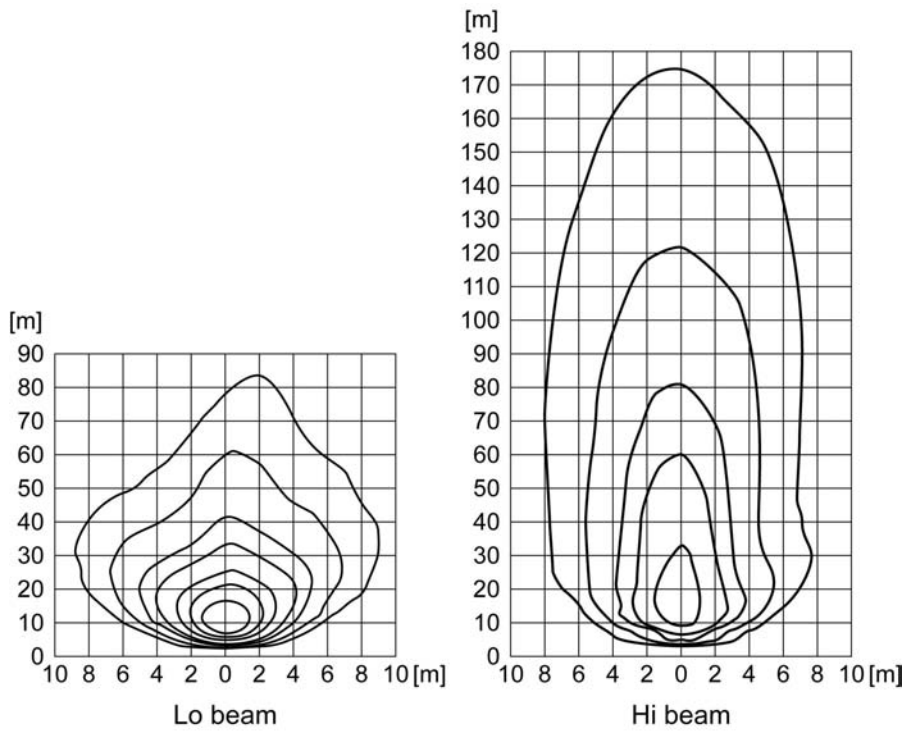
B3H-EX-001

- A Lo beam with long-distance, wide-range visibility has been adopted.
- A Hi beam with uniform long-distance visibility has been adopted.



RHD model

B3H-EX-003

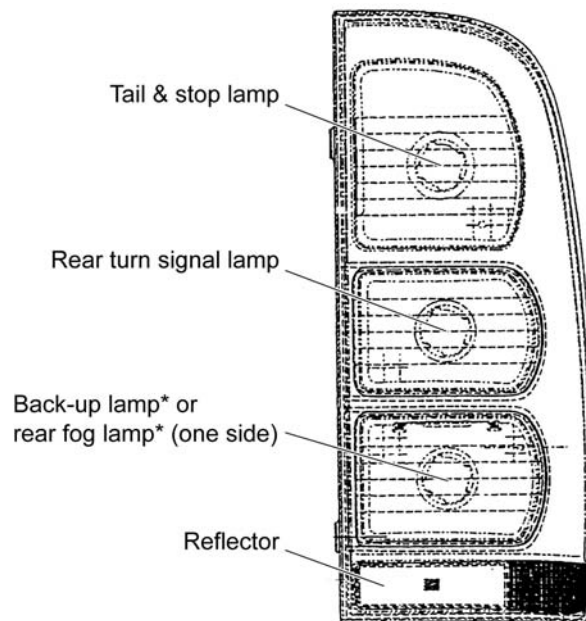


LHD model

B3H-EX-065

Rear Combination Lamp

- The rear combination lamp with an attractive appearance and an image of high quality has been adopted.
- A clear outer lens and inner-coating with aluminum vapor deposition have been adopted to evoke an image of high quality.
- The periphery of the lamp is also made of lens, creating a beautiful break line with the body panel and expressing continuity.
- A reflector has been integrated into the rear combination lamp to create a simple rear design.
- The clearance around the lamp has been minimized to create an attractive appearance and evoke an image of high quality.



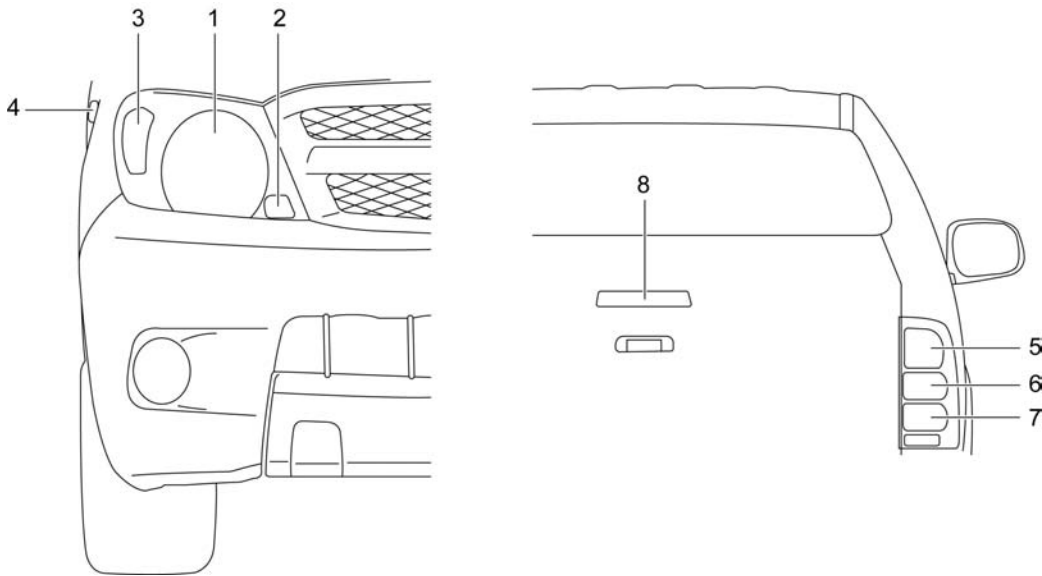
B3H-EX-119

High-Mount Stop Lamp*

- The LED (Light Emitting Diode) high-mount stop lamp has been installed on the tail gate.

*Please refer to the Order Guide for detailed specifications.

Lamp Layout



B3H-EX-108

No.	Function	No.	Function
1	Hi & Lo beam	5	Tail & Stop
2	Clearance	6	Rear turn signal
3	Front turn signal	7	Back-up* or rear fog* (one side)
4	Front side turn	8	High-mount stop*

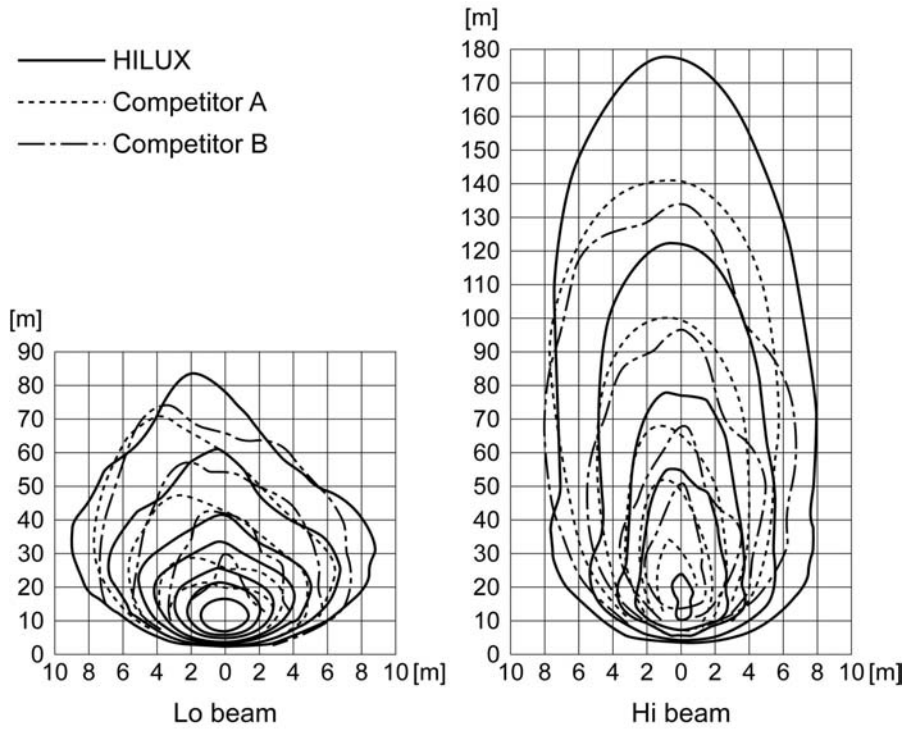
*Please refer to the Order Guide for detailed specifications.

BENEFIT

- The LED high-mount stop lamp has been adopted on the tailgate to help ensure the following.
 - > The lamp is not obstructed by objects on the deck, helping to ensure visibility for the following vehicles.
 - > Since the illumination speed is faster than a conventional bulb, drivers of following vehicles will notice the braking action of the front vehicle sooner.
 - > The lamp is longer lasting than a conventional bulb, boosting maintenance-free characteristics.

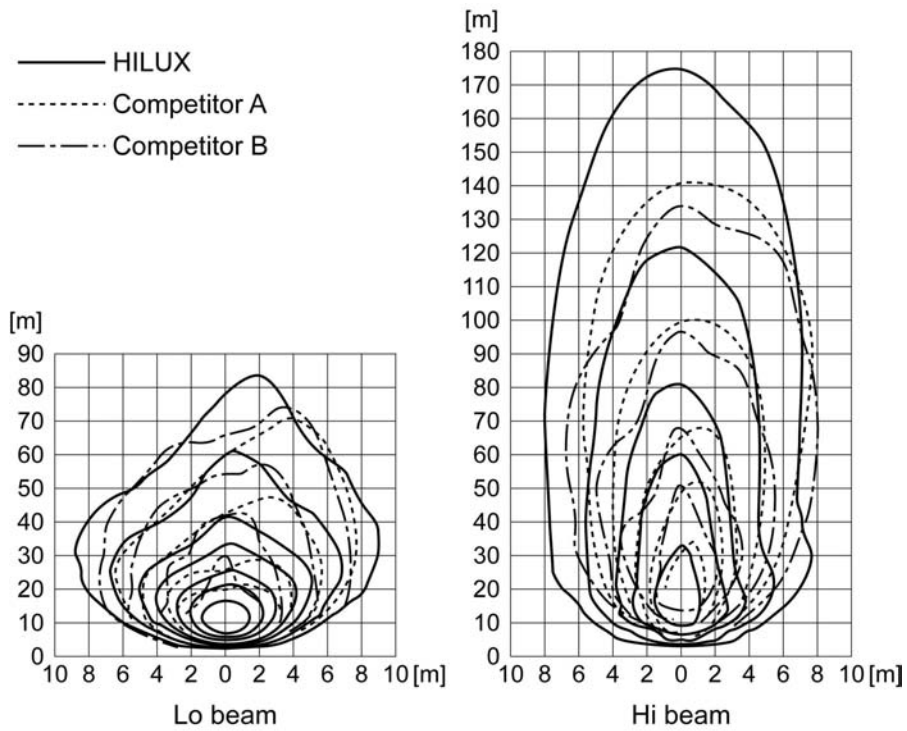
COMPARISON

- A Lo beam with superior long-distance, wide-range visibility compared with competitors.
- A Hi beam with overwhelmingly superior long-distance visibility compared with competitors.



RHD model

B3H-EX-006



LHD model

B3H-EX-067

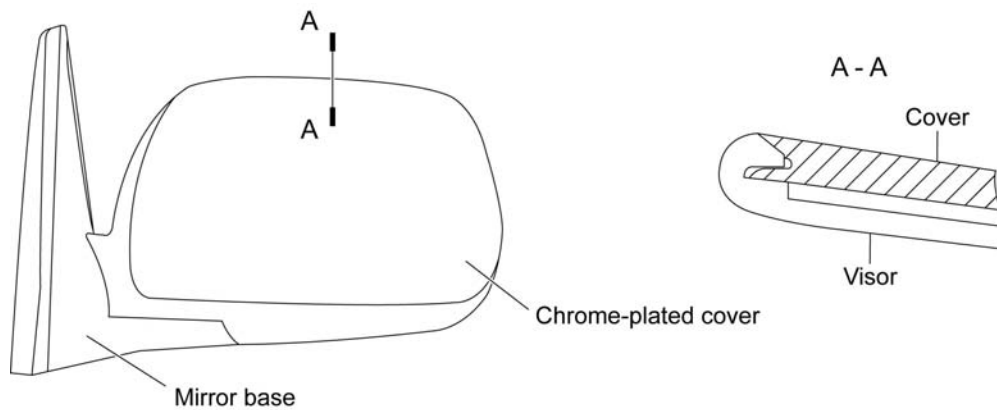
II. EXTERIOR

5. Outer Mirrors

FEATURES

- Two type of outer mirror, black and chrome-plated, are adopted.*
- A retractable mirror is adopted.
- The following have been adopted in the chrome-plated outer mirror.
 - > An electrically adjustable mirror* has been adopted for easy use.
 - > An outer mirror shape that does not interfere with air flow has been adopted to help reduce wind noise.

*Please refer to the Order Guide for detailed specifications.



Chrome-plated outer mirror

B3H-EX-007 [L8AD]

II. EXTERIOR

6. Windows

FEATURES

- A power window system* has been adopted. A one-touch auto down function has been adopted to the driver's seat.

*Please refer to the Order Guide for detailed specifications.

One-touch Auto Down Function

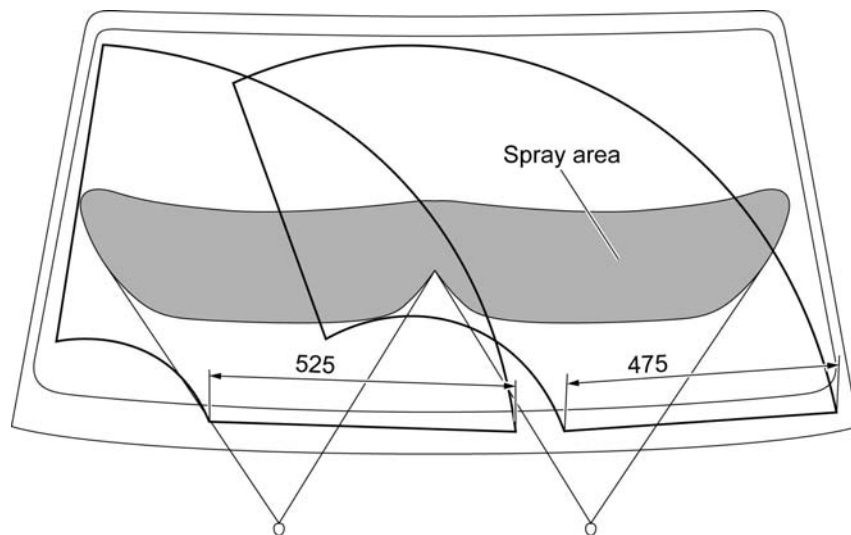
- The driver's seat window automatically opens fully with two-step operation of the power window switch.
- The window stops opening with one-step operation of the power window switch to up during auto down operation.

II. EXTERIOR

7. Wiper

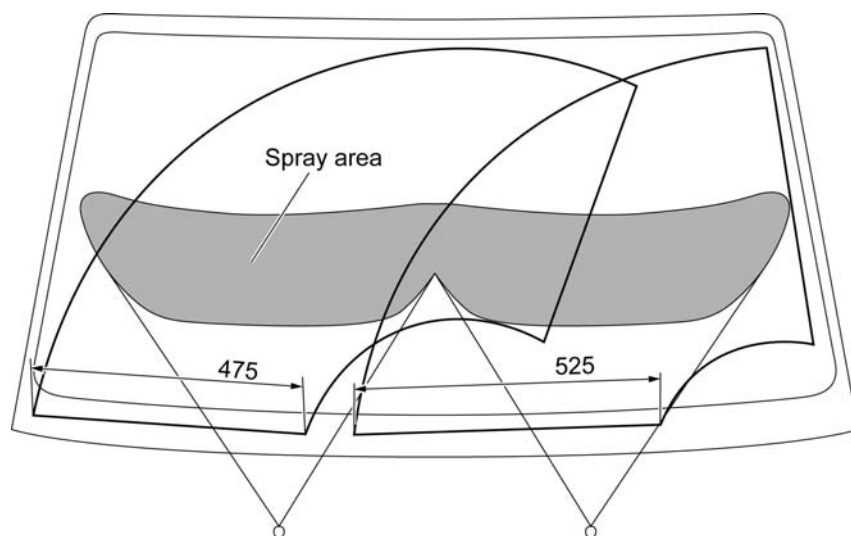
FEATURES

- A modular type wiper that unifies the wiper motor, shaft and link has been adopted to reduce operation noise and fluctuation in the wiping angle.
- The length of the wiper blade on the driver's side is set at 525 mm while on the passenger's side at 475 mm to enlarge the wiping area, resulting in a sufficient front view.
- The graphite-coated wiper blade rubbers help minimize annoying back-sweep noise.
- A spray type washer nozzle has been adopted, resulting in an efficient wiping performance.



RHD model

B3H-EX-008



LHD model

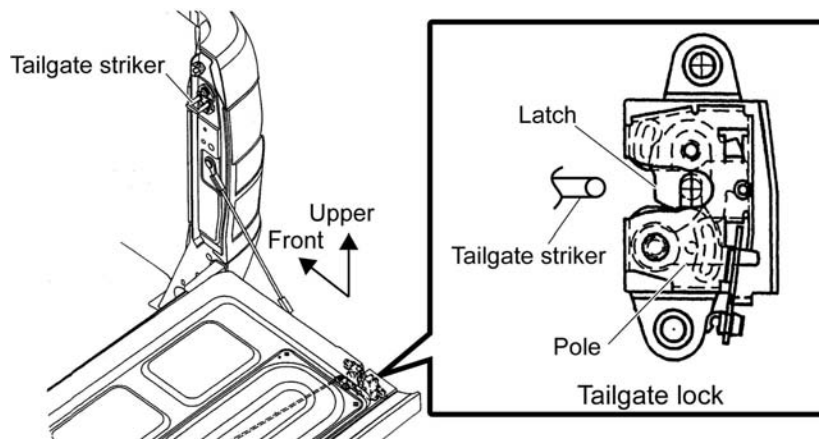
B3H-EX-070

II. EXTERIOR

8. Cargo Deck

FEATURES

- The latch & pole type tailgate has been adopted, helping to reduce operating force and enhance feeling during operation.



B3H-EX-078



1. Interior Design	III-1__1-6
1. Aim of Interior Design	
2. Interior Design	
2. Instrument Panel.....	III-2__1-3
3. Interior Colors	III-3__1-2
1. Aim of Color Design	
2. Interior Colors	
4. Meters.....	III-4__1
5. Seats.....	III-5__1-3
1. Front Seat	
2. Rear Seat	
6. Interior Trim	III-6__1

III. INTERIOR

1. Interior Design

III-1. Interior Design

1. Aim of Interior Design

FROM TMC

Tough + Sophisticated + Modern

- A combination of toughness, making it suitable even for professional work, and sophisticated modernism helped create this fresh, strong next-generation pickup truck.

FEATURES

- This functional, sophisticated cabin conveys a feel of upgraded pickup truck.

III-1. Interior Design

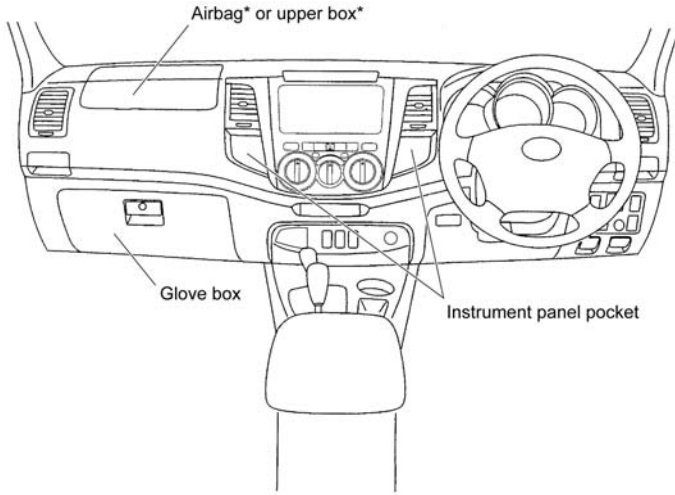
2. Interior Design

FEATURES

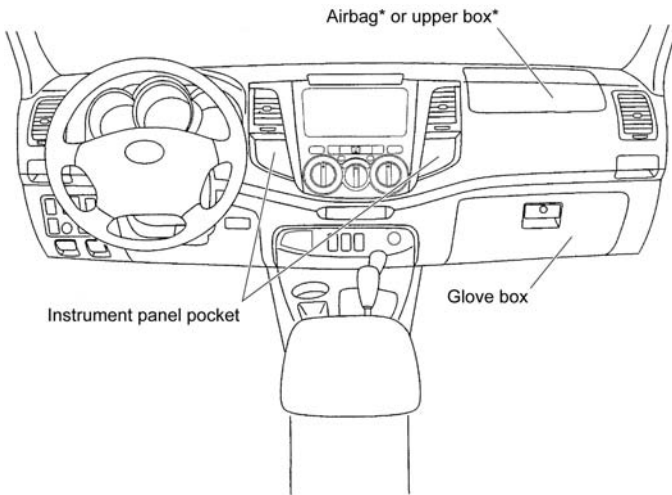
- Based on the key idea, "Modern and professional gear", the modern, high quality cabin has been provided by combining the flowing character line with the solid surface.

Instrument Panel

- The modern quality surface has added a fresh feeling to the stout, strong form of the instrument panel.
- A sophisticated configuration has been achieved through fine detail.



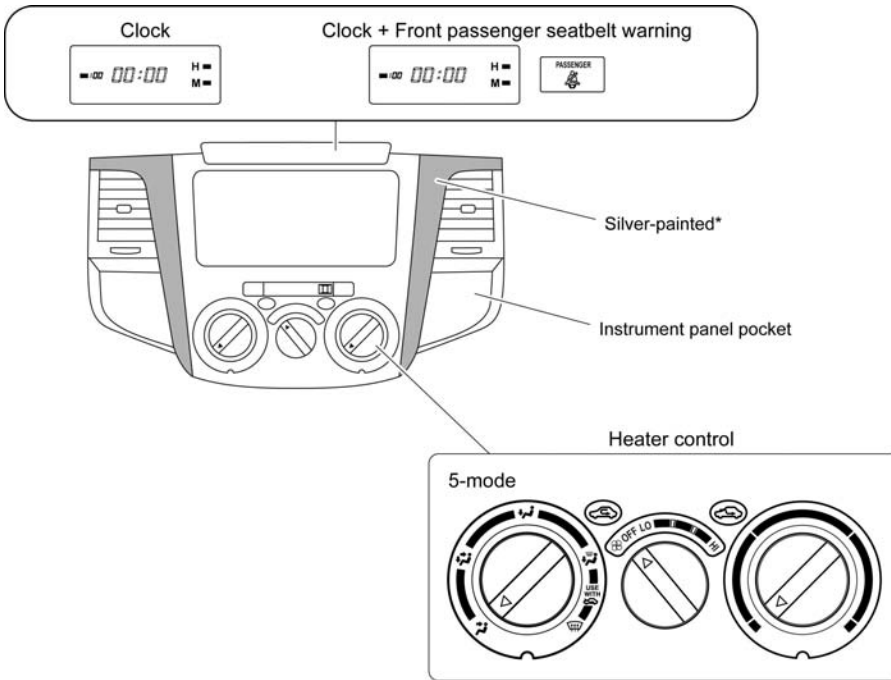
RHD models
B3H-IN-057



LHD models
B3H-IN-059

*Please refer to the Order Guide for detailed specifications.

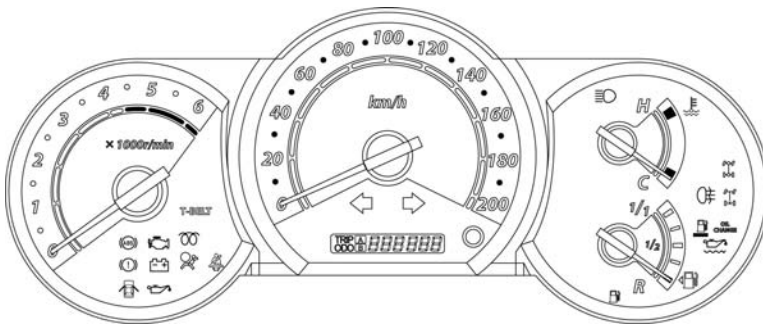
Center Cluster



B3H-IN-102

*Please refer to the Order Guide for detailed specifications.

Meter



Meter design (km/h indicator)

B3H-IN-075

Steering Wheel

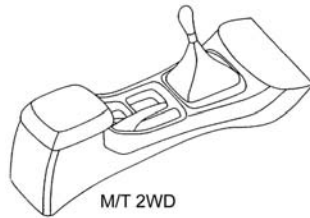


4-spoke type with SRS airbag (Urethane)

B3H-DP-008 [G1BD]

Console Box

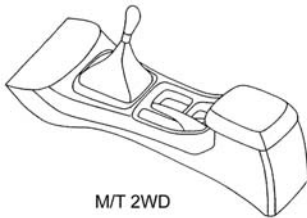
- Convenient equipment includes cup holders and pockets.



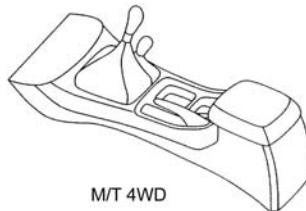
M/T 2WD

RHD models

B3H-IN-106



M/T 2WD



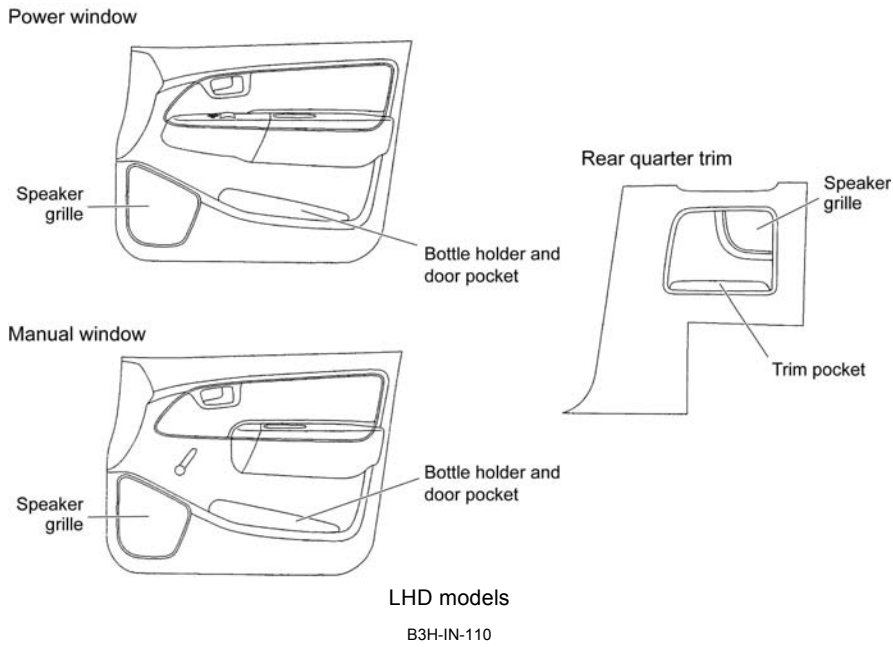
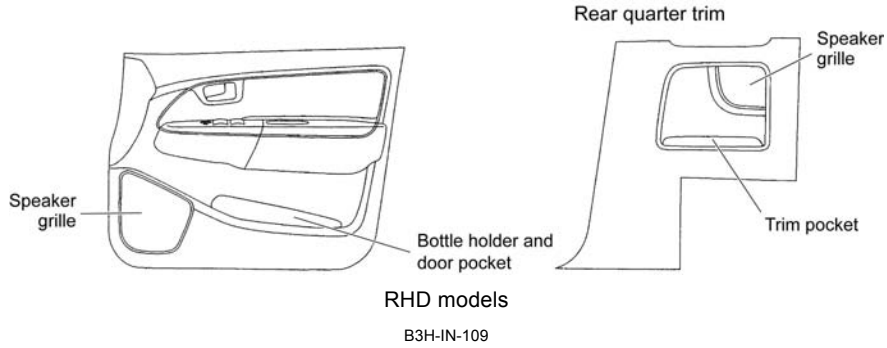
M/T 4WD

LHD models

B3H-IN-107

Trim

- Even though the door trim is made single-piece, its well-shaped molding around the ornament and fine surface finish create the door trim of high quality.



Seat

- The seat has been designed to be simple and modern, and its slim profile contributes to the comfortable cabin and leg room.



Driver's seat (RHD models)
(Lo grade: semi-fabric)

B3H-IN-156



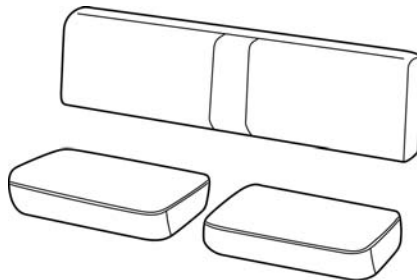
Driver's seat (LHD models)
(Lo grade: semi-fabric)

B3H-IN-150



Driver's seat (LHD models)
(Hi grade: full-fabric)

B3H-IN-048



Rear seat

B3H-IN-111

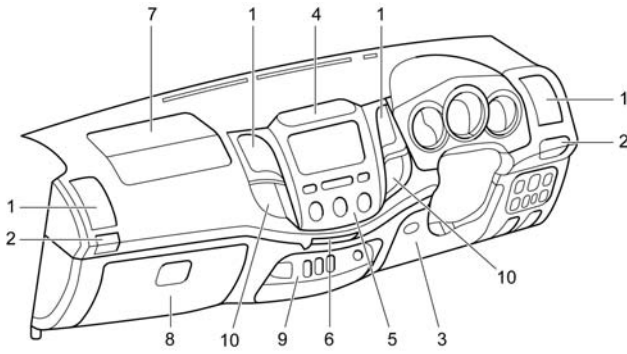
III. INTERIOR

2. Instrument Panel

FROM TMC

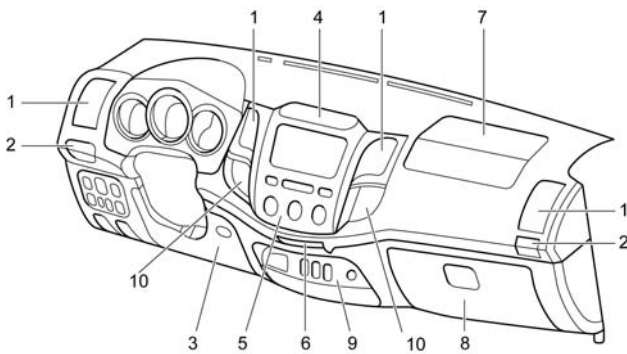
- An instrument panel with a car-like, sporty appearance has been adopted.

FEATURES



RHD models

B3H-IN-112



LHD models

B3H-IN-034

No.	Item	No.	Item
1	Register	6	Ashtray
2	Drive's side: cup holder	7	Front passenger airbag* or upper box*
	Passenger's side: cup holder* or cover*	8	Glove box
3	Fuse cover	9	Switch base
4	Clock	10	Center box
5	Heater control panel	-	-

- The following items have been adopted in the instrument panel to create a car-like, sporty appearance.

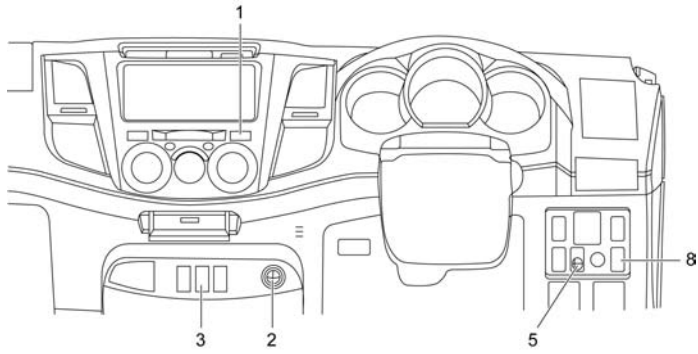
- > Two different colors for the upper and lower sides of the instrument panel
- > Sporty, three-dial meter,
- > Newly designed register
- > Heater control panel unified with center cluster
- > A push-open type upper box*, flush with the instrument panel

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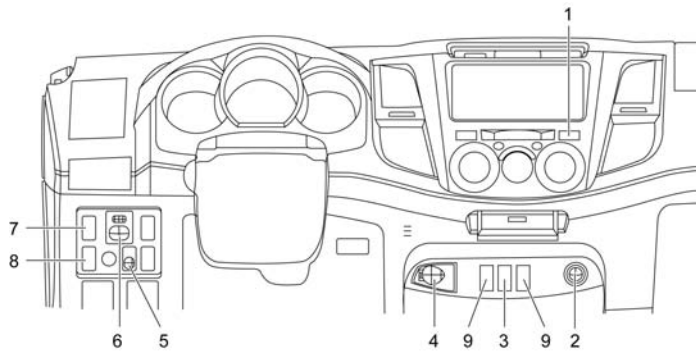
*Please refer to the Order Guide for detailed specifications.

Switch Layout



RHD models

B3H-IN-114



LHD models

B3H-IN-096

No.	Item	No.	Item
1	Hazard switch	6	Outer mirror switch*
2	Cigarette lighter	7	Rear differential switch* (LHD models only)
3	Rear defogger switch*	8	Power heater switch*
4	12V socket* (LHD models only)	9	Seat heater switch* (LHD models only)
5	Headlamp leveling switch		

*Please refer to the Order Guide for detailed specifications.

III. INTERIOR

3. Interior Colors

III-3. Interior Colors

1. Aim of Color Design

FROM TMC

- Colors that evoke a fresh, powerful design and an image of high quality and sophistication have been adopted based on the concept "FUTURISTIC & SPORTY."

III-3. Interior Colors

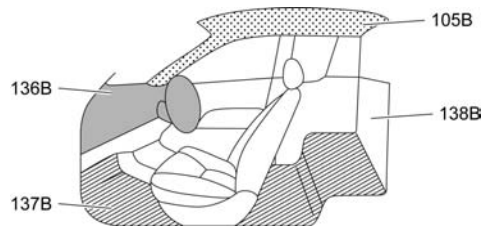
2. Interior Colors

FROM TMC

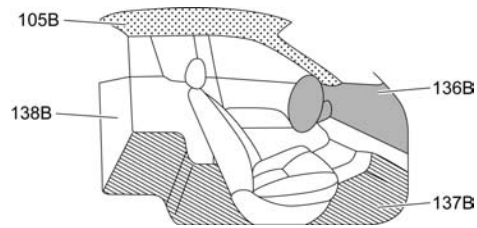
- Two-tone-based gray with a feeling of lightness has been available.
- A feeling of sportiness is evoked by the three-dimensional fabric and the contrast of colors and materials.

FEATURES

Color No.	Color name
105B / 136B / 137B / 138B	Gray



RHD models
B3H-IN-116



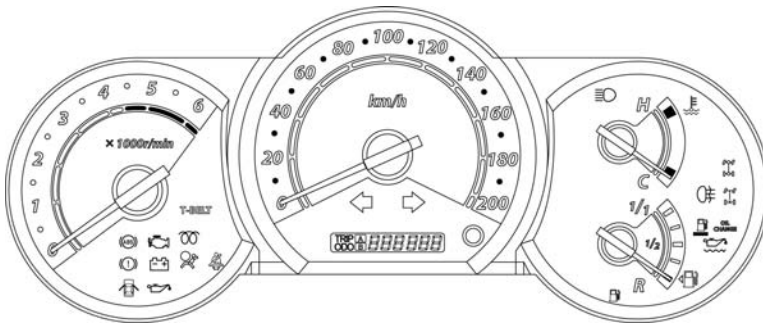
LHD models
B3H-IN-117

III. INTERIOR

4. Meters

FEATURES

- A transmitted illumination using LED (Light-Emitting Diode) light sources has been adopted to the indication light and dial of the meter and gauge.
- Electronic twin trip meters with liquid crystal displays have been adopted on the odometer and trip meter.
- The warning system for the fuel filter clog has been adopted.
- Oil maintenance management system has been adopted.
- The driver's seatbelt reminder warning buzzer has been adopted.



Meter design (km/h indicator)

B3H-IN-075

III. INTERIOR

5. Seats

III-5. Seats

1. Front Seat

FEATURES

- Based on ergonomics, a cushion panel to support hip bones has been adopted in the driver's and front passenger's seats, offering optimal design. These seats help reduce fatigue from sitting a long time.



Driver's seat (RHD models)
(Lo grade: semi-fabric)

B3H-IN-156



Driver's seat (LHD models)
(Lo grade: semi-fabric)

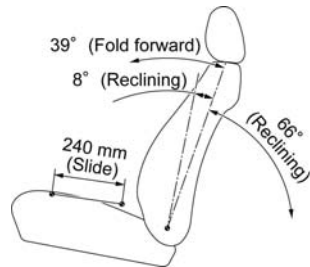
B3H-IN-150



Driver's seat (LHD models)
(Hi grade: full-fabric)

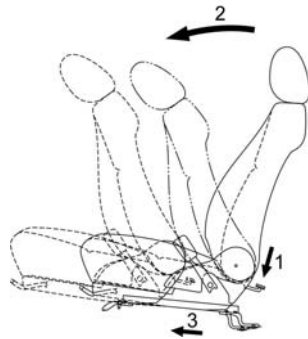
B3H-IN-048

- The front seats can be reclined as follows:
 - > Adjustable angle: 74° (front: 8° and rear: 66° from neutral position)
 - > Forward down angle: 39° (from neutral position)
- A seat slide that is adjustable up to 240 mm has been adopted.



B3K-IN-011

- This model features a front passenger walk-in seat.
 - > 1. Depress the walk-in pedal.
 - > 2. The seatback folds forward.
 - > 3. The entire seat slides to the front.



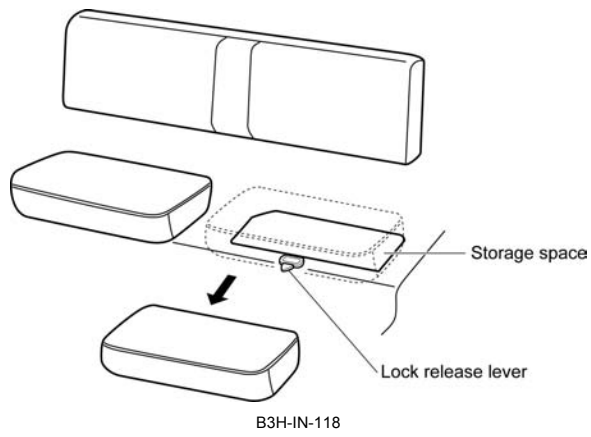
B3H-IN-040

III-5. Seats

2. Rear Seat

FEATURES

- The rear seat with a removal seat cushion has been available.
- Operate the lock release lever to remove the seat cushion.



III. INTERIOR

6. Interior Trim

FEATURES

- The following parts have been adopted to create an image of high quality in the interior.
 - > Pillar garnish with full trim
 - > Resin-molded door trim with full trim
 - > Inside handle bezel unified with door trim
 - > Silver coating on the power window switch base of the door trim*
 - > Partially fabric-covered door trim*

*Please refer to the Order Guide for detailed specifications.



Manual window
[N2BB]



Power window
[N2BC/N2BD]

B3H-IN-141

Product Detail

IV

DRIVING PERFORMANCE

1. Engines.....	IV-1__1-7
1. 2KD-FTV L4 2.5L DOHC 16-valve	
2. Engine Mount	
3. Cooling System	
4. Intake System	
5. Turbocharger	
6. Exhaust System	
7. Fuel System	
2. Drive Train	IV-2__1-5
1. Manual Transmission	
2. Clutch System	
3. Propeller Shaft	
4. Drive Shaft	
5. Transfer	
3. Suspensions	IV-3__1-11
1. Front Suspension	
2. Rear Suspension	
4. Steering System	IV-4__1-7
1. Steering Wheel	
2. Combination Switch	
3. Steering Gear	
4. Steering Column & Intermediate Shaft	
5. Tires & Wheels	IV-5__1-2
1. Wheel	
2. Tires	

IV. DRIVING PERFORMANCE

1. Engines

IV-1. Engines

1. 2KD-FTV L4 2.5L DOHC 16-valve

FEATURES

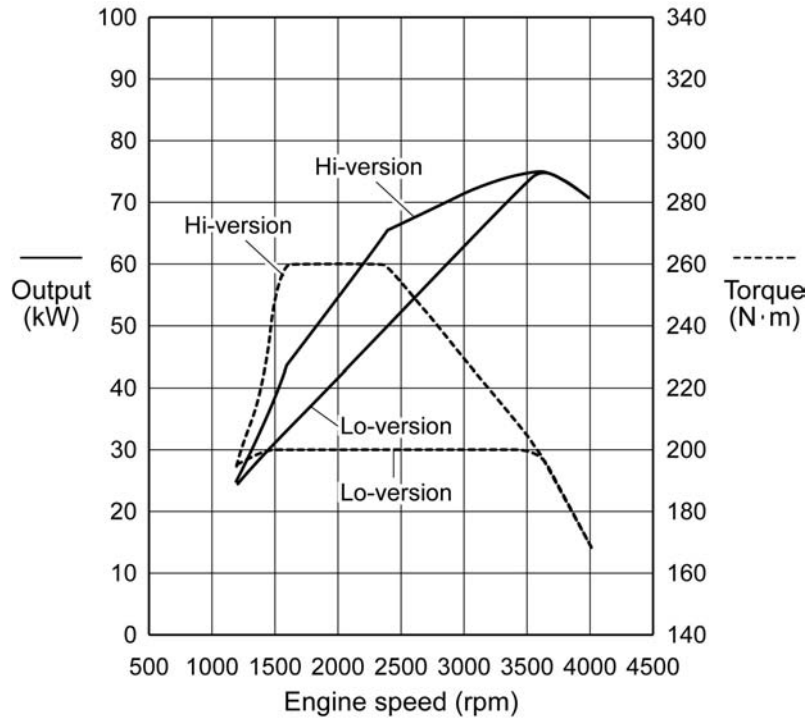
- The 2KD-FTV (2.5 L) diesel engine was adopted to aim for the top-level fuel efficiency of the class and provide the feeling of smooth and responsive acceleration from start until reaching the medium or high speed range.



B3H-DC-005

Specifications

Item	Lo-version	Hi-version
No. of cyls. & arrangement	4-cylinders, In-line	
Valve mechanism	16-valve, DOHC	
Combustion system	Direct injection type	
Exhaust system	Turbo charger	
Displacement (cm ³)	2494	
Bore x stroke (mm)	92.0 x 93.8	
Compression ratio	18.5 : 1	
Fuel system	Common rail type	
Max. output (kW/rpm)	75 / 3600	
Max. torque (Nm/rpm)	200 / 1400 - 3400	260 / 1600 - 2400



B3H-DP-062

Common Rail Type Fuel Injection System

- The electronically controlled common rail injection system consists of a supply pump, injectors, and the common rail, as well as the high-pressure piping connecting these components.
- Fuel injection is controlled by maintaining specified pressure in the common rail using the supply pump and by activating the injector control valve through the EDU (Electronic Driving Unit).
- The system helps the engine to run at its best by using sensors to detect its conditions and by using a microcomputer to comprehensively control the common rail pressure, and injection timing and volume.
- The high control flexibility helps to reduce NOx, particulates and enhance output as well as fuel efficiency, while contributing to a reduction in combustion noise.

IV-1. Engines

2. Engine Mount

FEATURES

Front and Rear Engine Mount

- A mount rubber has been optimized to help reduce vibration and noise, and to enhance ride comfort.

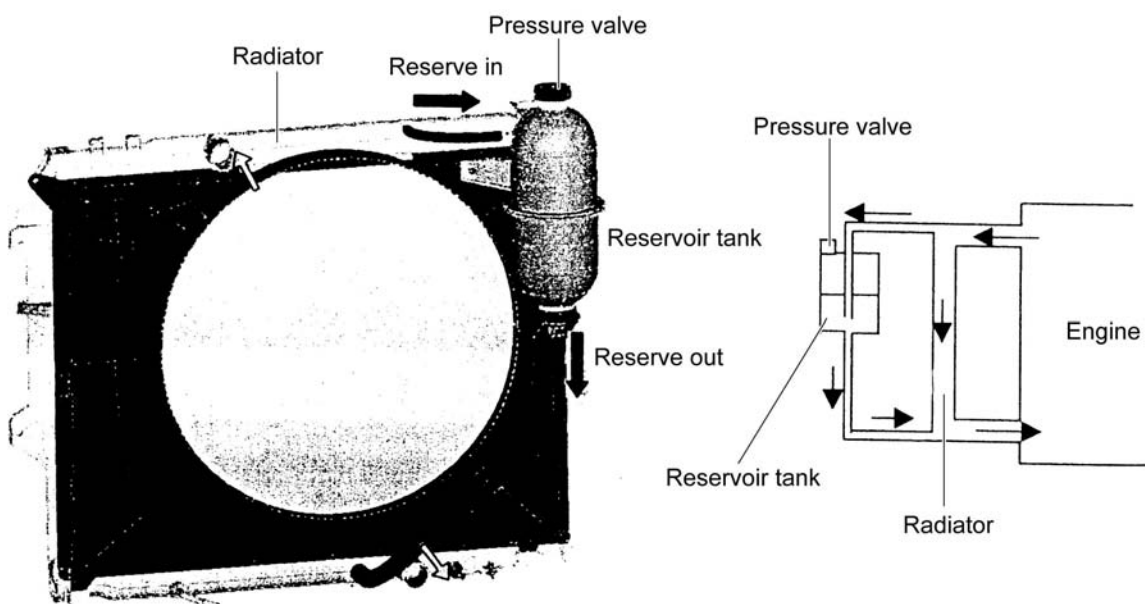
IV-1. Engines

3. Cooling System**FEATURES****Radiator**

- In accordance with an increased engine output, the radiator has been enlarged, resulting in efficient cooling performance.

Radiator Reservoir Tank (Diesel engine only)

- A radiator reservoir tank of pressurized type has been adopted. With this adoption, the pressure in the cooling system has been increased to 1.1 kgf/cm^2 to provide reliable cooling performance.



B3H-DP-002

IV-1. Engines

4. Intake System

FEATURES

Air Cleaner

- The air cleaner volume has been increased to help reduce air intake noise.
- The cyclone type air cleaner has been adopted to prevent dust from entering the engine.

Air Cleaner Inlet

- The air cleaner inlet has been installed inside of the fender and position and direction of the inlet port have been optimized to help prevent water and dust from entering.

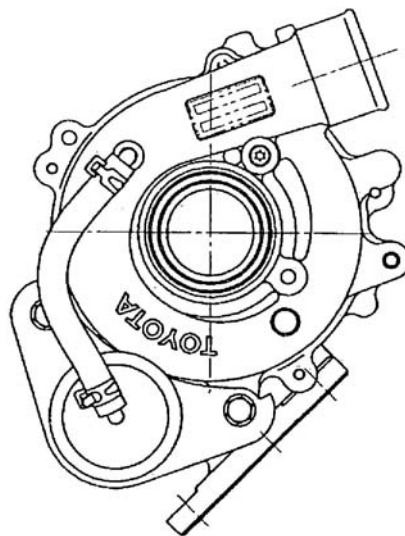
IV-1. Engines

5. Turbocharger

FEATURES

2KD-FTV

- A lightweight and compact conventional type turbocharger is used for high performance.

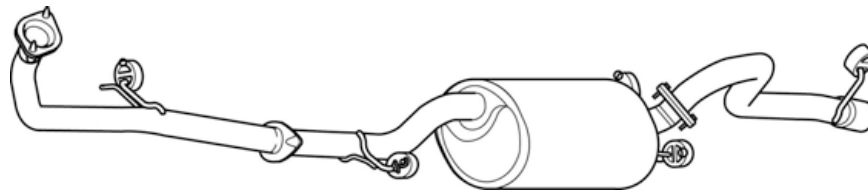


B3H-DP-043

*IV-1. Engines***6. Exhaust System**

FEATURES**Exhaust Pipe**

- A muffler with large capacity has been adopted to help eliminate noise.
- A straight exhaust system is used to reduce noise and vibration.
- A ball joint has been installed just below the exhaust manifold to reduce noise and vibration.
- For excellent durability, the straight exhaust system and ball joint were adopted. These contribute to restraining vibration and amplitude of the exhaust pipes.
- Stainless steel exhaust pipes and muffler have been adopted to help maintain corrosion resistance.



B3H-DP-012

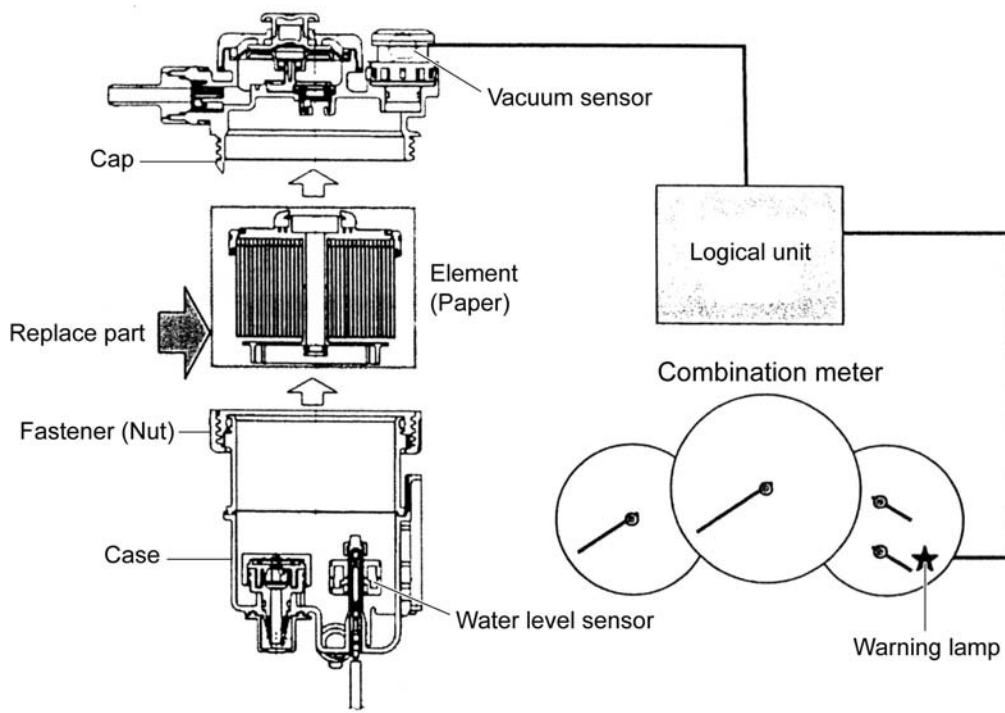
*IV-1. Engines***7. Fuel System**

FEATURES**Fuel Tank**

- A resin fuel tank with a capacity of 76 liters has been adopted.
- The shape flexibility of the resin tank has been utilized to efficiently ensure fuel capacity.

Fuel Filter

- A fuel filter newly developed for the common rail diesel engine has been adopted.
- Development of a new fuel system indicator, and a fuel filter which does not require periodical replacement, contributes to less running cost.
 - > An element with high efficiency filter paper has been used.
 - > Resin filter body has been adopted.
 - > Fuel warning system has been adopted. The warning lamp is used in common with fuel sedimenter warning. The system provides two types of warning.
 - Warning lamp “blink”: Fuel sedimenter warning
 - Warning lamp “on”: Fuel system abnormal



Fuel warning system

B3H-DP-089

IV. DRIVING PERFORMANCE

2. Drive Train

IV-2. Drive Train

1. Manual Transmission

FEATURES

5-Speed Manual Transmission (G50 and R151F)

- A synchromesh has been adopted to the reverse gear to prevent gear grating noise when reverse shifting and enhance the operability.
- The load characteristics of control system have been optimized for a feeling of smooth shifting.
- To reduce the operating force, 1st triple cone type synchromesh has been adopted in addition to 2nd. (R151F)

Manual Transmission Specifications

Engine type		2KD-FTV (Lo-version)	2KD-FTV (Hi-version)
Manual transmission type		G50 (2WD)	R151F (4WD)
Gear ratio	1st	3.928	4.313
	2nd	2.333	2.330
	3rd	1.451	1.436
	4th	1.000	
	5th	0.798	0.838
	Reverse	4.743	4.220
Oil viscosity		SAE 75W-90	

IV-2. Drive Train

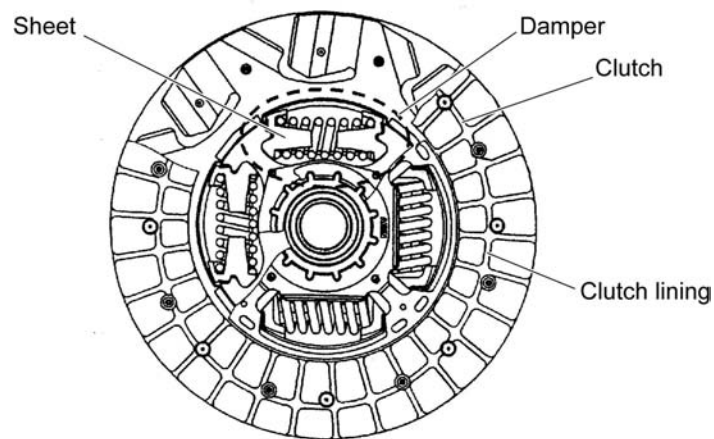
2. Clutch System

FEATURES

- A new structure has been adopted for the clutch disc and clutch master cylinder.

Clutch Disc

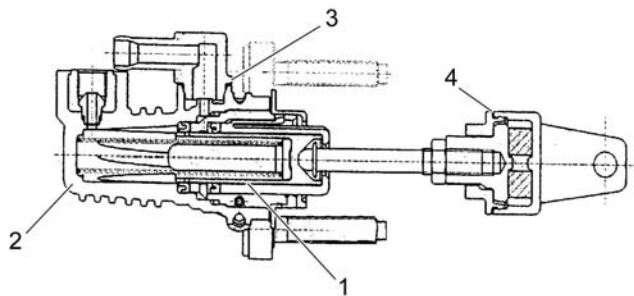
- The lightweight sheet and a sheet side face retention mechanism by a protrusion on the hub contribute to reduced damper wear.
- The torsion springs and friction washers are located on the outermost circumference of the clutch disc, contributing to optimum torsional characteristics and reduced noise and vibration.



B3H-DP-019

Master Cylinder

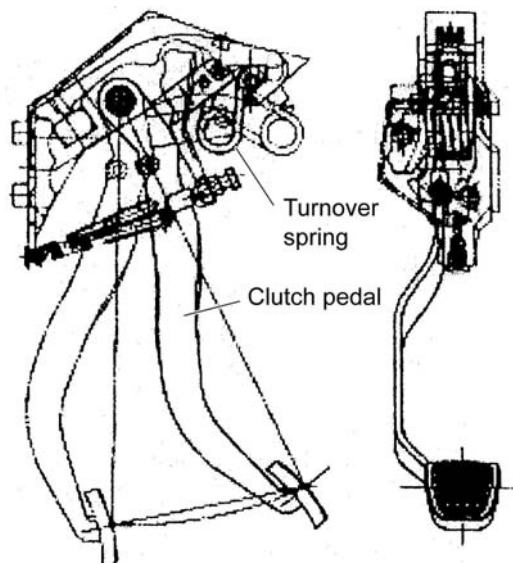
- The material of the master cylinder body has been changed to resin to lighten the master cylinder. With this change, the following has been adopted.
 - > 1. Plunger type master cylinder
 - > 2. Resin body
 - > 3. Ultrasonic welded union
 - > 4. Resin clevis damper



B3H-DP-020

Clutch Pedal (2KD-FTV Hi-version only)

- A clutch pedal with turnover mechanism has been adopted to help reduce effort to depress the clutch pedal.



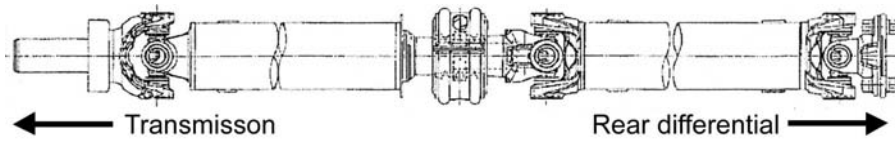
B3H-DP-021

IV-2. Drive Train

3. Propeller Shaft

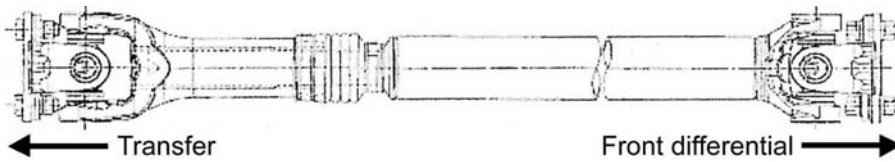
FEATURES

- The pitch of the fastening bolt for the propeller shaft has become 66 x 66 mm in order to be compatible with high torque engines.



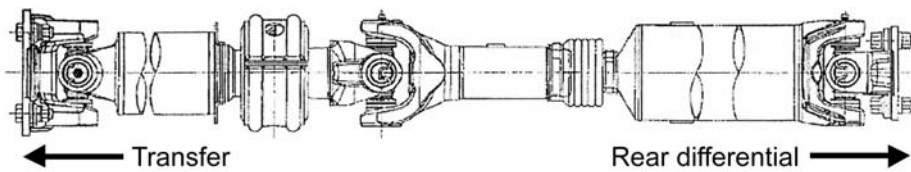
2WD and Pre Runner models

B3H-DP-067 [E3AD]



Front propeller shaft (4WD models)

B3H-DP-068 [E3AC]

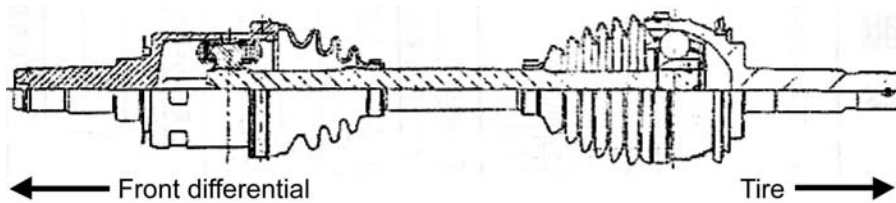


Rear propeller shaft (4WD models)

B3H-DP-069 [E3AC]

IV-2. Drive Train**4. Drive Shaft****FEATURES****4WD models only**

- A high capacity drive shaft has been adopted.
- A flexible double roller tripod type CVJ (Constant-Velocity Joint) has been adopted on the joint on the front differential side to help reduce NVH (Noise, Vibration, and Harshness) from high torque engines.
- A Rzeppa type CVJ has been adopted on the joint on the tire side.



B3H-DP-048

IV-2. Drive Train**5. Transfer****FEATURES****4WD models only**

- A high capacity part-time transfer has been adopted.
- The contact surface between the transfer and transmission is large for excellent power plant rigidity.

IV. DRIVING PERFORMANCE

3. Suspensions

IV-3. Suspensions

1. Front Suspension

FEATURES

4X2

- Newly developed double wishbone suspension with a low mount type upper arm has been adopted.
 - > The coil spring has been adopted for ample wheel stroke, aiming for excellent ride comfort.

Wheel stroke (bound/rebound)	80/90 mm
------------------------------	----------

- > Minimum turning radius is optimized, helping to achieve effective turning.

Wheelbase	3085 mm
Tire turning angle	39.3/33.4 deg.
Minimum turning radius	5.9 m

- > The toe change has been linearized, helping to boost straight-line stability.
- > The caster angle has been increased, aiming for excellent stability and controllability.

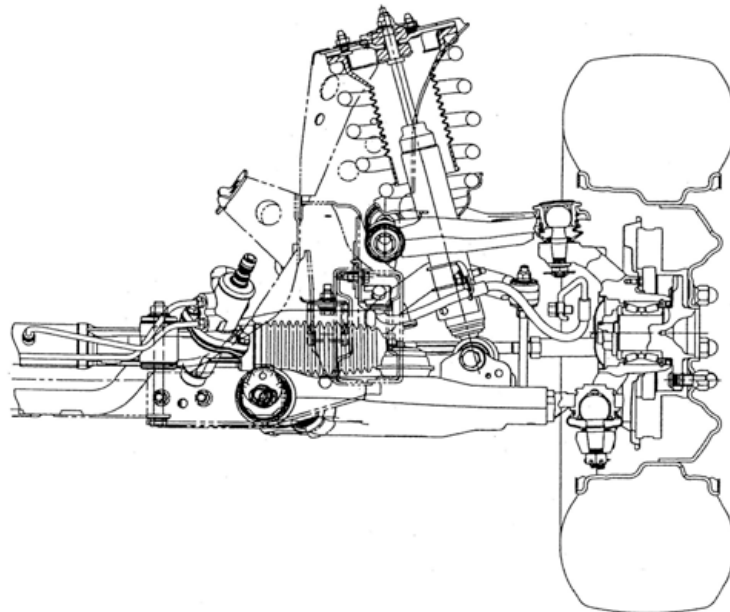
Caster angle	4.8 deg.
Caster trail	25.1 mm

- > The kingpin offset has been reduced, aiming for excellent braking stability.

Kingpin offset	195R14C tire	23.0 mm
	205/70R15C tire	21.0 mm

- > Each suspension bush has been enlarged to help achieve excellent stability and controllability and ride comfort.

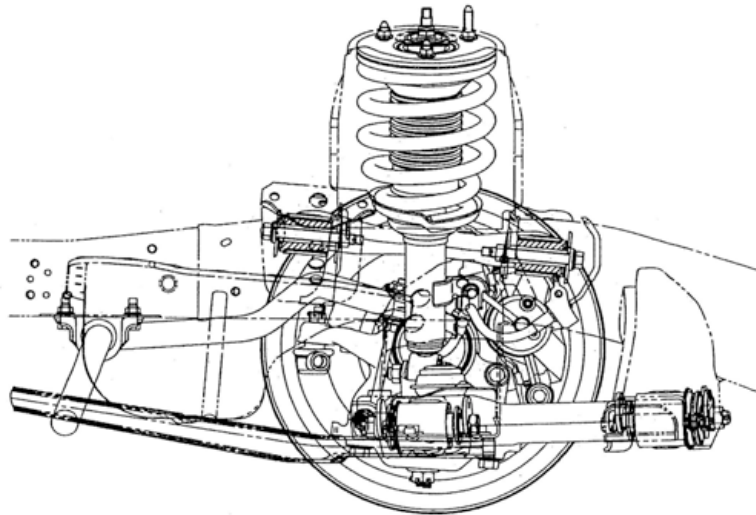
- > A high tension steel has been adopted for the coil springs to lighten the front suspension.
- > The diameter of the absorber valve has been enlarged for durability. Damping force has been optimized for excellent steering stability and a comfortable ride.
- > The front stabilizer is located at the front side of the axle. Ball joints have been adopted on the links, aiming for highly efficient roll rigidity.
- The axle with the inner rotating part has been adopted to help achieve high reliability.
 - > A sealing grease cap has been adopted for water resistance.
 - > A steering knuckle casted with the knuckle arm has been developed and adopted on the front steering knuckle.
 - > The lower arm and ball joint bracket are connected by a weld to lighten the front suspension.
 - > A resin seat type ball joint has been adopted on the upper and lower ball joints. They are both pressed into the arm.



An illustration is RHD models

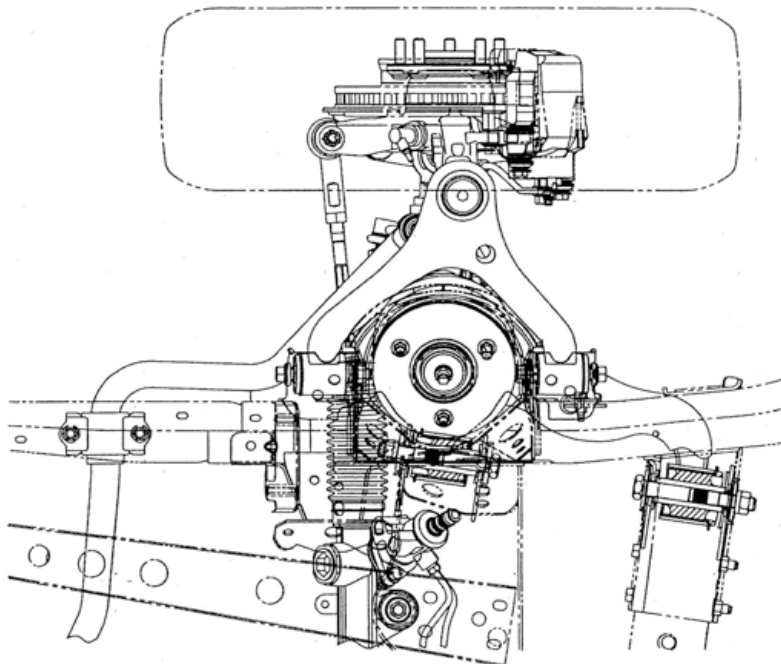
Rear view

B3H-DP-015



Side view

B3H-DP-016



Top view

B3H-DP-017

An illustration is RHD models

4X4

- Newly developed double wishbone suspension with a high mount type upper arm has been adopted.
- Suspension geometry has been optimized for simultaneous pursuit of excellent steering stability and ride comfort.
 - > The roll steer coefficient has been optimized, helping to boost straight-line stability.
 - > The caster angle has been increased, aiming for efficient stability and controllability.

Caster angle	3.15 deg.
Caster trail	19.2 mm

- > A smaller king pin offset has been adopted for good braking stability.

Kingpin offset	205R16C tire	13.5 mm
	255/70R15C tire	28.3 mm

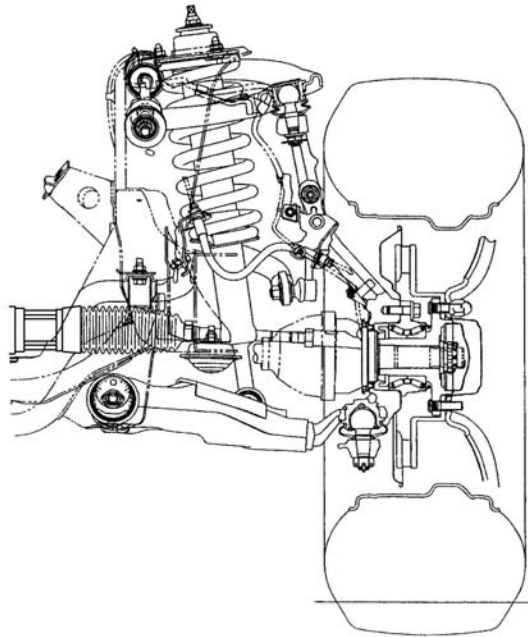
- > The ground clearance to the installation position of the steering gear has been adjusted in consideration for interference with the ground. In addition, the steering gear is located on the lower arm for excellent driving performance on rough roads.
- > A coil spring has been adopted for a comfortable ride.
- > Each suspension bush has been enlarged for optimal compliance, excellent steering stability and a comfortable ride.
- > The front stabilizer is located at the front side of the axle and installed with the steering knuckle.
- > The front stabilizer is located at the front side of the axle. Ball joints have been adopted on the links at both ends, aiming for highly efficient roll rigidity.
- > Wheel stroke is maintained enough for a comfortable ride and excellent driving performance on rough roads.

Wheel stroke (bound/rebound)	90/98 mm
------------------------------	----------

- > The tire turning angle has been increased with the optimum wheel stroke, helping minimize the turning radius for effective turning.

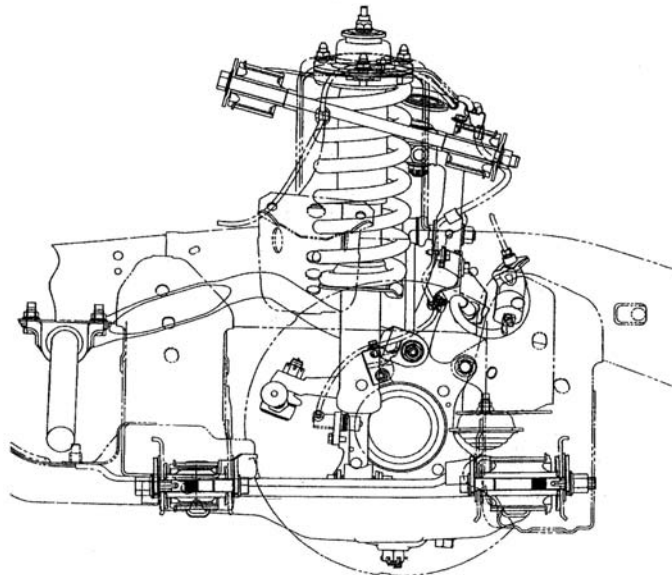
Wheelbase	3085 mm
Tire turning angle	36.1/32.9 deg.
Minimum turning radius	6.1 m

- > A mono-fork type absorber has been adopted to make the absorber upright for a comfortable ride.
- > The characteristics of the coil spring and absorber have been optimized for excellent steering stability and a comfortable ride.
- > A high tension steel has been adopted for the coil springs to lighten the front suspension.
- The front axle has been newly developed in accordance with changes in the suspension.
- The new front axle aims for lightness, high reliability, and excellent steering stability.
- > A steering knuckle forged with the knuckle arm has been developed and adopted on the front steering knuckle.
- > The lower arm and ball joint bracket are connected by a weld to lighten the front suspension.
- > A resin seat type ball joint has been adopted on the upper and lower ball joints. They are both pressed into the arm.



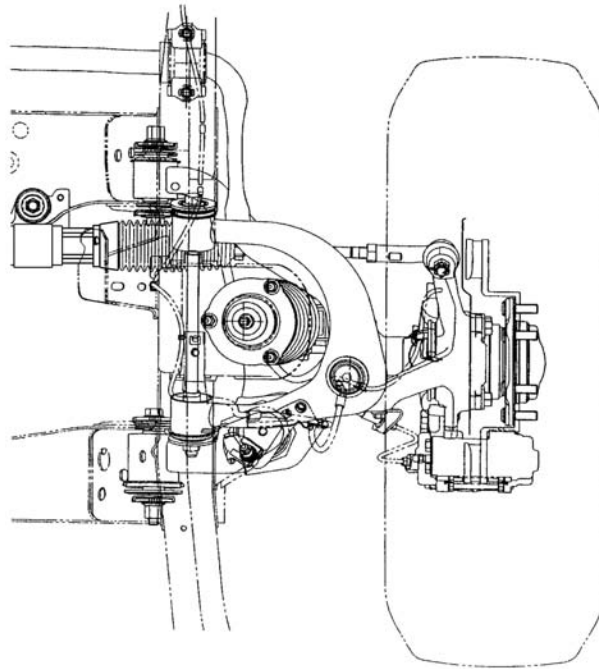
Rear view

B3H-DP-087



Side view

B3H-DP-023

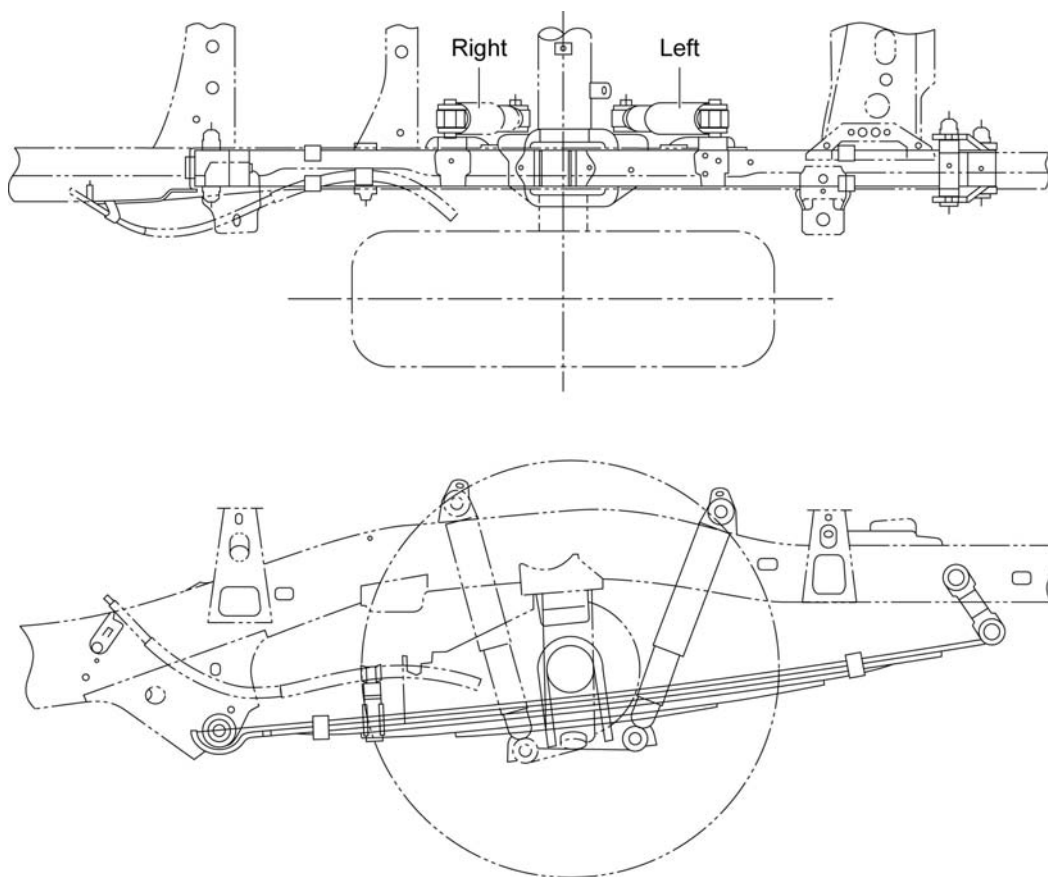


Top view

B3H-DP-088

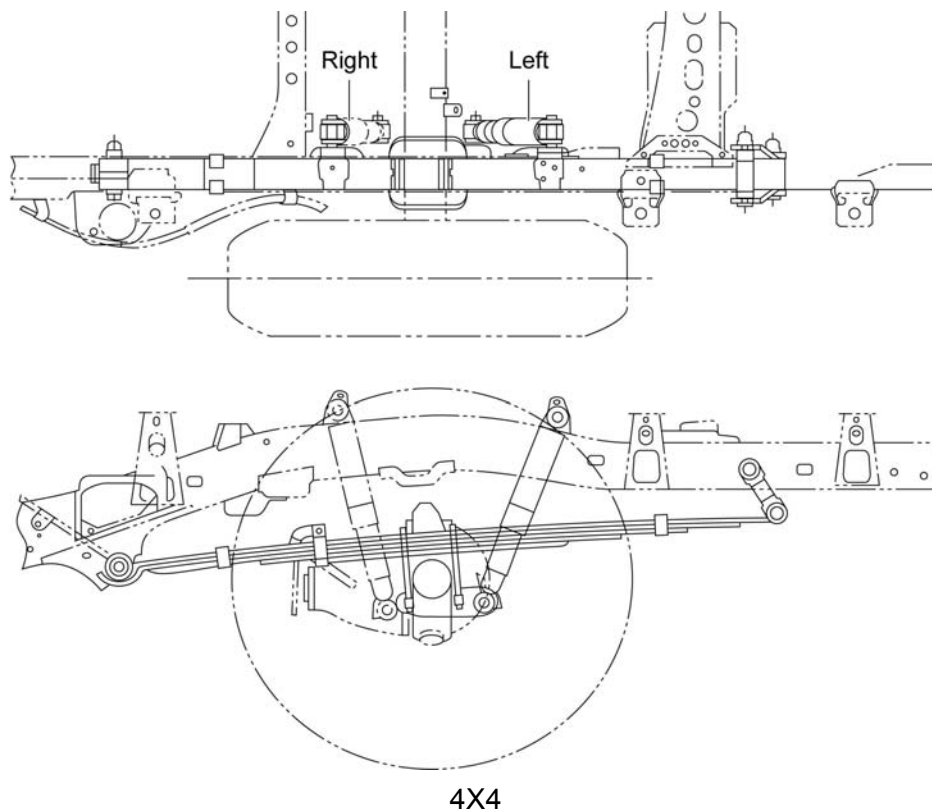
*IV-3. Suspensions***2. Rear Suspension****FEATURES**

- A combination of leaf spring and twin tube shock absorber has been adopted. Accordingly, the installation position and characteristics of each part have been optimized for simultaneous pursuit of excellent steering stability and ride comfort.



4X2

B3H-DP-025



B3H-DP-026

Suspension Characteristics

- A suspension with dedicated tuning for a soft ride has been adopted for ride comfort in passenger vehicles.

Installation Structure

- The installation width of the leaf springs and absorbers has been increased.
 - > The installation width of the leaf springs has been increased to aim at excellent roll rigidity.
 - > The installation width of the absorbers has been increased to aim to increase the effective rate of reverse damping force.
- The front end and rear end of the leaf spring are installed properly to optimize roll steer.

Leaf Spring

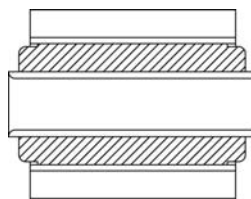
- The leaf springs have been tuned with emphasis on ride comfort and to provide a feeling of flatness when riding while the vehicle is lightly loaded.
- The ground clearance of the loaded vehicle has been decreased for easy access to the deck. (4X4 models)
- The stopper clearance is maintained properly to aim at increasing ride comfort.
- The front and rear spans are optimally located for proper roll steer. (4X2 models)
- The front and rear spans are optimally located and a Berlin eye has been adopted on the front eye for proper roll steer. (4X4 models)

Absorber

- The damping force of the absorber is optimally tuned for a comfortable ride.
- The damping force in a low speed range proportionally changes for a flat-ride on paved roads, steering feeling, and good response.

Bush

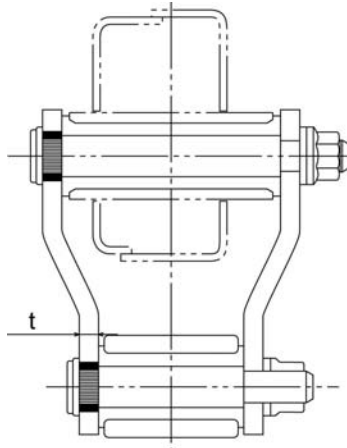
- A bush has been installed between the inner and outer cylinders for a comfortable ride.



B3H-DP-028

Shackle

- The thickness (t) of a leaf spring shackle has been increased for lateral rigidity and rear stiffness.



B3H-DP-029

IV. DRIVING PERFORMANCE

4. Steering System

IV-4. Steering System

1. Steering Wheel

FEATURES

- The steering wheel adopted a new design.



4-spoke type with SRS Airbag (Urethane)

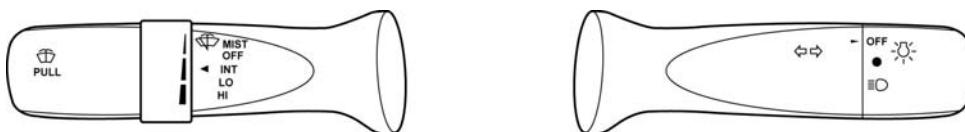
B3H-DP-008 [G1BD]

IV-4. Steering System

2. Combination Switch

FEATURES

- Newly designed combination switch has been adopted to provide an excellent appearance of the knob and the integrated design with the column cover.
- The small switch part has been adopted, aiming for an efficient visibility of the meter.



B3H-DP-018

IV-4. Steering System

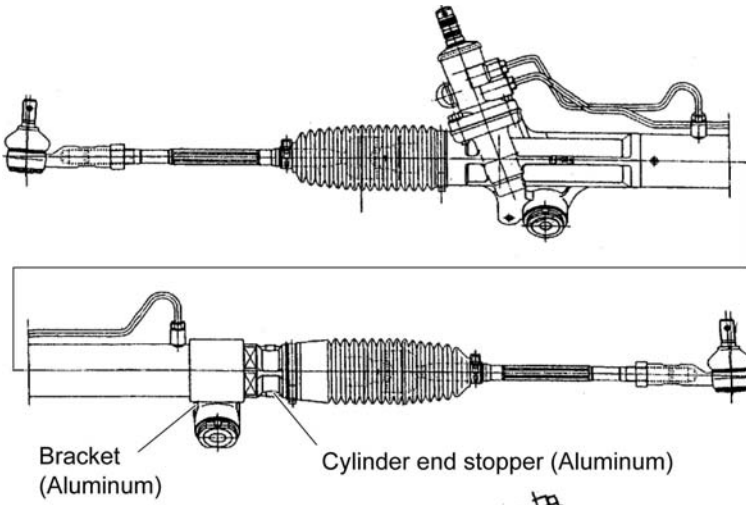
3. Steering Gear**FEATURES****Power Steering**

- Engine speed-sensing power steering has been adopted for a natural steering feeling.

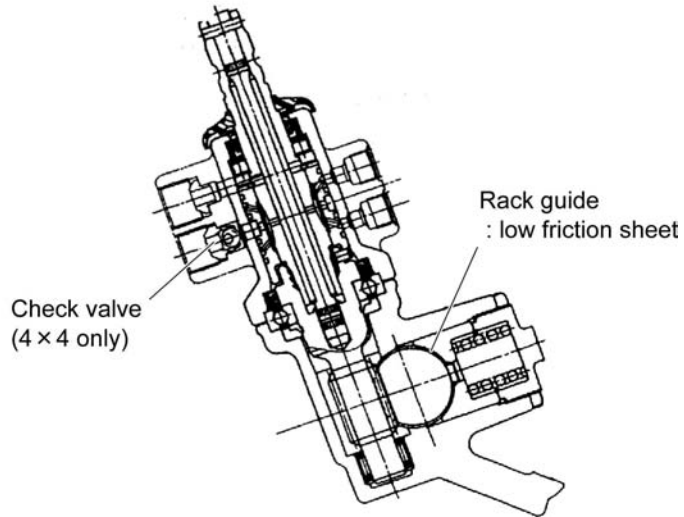
Power Steering Gear

- A rack and pinion steering gear which is light and compact has been adopted for excellent steering feeling.
 - > The rack and pinion steering gear directly converts the rotation of the pinion into the left and right movements of the rack to steer.
- A light and compact rotary valve with high sensitivity to fluid pressure has been adopted on the control valve of the gearbox.
- The torsion bar spring constant and fluid pressure characteristics of the control valve have been optimized.
- A check valve has been adopted on the high pressure port to aim at reducing shock from the ground. (4X4 models)
- A low friction seat rack guide has been adopted for low friction against the rack bar.
- Aluminum is used in the cylinder end stopper and installation bracket to lighten them.
- Rack stroke and tire turning angle have been adjusted properly for excellent turning performance.
- Gear mount bushings with internal and external cylinder construction are adopted to install the steering gear to the frame. Accordingly, the rigidity in the left and right directions has been optimized and the vertical rigidity and the rigidity in the forward and rearward directions have been enhanced to optimize compliance steer and eliminate vibration from the ground.

	4X2	4X4
Total gear ratio (neutral)	20.98	20.97
No. of turns lock to lock	3.82	3.72
Rack stroke (mm)	156	160



An illustration is LHD models

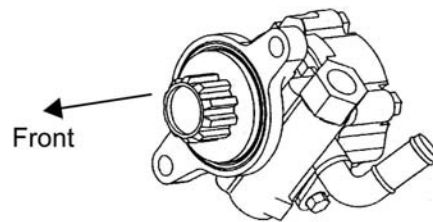


An illustration is LHD models

B3H-DP-031

Vane Pump

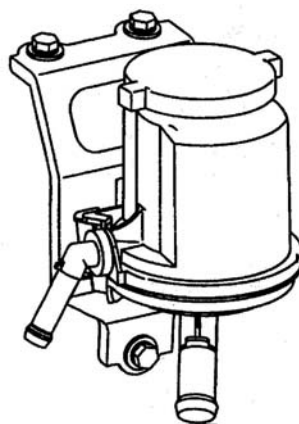
- A vane pump which contains the flow control valve has been adopted.
- An aluminum housing and steel press pulley have been adopted on the vane pump to lighten it.
- A gear drive type vane pump has been adopted.



B3H-DP-033

Reservoir Tank

- An independent reservoir tank has been adopted.
- The independent reservoir tank is made of translucent resin to lighten it and to allow the fluid level to be checked easily.



B3H-DP-034

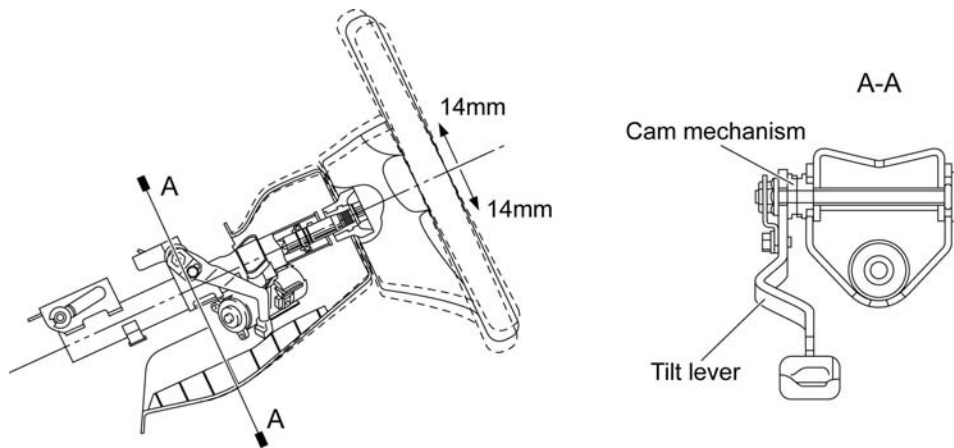
IV-4. Steering System

4. Steering Column & Intermediate Shaft**FEATURES****Steering Column**

- A cam type tilt steering column has been adopted to be convenient and easy use. A steering column which provides high rigidity has been adopted to aim at reducing vibration while the engine is idling as well as the vertical vibration of the steering column from the ground.
- A newly designed column cover has been adopted in accordance with the adoption of a newly designed combination switch.

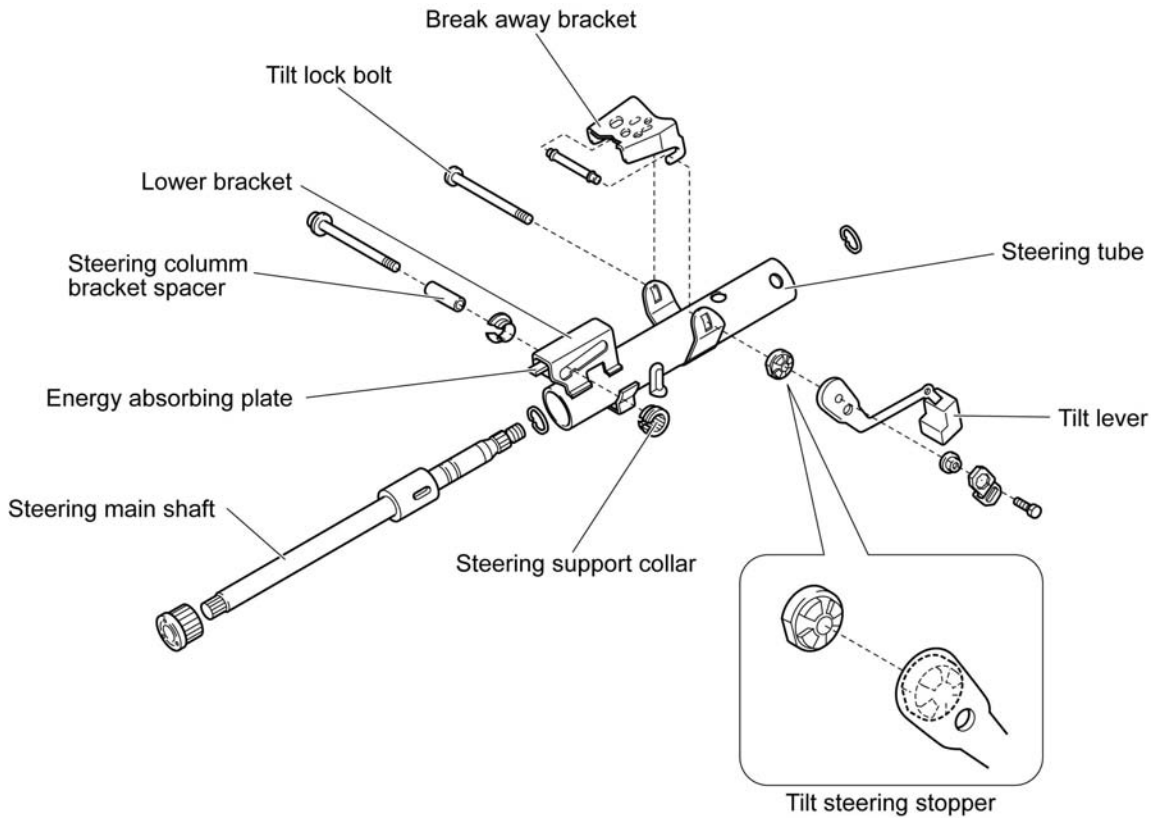
Steering Tilt Mechanism

- A tilt lock mechanism with a cam mechanism has been adopted to lighten the steering tilt mechanism.



B3H-DP-036

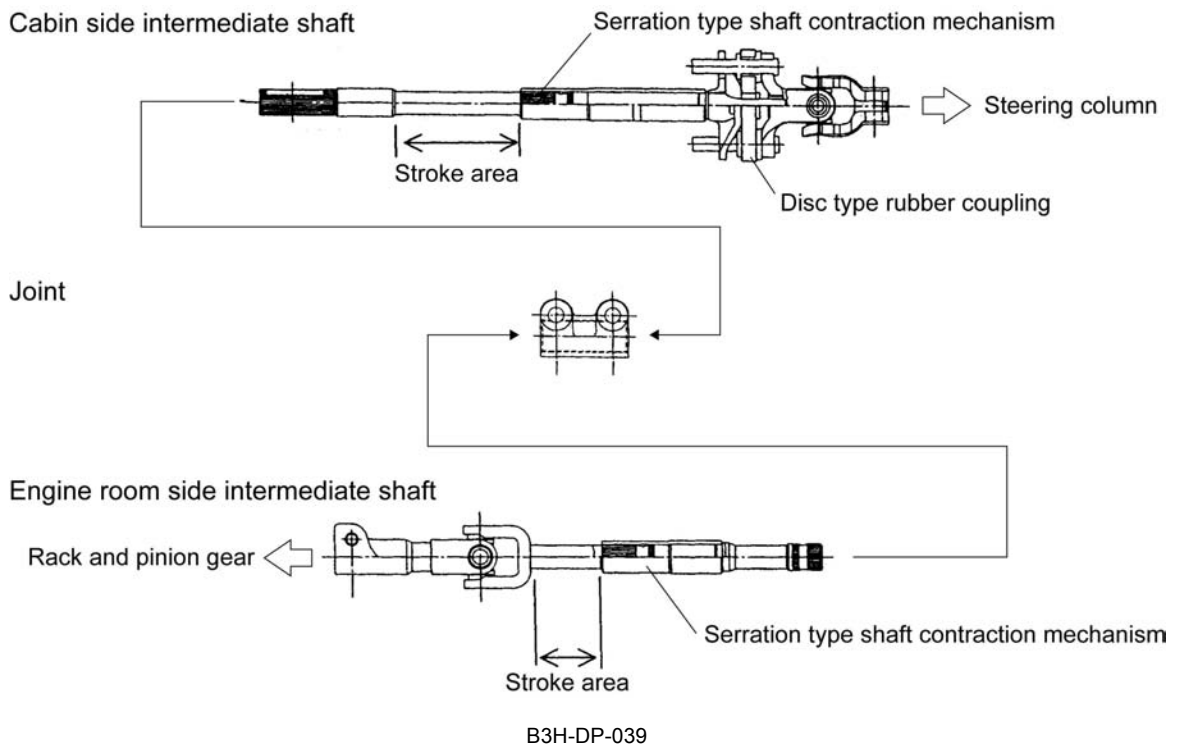
- In the tilt lock mechanism, the cam mechanism operates in synchronization with tilt lever operation, causing the tilt attachment of the steering column tube to pinch the break away bracket.



B3H-DP-037

Intermediate Shaft

- A stroke mechanism which can contract in the axial direction has been adopted on both cabin and engine room ends of the intermediate shaft.
- A disc type rubber coupling has been adopted to help absorb relative displacement of the frame and body and reduce fine vibration from the ground during driving.



IV. DRIVING PERFORMANCE

5. Tires & Wheels

IV-5. Tires & Wheels

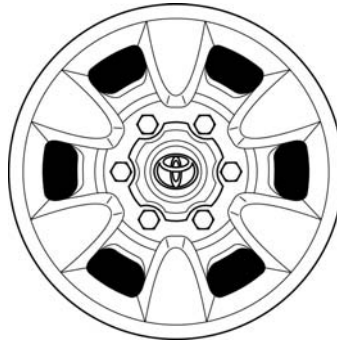
1. Wheel

FEATURES

- 14-inch steel wheel, 15-inch steel wheel, 15-inch aluminum wheel, and 16-inch steel wheel have been available.*

*Please refer to the Order Guide for detailed specifications.

15-inch Steel Wheel (4X4 model)



B3H-DP-051 [G4AK]

15-inch Aluminum Wheel (4X4 model)

- The solid-looking spokes and in-depth configuration convey stability and strength.



B3H-DP-041 [G4AL]

16-inch Steel Wheel (4X4 model)



B3H-DP-052 [G4AE]

14 and 15-inch Steel Wheel (Center ornament) (4X2 model)



B3H-DP-097 [G4FB]

IV-5. Tires & Wheels

2. Tires

FEATURES

- The following tires have been adopted.*
 - > 195R14C
 - > 205R16C
 - > 205/70R15C
 - > 255/70R15C
- The RRC (Rolling Resistance Coefficient) of the tires has been help reduced to comply with the European emission regulations STEP III.

*Please refer to the Order Guide for detailed specifications.

Product Detail

V

UTILITY
& COMFORT

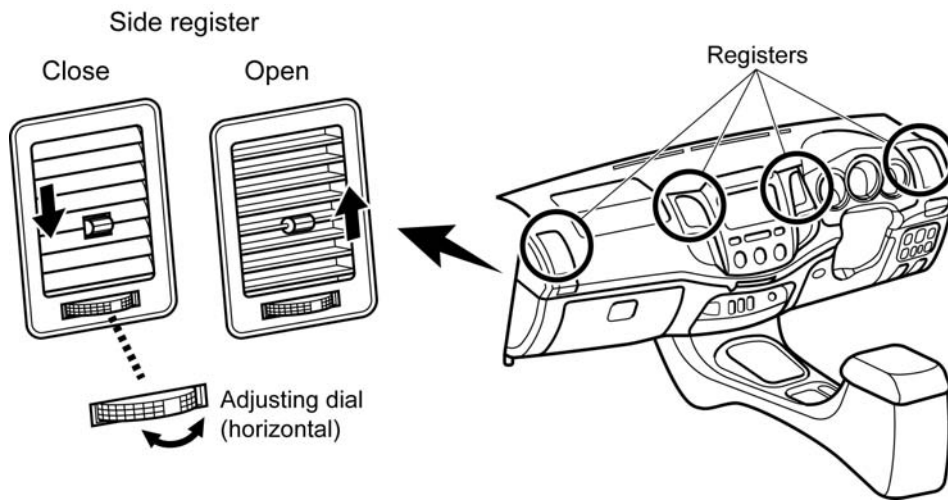
1. Air Conditioning	V-1__1-5
2. Audio System.....	V-2__1-2
3. Door Lock System	V-3__1-2
1. Wireless Door Lock	
2. Door Lock	
4. Storage Space	V-4__1-3
5. Security	V-5__1
1. Engine Immobilizer System	
2. Other Equipment	
6. Convenience Equipment.....	V-6__1-2
1. Sun Visor	
2. Hood & Fuel Opener Lever	

V. UTILITY & COMFORT

1. Air Conditioning

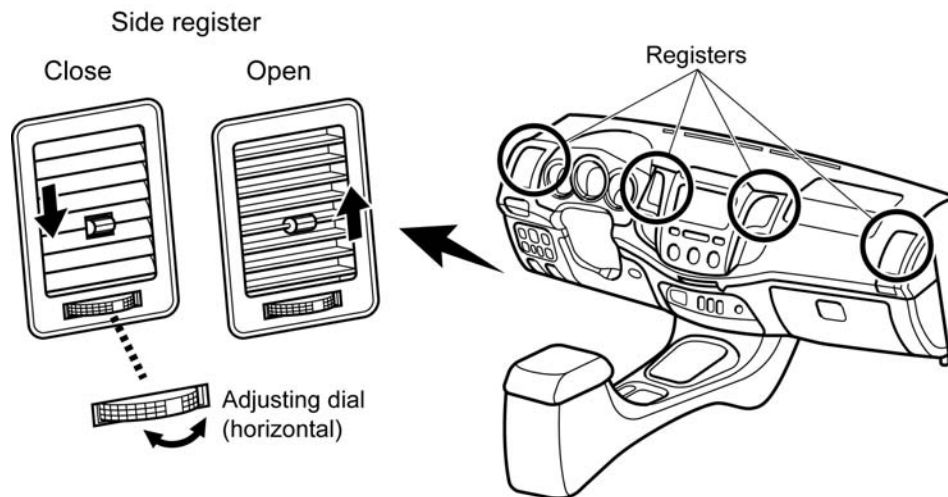
FEATURES

- A newly designed register has been adopted to break away from the truck image and give the appearance of a passenger vehicle.



RHD models

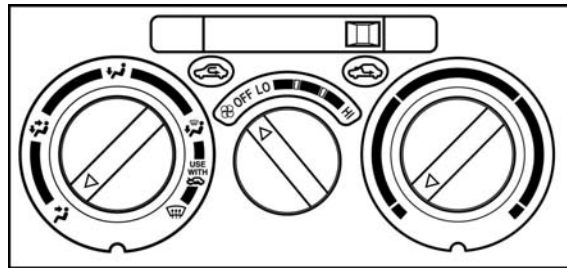
B3H-UC-083



LHD models

B3H-UC-084

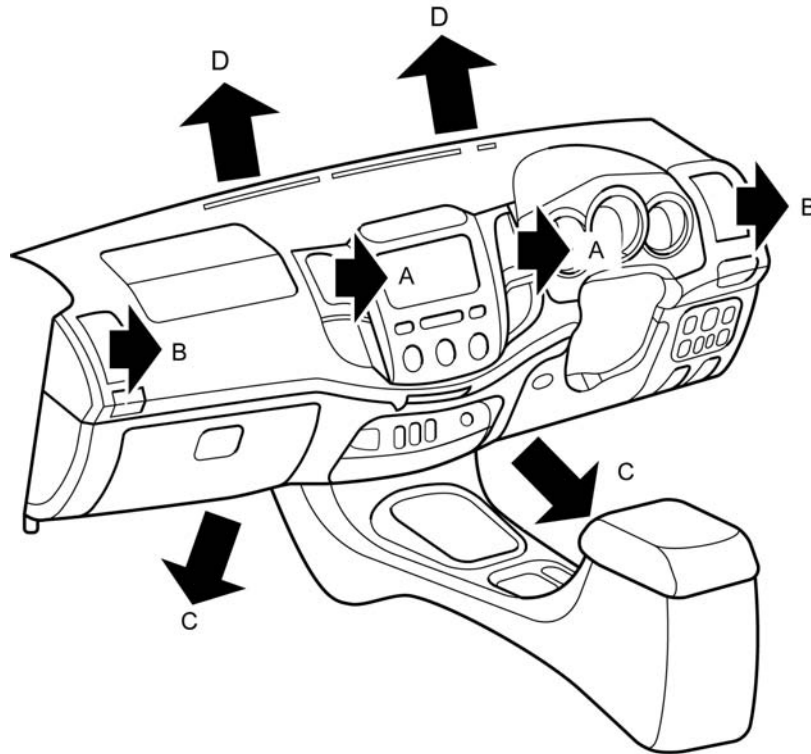
- A lightweight SFA-II (Straight Flow Aluminum-II) type heater core with an excellent heating performance is adopted.
- A PTC heater, viscous system*, and hot gas system* are adopted to help ensure heating performance to cover few heat resource of diesel engine models.
- A thin, light RS (Revolutionary Slim) evaporator* with high cooling performance and corrosion resistance has been adopted. The surface of the evaporator is coated with resin to reduce propagation of bacteria which cause unpleasant odors. The base is processed without chrome treatment to help protect the environment.
- A sub cool cycle type MF (Multi-Flow)-IV condenser* with high cooling performance and fuel efficiency has been adopted.
- An easy-to-use cable type manual heater control panel has been adopted. Vent selection can be switched by using the dial on the control panel.



B3H-UC-103

*Please refer to the Order Guide for detailed specifications.

Air Outlets and Front Air Volume Ratios

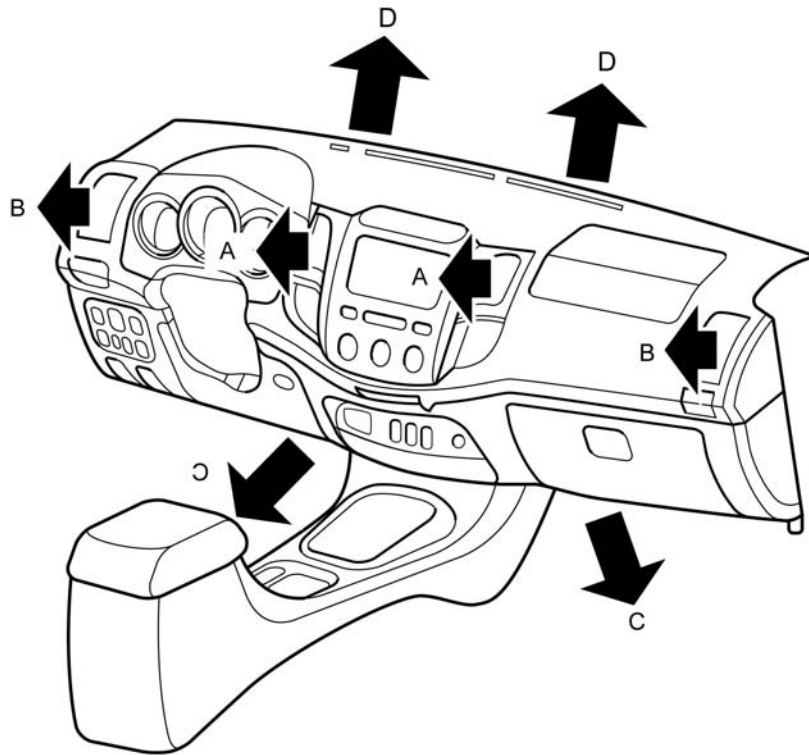


Air flow	A	B	C	D
Vent	Center	Side	Lower	Defroster
Mode				
Face	○	○	×	×
B/L	○	○	○	×
Foot	×	○	○	○
F/D	×	○	○	○
DEF	×	○	×	○

○ indicates air flow. Its size represents air volume. × indicates no air flow.

RHD models

B3H-UC-085



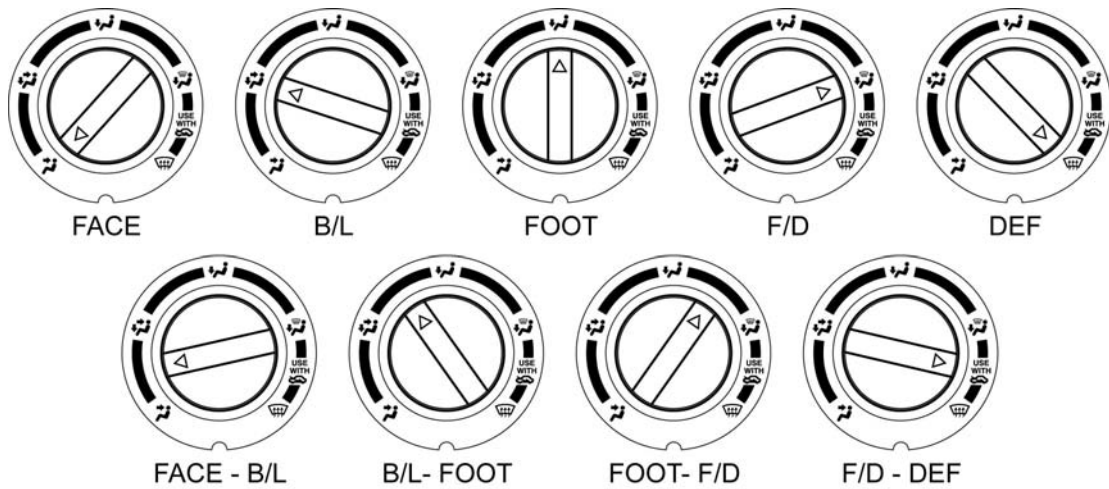
Air flow	A	B	C	D
Vent	Center	Side	Lower	Defroster
Face	○	○	×	×
B/L	○	○	○	×
Mode				
Foot	×	○	○	○
F/D	×	○	○	○
DEF	×	○	×	○

○ indicates air flow. Its size represents air volume. × indicates no air flow.

LHD models

B3H-UC-086

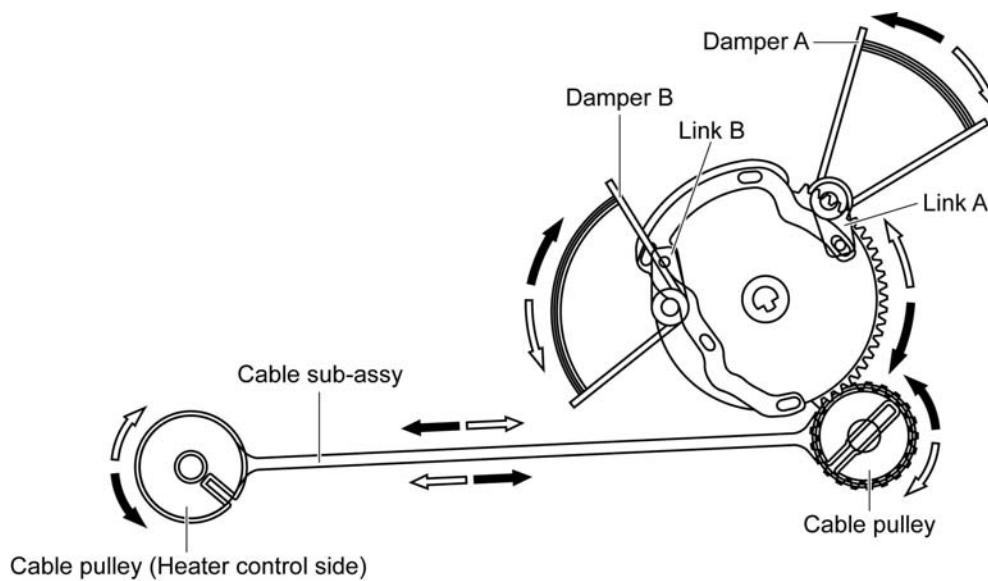
- In addition to the basic modes (FACE, B/L, FOOT, F/D, DEF), notches are set between each basic mode position to achieve more comfort. (New set positions are not indicated on the control panel.)



B3H-UC-054

Benefit

- A rotary type heater control cable has been adopted. Due to this change, dials can now be operated with constant force.



B3H-UC-006

V. UTILITY & COMFORT

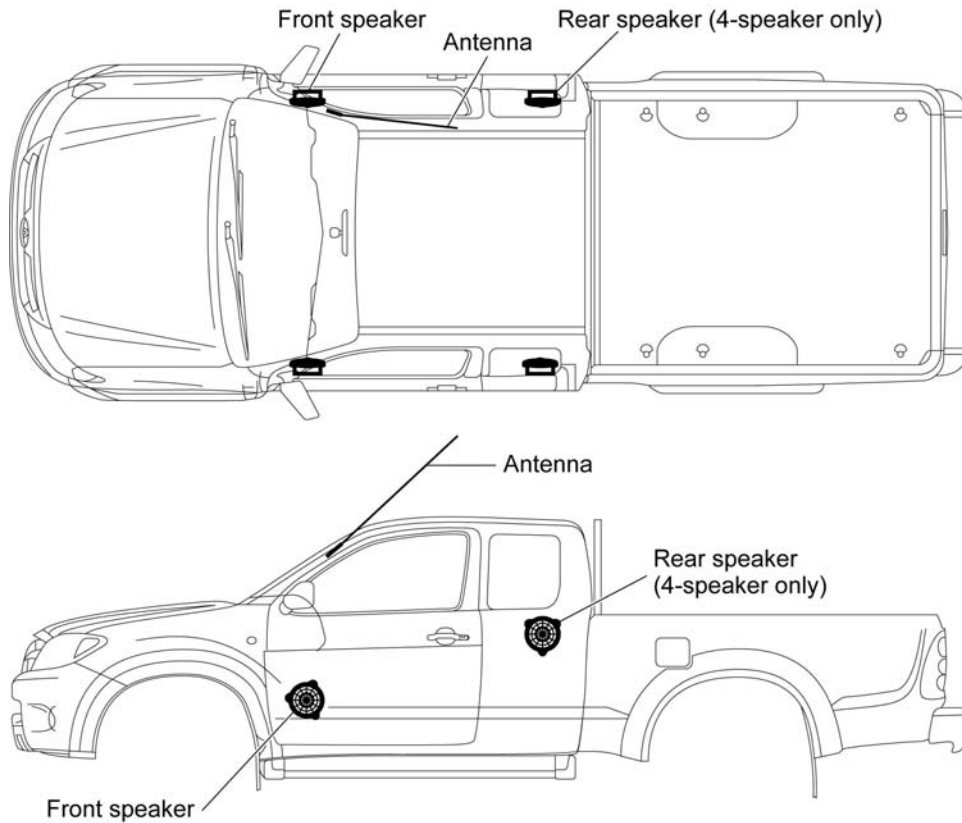
2. Audio System

FEATURES

- A radio has not been set. The speaker settings are shown below.*
 - > 2 or 4-speaker

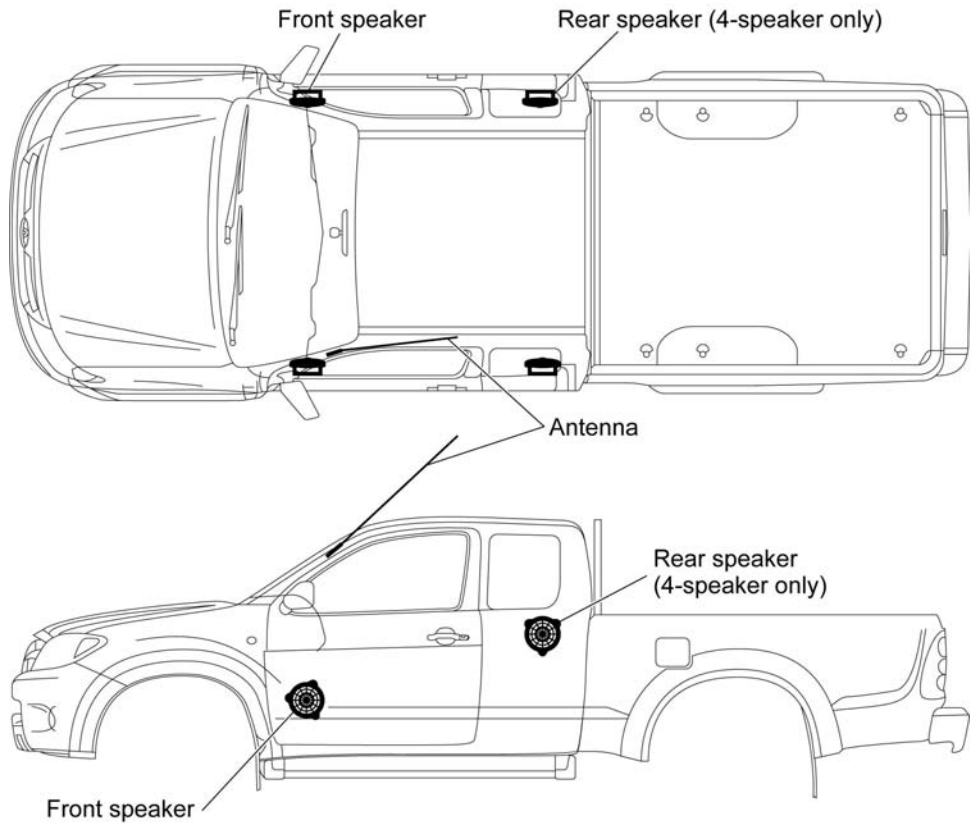
*Please refer to the Order Guide for detailed specifications.

Audio System Layout



RHD models

B3H-UC-042



LHD models

B3H-UC-044

V. UTILITY & COMFORT

3. Door Lock System

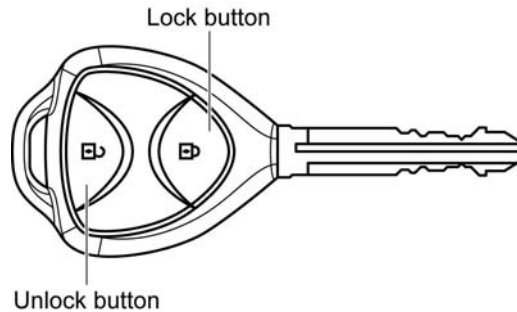
V-3. Door Lock System

1. Wireless Door Lock

FEATURES

- Wireless door lock* with a newly designed transmitter is provided.

*Please refer to the Order Guide for detailed specifications.



B3H-UC-051

Functional List

Functions	Outline
All door lock	Pressing the LOCK button of the transmitter with the doors closed locks all doors.
All door unlock	Pressing the UNLOCK button of the transmitter unlocks all doors.
Automatic lock	If none of the doors are opened within 30 seconds after they are unlocked by the wireless door lock control, all the doors are locked again automatically.
Answer back	The hazard lamp flashes once when locking, and flashes twice when unlocking, to indicate that the operation has been completed.

V-3. Door Lock System

2. Door Lock

From TMC

- Silent type door locks and the door lock striker have resulted in a heavy sound when closing doors, providing a feel of luxury.

FEATURES

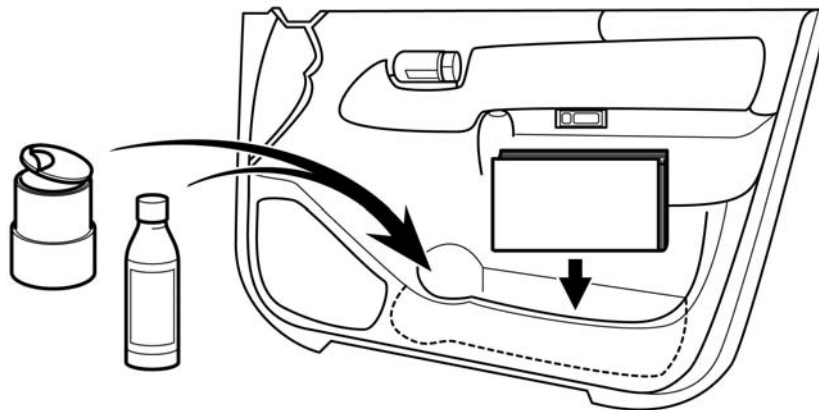
- A grip type outside handle which can be easily operated has been adopted.
- A convenient inside handle integrated with a door locking knob has been adopted.

V. UTILITY & COMFORT

4. Storage Space

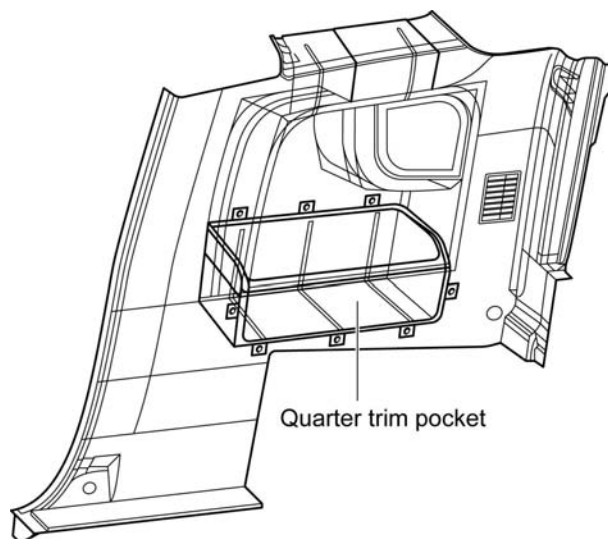
FEATURES

- The front door trim has a convenient large pocket.



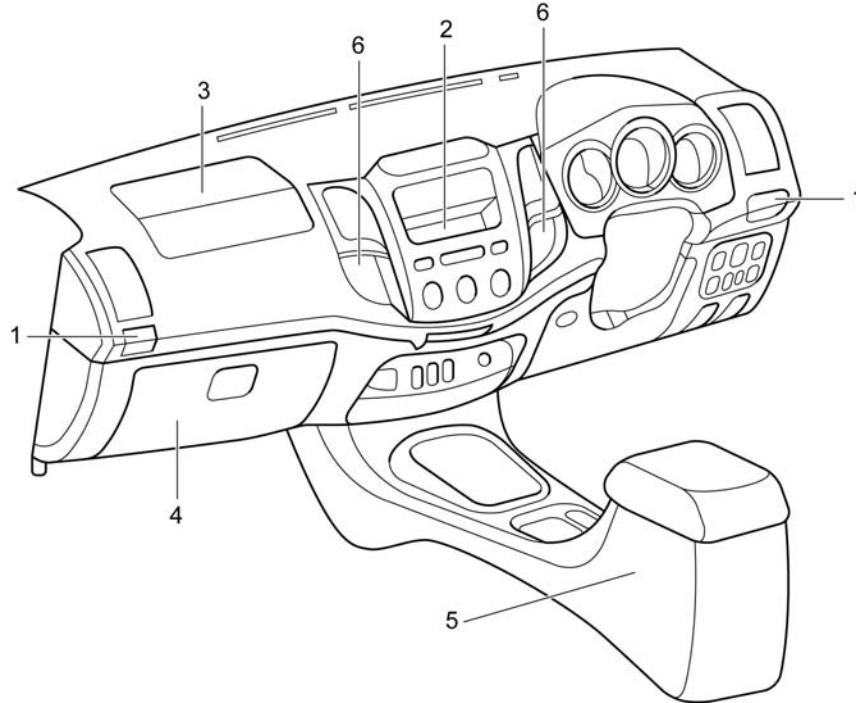
B3H-UC-011

- A quarter trim pocket is provided for market appeal.



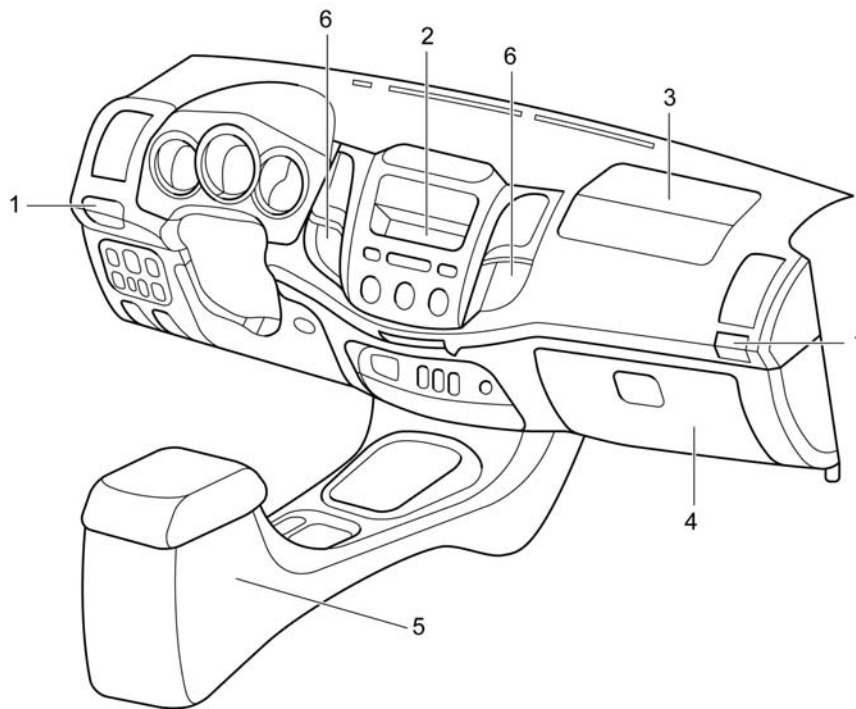
B3H-UC-012

- Convenient storage spaces are provided on the instrument panel and console box*.



RHD models

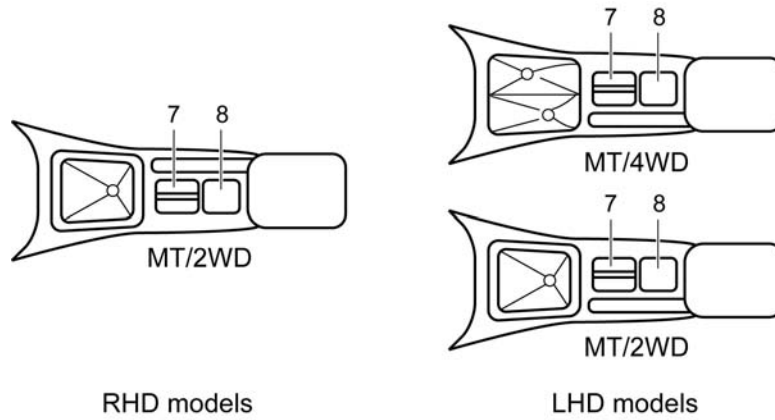
B3H-UC-088



LHD models

B3H-UC-089

*Please refer to the Order Guide for detailed specifications.



B3H-UC-091

No.	Item	No.	Item
1	Drive's side: Instrument panel cup holder	4	Glove box
	Passenger's side: cover* or instrument panel cup holder*	5	Console rear box
2	1DIN box	6	Center box
3	Upper box*	7	Small article compartment
		8	Console cup holder

*Please refer to the Order Guide for detailed specifications.

V. UTILITY & COMFORT

5. Security

V-5. Security

1. Engine Immobilizer System

FEATURES

- To help prevent vehicle theft, an engine immobilizer system which makes the engine inoperable unless a genuine key is used has been adopted.
- The antenna coil located around the ignition key cylinder receives the encrypted ID code sent from the transponder chip built into the key grip. If the code matches the registered ID code in the immobilizer ECU, the ECU unsets the immobilizer system and communicates with the engine ECU to allow the engine ignition and fuel injection.

V-5. Security

2. Other Equipment

FEATURES

- A fuel cap key is provided for the cab and chassis model.

V. UTILITY & COMFORT

6. Convenience Equipment

V-6. Convenience Equipment

1. Sun Visor

FEATURES

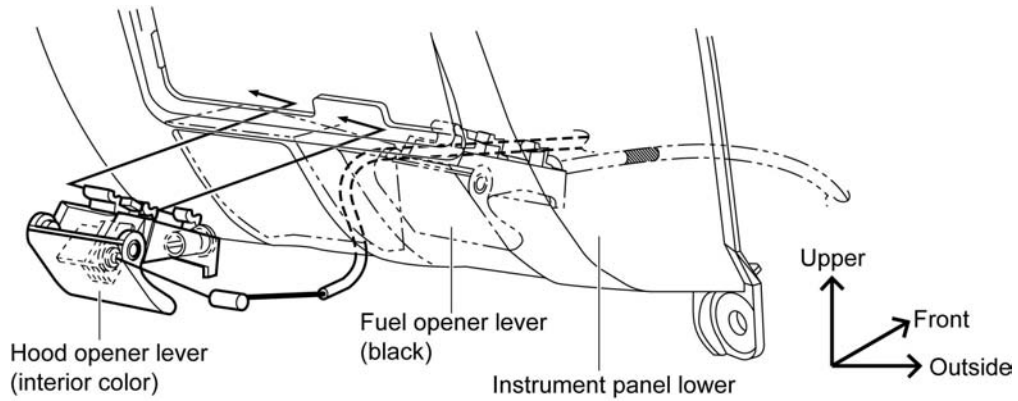
- A ticket holder is provided on the driver's sun visor, and a vanity mirror* is provided on the passenger seat sun visor.
- The sun visor features a turnover function for convenient use.
- The visor arm is in color for market appeal.

*Please refer to the Order Guide for detailed specifications.

V-6. Convenience Equipment

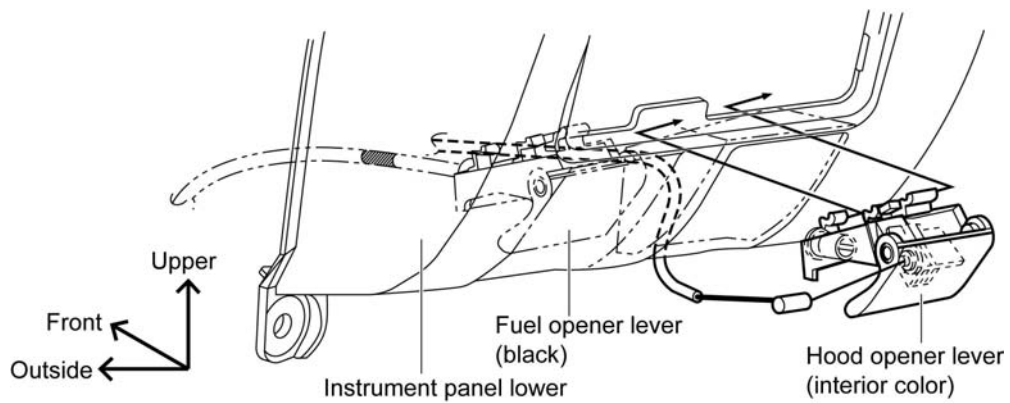
2. Hood & Fuel Opener Lever

- A hood opener lever and fuel opener lever are provided on the instrument panel for convenient use.



RHD models

B3H-UC-017



LHD models

B3H-UC-027

Product Detail

VI

BODY STRUCTURE

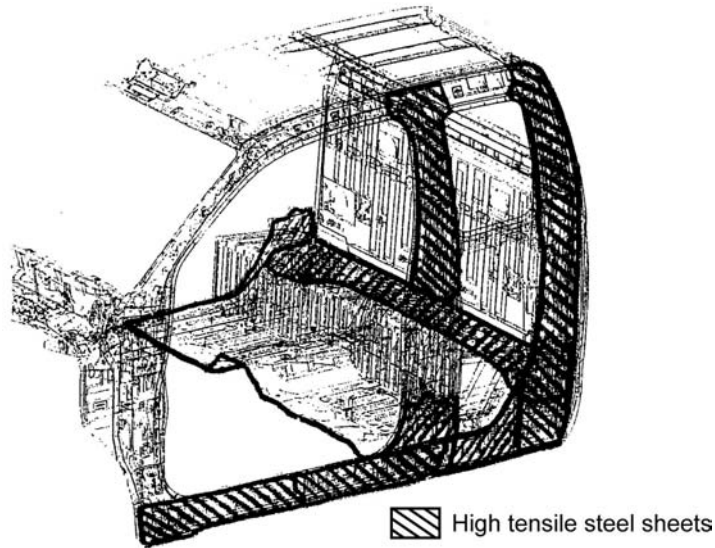
1. High Rigidity Body	VI-1__1-2
2. Rust Resistant Body	VI-2__1-2
3. Low Noise & Low Vibration Measures	VI-3__1-6
4. Other Features.....	VI-4__1

VI. BODY STRUCTURE

1. High Rigidity Body

FEATURES

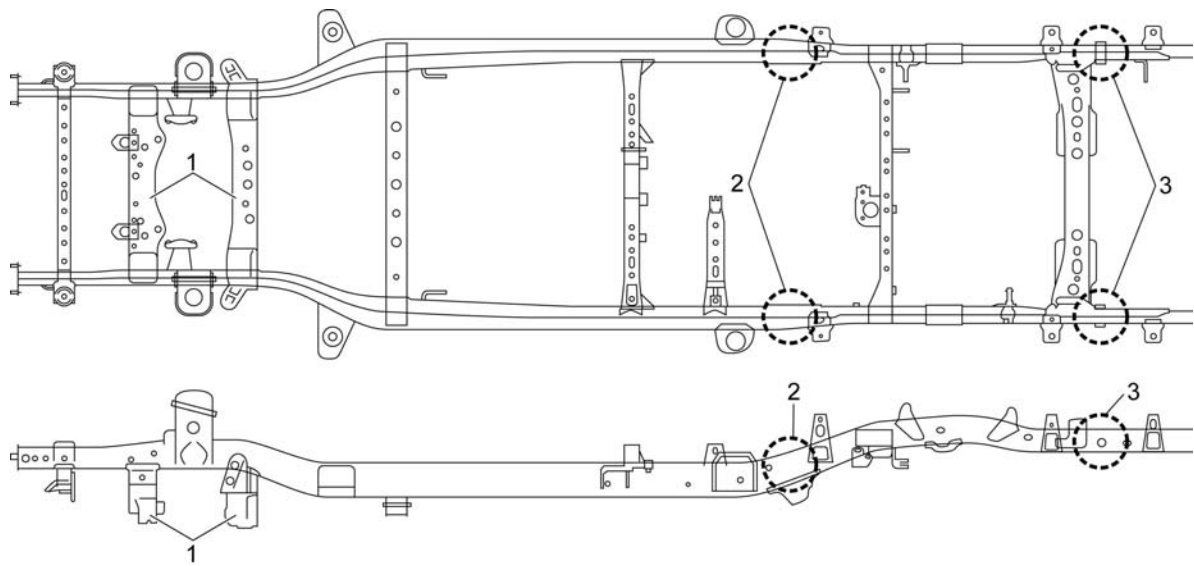
- A light, highly rigid body structure is achieved by adopting high tensile steel sheets.



B3H-BS-002

- The mount bracket, connecting to the back panel, rocker inner, and cross member, has been placed optimally to enhance rigidity of the mount installation area.
- The following structures have been adopted to each body mount installation area in consideration for durability.
 - > The No. 1 mount installation area: the structure, which disperses stress to each part/material.
 - > The No. 2 mount installation area: the structure, which is durable to the normal force (the force applied from above and below).

- The following components are used to optimize the rigidity of the attaching parts of the front and rear suspensions, and to help ensure stability and controllability, and straight line stability.
 - > Two large suspension cross members are placed on the attaching part of the front suspension. -1
 - > Reinforcement located to the No.3 hanger bracket attaching part.-2
 - > Reinforcement located to the No.4 hanger bracket attaching part.-3



B3H-BS-037

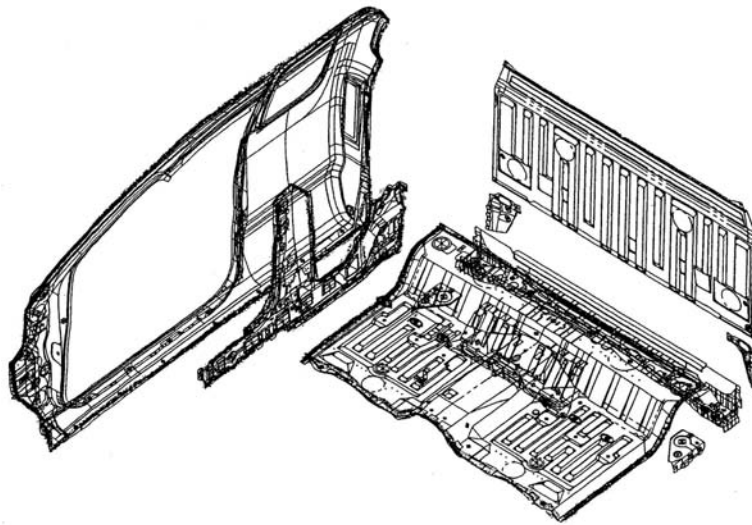
- The thick side rail with a high cross section and the reinforcements efficiently placed on the side rail parts help ensure high lateral bending rigidity for enhanced stability and controllability.
- By integrating the cross member attaching front and rear inner channels into one, the number of welded parts are reduced, helping ensure reliable quality.

VI. BODY STRUCTURE

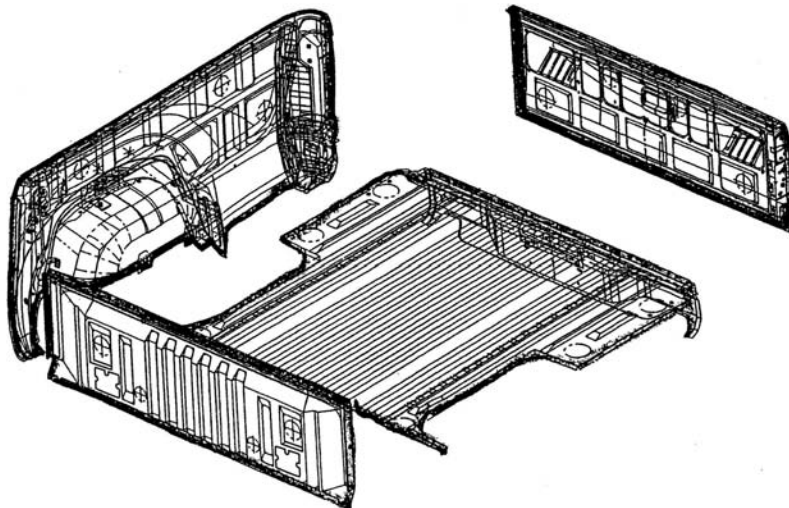
2. Rust Resistant Body

FEATURES

- Rust-resistant steel sheets have been extensively adopted.

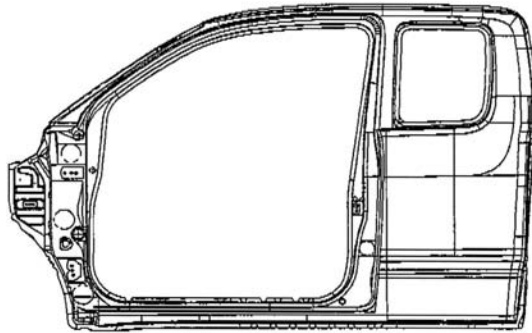


B3H-BS-005



B3H-BS-031

- A joint-less side member outer panel enhances rust-prevention.



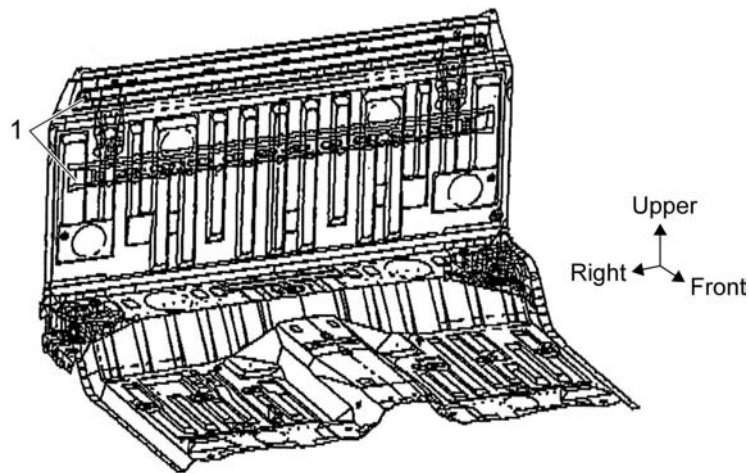
B3H-BS-029

VI. BODY STRUCTURE

3. Low Noise & Low Vibration Measures

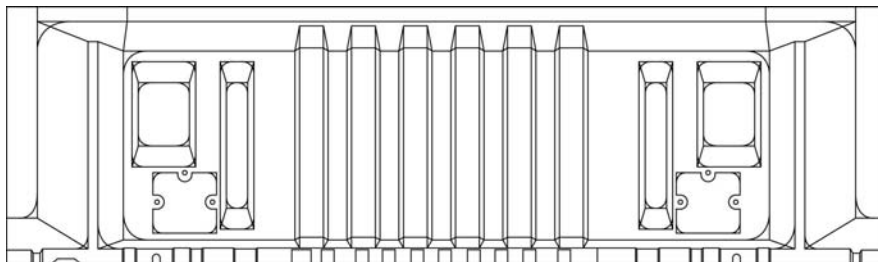
FEATURES

- Muffled noise from the back panel has been reduced by the following settings.
 - > A back panel reinforcement was optimally placed. -1



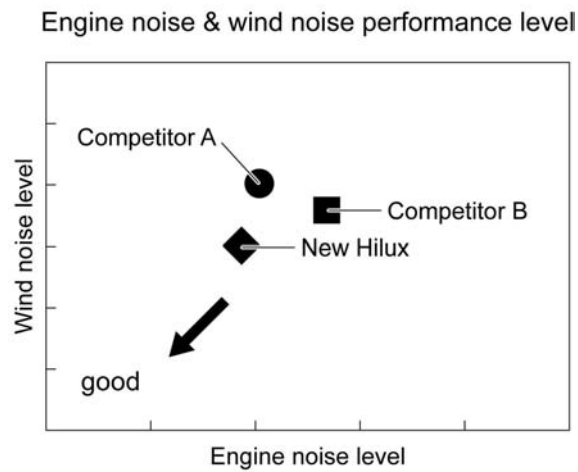
B3H-BS-028

- An optimal bead was set on the deck header to change the resonance point of the cabin and back panel.



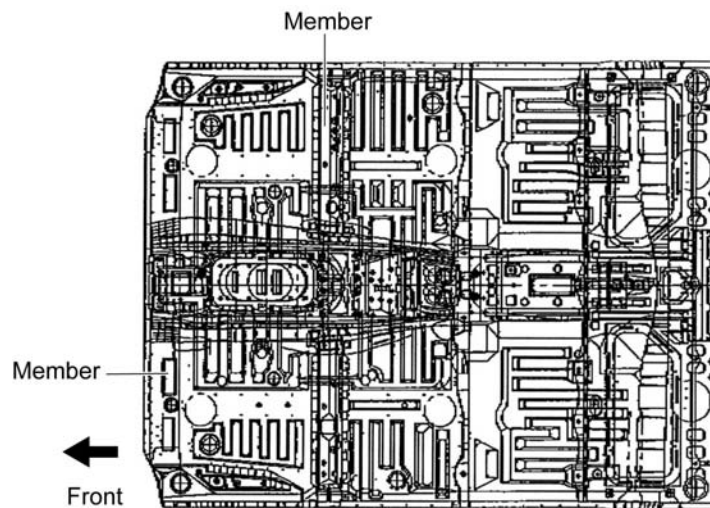
B3H-BS-009

- The following have been performed around the doors to reduce wind noise.
 - > Windshield glass has been tilted.
 - > Door parting lines have been set sideways.
 - > The shape of the door mirrors has been formed to reduce wind noise.



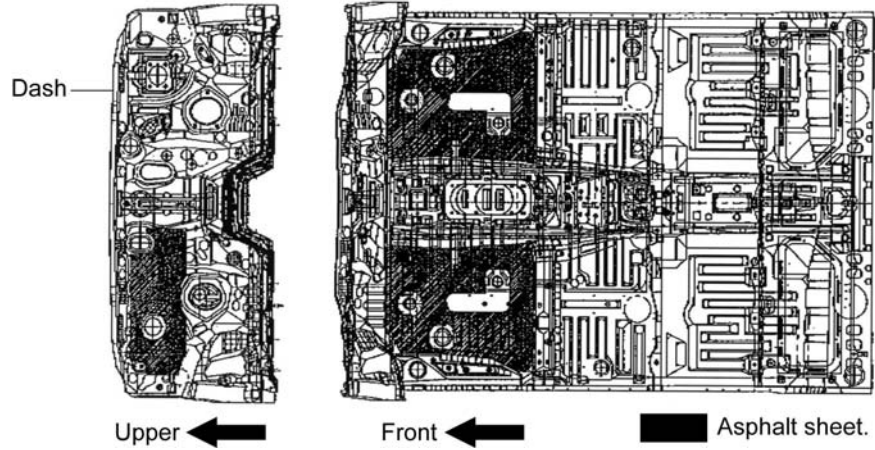
B3H-BS-013

- Muffled noise has been reduced by adopting the straight No. 3 mount cross member to keep the rigidity of lower part of the back panel.
- A collar structure has been adopted to the body mount installation area to help reduce vibration to the body.
- Floor rigidity has been assured and vibration has been reduced by the following.
 - > The members have been optimally allocated.
 - > The floor beads have been optimally allocated.
 - > A NV patch has been installed.



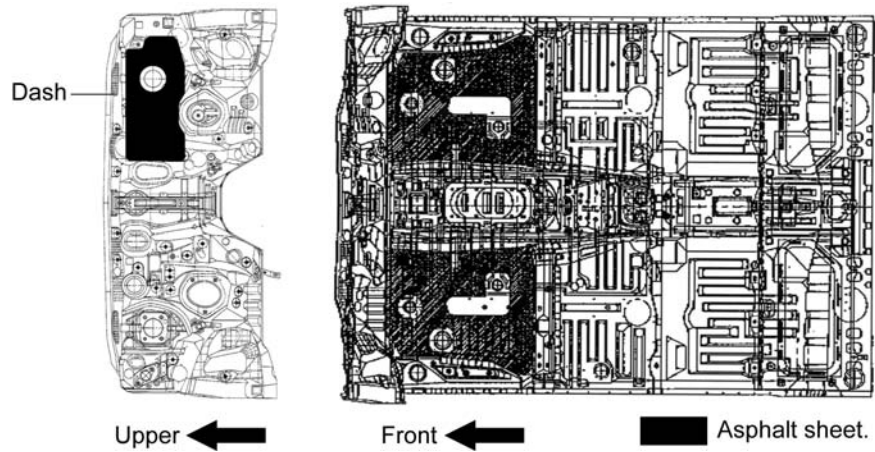
B3H-BS-026

- Noise and vibration have been reduced effectively by optimizing allocation of the asphalt sheet.



RHD models

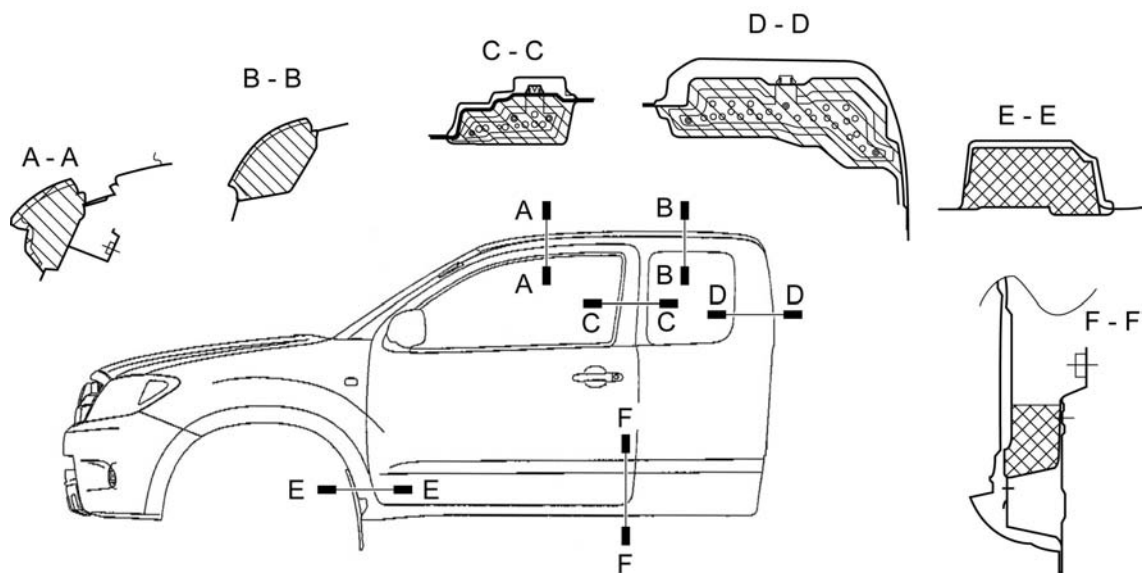
B3H-BS-023



LHD models

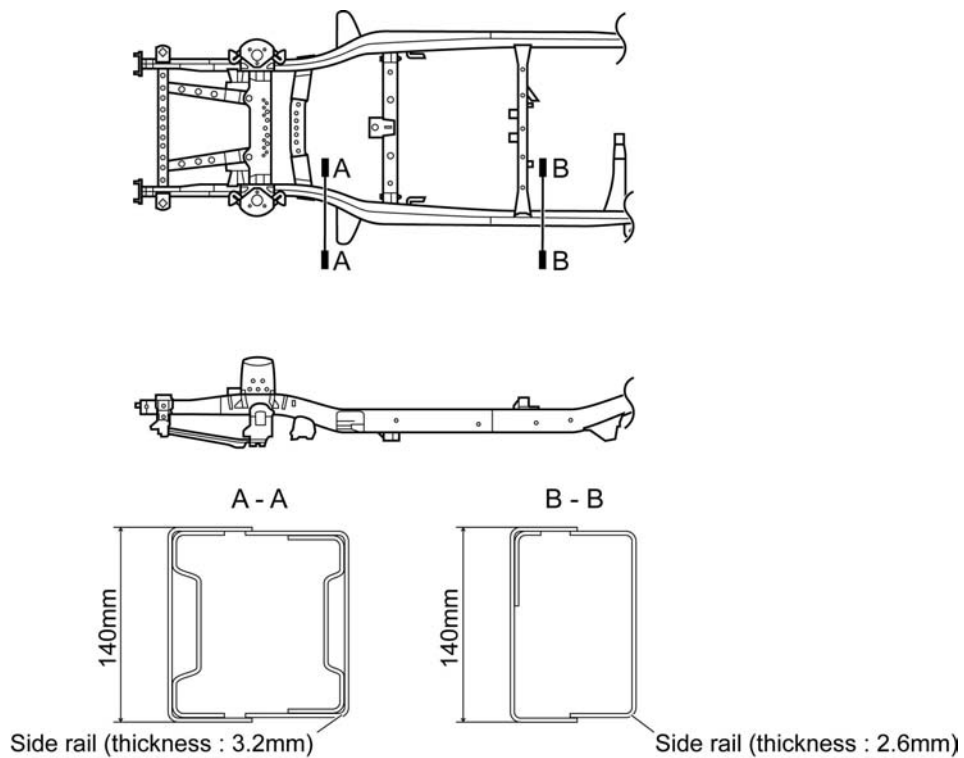
B3H-BS-033

- The following sound absorption/insulation and damping materials have been adopted to reduce cabin noise.
 - > High-density hood silencer
 - > High-density dash outer silencer (engine room side)
 - > Double felt type dash inner silencer (cabin side)
 - > Asphalt sheet (cabin side)
- Foaming material and sound insulation material have been installed as necessary to reduce noise and vibration.



B3H-BS-024

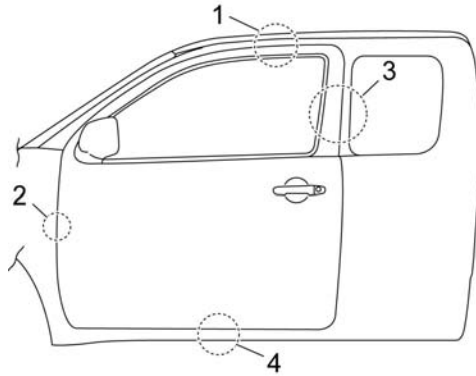
- The large side rail cross section and the jointing rigidity of the cross members help ensure excellent torsion rigidity in the frame for ride comfort.
- The thick side rail with a high cross section helps ensure high vertical bending rigidity, minimizing the vehicle's up-down movements to provide excellent ride comfort. The side rail has different thickness in the front and the rear for optimal rigidity in both areas.



VI. BODY STRUCTURE
4. Other Features

FEATURES

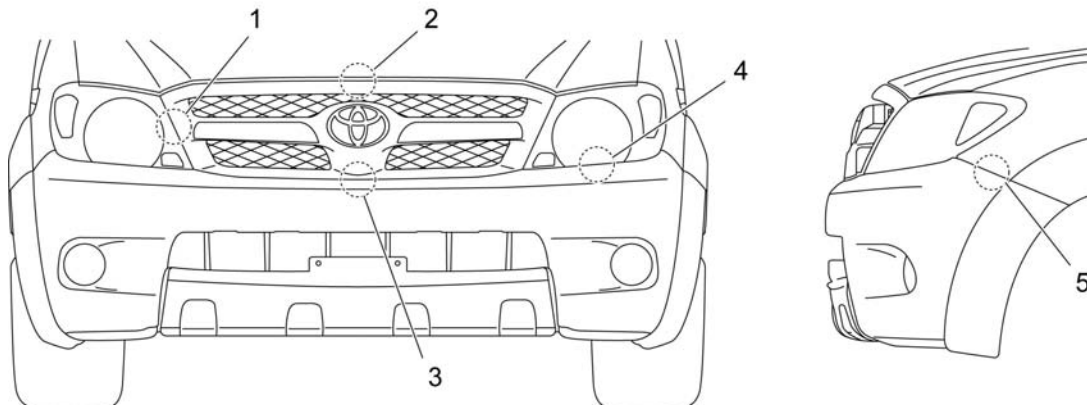
- The clearance around the doors was minimized for nice appearance.



B3H-BS-016

Portion	1	2	3	4
Clearance (mm)	5	4.6	4.5	5.5

- The resin bumper causes the structure to be installed to the body. The clearance around the bumpers was minimized for nice appearance.



B3H-BS-017

Portion	1	2	3	4	5
Clearance (mm)	3	6	2	2	1

- The back window was attached with urethane for appearance.

Product Detail

VII SAFETY

1. Active Safety.....	VII-1__1-2
1. Brake Control System	
2. Brake Mechanism	
2. Passive Safety.....	VII-2__1-8
1. Impact Absorbing	
2. Seatbelts	
3. SRS Airbags	

VII. SAFETY

1. Active Safety

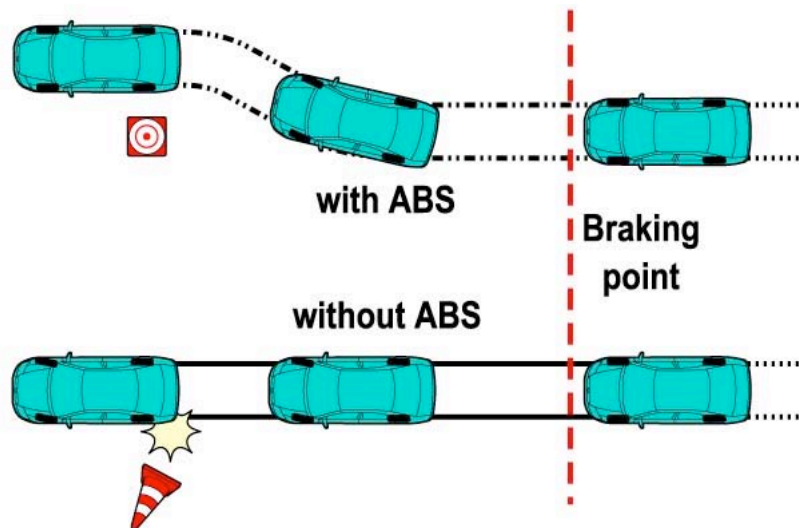
VII-1. Active Safety

1. Brake Control System

FEATURES

- ABS* (Anti-lock Brake System) regulates braking hydraulic pressure, preventing the wheels from locking up on slippery surfaces.

*Please refer to the Order Guide for detailed specifications.



B3H-SA-001

- The brake actuator and skid control ECU have become light and compact by unifying them. The brake actuator hydraulic circuit consists of six solenoid valves, optimizing brake performance.
- The ABS warning lamp comes on and ABS operation is prohibited as a fail-safe when problems occur in the skid control ECU or brake actuator.
- A LSP & B (Load Sensing Proportioning and By-pass) valve has been adopted for the brake control valve, contributing to optimum rear brake effectiveness depending on the loading conditions.

VII-1. Active Safety

2. Brake Mechanism

FEATURES

- The front brake on the 2WD model is for a disc diameter of 255 mm and has adopted a disc rotor with the disc thickness of 28 mm, contributing to heat resistance.
- The front brake on the 4WD model is for a disc diameter of 297 mm and has adopted a disc rotor with the disc thickness of 25 mm, contributing to heat resistance.
- A center lever type parking brake has been adopted, aiming for a car-like operability.

VII. SAFETY

2. Passive Safety

VII-2. Passive Safety

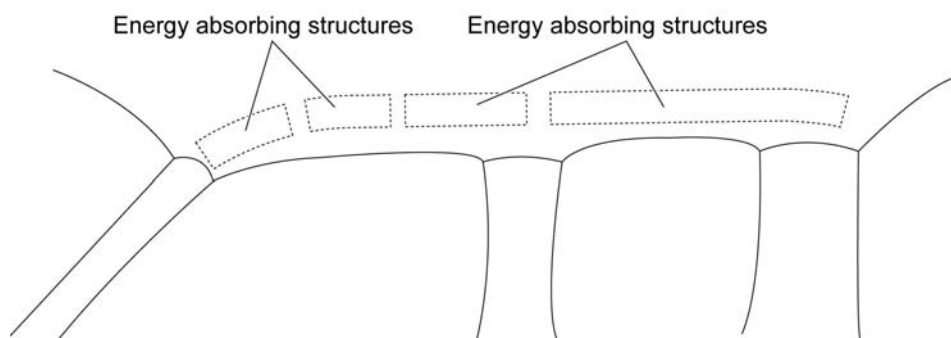
1. Impact Absorbing

FEATURES**Impact Absorbing Body**

- The impact absorbing structure helps to effectively absorb the energy of impact in the unlikely event of a front or side collision.

Head Impact Protection Structure

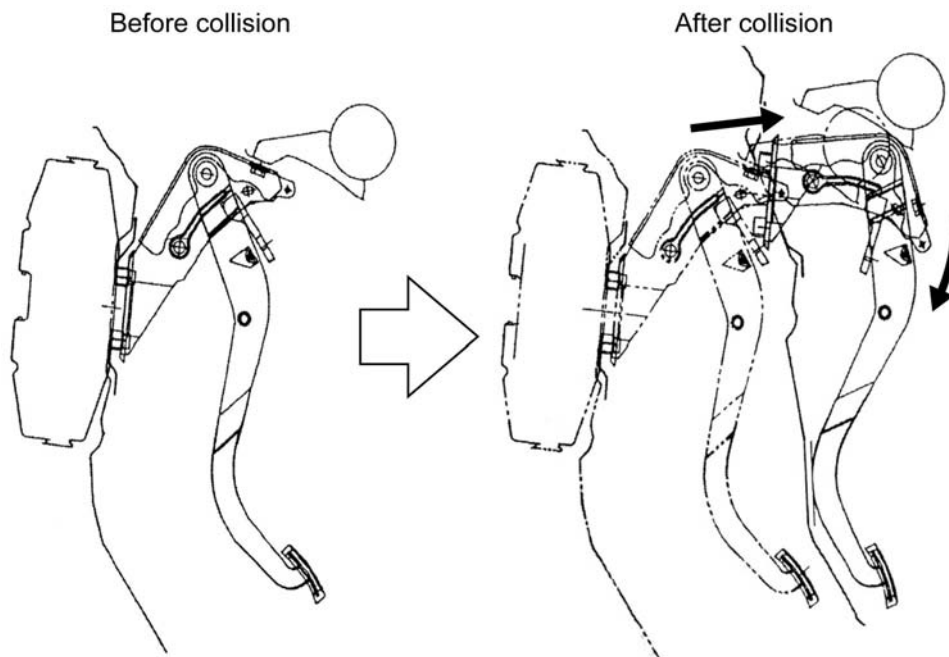
- A shock absorbing structure is provided in each pillar garnish and the roof side to help reduce shock to the passengers' heads.



B3H-SA-004

Brake Pedal

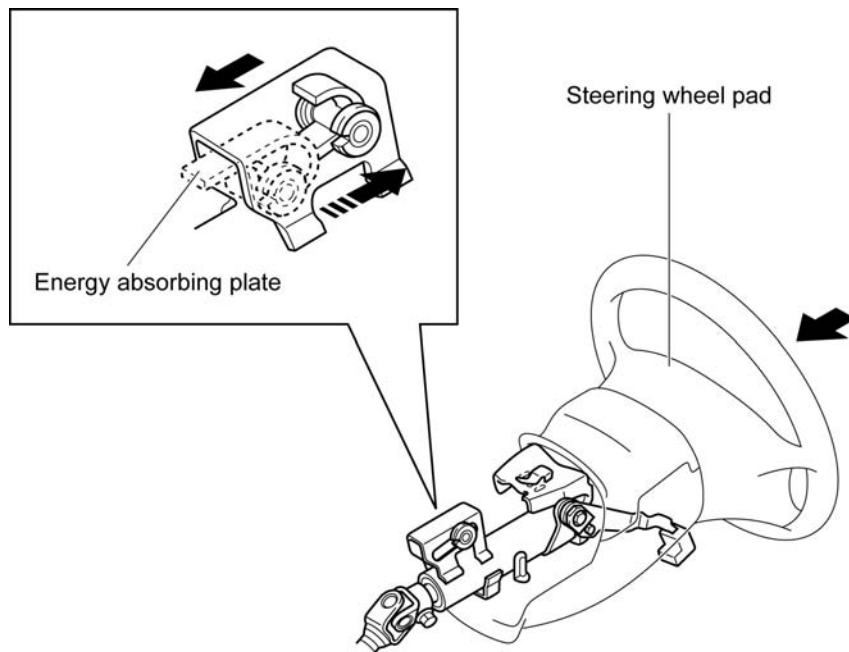
- The brake pedal has a structure that separates its upper part upon frontal impact and with adoption of the pedal stopper at the lower part of the instrument panel, it enabled to help reduce the volume of the pedal retraction into the driver's foot space at the event of a frontal collision.



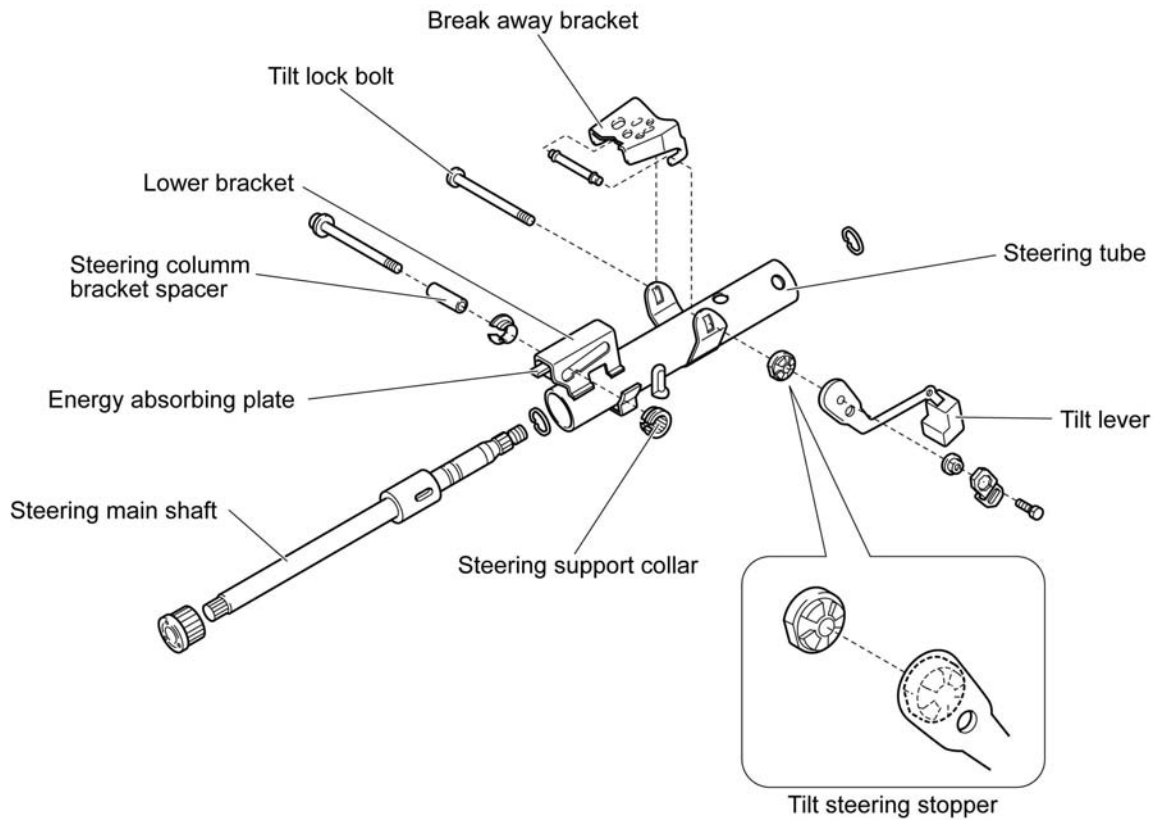
B3H-SA-006

Steering Column

- The steering column is fixed on the steering support of the instrument panel reinforcement with the lower bracket and break-away bracket.
- If the steering wheel is subjected to shock from the driver, the steering wheel and wheel pad, or the airbag absorb the energy. Simultaneously, the steering support collar of the lower bracket breaks and the steering column tube moves towards the front of the vehicle leaving the steering column bracket spacer and break-away bracket. The energy absorbing plate is deformed at this time to help absorb the shock energy.



B3F-SA-003

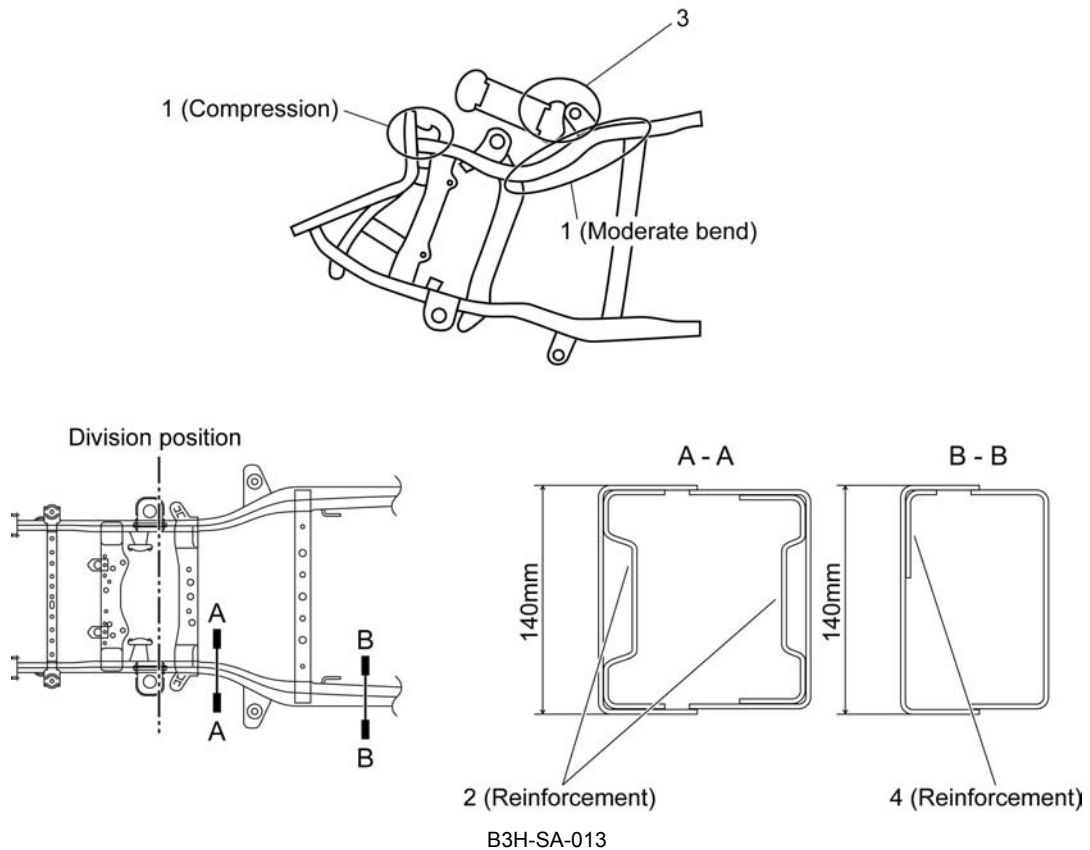


B3H-DP-037

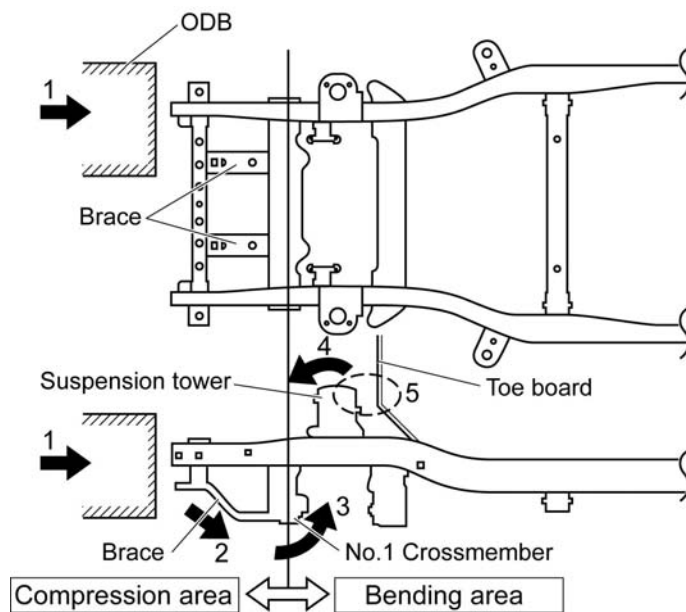
Frame

Impact Absorbing

- The side rail is divided into two parts: compression and bending areas. A material with optimal thickness is used in the compression area to enhance compression efficiency, while balancing with the bending area.-1
- Reinforcement is given on the side rail kick part.-2
- A large No.2 cab mount bracket is adopted to absorb impact by the tires into the brackets in the event of collision.-3
- Reinforcement is given on the center part of the side rail.-4



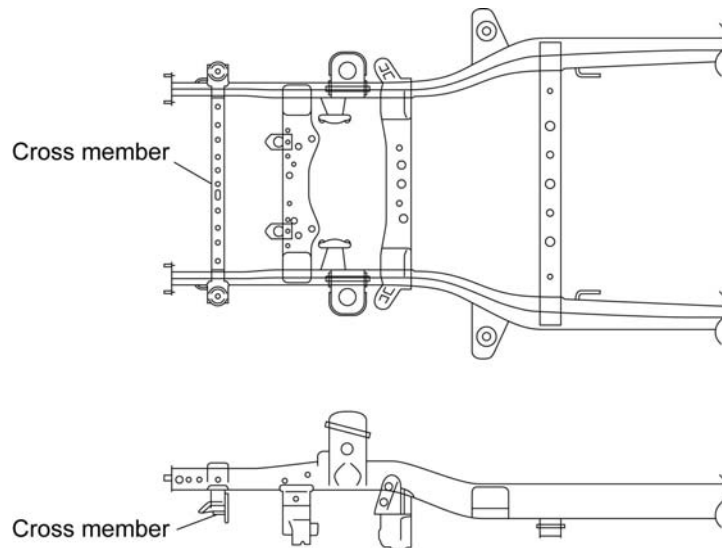
- Impact braces are attached beneath the front-end of the frame. They work as follows:
 - > 1. The ODB (Offset Deformable Barrier) impact.
 - > 2. Impact braces share load.
 - > 3. Generates counter-clockwise moments in the No.1 cross member.
 - > 4. Generates counter-clockwise moments in the suspension tower.
 - > 5. Controls the board (body floor) press force in the suspension tower.



B3H-SA-010

Vehicle Compatibility

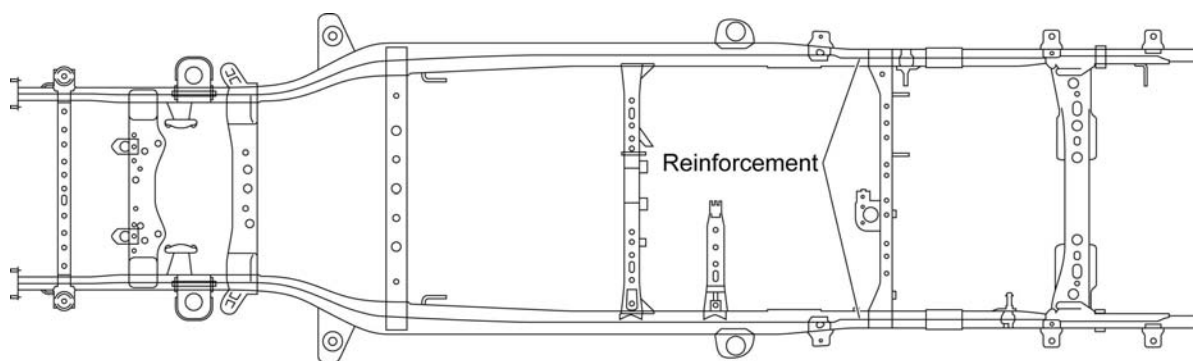
- A cross member is attached beneath the front-end of the frame. This helps prevent the vehicle from getting under in the event of collision with a low ride vehicle.



B3H-SA-014

Rear and Side Collision Support

- Reinforcement is given on the side rail kick part.



B3H-SA-018

*VII-2. Passive Safety***2. Seatbelts**

FEATURES

- 3-point ELR (Emergency Locking Retractor) seatbelts with pretensioners* are provided in the front seats.
- A 3-point ELR seatbelts with pretensioners* is provided in the driver seat and a 3-point ELR seatbelt* is provided in the front passenger seat.
- 3-point ELR (Emergency Locking Retractor) seatbelts are provided in the rear seats.
- Five-step adjustable shoulder anchors have been adopted in the front seatbelts, providing comfortable wear.
- The portion of the shoulder anchor to which the webbing is passed through is designed to maintain the shape of the webbing as much as possible.
- The webbing coating is applied to 3-point seatbelts to contribute to durability.

*Please refer to the Order Guide for detailed specifications.

*VII-2. Passive Safety***3. SRS Airbags**

FEATURES

- There are two types of the SRS (Supplemental Restraint System) front airbag* setting: one is for driver only*, and the other is for both driver and front passenger.
- SRS front airbag is provided as a supplement to the seatbelt in order to help reduce shock to the head and chest of the person in the seat that is equipped with the SRS front airbag in the unlikely event of a frontal collision.

*Please refer to the Order Guide for detailed specifications.

Product Detail

VIII

ENVIRONMENT

- 1. Prevention of Global Warming.....VIII-1__1
 - 1. Reduction of Global Warming Substance
- 2. Environmental ConsciousnessVIII-2__1-2
 - 1. Recycle
 - 2. Reduction of Harmful Materials
 - 3. Reduction of Evaporative Emissions

VIII. ENVIRONMENT

1. Prevention of Global Warming

VIII-1. Prevention of Global Warming

1. Reduction of Global Warming Substance

FEATURES

Reduction of Emission of CO₂=Fuel Economy

- 2KD-FTV (2.5 L) diesel engine has top class fuel efficiency.
- The air-conditioning system has a sub-cool type condenser with high cooling efficiency, helping prevent the vehicle from becoming less fuel-efficient while the air-conditioning system is operating.
- A light, compact, highly efficient cooler compressor has been adopted to help prevent the vehicle from becoming less fuel-efficient.

Reduction of Refrigerant

- The amount of refrigerant (a greenhouse gas) used in the air-conditioning system has been reduced by 100g due to the adoption of an RS (Revolutionary Slim) evaporator and MF-IV condenser. HFC134a refrigerant is used to help protect the ozone layer.

VIII. ENVIRONMENT

2. Environmental Consciousness

VIII-2. Environmental Consciousness

1. Recycle

Instrument Panel

- Major resin parts use easily recyclable materials such as PP (polypropylene).
- Connecting claws are provided or resin clips are used to connect parts, eliminating the use of metal clips which interfere with recycling.
- Material identification marking is applied on all newly adopted resin parts.
- A notch or marking is applied on parts so that the parts can be easily scrapped in the recycling process.

Door Trim

- Resin which is easily recycled is used.

VIII-2. Environmental Consciousness

2. Reduction of Harmful Materials

FEATURES

- The amount of environmentally harmful material used on the vehicle has been reduced as much as possible.

Chlorine

- The amount of vinyl chloride, which produces harmful gases when burned, has been reduced by adopting a felt dash silencer.

Lead

- The amount of lead used on the vehicle has been reduced by using aluminum in the heater core.

Hexavalent Chromium

- The cooler evaporator is coated without using hexavalent chromium.

Organic Solvents

- A new clutch lining which does not use organic solvents in the manufacturing process has been developed and adopted to help protect the environment. It has the same performance as the conventional type.

VIII-2. Environmental Consciousness

3. Reduction of Evaporative Emissions

FEATURES

- 2KD-FTV (2.5 L) diesel engine is environmentally friendly, complying with the European Step III emission regulation level.

Product Detail

IX

SPECIFICATIONS

1. Specifications.....IX-1__1-4

SPECIFICATIONS

KUN15R-CRMDYW

KUN15L-CRMDYW

Major Dimensions & Vehicle Weights

Overall	Length	mm	5255	5255
	Width	mm	1760	1760
	Height* ¹	mm	1680	1680
Wheel Base		mm	3085	3085
Tread	Front	mm	1510	1510
	Rear	mm	1510	1510
Room	Length	mm	1840	1840
	Width	mm	1475	1475
	Height	mm	1190	1190
Overhang	Front	mm	885	885
	Rear	mm	1285	1285
Min. Running Ground Clearance		mm	181	181
Angle of Approach		degrees	30	30
Angle of Departure		degrees	26	26
Curve Weight	Front	kg	890 - 940	885 - 940
	Rear	kg	680 - 700	680 - 700
	Total	kg	1570 - 1640	1565 - 1640
Gross Vehicle Weight	Front	kg	1085	1085
	Rear	kg	1615	1615
	Total	kg	2700	2700
Deck Space	Deck floor to ground	mm	750	750
	Deck Height	mm	450	450
	Deck Length	mm	1805	1805
	Deck Width	mm	1515	1515
Fuel Tank Capacity		L	76	76

*1: Unladen Vehicle *2: With Rear Bumper

*3: With Over Fender

Performance

Max. Speed		km/h	150	150
Max. Cruising Speed		km/h	-	-
Acceleration	0 to 100 km/h	sec.	-	-
	0 to 400 m	sec.	-	-
1st Gear		km/h	34	34

SPECIFICATIONS

			KUN15R-CRMDYW	KUN15L-CRMDYW
Max. Permissible Speed	2nd Gear	km/h	58	58
	3rd Gear	km/h	93	93
	4th Gear	km/h	132	132
Min. Turning Radius	Tire	m	5.9	5.9
	Body	m	6.3	6.3

SPECIFICATIONS

KUN15R-CRMDYW

KUN15L-CRMDYW

Engine

Engine Type		2KD-FTV (Lo Version)	2KD-FTV (Lo Version)
No. of Cyls. & Arrangement		4-Cylinders, In-Line	4-Cylinders, In-Line
Valve Mechanism		16-Valve, DOHC	16-Valve, DOHC
Bore x Stroke	mm	92.0 × 93.8	92.0 × 93.8
Displacement	cm ³	2494	2494
Compression Ratio		18.5 : 1	18.5 : 1
Fuel System		Common-Rail Type	Common-Rail Type
Reserch Octane No. or Cetane No.		50 or Higher	50 or Higher
Max. Output (SAE-NET)	kW / rpm	75 / 3600	75 / 3600
Max. Torque (SAE-NET)	Nm/ rpm	200 / 1400-3200	200 / 1400-3200

Engine Electrical

Battery Capacity (5HR)	Voltage & Amp.hr.	12-55, 110* ⁵	12-55, 110* ⁵
Alternator Output	Watts	960	960
Starter Output	kW	2.0, 2.7* ⁵	2.0, 2.7* ⁵

*⁵: With Cold Area Spec.

Chassis

Transmission Type		G50	G50
Transmission Gear Ratio	1st	3.928	3.928
	2nd	2.333	2.333
	3rd	1.451	1.451
	4th	1.000	1.000
	5th	0.798	0.798
	Reverse	4.743	4.743
Differential Gear Ratio (Front/ Rear)		- / 4.100	- / 4.100
Differential Ring Gear Size (Front/ Rear)	in.	- / 8"	- / 8"
Brake Type	Front	Ventilated Disc	Ventilated Disc
	Rear	Leading-Trailing Drum	Leading-Trailing Drum
Suspension Type	Front	Double Wishbone	Double Wishbone
	Rear	Leaf, Rigid	Leaf, Rigid
Stabilizer Bar (Front/Rear)		Standard / -	Standard / -

SPECIFICATIONS

	KUN15R-CRMDYW	KUN15L-CRMDYW
Steering Gear Type	Rack & Pinion	Rack & Pinion
Steering Gear Ratio	18.9	18.9
Lock to Lock	3.82	3.82
Power Steering Type	Integral Type	Integral Type

SPECIFICATIONS

KUN15L-CRMDYW3

KUN25L-CRMDHW

Major Dimensions & Vehicle Weights

Overall	Length	mm	4975	5130, 5255* ²
	Width	mm	1760	1760, 1835* ³
	Height* ¹	mm	1680	1795
Wheel Base		mm	3085	3085
Tread	Front	mm	1510	1510, 1540* ³
	Rear	mm	1510	1510, 1540* ³
Room	Length	mm	1840	1840
	Width	mm	1475	1475
	Height	mm	1190	1190
Overhang	Front	mm	885	885
	Rear	mm	1005	1160, 1285* ²
Min. Running Ground Clearance		mm	181	212
Angle of Approach		degrees	30	30
Angle of Departure		degrees	26	26
Curve Weight	Front	kg	895 - 945	1015 - 1050
	Rear	kg	660 - 675	700 - 745
	Total	kg	1555 - 1620	1715 - 1795
Gross Vehicle Weight	Front	kg	1085	1230
	Rear	kg	1615	1450
	Total	kg	2700	2680
Deck Space	Deck floor to ground	mm	-	855
	Deck Height	mm	-	450
	Deck Length	mm	-	1805
	Deck Width	mm	-	1515
Fuel Tank Capacity		L	76	76

*¹: Unladen Vehicle *²: With Rear Bumper*³: With Over Fender

Performance

Max. Speed		km/h	150	150
Max. Cruising Speed		km/h	-	-
Acceleration	0 to 100 km/h	sec.	-	-
	0 to 400 m	sec.	-	-
1st Gear		km/h	34	L2L4: 14, H2H4: 36

SPECIFICATIONS

			KUN15L-CRMDYW3	KUN25L-CRMDHW
Max. Permissible Speed	2nd Gear	km/h	58	L2L4: 26, H2H4: 67
	3rd Gear	km/h	93	L2L4: 42, H2H4: 108
	4th Gear	km/h	132	L2L4: 61, H2H4: 146
Min. Turning Radius	Tire	m	5.9	6.2
	Body	m	6.3	6.5

SPECIFICATIONS

KUN15L-CRMDYW3

KUN25L-CRMDHW

Engine

Engine Type		2KD-FTV (Lo Version)	2KD-FTV (Hi Version)
No. of Cyls. & Arrangement		4-Cylinders, In-Line	4-Cylinders, In-Line
Valve Mechanism		16-Valve, DOHC	16-Valve, DOHC
Bore x Stroke	mm	92.0 × 93.8	92.0 × 93.8
Displacement	cm ³	2494	2494
Compression Ratio		18.5 : 1	18.5 : 1
Fuel System		Common-Rail Type	Common-Rail Type
Reserch Octane No. or Cetane No.		50 or Higher	50 or Higher
Max. Output (SAE-NET)	kW / rpm	75 / 3600	75 / 3600
Max. Torque (SAE-NET)	Nm/ rpm	200 / 1400-3200	260 / 1600-2400

Engine Electrical

Battery Capacity (5HR)	Voltage & Amp.hr.	12-55, 110* ⁵	12-55, 110* ⁵
Alternator Output	Watts	960	960
Starter Output	kW	2.0, 2.7* ⁵	2.0, 2.7* ⁵

*⁵: With Cold Area Spec.

Chassis

Transmission Type		G50	R151F
Transmission Gear Ratio	1st	3.928	4.313
	2nd	2.333	2.330
	3rd	1.451	1.436
	4th	1.000	1.000
	5th	0.798	0.838
	Reverse	4.743	4.220
Differential Gear Ratio (Front/ Rear)		- / 4.100	3.909 / 3.909
Differential Ring Gear Size (Front/ Rear)		in. - / 8"	8" / 8"
Brake Type	Front	Ventilated Disc	Ventilated Disc
	Rear	Leading-Trailing Drum	Leading-Trailing Drum
Suspension Type	Front	Double Wishbone	Double Wishbone
	Rear	Leaf, Rigid	Leaf, Rigid
Stabilizer Bar (Front/Rear)		Standard / -	Standard / -

SPECIFICATIONS

	KUN15L-CRMDYW3	KUN25L-CRMDHW
Steering Gear Type	Rack & Pinion	Rack & Pinion
Steering Gear Ratio	18.9	19.4
Lock to Lock	3.82	3.72
Power Steering Type	Integral Type	Integral Type

SPECIFICATIONS

KUN25L-CRMDHW3

KUN25L-CRMSHW

Major Dimensions & Vehicle Weights

Overall	Length	mm	4975	5130, 5255* ²
	Width	mm	1760, 1835* ³	1760, 1835* ³
	Height* ¹	mm	1795	1795
Wheel Base		mm	3085	3085
Tread	Front	mm	1510, 1540* ³	1510, 1540* ³
	Rear	mm	1510, 1540* ³	1510, 1540* ³
Room	Length	mm	1840	1840
	Width	mm	1475	1475
	Height	mm	1190	1190
Overhang	Front	mm	885	885
	Rear	mm	1005	1160, 1285* ²
Min. Running Ground Clearance		mm	212	212
Angle of Approach		degrees	30	30
Angle of Departure		degrees	26	26
Curve Weight	Front	kg	1015 - 1050	1025 - 1055
	Rear	kg	700 - 735	
	Total	kg	1715 - 1785	1725 - 1800
Gross Vehicle Weight	Front	kg	1230	1230
	Rear	kg	1450	1450
	Total	kg	2680	2680
Deck Space	Deck floor to ground	mm	-	855
	Deck Height	mm	-	450
	Deck Length	mm	-	1805
	Deck Width	mm	-	1515
Fuel Tank Capacity		L	76	76

*¹: Unladen Vehicle *²: With Rear Bumper*³: With Over Fender

Performance

Max. Speed		km/h	150	150
Max. Cruising Speed		km/h	-	-
Acceleration	0 to 100 km/h	sec.	-	-
	0 to 400 m	sec.	-	-
1st Gear		km/h	L2L4: 14, H2H4: 36	L2L4: 14, H2H4: 35

SPECIFICATIONS

			KUN25L-CRMDHW3	KUN25L-CRMSHW
Max. Permissible Speed	2nd Gear	km/h	L2L4: 26, H2H4: 67	L2L4: 25, H2H4: 65
	3rd Gear	km/h	L2L4: 42, H2H4: 108	L2L4: 41, H2H4: 108
	4th Gear	km/h	L2L4: 61, H2H4: 146	L2L4: 59, H2H4: 146
Min. Turning Radius	Tire	m	5.9	6.2
	Body	m	6.3	6.5

SPECIFICATIONS

KUN25L-CRMDHW3
KUN25L-CRMSHW

Engine

Engine Type		2KD-FTV (Hi Version)	2KD-FTV (Hi Version)
No. of Cyls. & Arrangement		4-Cylinders, In-Line	4-Cylinders, In-Line
Valve Mechanism		16-Valve, DOHC	16-Valve, DOHC
Bore x Stroke	mm	92.0 × 93.8	92.0 × 93.8
Displacement	cm ³	2494	2494
Compression Ratio		18.5 : 1	18.5 : 1
Fuel System		Common-Rail Type	Common-Rail Type
Reserch Octane No. or Cetane No.		50 or Higher	50 or Higher
Max. Output (SAE-NET)	kW / rpm	75 / 3600	75 / 3600
Max. Torque (SAE-NET)	Nm/ rpm	260 / 1600-2400	260 / 1600-2400

Engine Electrical

Battery Capacity (5HR)	Voltage & Amp.hr.	12-55, 110* ⁵	12-55, 110* ⁵
Alternator Output	Watts	960	960
Starter Output	kW	2.0, 2.7* ⁵	2.0, 2.7* ⁵

*⁵: With Cold Area Spec.

Chassis

Transmission Type		R151F	R151F
Transmission Gear Ratio	1st	4.313	4.313
	2nd	2.330	2.330
	3rd	1.436	1.436
	4th	1.000	1.000
	5th	0.838	0.838
	Reverse	4.220	4.220
Differential Gear Ratio (Front/ Rear)		3.909 / 3.909	3.909 / 3.909
Differential Ring Gear Size (Front/ Rear)	in.	8" / 8"	8" / 8"
Brake Type	Front	Ventilated Disc	Ventilated Disc
	Rear	Leading-Trailing Drum	Leading-Trailing Drum
Suspension Type	Front	Double Wishbone	Double Wishbone
	Rear	Leaf, Rigid	Leaf, Rigid
Stabilizer Bar (Front/Rear)		Standard / -	Standard / -

SPECIFICATIONS

	KUN25L-CRMDHW3	KUN25L-CRMSHW
Steering Gear Type	Rack & Pinion	Rack & Pinion
Steering Gear Ratio	19.4	19.4
Lock to Lock	3.72	3.72
Power Steering Type	Integral Type	Integral Type