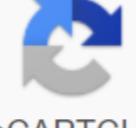


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Unfortunately, there are no representations for the chosen vehicle. 6,985 real car prices were submitted to the database. These are the actual prices paid by real car buyers. We average prices to give you an idea of what others are paying for their new cars. Click on the vehicle of your choice to see detailed pricing information including consumer comments, dealer ratings and ratings. Send your car price to see how you rank against others. See the lowest prices in your area Our automotive experts choose every product we select. We can make money by linking up on this page. Don't let the icon fool you: The Toyota Yaris IA is actually a Mazda 2 in disguise and handles angles with aplomb. Its 1.5-liter four-cylinder makes 106 horsepower and is paired with either a six-speed manual or six-speed automatic transmission. Yaris iA offers a standard 7.0-inch touchscreen infotainment system, low-speed automatic emergency braking, flightless input and Bluetooth connectivity. The updated model will go on sale in the fall of 2018 and discards the name Yaris iA to become just a Yaris sedan. Advertising - Continue reading below Join the Conversation Download ... Enter your zip code below and click Compare to see the cheapest prices in your area. Yaris is a cheap sedan that is surprisingly expensive to insure. The average cost of insurance for the 2017 Toyota Yaris is \$181 per month, or \$2,172 per year. With a base price of \$15,250, the annual cost of insurance to the base price of the car ratio is 14.2%, which is higher than the national average of 4%. Compare insurance for your Toyota Yaris in terms of price, Toyota Yaris ranks right in the middle of our list of 360 priciest car models for insurance. Your actual cost may be more or less depending on your driving record, the number of miles you drive per year and other factors. Yaris\$181.00 \$15,250Yaris iA\$220.00 \$15,950Toyota Yaris saves safety featuresYou can save money on car insurance for your Toyota Yaris if it comes with these safety features. Anti-block brakesSability controlAirbagsSeatbelt pretensionersAnti theft systemAs safe Toyota Yaris? The 2017 Toyota Yaris received a 4-star overall safety rating from the National Highway Traffic Safety Administration (NHTSA). The side crash test received five stars, the highest possible rating, from NHTSA. The government organization also awarded a four-star safety assessment for the frontal crash test and crash test rollover. The Insurance Institute for Road Safety (IIHS) named Toyota Yaris safety car. All crash tests conducted by IIHS received good safety ratings, the highest possible rating. The Toyota Yaris model includes a lane exit warning, brake assistance and blind zone monitoring. Toyota Yaris has existed since 1999 and is now in the third generation. The subcompact car is known for its premium cab and long long standard technologies and security features. Toyota Yaris is available in the style of a hatchback. Was this content useful to you? (Pocket-lint) - Automotive reviews, or rather people who write them, have a penchant for favored cars that are powerful and fun to drive down winding B-roads. But let's face the facts. Most people don't care about driving like that, and when it comes to shelling out their hard earned money, want something they can depend on for years to come. That's why Toyota Yaris has always been a favorite in the class of small cars with buyers, but you won't see it winning in many tests. It's just reliable, easy to drive. However, far from another dull like the beige Toyota, the first two generations of Yaris built on this reliability with character and clever design features. With this new, third generation, the company claims they have gone even further - building a car for people like us at Pocket-Lint, loaded with smart ideas and stuffed full of technology at reasonable prices. Sounds promising, doesn't it? The first generation of Yaris included a futuristic set of digital sensors for the time, a sliding rear seat, allowing you to choose between passenger and luggage space. There was a higher than usual seating position meaning the car felt and was spacious inside but was short and easy to park on the road. He also had bags of that hard-to-quantify thing called personality. Pocket-lint Second Generation Yaris squared off corners and typed down the personality, but kept a lot of clever design. So, we'd like to know who stole the smart bits and threw them in the trash when they design this new model? Without any of this smart packaging, Yaris is a car devoid of personality and with very little to distinguish it in a very competitive and diverse market. What a shame. Inside, you get a lot of space, but the contrast of color inserts on the dash in front of the passenger is as interesting as it gets. It's not bad per se, but isn't as innovative as a Honda Jazz, or full of soft-touch plastics like Polo.Great Credit goes to Toyota to view the light of reality and create the Yaris integrated SatNav option in a wider package of technology at a price point that might just make you think twice about that off-shelf TomTom unit and all its rear wires. The system is called Toyota 'Touch and Go'. The first level (Toyota Touch) includes a CD/MP3/WMA player, Bluetooth loud and audio streaming, USB port, and rear-view camera for reversal - all available and shown through a 6.1-inch touchscreen. This is the standard on the TR, SR and T Spirit models (i.e. all but the base car). Upgrade to Touch and Go and you'll get a full pan-European sat navigator at speed and security alerts, Google local search and life service upgrades: such as parking availability, gasoline gasoline prices So on. It's an option for 500 pounds, but if you order Yaris in 2011, they'll throw it for free. Pocket-lintAnd it works well, with easy pairing of phone and streaming music. So it's a shame these features are built into the central console unit, which is poorly positioned for the driver. The screen sits slightly towards the passenger side of the car because of the shape of the dash. Beyond that, ignore the basic specifications of the T2, and all models in the range are well equipped with air conditioning, seven airbags and a host of other kits as standard. It's a safe, sustainable driving that will never spit you out of the road back and into the ditch. The brakes are good, the gearbox is light and for the car in this class it is quite refined on motorway speed. However, the trip is curiously difficult - it never settles, which spoils the sophistication. And weighing the clutch is strangely elastic, which make Yaris much harder to ride smoothly than it should, given its billing and likely customers. Expect to see one being lurched from the Sainsbury's car park soon, someone in a flat cap, accompanied by flourish revs and slip clutch. Pocket-lintThe thicker C-pillar this third-generation car purchased makes it harder to park too. And while this reversible camera is a tech-pleasing gadget, why do you need it? It's not an SUV, so it should be easier to see out and position than it is. We rode the most powerful petrol engine 1.33. It was smooth and powerful enough, (there is less than 1.0 gasoline and 1.4 diesel engine too) and CO2 emissions are decently low. It's backed almost 50mpg in our hands, so expect more if your drive is soft. We were disappointed not to see the stop-start as standard on a brand new car model though. Verdict You won't be surprised to read that - while it's far from a bad car - we don't give it glowing advice either. Technological packages and high level of equipment are attractive and, in many ways, the real savings grace Yaris. But if you absolutely have to have a sat navigation system that is capable of disabling the radio while it barks instructions on you, we recommend you buy something different and put up with the back of the TomTom.All wire of which is a great shame. Toyota has long been known for their quality and reliability, but the first two Yaris added to this by being fun and full of smart ideas that gave them character and made them real star buys in class. Now, it is rare to find a car that is not very well built and will not be reliable for the first five years of its life. And in any case, if that's your main concern, we can point you in the direction of the new Rio Kia -- with its seven-year warranty -- or developed by Honda Jazz (Fit in the U.S.), which repeatedly tops the reliability tables wherever it is sold. And if you're right after a good small Polo or Fiesta deserves a place on your drive much more than this new Yaris does. These are the only wisely thought-making technology packages that haul the new Yaris up to the three-star rating. The smaller it proves that Toyota still has the ability to build a car with smart, innovative features, characteristic design and make it interesting to drive. It's just a pity that they left all that out of the mix in the new Yaris. Written by Joe Simpson. 1 of 21 Photos: Toyota Yaris - Slide 2 2 21 Photo: Toyota Yaris - Slide 3 3 of 21 Photos: Toyota Yaris - Slide 4 4 of 21 Photo: Toyota Yaris - Slide 5 5 of 21 Photos Photo: Toyota Yaris - Slide 6 6 6 of 21 Photo: Toyota Yaris - Slide 7 7 of 21 Photos: Toyota Yaris - Slide 8 8 of 21 Photos: Toyota Yaris - Slide 9 9 of 21Fotos : Toyota Yaris - Slide 10 10 of 21 Photos: Toyota Yaris - Slide 11 11 of 21 Photos: Toyota Yaris - Slide 12 12 of 21 Photos: Toyota Yaris - Slide 13 13 of 21 Photo: Toyota Yaris - Slide 14 14 of 21 Photo: Toyota Yaris - Slide 15 15 of 21 Photos: Toyota Yaris - Slide 16 16 of 21 Photo: Toyota Yaris - Slide 17 17 of 21 Photos : Toyota Yaris - Slide 18 18 of 21 Photo: Toyota Yaris - Slide 19 19 of 21 Photos: Toyota Yaris - Slide 20 20 of 21 Photos: Toyota Yaris - Slide 21 21 Of 21 Photos: Toyota Yaris - Slide 22 22

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