

evo

INDIA

THE THRILL OF DRIVING



TOYOTA INNOVA CRYSTA

15 YEARS & AROUND 9 LAKH DELIGHTED CUSTOMERS

WHO DOES NOT HAVE AN Innova story? From a ride in the back seat to the airport to an adventure in the Himalayas, the Innova stories are as varied as they are plentiful. I wouldn't say this story is my favourite but it definitely is my most memorable. 14 years ago we drove from Pune to the Auto Expo in the first generation Innova, the entire editorial team of the magazine I was working for, and on the way back we got into a major incident at an unmarked roundabout in the dead of the night. That was it for the Innova but all seven of us, we walked out of it without a scratch. I was already a big fan of the Innova, for its comfort, driving dynamics, features and what have you but that incident, the safety that the Innova demonstrated in the worst road incident I've ever been involved in — that made me a lifelong fan. Today, be it an airport drop or a family vacation, I always swear by — and always insist on! — the Innova.

It's a sentiment that I share with hundreds and thousands of Innova customers. Recently I

did a drive with Innova Crysta owners to the origin of the Kaveri river and every single one of them were repeat Innova buyers. It's not just the features, comfort and driving dynamics of Toyota's family vehicle but the unbeatable quality and ownership experience that have them swear by it. Everybody I've recommended the Innova to, all of them love it to bits, and when it is time to upgrade they buy yet another Innova — of course with the Crysta offering an automatic transmission and a more powerful engine they're also happy to drive their MPV.

Truth of the matter is that there is nothing else like this Toyota on sale today, and definitely nothing else at this price point that offers both the driving pleasure as well as the comfort the Innova Crysta does. It's a success story that shows no signs of slowing down.

SIRISH CHANDRAN
Editor



LEGACY OF THE INNOVA

IT WAS HARD TO FATHOM THAT A CAR OF ITS SIZE COULD EXCEL IN SO MANY AREAS

UTILITY VEHICLES WILL NEVER BE the same again' - this was the general opinion carried by most auto journalists after having driven the first generation of the Toyota Innova. It was hard to fathom that a car of its size could excel in so many areas. The Qualis, Innova's predecessor, left a longstanding legacy by redefining UVs and the Innova was a giant leap ahead from what was already a capable MPV. With the launch of the Toyota Innova in 2005, a new segment was created. One that combined luxury, reliability and the ability to move the masses in comfort.

Back in 2005, people-movers were either slow, or boxy and often noisy. Then Toyota raised the bar, and how. The Innova looked like nothing before it. It was long, with swooping lines, and plenty of styling elements that didn't hamper its functionality. The dash was smartly designed, but the focus was on passengers' comfort and with features like the captain seats, and a spacious third row, it truly excelled in that department.

Its bullet-proof reliability and versatility is what really set the Innova apart. Built on a ladder-frame chassis with modern suspension elements like an independent front and four-link rear suspension, the Innova felt comfortable and robust. Passengers were ferried around in a car that felt like a car, and not a high-riding SUV and

yet the Innova went wherever you took it without complaint. You will see Innovas that have run over 3-4 lakh kilometres, running like clockwork, even in the harshest of terrain.

Seven years later, in 2012, Toyota gave the Innova a proper facelift. The tear-drop headlamps were replaced with sleeker units and the bumpers and grille too were redesigned. It retained the petrol and diesel engines but the cabin was now more premium with the addition of a touchscreen, Bluetooth connectivity and USB and aux connections.

The big change for the Innova came in 2016. The Innova Crysta brought to the table refreshed styling, better engines and even an optional six-speed automatic transmission. It was a great blend of luxury and power and Toyota even launched a Touring Sport edition in 2017 that added sporty exterior and interior styling for enthusiasts who wished to retain the practicality of the car in a sporty avatar.

From keeping passengers comfortable, the Innova Crysta pampered them. The new engine added power and torque, improving driveability and improved the Innova's mile munching abilities. And yet, the legacy of its reliability remained. The Innova has cemented its position as an icon in the Indian automotive scenario over the last 15 years, and by the look of things, it isn't planning to step on the brakes anytime soon.



WHAT EVO INDIA HAS SAID IN THE PAST...

Quick shifting AT transmission

"The automatic transmission makes full use of the increased power and torque of the 2.8 GD series engine to feel as quick as the manual. The shifts are quick enough and there's a manual mode which we used quite extensively while charging up the Amboli ghat that spits you out at Savantwadi on the Maharashtra-Goa border. It's again a very refined transmission mated to a very refined engine and anyone who is used to the old-gen Innova will appreciate how effortless the new package feels. You maintain higher speeds and yet are more relaxed".

A style statement

"The styling is completely opposite of boring. The Innova gets this gaping new grille with thick chrome bars on the top that continue through the narrow headlamps. These horizontal elements stretch the Innova out making it seem visually wider and lower. The headlamps have separate elements for low and high beams and smart looking DRLs. It's a far cry from every Toyota we've had till now".

Spacious interiors

"80 per cent of Innova customers are repeat buyers who want more luxury. And Toyota have turned the Innova Crysta into a genuine luxurious MPV, particularly at the back. The seats have become wider, there is a tray that folds out from the back of the front seats, intensity of the ambient lighting can be adjusted and the rear doors even get wood inserts to make the guy at the back feel special".

Solid underpinnings

"Mechanically, the IMV platform has been beefed up with increased plate thickness and the beams have a larger cross-section but the consequent weight increase has been off-set by use of more high tensile steel to tip the scales at 1870kg. Additional reinforcement to the frame has increased overall rigidity while sheer toughness of the frame has also gone up. I must add that the Innova can be equipped with seven airbags while ABS is standard".

Refinement redefined

"First impressions are of a heightened sense of luxury. With the all-black dash, high-quality kit and genuinely more accommodating seats (8-way power adjustable for the driver), you feel like you're in a luxury car and not a taxi. In the presentation, an engineer – stethoscope round his neck! – talked about sensory evaluation and he wasn't fooling around: the Innova is definitely more silent than the current one. At 120kmph, there's very little road, engine and tyre noise".

Meaty powertrain

"With 148bhp and 343Nm of torque from the 2.4-litre motor, there's now enough power to keep up with all the Fortuners on the highway while her stability at speed is considerably better. In fact, the stability is better than most ladder-frame SUVs and you feel safe and confident driving her hard and fast. There is virtually no pitching and bouncing at the nose and body movements are kept in check".

Great driveability

"If you're in a tearing hurry, the Innova Crysta can stay ahead of fast moving traffic. There's a new power mode that makes the engine very responsive to even a slight tap on the throttle and gives you an added surge of acceleration when you're taking off. It's actually well-judged with the Eco mode not pulling all the life out of the engine".

Ergonomically sorted

"The 2016 Innova Crysta is a vast improvement and is now a luxury car riding on mechanicals that we all know can survive an apocalypse. The electrically adjustable seats go really low and the steering is adjustable for reach. The seats are more cushy and there's more space at the rear – with wider seats too. The urgent throttle response and acceleration is worth appreciating and the Crysta also handles really, really, well".



FIRST IMPRESSIONS ARE OF A HEIGHTENED SENSE OF LUXURY. WITH THE ALL BLACK DASH, HIGH QUALITY KIT AND GENUINELY MORE ACCOMMODATING SEATS

A CABIN FILLED WITH LUXURY



The top quality interiors of the Innova have always been alluring. The captain seats are as comfortable as the sofa in your home and there's even a tray table with a cup holder on the seat-back for you to satiate your hunger on the go. The intuitive touchscreen will take care of your entertainment needs and when you're a victim of the scorching Indian summer, the air vents over all the three rows will keep you cool and your mood elevated.

TOYOTA INNOVA CRYSTA PETROL

Engine In-line 4-cyl, 2694cc, petrol
Power 164bhp @ 5200rpm
Torque 245Nm @ 4000rpm
Transmission 5-speed MT/ 6-speed AT
Weight 1760kg
Price ₹21.34 lakh (ex-showroom)

TOYOTA INNOVA CRYSTA DIESEL

Engine In-line 4-cyl, 2393cc, turbo-diesel
Power 148bhp @ 3400rpm
Torque 343Nm/360Nm(AT) @ 1400-2800rpm
Transmission 5-speed MT/ 6-speed AT
Weight 1875kg
Price ₹23.02 lakh (ex-showroom)

