

THURSDAY,  
October 7, 2010

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### NEXT GENERATION

Ford unveils its new generation  
of Focus vehicles

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### TESTING SNOW TIRES

Guess where Goodyear tests its snow  
tires— Florida!

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## THE INDEPENDENT & FREE PRESS

Special pullout section

# Wheels.ca

The 2011 Toyota Highlander Hybrid now offers standard seven-passenger seating with an increase in power while using 10 per cent less fuel than the 2010 model.

Photo by Jim Robinson



## Toyota's seven-seat SUV increases power, decreases fuel use

By **JIM ROBINSON**  
*Metroland Media Group  
Carguide Magazine*

Toyota is making a number of changes to its Highlander and Highlander SUVs, the most significant of which is a standard third row seat for up to seven passengers for 2011.

The Highlander is classified as a mid-size SUV but it is anything but, being as big or bigger than the full-size SUVs like the Explorer and Envoy a decade ago.

This translates into generous utility values such as 10.3 litres of cargo behind the third row seat, 42 litres

behind the second row seat and a full 94.1 litres with the second and third row folded flat.

While we will concentrate on the Highlander Hybrid, it is also available with a choice of a 2.7-litre inline four-cylinder (187 hp, 186 lb/ft) or a 3.5-litre V6 (270 hp, 248 lb/ft) with either a five- or six-speed electronic automatic transmission.

The 3.5-litre replaces the 3.3-litre engine used in the 2010 model.

The 2011 Highlander Hybrid uses the latest version of Toyota's Hybrid Synergy Drive which, arguably, is the best on the market.

While the Hybrid also uses a 3.5-litre engine, it pro-

duces 280 hp (up 10 hp) and gets a claimed 10 per cent fuel economy boost over the 2010 model. Fuel rating is 6.6/7.3/6.9L/100 km (43/39/41 mpg) city/highway/combined with an electronic constantly variable transmission (CVT).

Towing is rated at 1,587 kg (3,500 lb) and a transmission cooler is standard.

As noted the hybrid drive system has been updated and now includes an exhaust gas recirculation system (EGR) that cuts smog and improves fuel usage. The Cooled Exhaust Heat Recovery system aids engine response in our colder Canadian climate.

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