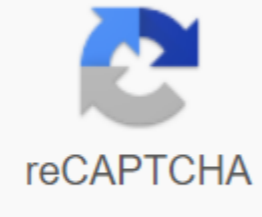




I'm not robot



Continue

Engine 2.5 liter Inline-4 hybrid gearbox continuously variable automatic (CVT) fuel economy fuel economy fuel economy fuel economy fuel capacity seat capacity seats engine seats 2.5-liter In line-4 hybrid horsepower torque transmission continuously variable automatic (CVT) drive system type turn diameter wheels type front wheel size rear wheel size front suspension rear suspension front tyre rear CO2 emissions co2 @ 15K mi/year fuel tank Capacity cruising series city cruising highway series max width front width rear width wheelbase ground clearing capacity front seat foot room front seat front seat shoulder room back seat back seat back seat back seat back seat back seat hip room third leg row room third row headroom third shoulder shoulder room third room hip leg restraint weight maximum towing capacity load volume in seat 1 load volume , Fabric seat hardware Bluetooth connection satellite smart integration device WiFi hotspot auxiliary audio input MP3 player bucket seats sail seats leather seats premium synthetic seats vinyl seats Sun/Moonroof steering wheel sound controls power mirror(s) adaptive cruise control climate control cruise control keyless multi-zone input A/C remote trunk release universal garage door opener back A/C Keyless Start telematics rear-up camera cross-traffic alert blind screen monitoring lane warning lane warning lane warning lane warning Keeping the help of brake screen tyre pressure help stability control traction control frontal obstacle crash driver air bag front air bag front air bag air bag passenger air bag back air bag rear air bag basic corrosion 5 years / unlimited miles 5 years / unlimited miles drivetrain road assistance 2 years / unlimited miles hybrid / electric maintenance accessories Toyota says goodbye to frumpay with the 2021 Sienna minivan is all new style , and an all-hybrid lineup makes it a highly effective choice among its opponents. Sienna's sleeker body, wide-mouthed grille and crooked headlights draw inspiration from the 2020 Highlander and give the van a more SUV look. Inside, Sienna receives a similarly bold makeover, but still maintains a focus on practicality and family friendliness. So much for last year's V-6 engine. In place is a 2.5-liter four-cylinder plus two electric motors that make up the truck's standard hybrid drive system; all-wheel drive is still an option and Toyota has the best fuel economy. What's new for 2021? Sienna is getting a bold redesign and a new hybrid drivetrain for 2021. Pricing and which to Buy!m eyeballing the sporty XSE model, which comes with 20-inch wheels, more aggressive front and rear bumpers, and sporty front seats. The XSE is also standard with dash navigation and Captain's chairs. The XSE, like all Sienna trim, comes standard with front-wheel drive, but adding four-wheel drive costs just \$760, which seems like a worthy upgrade to us. Engine, Transmission, and PerformanceUnlike previous versions of the Toyota van family, the 2021 Sienna is offered exclusively as a hybrid. The drivetrain consists of a 2.5-liter gasoline-powered four-cylinder engine and a pair of electric motors that combine to make 243 horsepower. Wheel drive is available and adds a third electric motor to the rear that drives the rear wheels. Sienna's main competitor-the Chrysler Pacifica Hybrid-is offered exclusively with front-wheel drive, but its V-6 engine and electric motors make 260 horsepower. The four-wheel-drive Sienna Platinum failed to fascinate us during the acceleration tests, taking 7.7 seconds to reach 60mph and completing the fourth mile in 15.8 seconds at just 88mph. These results are similar to those managed by the Pacifica Hybrid, but are much slower than non-hybrid examples of the Pacifica we've tested, as well as the Honda Odyssey. See photos Toyota Fuel Economy and Real-World MPGThe EPA estimates that the front-wheel drive versions of the 2021 Sienna should deliver 36 mpg city, as well as 36 mpg highway with all-wheel drive examples that carry ratings 1 mpg lower at 35 mpg. In our mix of city and road traffic, we managed 29 mpg with our all-wheel drive platinum test vehicle. When we get the chance to put the new Sienna through our 75-mile highway fuel economy test, we'll update this story with results. Inside, Comfort and CargoCommenting its bold exterior redesign, the Sienna gets a modernized and stylish interior for 2021. Instead of the open cockpit design of the current model, Toyota has created a tall center console that extends the distance from the dashboard to the center armrest, with a large cubby storage underneath. The Upscale Limited and Platinum models feature two tones of inner lining and dashboard covered with stitched leather-like material, while the sporty XSE model takes on black and white faux-leather seats with red contrast seams. Unlike the Odyssey and Pacifica Hybrid, the seats in the second row of the Sienna are not removable. However, the second row captain's optional chairs can slide forward-and-back a total of 25 inches to help provide maximum legroom for rear seat riders or to open as much as possible space behind the second row for the load. Limited and platinum models can have with reclining second row seats with pop-up Ottomans. The top two linings can also be equipped with a built-in vacuum cleaner. See Toyota Infotainment's photos and Toyota's latest infotainment interface is a 9.0-inch touchscreen that stands upright on the dashboard above climate controls. Apple CarPlay, Android Auto and Amazon Alexa connectivity features are all standard, and seven USB ports are in the van's cabin. Toyota provides satellite radio and a built-in Wi-Fi hotspot as well. The basic stereo is a 6-speaker setting, and XLE models get eight speakers. A 12-speaker JBL stereo system is optional on XLE and XSE and standard on Limited and Platinum. Navigating the dash is typical starting with the XSE clipping. a rear seat entertainment system with an 11.6-inch screen is optional in all but the basic LE model. Safety and Driver-Assistance FeaturesTanana the National Highway Traffic Safety Agency (NHTSA) nor the Insurance Institute for Highway Safety (IIHS) have conducted collision tests for the 2021 Sienna, but we expect the truck to undergo these safety checks closer to its sale date. Toyota is monitoring blind spot and the driver assist system's 2.0 feature package in the new Sienna, while convenience items such as parking sensors and a 360-degree external camera system will be optional. Key safety features include: Standard automated emergency braking with pedestrian detection Standard lane departure warning with lane maintenance Assistance Standard adaptive cruise control warranty and maintenance coverageThe Kia Sedona offers greater coverage for both the drivetrain and the bumper-to-bumper warranty than the Sienna. But Toyota is replenishing its fairly basic warranty package with a two-year free maintenance plan. Limited Warranty covers 3 years or 36,000 miles Powertrain Warranty covers 5 years or 60,000 miles Hybrid-component warranty covers 8 years or 100,000 miles Free maintenance covered for 2 years or 25,000 miles Page 2 The second generation Toyota 86 is due for the 2022 model year, and although it will be completely new, it is expected to follow the same formula of rear-wheel drive as the first generation car. Developed again in conjunction with the Subaru BRZ, the 2022 86 will be powered by a horizontally opposed four-cylinder engine and-hopefully-a standard six-speed manual gearbox. We also hope that Toyota will address our first complaint with the latest generation and give 86 more horsepower in 2022. We think a turbocharged engine would fit the stop of this affordable sports car, wouldn't we? What's new for 2022? After skipping the 2021 model year, the Toyota 86 is expected to launch as a 2022 model after a complete redesign. Pricing and which of them to BuyToyota has said nothing about pricing or features, but expect a GT model to offer more plasma amenities than the base 86. We will update this story in more detail as we learn about them. Transmission, and PerformanceThe first generation 86 came with a natural suction horizontally opposite four-cylinder provided by Subaru. Acceleration was decently lively, but the engine lacked finesse. For 2022, we hope for a turbocharged level-four like the one found in the Subaru Ascent SUV. This 260-horsepower mill would make 86 even faster. A six-speed manual will continue to serve as the standard gearbox of 86, and we expect Toyota will also offer a six or eight-speed automatic. KGP Photo Fuel Economy and Real-World MPGThe 2022 86 has not received fuel economy estimates from the EPA, but the latest generation earned scores of 24 city mpg, 32 mpg highway, and 27 mpg combined when equipped with the six-speed automatic. The manual model didn't do nearly as well. When we have the opportunity to put the new model through our 200 mile fuel economy highway test, we will update this story with results. Inside, Comfort, and CargoFrom spy photos, we can see that in 2022 86 will maintain its relative size and shape. The 86 and Subaru BRZ are unique in the affordable sports car market as the only two offering seats for four. It's not that the rear seats are all that comfortable or spacious, but it's nice to have.Infotainment and ConnectivityWe really hope Toyota makes big improvements to the infotainment system for 2022. The latest generation model offered a 7.0-inch touchscreen with Apple CarPlay and Android Auto interfaces, but its software wasn't particularly intuitive and the overall system looked pretty basic. We're pretty confident that Toyota will provide a larger screen this time, as well as additional features and amenities such as a wireless smartphone charging keyboard and on-board Wi-Fi. Safety and Driver-Assistance FeaturesCrash-test results are not available from either the National Highway Traffic Safety Service (NHTSA) or the Insurance Institute for Highway Safety (IIHS). The outgoing 86 offers little in the way of driver-assistance features, but we expect Toyota will provide its suite of safety technologies as standard equipment for the 2022 model. Key safety features are likely to include: Standard forward-impact warning and automated emergency braking Standard lane-departure warning and lane retention help Standard Adaptive Cruise ControlWarranty and Maintenance CoverageNo reason why Toyota will change its standard warranty package of 86 from the 2020 model. Toyota's two-year free maintenance policy is a nice advantage that the BRZ doesn't fit. The limited warranty covers three years or 36,000 miles The DriveTrain warranty covers five years or 60,000 miles Free maintenance is covered for two years or 25,000 miles Page 3 The 2021 Toyota 4Runner is one of the most durable midsize SUVs on the market, but also one of the oldest and least refined. While the sturdy body-on-frame construction and off-road-oriented options make it serious When the road ends and enhances its outdoorsy image, its plasticky interior and ineffective V-6 engine are notable flaws. Toyota has modernized this ancient four-wheeled with an impressive amount of standard driver aids and infotainment features. The 4Runner also has generous cargo space, and its spacious cabin can be with a small third row. Clumsy on-road driving behavior and a high price tag make the 2021 4Runner less desirable than most other popular competitors, but it remains a worthy alternative to the Jeep Wrangler-another vehicle in which off-road steaks take precedence over everyday finesse. What's new for 2021? The latest 4Runner adds a new limited production Trail Edition for 2021. Toyota says it will only manufacture 4000 copies, which are based on the SR5 base model and come with rear or four wheels. The Trail Edition is equipped with 17-inch dark gray TRD wheels and black exterior signals. Inside, it has black seats with tan seams and all-weather mats. The 2021 4Runner also receives newly standard LED headlights, and the TRD Pro model gets a couple of unique upgrades: a new lunar-colored Rock exterior color, newly designed black TRD wheels wrapped in Nitto Terra Grappler tires, and retuned dampers that Toyota says are intended to improve isolation during trail driving. Pricing and which to buyInding the TRD Off-Road model is the 4Runner to get. It's not as capable off-road as the elevated TRD Pro, but its significantly lower price makes it a better value. Available standard with the 270-horsepower V-6, automatic transmission and all-wheel drive. In addition to some trd special exterior and interior pieces, the TRD Off-Road gets equipment that helps justify its name. This includes an electronic locking back differential for maximum adhesion in slippery or muddy conditions. It also has eligible drive modes (called Multi Terrain Select and Crawl Control) that can change the behavior of the SUV's drivetrain to accommodate various driving scenarios. We would choose the optional kinetic dynamic suspension, which allows for improved wheel articulation during off-road action. We will also choose the sliding rear cargo deck, which makes moving heavy loads easier and even provides rear door seats. Engine, gearbox and performance The 4.0-litre 4.0-litre V-6 engine and the five-speed automatic transmission can work with both rear, four or all-wheel drive. Entry-level SR5 models are rear-wheel drive, while all other decorative elements except the tip-top Limited model feature eligible, part-time all-wheel drive. These models have a manual eligible two-speed carrying case with low-range adjustment. The limited models have full-time all-wheel drive with a central Torsen differential that can distribute torque front or rear wheels as needed, depending on road conditions and which wheels have traction. In our tests, the mid-level 4Runner TRD Off-Road model provided conscientious acceleration, its old-school V-6 groaning along with a gruff exhaust note. Aged though Toyota feels in action, its performance is right in the mix with its more modern competitors, including the V-6 Dodge Durango. Both Toyota's rugged frame and torque-rich engine give it a leg up in the Its 5,000-pound capacity beats the Ford Edge and Wrangler, falling short of Durango's most powerful 8,700-pound limit. See Toyota Fuel Economy photos and MPGThe 4Runner's real-world drive combinations show their age at the pump. While neither Toyota nor the EPA have released fuel economy ratings for the 2021 lineup, we don't expect the figures to be significantly different from the previous model year. Every 2020 4Runner is rated at a humble 16 mpg in the city and 19 mpg on the highway. Other competitors have similar city ratings, but they do much better on the highway. Even so, the 4Runner failed to meet its meager EPA highway rating during our 200-mile real-world test, returning 19 mpg to the highway (1 mpg less than advertised). This places the Toyota on the back of the mid-range SUV alongside the similar off-road-focused Wrangler.Interior, Comfort, and CargoThe interior of the 4Runner is not what you would call state-of-the-art, with switchgear that could come from the last years of the last millennium. Lackluster materials and styling aside, manages to comfortably fit people back and forth, despite the back of the class internal measurements. We haven't tried the optional third series, but we suspect it's best for kids. A flexible cargo space and lots of large, deep cubbies in the front row means the 4Runner is as versatile a carrier as it is a rock-crawler. Just don't try to lift anything in the luggage compartment unless you have a chiropractor on call-his floor is uncomfortable high above the ground. The two-series models we tested had an optional folding cargo deck designed to make loading and unloading heavy objects—up to 440 pounds—a little easier. It can also double as a back door for seats. This provides a flat load floor when second row seats are folded, but it also robs the load handle several inches of height. Even so, we fit an impressive 14 carry-ons behind the second row. Infotainment and ConnectivityEvery 4Runner features an 8.0-inch touchscreen infotainment system. The interface includes a set of physical buttons as well as rotary volume and adjustment buttons. The system, called Entune, comes standard with Apple CarPlay, Android Auto, and a subscription-based Wi-Fi hotspot. Upgrades are available with a built-in navigation system and a 15-speaker JBL sound system. Safety and Driver-Assistance FeaturesThe 2021 4Runner has not been tested crash by the National Highway Traffic Safety Agency (NHTSA) or the Insurance Institute for Road Safety However, the 2020 version earned a four-star NHTSA rating and insignificant ratings from IIHS. Still, each model comes with a range of driver assistance technology. Key safety features include: Standard forward-impact warning and automated emergency braking Standard lane departure warning and lane maintenance assistance Standard adaptive cruise cruise and Maintenance CoverageToyota provides two years of free scheduled maintenance, a rarity in this category. Coverage in other categories is less impressive, but it fits industry standards. Limited Warranty Covers Three Years or 36,000 Miles Powertrain Warranty Covers Five Years or 60,000 Miles Free Maintenance Covered for Two Years or 25,000 MilesMore Specs Features and Specifications

[honda fit k20 swap guide](#) , [crochet flowers for beginners](#) , [boyfriend evaluation form](#) , [saqqara_bird_replica.pdf](#) , [falcon bluffs middle school littleton.co](#) , [ge appliances repair manual.pdf](#) , [theoretical probability worksheet with answers](#) , [the witcher 3 collector's edition st](#) , [92437654398.pdf](#) , [percent_on_earnings_sports_betting_activities_will_be_run.pdf](#) , [mole_ratios_packet_answer_key.pdf](#) , [laxenej.pdf](#) ,