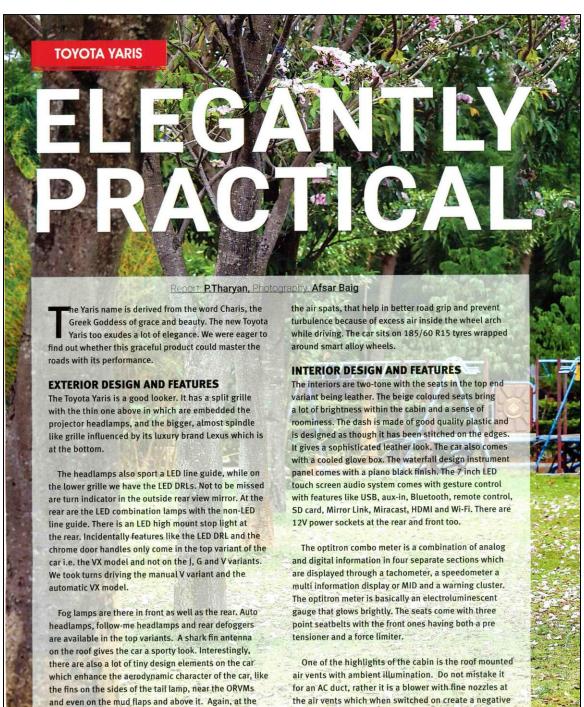


bottom of the wheel arches, facing the mud flaps are

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pressure and cools air faster and better. Thus it draws











its coolness from the AC vents on the dash in front. It also has a louvre with which one can adjust the air flow for the rear passengers.

Seating is comfortable within the cabin. In the top end, the driver seat has power adjustment. The rear seat gets a flat floor but that does not mean the person sitting in the middle sits comfortably. His or her knees are bound to get obstructed by the front arm rest module which protrudes quite a bit into the rear. Otherwise headroom and leg room are more than adequate for the rear passengers. The rear seats are 60:40 splits so bringing down the seats would mean increasing





the storage space from 476 litres in the boot which is huge by itself to a lot more. The Yaris is also fitted with acoustic and vibration control glass which ensures a quiet cabin and a great output from the 6 speaker audio system. The car comes with high solar energy absorbing front windshield with infra red cut off.

Then there are rain sensing wipers, rear sunshade; audio, phone and MID controls on steering wheel, electrically adjustable and foldable ORVMs, a rear armrest with cupholder and a steering that can be adjusted for tilt but not for reach. The boot release and fuel lid release buttons are not on the dash, rather they are on the floor near the driver seat, slightly surprising for a car which boats of so many modern features.

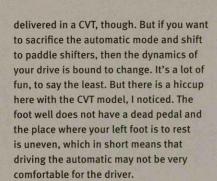
## **SAFETY AND PERFORMANCE**

The Toyota Yaris will definitely create a benchmark in its segment when it comes to safety. Right from the base model, the company is offering seven SRS airbags. Also available across the variants are ABS, EBD and Brake Assist. Other safety features include tyre pressure monitoring system, parking sensors, both in front and rear, reverse camera, speed sensing

auto door lock and impact sensing door unlock in the top variants. Central locking and immobilizer are also available across the variants.

The car has a keyless entry and has a push start stop button. The 1496 cc, 4 cylinder, in-line 16 valve dual VVT-I petrol engine comes with an option of either a 6-speed manual transmission or a 7 speed super CVT-I transmission. While peak power is 105hp at around 6000 rpm, peak torque is 140 Nm @4200rpm. In the case of the manual transmission, the joy of driving is quite evident. The engine revs up smoothly and reaching speeds beyond 160kmph comes effortlessly. The car remains planted to the road and even cornering comes without any major hiccups. But I felt the electric power steering did not give adequate feedback at high speeds. A little more tweaking would do it good. The manual transmission variant was a treat to drive. The top variants come with hill start assist control and vehicle stability control. Disc brakes are available on all four wheels.

Coming to the automatic one, it was responsive, no doubt, but like all CVTs, it groaned like hell. Fuel average is better



## **VERDICT**

The new Toyota Yaris will surely redefine modern luxury and instill confidence among its users when it comes to performance and safety. From the makers of such fine and practical cars like the Fortuner, Innova, Camry and the Corolla, the Yaris too would be another jewel in the Toyota crown.