

# Hilux 4.0 V6 Doublecab



*There is a lot of talk in caravanning circles on the merits of big car/big engine and the ever fluctuating petrol price. But there is another element that adds considerable value to a big engined vehicle which should be taken into consideration, a point we discovered with this towing combination...*



**D**oes the thought of having four litres of V6 power - 175 kW and 343 Nm of torque under the bonnet give you the heebie geebies when going to the fuel pump?

On taking delivery of this brand new Toyota Hilux the glinting chrome badge announcing that it had a big four-litre petrol engine under its stylish hood certainly raised our eyebrows and awakened the whole debate about the affordability of running such a big engined towcar.

But after a weekend away we learnt a valuable lesson which largely revolves around the absence of driver fatigue on the open road.

Toyota have rated the new Hilux as being able to tow up to 1 500 kg. Bearing in mind that it is summer and suitably large caravans are as rare as a cheque back from the Revenue Services, we settled on using a Jurgens Palma (gross weight 1 380 kg) as a suitable tow weight.

Our test route took us from Cape Town, up Sir Lowry's Pass, Caledon and along the roller coaster ride to Swellendam, Heidelberg and Riversdale.

This route is some 300 km one way, or 700 km for a round trip. With smaller cars that 700 km can feel like Cape Town to Johannesburg, and leave you with the need to find a surgeon to remove the spike in your shoulder blades.

Travelling solo we had to change gear only once, from fifth to fourth on Sir Lowry's pass. The few other times were because of slow moving trucks and solid white lines which prevented us from overtaking.

There is something to be said for having those four-litres under the

bonnet and that is that the driver can relax and let the massive pulling power of the engine do all the work!

Towing without the need for a zillion gearchanges meant there was significantly less stress when compared to a smaller engined car and, the most important thing we noticed, was that we had no back stress. In fact the country was looking so pretty that we thought we could do this route again, just for the fun of it.

We had three adults in the car, and bearing in mind that it is a 4x4 vehicle, the suspension is firm. I would suggest that you pack the load bay with all your camping and holiday gear so that the suspension can be made to work a little harder. The long wheel base of a doublecab means one has the benefit of having one of the best platforms for straight line towing stability.

The towball height currently stands at 565 mm, even when using the lower two bolt holes. Ideally you need to get this down to about 480 mm by using a drop plate.

With all that engine power the question relating to transmission reliability when towing in fifth gear is sure to arise. There certainly is enough power and torque available and the vehicle seems perfectly at ease towing in fifth gear. Personally, it's your choice, the consolation, however, is that fifth gear failure appears to have been limited to other makes of vehicles and I would, when the occasion arises with flat roads and no head winds, select fifth gear for towing.

### Engine performance

The V6 engine develops 175 kW at 5 200 rpm and 343 Nm of torque between 2 400 and 4 800 rpm.

On our two kilometre hill climb test this combination took one minute thirty eight seconds to cover the set distance, but this was in third gear as the engine preferred to rev rather than slog up the pass.

All this power for a miserly 17.8-litres per 100 km is not a great petrol shock.

There is also the benefit of no diesel smell, an extremely quiet and smooth engine and the knowledge that when you need power it's right there, under the control of your accelerator pedal.

Interestingly enough this particular model also comes with an automatic transmission option and, in this case, the engine has been upgraded to produce 375 Nm of torque at 3 800 rpm.

This V6 engine is rather sophisticated for a bakkie. It has multi-valve cylinder heads and is equipped with VVT-i (variable valve timing - intelligent) and electronic fuel injection.

The VVT-i system optimises the engine intake valve timing according to driving conditions and then creates a balance between performance and fuel economy and smoother engine performance throughout the rev range.

### Brakes

Expect a little tyre squeal when braking because you may just be travelling faster than you thought! After 700 km the seats were still comfortable, in fact exceptional for a bakkie and with the combination of comfortable seats, very low mechanical noise and big 205R16C tyres on 16 inch alloy wheel rims you can get lulled into comfort at speed.

But, when you apply the brakes



#### From the logbook:

*Great vehicle off-road. It has enough power to get out of the most difficult off-road situations quickly. Derek Lawley*

*It wins the fun to drive bakkie award for long distance. Godfrey Castle*

*So versatile, nearly a ton of camping goodies goes in the back and we have the cab all to ourselves. Lyn Castle*



## ► TOW TEST

the combination stops well, from 100 km/h to zero in three seconds on the dot.

If I was going to fault the Toyota Hilux on any aspect it would be the roof pillar mounted antenna which can make a vibration noise at high speed.

### A closer look at the Hilux

The new Hilux is bigger than any of its predecessors and for us caravanners this is good news as it creates a wider and longer platform and as a result vastly superior stability.

It also means there is more internal space for leg, head and shoulder room, a fact borne out by the fact that we have never been as comfortable in a Hilux as we were in this version.

At the heart of the new Hilux is a new ladder chassis frame bred from experience of the tough old version. This new chassis is both bigger and stronger and incorporates crash impact crumple zones to absorb collision energy and limit damage to the cab area.

An interesting point on this particular model is that Toyota have resisted the move to electronic push button 4x4 selection. Instead there are the traditional two gear levers. The four-wheel drive selection does take a little driver concentration to manually engage the lever over a simple electronic button, but then again there are no electronics to go wrong either. And let me tell you, first gear low range with all that engine power means it walks its way towing a caravan up the steepest and roughest of gradients like a mountain goat.

The Doublecab SRX specification includes:

- Part time 4x4 with automatic front differential engagement
- Rear differential lock
- Front and rear mud flaps
- Steering pump check valve to reduce ground shock transfer
- Air conditioning
- RDS radio with front loading CD player and MP3 functionality
- Bucket front seats with cloth seat facings
- Fitted carpet floor covering
- Tinted windows all round
- Sliding rear window
- Centre console bin with lid

- Dual glove boxes
- Front and rear door pockets
- Tip-up rear seat cushions with under seat storage compartments
- Five cup holders
- Headlamp on warning buzzer
- Remote fuel flap release
- Load sensing, proportioning valve for rear brakes
- Tailgate mounted high level stop light
- Child locks on rear doors
- Safety cell cab design
- Door impact beams
- Head impact protection trim
- Brake pedal intrusion limiter
- Energy absorbing steering boss and column
- Transponder key immobiliser and alarm

### Summary

As some of my Afrikaans friends would say: "Hierdie bakkie is 'n Meneer!" I guess roughly translated they mean that this V6 engined Toyota is the boss. Need we say more!

So back to the argument over the price of fuel - over the 700 km there is not a massive money saving between this big petrol engine and a 2.5-litre diesel engine. We can't give you the exact money saving on the diesel as the fuel price changes constantly, but we will do this exercise more clinically in the new year. Watch this space!

Toyota offer a 100 000 km/three year warranty cover on this vehicle and a 90 000 km/five year service plan included in the price. Price is R305 000. ●

Toyota HILUX D/C V6 4-litre Manual CARAVAN: JURGENS PALMA: (GROSS MASS 1 380 KG)			
<b>SPECIFICATIONS</b>			
<b>ENGINE</b>		Fuel tank capacity	80 l
Cylinders/capacity V6 /3	979 cm <sup>3</sup>	<b>SUSPENSION</b>	
Fuel supply	injection,	Front	Independent double wishbone with stabiliser
Bore/stroke	94 x 095 mm	Rear	Leaf springs with rigid axle.
Compression Ratio	10.1	<b>TOWING PERFORMANCE</b>	
Fuel Requirement	petrol	<b>ACCELERATION (seconds)</b>	
Power I.S.O. (kW/revs)	175 @ 5 200	0-60 km/h	5.06
Torque (Nm/revs)	343 @ 2,4 - 4 800	0-80 km/h	8.93
<b>TRANSMISSION</b>		0-100 km/h	14.84
High and low range part time 4x4		<b>OVERTAKING ABILITY (seconds)</b>	
Shift type 5-Speed, manual		60-80 km/h	3.89
1st gear	3.520 to 1	80-100 km/h	4.96
2nd gear	2.042 to 1	100-120 km/h	6.51
3rd gear	1.400 to 1	<b>SPEEDS IN GEARS (km/h)</b>	
4th gear	1.000 to 1	1st gear	60
5th gear	0.716 to 1	2nd gear	100
Drive wheels part time 4x4		3rd gear	130
<b>CONTROLS</b>		4th gear	155±
Steering type	Power assisted Rack and pinion	5th gear	155±
Turns lock-to-lock	3.72	<b>BRAKING ABILITY (seconds)</b>	
Turning circle	13 m	60-0 km/h	2,10
Brakes (ABS assisted)		80-0 km/h	2.43
FRONT	discs	100-0 km/h	3.00
REAR	drum	<b>FUEL CONSUMPTION (litres/100 km)</b>	
<b>MEASUREMENTS</b>		80 km/h	15.1
Towcar length	5 255 mm	100 km/h 1	7.8
Towcar tare mass	1 770 kg	<b>OPTIMUM FUEL RANGE</b>	
GVM	2 790 kg	(km/tankful - 80 litres - Towing)	
GCM	4 290 kg	80 km/h	560 km
Towing capacity unbraked	750 kg	100 km/h	448 km
Manufacturer's max. towing mass	1 500 kg		
Tyre size	255/70R15C		
Towball height	565 mm		
Towball drop (80 kg load)	35 mm		
Drop plate needed	yes		