
Toyota Land Cruiser returns to its roots

Toyota wants to go back to its roots with the next generation of the Land Cruiser. This is also reflected in the slightly retro design, which takes up the silhouette of earlier models. The almost 4.93 meter long and almost 1.94 meter high off-road vehicle relies on the classic virtues of a ladder frame. Toyota promises that all parts are designed in such a way that they can be easily repaired or replaced with tailor-made replacements. The new Land Cruiser 250 is expected to be available to order from early summer. All 1000 vehicles of the "First Edition", which is only available online, have already been reserved by customers.

With a wheelbase of 2.85 meters, the boxy Land Crusier offers space for up to seven occupants. To improve visibility and make it easier to assess the dimensions, the hood has a lowered central section and raised sides. The upright A-pillar also minimizes blind spots and thus improves the driver's view. The exterior mirrors are now attached to the doors and the beltline has been lowered by around 30 millimetres compared to the current model, in line with the classic Toyota BJ 70.

The instrument panel and the upper door panels are arranged horizontally in a line, the dashboard is slightly lowered on the passenger side. There is knee protection and padded door shoulders. Despite the off-road design, there is no lack of heated and ventilated front seats and an extendable leg rest for the driver. In addition to genuine and artificial leather upholstery, the new, hard-wearing Sumitex fabric, which consists of a strong yarn made from recycled PET plastic from the plants in Japan, is available for the seats for the first time.

Depending on the equipment, a seven- or 12.3-inch instrument cluster provides the most important driving information. At the center is an HD touchscreen measuring up to 12.3 inches, which has been positioned high up in the large instrument panel for the sake of clarity and operation. The display controls the multimedia functions and the cloud-based navigation, which takes real-time traffic information into account. The voice assistant is also activated by calling "Hey Toyota". Toyota relies on standardized toggle switches and buttons in the center console for the Land Cruiser 250. Professional rally drivers were involved in the development of the rotary and pushbutton switch, which controls vehicle functions such as the multi-terrain select system.

The so-called Crawl Control keeps the speed stable when driving off-road and downhill. It controls the engine torque and brake pressure to prevent both wheel spin and wheel lock, allowing the driver to concentrate on steering. Crawl Control works in "L4" mode: using the rotary switch in the center console, the driver can choose from five speed settings suitable for different surfaces and gradients. Using a switch in the center console, the driver can also unlock the front stabilizer bar to increase the suspension travel. As the suspension is free to expand and contract, roll stiffness is reduced and body movement is suppressed, which means a more comfortable ride in all seats on rough terrain. When the vehicle speed increases, the stabilizer bar is automatically locked again.

The only thing that has not been changed is the engine. For the time being, the 204 hp (150 kW) 2.8-liter diesel remains the same. However, power is transmitted to all four wheels via a new eight-speed automatic transmission, while active flaps in the upper radiator grille, which close at higher speeds, minimize the airflow in the engine compartment and thus drag and lift. So-called "spats" are fitted in front of the front wheels, which direct the airflow hitting the tires to the brake discs for cooling. The spats are deformable so that they can withstand rough road conditions. Side door strips also improve the airflow along the sides of the vehicle, while a rear spoiler directs air away from the vehicle and reduces lift. (aum)

Images for article



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

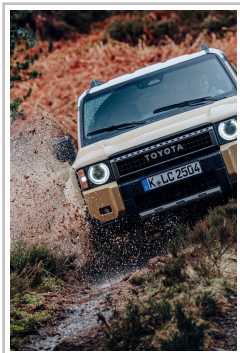


Photo: Autoren-Union Mobilität/Toyota

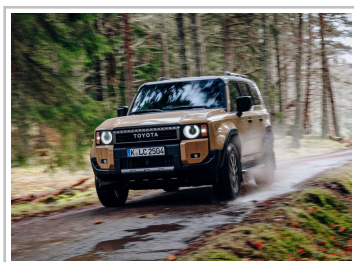


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

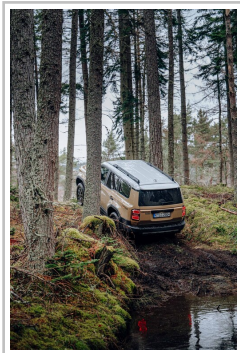


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

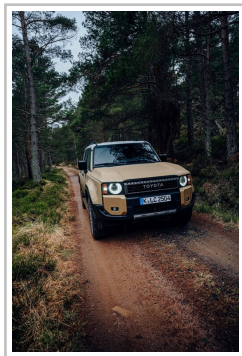


Photo: Autoren-Union Mobilität/Toyota

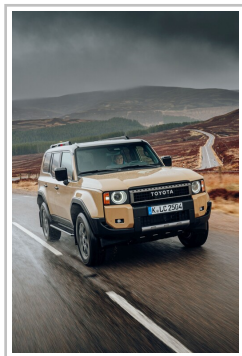


Photo: Autoren-Union Mobilität/Toyota

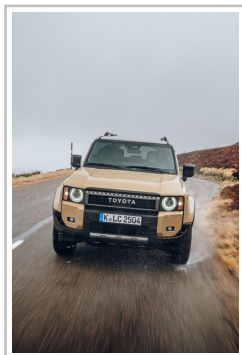


Photo: Autoren-Union Mobilität/Toyota

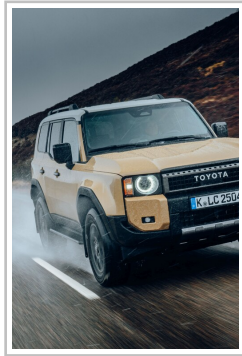


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

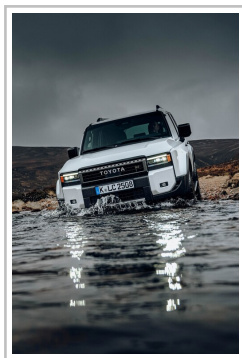


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

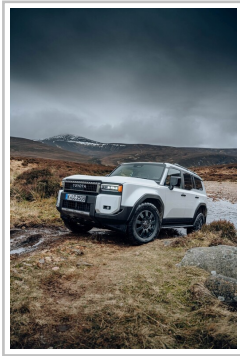


Photo: Autoren-Union Mobilität/Toyota

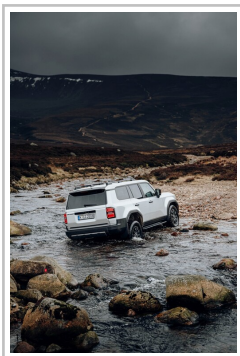


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

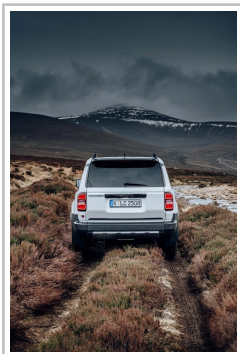


Photo: Autoren-Union Mobilität/Toyota

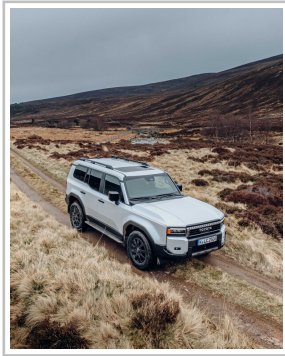


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

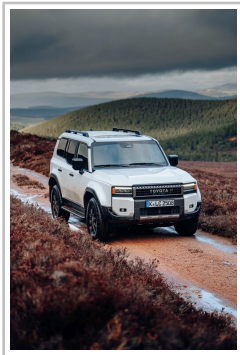


Photo: Autoren-Union Mobilität/Toyota

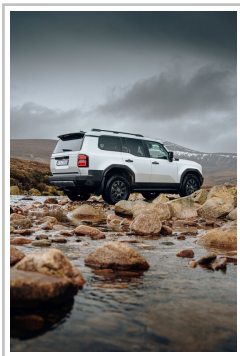


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

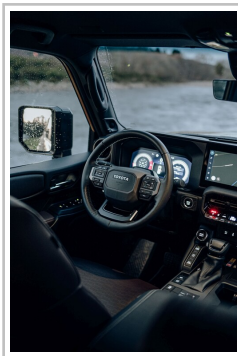


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota

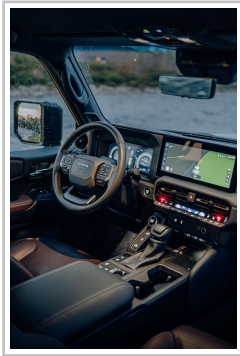


Photo: Autoren-Union Mobilität/Toyota

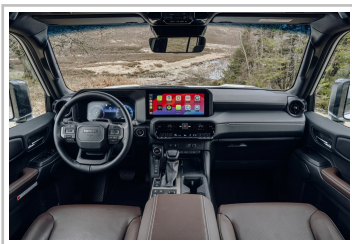


Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota



Photo: Autoren-Union Mobilität/Toyota
