

THE TOYOTA COROLLA

Two key factors make the 12th generation Toyota Corolla model range a strong competitor in the compact car market.

Firstly, its Toyota New Global Architecture (TNGA) GA-C platform equips it with superior driving dynamics and enhanced safety levels, and has given Toyota's designers freedom to give each body type a distinctive and individual look.

Secondly, it adopts a dual hybrid strategy. The Corolla Hatchback and Touring Sports were the first models to offer customers a choice of two self-charging hybrid powertrains: an improved 1.8-litre with 120bhp and a 2.0-litre system developing 181bhp.

All Toyota's TNGA-based vehicles prioritise the highest active and passive safety standards. The Corolla range is designed to meet the exacting standards of independent crash testing programmes and provide increased protection through the sophisticated functions and systems of the latest Toyota Safety Sense technology.

The Corolla Hatchback and Touring Sports are stylish cars that meet all the requirements of both daily commutes and weekend leisure, combining driving enjoyment in all road conditions with the peace of mind and low running costs that are signature rewards of Toyota's self-charging hybrid technology.

Toyota Manufacturing UK (TMUK)'s Burnaston factory in Derbyshire is the European centre for production of the Corolla Hatchback and Touring Sports, with hybrid engines (1.8-litre) supplied by the TMUK factory in Deeside, North Wales.

A MORE REWARDING DRIVING EXPERIENCE

- TNGA platform brings handling agility, responsiveness and a comfortable ride
- MacPherson strut front suspension and all-new multilink rear suspension
- Drive Mode Select system with Eco, Comfort, Normal and Sport modes
- Improved NVH complements the exceptional quietness of Toyota's self-charging hybrid technology

The GA-C platform brings considerable dynamic benefits to the Corolla range, as well as marked improvements in ergonomics and visibility for the driver.

The platform guarantees a more rewarding driving experience, thanks to a centre of gravity that's lowered by 10mm, multilink rear suspension as standard across the range and a 60 per cent more rigid body shell, achieved through the use of high-strength steel reinforcement in key areas. All these elements contribute to better handling and stability without compromising ride and comfort, as well as reducing high-frequency vibration, increasing the overall sense of quality.

Highly rigid, lightweight body shell

A considerable reduction in the car's body weight has been achieved by making extensive use of high-tensile steel and hot-stamped materials, and by reducing the thickness of the door and roof panels. This in turn helps improve overall fuel efficiency.

At the same time, applying adhesives and more spot welding throughout the body shell and using fully closed cross sections and structural rings, together deliver an increase of around 60 per cent in body rigidity compared to the previous Corolla/Auris models. This promotes a marked increase in handling agility, responsiveness to steering inputs and high-speed stability.

Handling and agility are further improved by the engine's low mounting height, a lower hip point for the seats and the location of the hybrid battery beneath the rear seats. In combination, these measures have brought the centre of gravity down by 10mm.

Suspension

The Corolla range uses a proven MacPherson strut front suspension, an all-new multilink arrangement at the rear and new shock absorber valve technology.

The front suspension geometry has been revised with new shock absorbers and coil springs optimised for a linear steering response in mid to high-speed cornering. The characteristics and clearance of the bound stoppers and location of the anti-roll bar have been optimised, and the strut bearing rotation axis has been realigned from the shock absorber to the king pin (steering) axis, reducing the left/right side steering force differences and enhancing steering feel.

The suspension arm and bush structures have been changed and the friction of sliding parts has been reduced to achieve quicker shock absorber response and minimise the transmission of shocks from rough surfaces.

The multilink rear suspension is notably compact and makes use of new-design coil springs, offering both handling stability and ride comfort. Link arm location has been optimised to

keep the tyres at a toe-in angle, both during cornering and under braking, securing better response to steering inputs and stability.

Friction in both the front and rear suspension has been reduced by 40 per cent, helping gain a smoother and more comfortable ride.

Aerodynamics

The GA-C platform offers the further benefit of allowing for the design of a highly aerodynamic body shape, thanks to factors such as the reduction in overall vehicle height and a significantly lower bonnet.

Corolla adopts a full underfloor cover and there are aero stabilising fins on both the rear bumper seal and the rear lamp clusters to help direct airflow and improve handling stability.

Improved noise and vibration performance

Corolla builds on the inherent quietness of Toyota's self-charging hybrid technology with numerous measures to minimise noise and vibration entering the cabin.

The engine installation has been designed to minimise vibration at start-up and idling speeds. The increase in engine speed at the start of acceleration has been suppressed, to achieve both a more linear match between engine and vehicle speeds and quieter running under acceleration.

The GA-C platform contributes to the suppression of transmission vibration, the steering wheel pad acts as a dynamic damper to suppress steering vibration, and even the tool box design helps reduce vibration in the rear floor panel.

Generous application of sound-absorbing and insulating material in the engine bay combines with a triple-layered dashboard inner silencer to minimise the ingress of engine and transmission noise into the cabin.

Corolla further benefits from an integral floor silencer, increased body sealer in the gaps between panels and foam material injected into numerous locations around the body frame to reduce wind and road noise levels in the cabin.

AN EXPANDED HYBRID LINE-UP

- First Toyota model to offer a choice of two self-charging hybrid powertrains – 120bhp 1.8-litre and a new 178bhp 2.0-litre
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Society's increased demand for environmental protection has led to ever stricter regulations, particularly in large European cities. Within this landscape, Toyota's self-charging hybrid powertrains are a compelling proposition, being capable of covering up to 50 per cent of a daily commuting drive under electric power alone¹.

Toyota prides itself on listening to its customers and responding to their feedback, and has focused on the input from potential buyers who want more power when driving a hybrid. For this reason, it is offering the new Corolla Hatchback and Touring Sports with a choice of two hybrid powertrains: one offers all the strengths of the fourth generation hybrid system, including improved response and linearity, together with the traditional benefits of fuel efficiency and a relaxing drive; the other builds on these qualities with greater power on demand, effortless acceleration and more dynamic, 'fun-to-drive' characteristics.

¹ Dependent on driving conditions.

Improved 1.8-litre hybrid powertrain

The fourth generation 1.8-litre self-charging hybrid system develops 120bhp/90kW and 142Nm of engine torque, with the added power of a 53kW/600V electric motor that produces maximum torque of 163Nm from zero rpm.

It fulfils all the qualities that customers have come to expect from a Toyota self-charging hybrid: quiet, intuitive, responsive and self-sufficient EV technology with no need for plug-in recharging. It offers low cost of ownership, strong fuel economy and low CO₂ emissions, and up to 50 per cent all-electric driving on average, everyday commuting journeys².

The four-cylinder, 1,797cc DOHC Atkinson cycle engine has been made smaller and lighter to fit within the new GA-C platform without detriment to performance or quietness. It also benefits from numerous measures to enhance acceleration and reduce noise levels in the cabin.

Its fuel efficiency has been improved by reducing friction, creating high tumble flow and optimum heat management. Friction reduction measures include a new piston skirt shape, with a resin coating on its sliding parts; a spacer fitted inside the cylinder block water jacket to suppress deformation of the cylinder bore; low-friction valvetrain and chain drive components; and optimisation of the crank and connection rod bearings.

High tumble flow has been achieved through adjusting the shape of the intake port and piston, enhancing exhaust gas recirculation (EGR) performance and improving combustion. A diagonal squish combustion chamber, aligned with the spark plug angle, has improved anti-knock performance and fuel efficiency. The EGR system valve has been enlarged to

optimise gas flow; the intake manifold gas distribution structure has been optimised; and the efficiency of the EGR cooler heat exchange has been increased.

Heat management has been optimised by using a low-flow-type electric water pump and by splitting the cooling path in two – one route for the engine and the other for the heater. A flow shutting valve has been installed between the water outlet and the EGR cooler to reduce the flow of coolant during engine warm-up. Other measures include using thin, long-reach spark plugs, changes to the shape of the combustion chamber water jacket and the promotion of high tumble flow in the cylinders.

Better acceleration performance has been gained by using dual needle-type spark plugs to improve ignition, and a rectangular-type ignition coil.

Adjustments to the main engine body promote low vibration and noise, while noise experienced in the cabin has been further reduced with new engine mount shape and positioning and a new-shape exhaust silencer. A new resin cylinder head cover saves weight and reduces noise and vibration.

The hybrid system has a smaller, lighter transaxle with a dual axis structure for the electric motor and generator, achieving a low-loss gear train with smaller overall width than a single-axis arrangement. The parallel axis design allows for both an increase in the motor's rotation speed and a reduction in its size.

The gear ratio has been optimised to promote maximum fuel efficiency and dynamic performance. The new gear structure also benefits from polished gear tooth surfaces, which further suppresses resonance and operating noise, making the hybrid drive system quieter than ever before.

The system's calibration has been further refined, with greater torque from the electric motor providing a more linear increase in revs under acceleration, while a new lithium-ion hybrid battery pack contributes to even better fuel economy.

Performance figures for the Hatchback and Touring Sports with the 1.8-litre hybrid powertrain are 0-62mph in 10.9 and 11.1 seconds respectively. Top speed for both versions is 112mph.

Fuel consumption and CO₂ emissions figures are provided in the technical specification tables, below.

² Dependent on driving conditions

2.0-litre hybrid powertrain

The 2.0-litre hybrid system, introduced as new in the Toyota Corolla from launch, develops 178bhp/132kW and 192Nm of engine torque, with added power from an 80kW/650V electric motor that produces 202Nm maximum torque from zero rpm.

It provides an “energised drive,” taking full advantage of the stability, handling and agility inherent in Corolla’s new GA-C platform. There is more power, a Sport driving mode and a six-speed sequential shiftmatic transmission with steering wheel-mounted paddle shifts.

It is also a unique proposition in Corolla’s market segment; no conventional powertrain can offer the same combination of performance and low emissions. Numerous measures have been taken to match the power with fuel efficiency, low emissions and quiet running.

The aluminium engine block has been designed for minimum weight, with its outer wall thickness reduced to 2.3mm, and a low centre of gravity, making a significant contribution to Corolla’s dynamic performance. Other weight-reducing measures include a thinner cylinder head, a lightweight timing chain case and a lighter valvetrain.

Fuel-efficient, high-speed combustion is achieved through a high tumble flow created by an efficient intake port design and long stroke. There is also a new-design oil pump and, in common with the 1.8 hybrid system, numerous friction-reducing measures and a 14.0:1 compression ratio have been adopted, all supporting fuel efficiency.

The four-cylinder, 1,987cc engine has an uprated Dual VVT-i system with VVT-iE electric intelligent variable valve-timing on the intake side. This uses an electric motor instead of oil pressure to control timing, which improves output and efficiency while reducing emissions.

Emissions are also reduced by locating the exhaust system’s catalytic converter closer to the engine and by initiating warm-up control after the engine is started to achieve early and better exhaust purification.

Powertrain noise levels are brought to exceptionally low levels by the use of a balance shaft, changes to the position and shape of the engine mounts, structural changes to the transaxle, gear tooth polishing, a positive/negative hysteresis damper, a lightweight timing chain and revisions to the water pump motor.

The powertrain shares the same benefits of reductions in size of the transaxle, power control unit, motor and nickel-metal hydride hybrid battery as the 1.8-litre system.

The maximum EV drive cruising speed has been increased to 70mph, and system control has been changed so that the engine cannot be started without pressing the accelerator pedal, even before engine warm-up starts. These measures all substantially enhance fuel economy.

Nought to 62mph acceleration times for the Hatchback and Touring Sports are 7.9 and 8.1 seconds respectively; top speed for both versions is 112mph.

DISTINCTLY DIFFERENT BODY STYLES

- New GA-C platform gives the design freedom for distinctive, individual Hatchback and Touring Sports body styles
- Lower roof, bonnet and seat hip points, and a wider front and rear track for a lower centre of gravity and more athletic stance
- Touring Sports exclusive to Europe, styled at Toyota's new design centre in Belgium

The TNGA philosophy introduces defined guidelines for the location of different components, simplifying vehicle design in key areas. The impact is on items that are mainly out of sight, so designers still had the freedom to give each version of Corolla a distinctive, individual look, with a lower stance and more appealing proportions.

Dynamic compact Hatchback

The hatchback has striking frontal styling that marks a further evolution of Toyota's design philosophy. The narrow upper grille, set beneath the curved front edge of a flatter, clamshell bonnet, incorporates new all-LED headlight units with integrated daytime running lights.

The trapezoidal lower grille surround projects powerfully forward and has a more vertical angle, resulting in the car's front overhang being reduced by 20mm.

The sides of the grille surround form a catamaran hull shape – a signature of Toyota contemporary design – at the car's front corners, emphasising the width and sporting stance. The grille mesh has a more refined design, and LED fog lights (Design and Excel grades) are located in the upturned edges of the front lip spoiler.

In profile, the elegant, sporting silhouette is enhanced by new wheel designs, with 16, 17 and 18-inch alloys offered, according to model grade and body style.

The rear design is more rounded, strengthening the visual relationship between the front and back of the car. The tailgate is made from a resin material, both to save weight and to allow the complex curves of its design to be realised.

A 14-degree increase in the rear screen angle and muscular haunches above the rear wheel arches combine to give the hatchback a more compact overall appearance. A roof spoiler is integrated in the tailgate and a shark fin antenna is fitted as standard.

The all-LED rear lamp clusters have light guides located as far out towards the vehicle's edge as possible, emphasising Corolla's wide stance. The rear bumper styling echoes the catamaran look of the front; on the 2.0-litre hybrid there is a slim lower lip with two chrome inserts.

The hatchback's overall length has been increased by 40mm (compared to the previous Auris Hatchback), all of which is contained within a longer wheelbase, contributing to a better driving position and improved safety. Both front and rear overhangs have been reduced by 20mm. Overall height is down by 25mm and cowl height has been significantly lowered – by 47mm, creating a sleeker shape and a lower bonnet line that is both more attractive and gives the driver a clearer view of the road ahead.

These height reductions, allied to lower front and rear seat hip points (-24 and -26mm respectively), help lower the centre of gravity by 10mm. The front track has been increased by 6mm and the rear track by 30mm, contributing to more comfort and improved stability and handling.

The Corolla Hatchback's dynamic design can be emphasised with a range of nine bi-tone paint options, combining the body colour with a black metallic finish for the roof, front and rear pillars and door mirror casings.

Versatile Touring Sports

The Touring Sports body type is exclusive to Europe and was styled at Toyota's new design centre in Zaventem, Belgium. Thanks to TNGA, it was possible to develop the wagon in parallel to the Hatchback model, making it a distinct model in its own right.

Although it shares frontal styling and a 25mm height reduction with the Hatchback, every panel rear of the centre pillar is exclusive to the model. The result is an estate car with a sweeping roofline, generating an elegant yet robust look.

This sporting profile is enhanced by the same new wheel designs offered for the Hatchback and reinforced by flared wheel arches with edges hemmed so that the wheels can be positioned further out towards the edge of the vehicle. This adds emphasis to the car's wider stance and lower centre of gravity.

At the rear, the Touring Sports displays muscular rear shoulders and wide-set, full-LED light clusters. The rear screen is raked 12 degrees more steeply than the previous (Auris) model. The licence plate is positioned higher than on the Hatchback, within the tailgate panel. The step in the tailgate sill has been reduced, while deeper rear bumper styling continues to echo

the catamaran theme at the front. On the 2.0-litre hybrid version there are twin exhaust tailpipes.

Although the front and rear overhangs have been reduced, the Touring Sports is 58mm longer than the model it replaces. More significantly, it has a 100mm longer wheelbase (at 2,700mm), and the front-to-rear couple distance has been increased by 48mm (to 928mm), to give best-in-class rear passenger legroom.

The colour choices, including bi-tone options, are the same as for the Hatchback.

SPACIOUS AND REFINED INTERIOR

- Spacious, modern and cohesive interior, with high levels of visual and tactile quality
- Ergonomically excellent driver's cockpit, slimmer dashboard and wider, higher centre console
- Sports front seat design and more engaging driving position
- Touring Sports interior tailored for European customers with a focus on practicality

Corolla's interior is a spacious, modern and cohesive environment in which textures, colours and trims combine to offer high levels of visual and tactile quality.

Key to the feeling of spaciousness is an instrument panel that is 24mm slimmer overall. The reduction in height of the upper panel area reduces the structure's perceived mass and improves the driver's forward view, while at the same time enabling the front seat hip point to be lowered. This in turn helps lower the car's centre of gravity and creates a more engaging driving position.

Conversely, the centre console has been made 42mm wider and 22mm higher to improve switchgear and shift lever ergonomics and enhance the wraparound feel of the driver's cockpit area. The centre console arm rest height has been precisely determined and its sliding range increased by 20mm to improve comfort.

The ergonomic excellence of the driver's cockpit area is also supported by a new steering wheel design with integrated heating and optimised switch lay-out. New switchgear and instrumentation have also been introduced to create an intuitive HMI design. The details include a driver's instrument binnacle with a seven-inch multi-information display, a central eight-inch multimedia display, electronic parking brake control and an auto-dimming rear-view mirror (for full details see the Premium Comfort and Convenience chapter).

The revised front seat design features changes to the seatback and cushion springs and optimisation of the urethane pad thickness. These measures deliver a better driving posture and wider pressure dispersal for more comfort and less fatigue on long journeys.

The sports front seats featured on Hatchback and Touring Sports Excel models have slim and wide shoulder supports which overlap thick side bolsters, giving an overall thinner seat design with excellent holding performance.

Rear passenger comfort is improved with a new seat cushion material for more even occupant weight distribution, and rear cabin air vents.

The long wheelbase of the Touring Sports allowed for the front-to-rear couple distance to be increased by 48mm to 928mm, giving best-in-class rear seat legroom.

The interior design is rendered more cohesive and unified in appearance with the use of materials and trim finishes with high visual and tactile quality, including satin chrome plating and paint, piano black inserts and surfaces covered in a high-quality leather-effect material.

The Hatchback and Touring Sports are available with a Black interior colour scheme, with a choice of fabric or part leather upholstery.

Touring Sports with greater versatility

The interior of the Touring Sports has been tailored for the European market, offering sensory quality of the highest order.

The loadspace has a 598-litre capacity (VDA, 1.8 hybrid) and comes with numerous features to make it practical and easy to use. The rear seats can be folded down using a remote lever, giving a fully flat load floor. Tailgate opening has been extended by 10mm.

Repositioning the rear shock absorbers has simplified the deck side wall structure, maximising the loadspace width, making loading easier and allowing side wall storage pockets to be added behind the rear wheel housings.

The load surface has a two-position (upper and lower) deck. This can be opened and closed in the upper position, as if it were hinged from the rear seatbacks. It is also reversible, with carpet on one side and a resin finish on the other, suitable for use when carrying wet or dirty items.

The space beneath the deck has been made larger, is fully carpeted and is fitted with detachable side separators. There's more convenience courtesy of the world's first LED load compartment lamps on both sides of the boot and a detachable, one-touch retractable tonneau cover.

PREMIUM COMFORT AND CONVENIENCE TECHNOLOGY

- Extensive standard equipment specifications across full model range
- LED headlights on all versions – parabola or bi-beam units
- New Toyota Smart Connect+ multimedia system for 2022

A comprehensive range of comfort and convenience technology is featured on the new Corolla, with generous equipment specifications across all grades.

Highlights include: -

LED headlamps: all Corolla models feature LED headlights. A triple-LED parabola unit is featured on Icon, Icon Tech and Design versions, while the Excel models have a bi-beam LED system. All feature an Automatic High Beam system as part of the Toyota Safety Sense package.

Colour TFT multi-information display: the driver's instrument binnacle features a seven-inch TFT multi-information display with functions including the choice of a digital or analogue speedometer.

Toyota Smart Connect+ multimedia system:

Corolla's multimedia system was upgraded to Toyota Smart Connect+ for the 2022 model year, using a new platform that provides much faster response and provides new functions.

Provided as standard or an option on all versions except Icon grade, the new platform has more powerful processing capacity (CPU) that operates 2.4 times faster than the previous system. Operated via an eight-inch High Definition central touchscreen, it gives instant access to a series of smart connected services, including cloud-based navigation with continuous, "always on" traffic information, 3D city mapping, highway signage and fixed traffic camera locations.

All data and information are delivered via the communications module (DCM), so no phone pairing is required for smart connected services and no additional data costs are incurred.

The driver can also make use of a new "Hey Toyota" on-board voice agent that recognises natural, conversational requests to operate the multimedia and navigation.

Software updates and improvements are made seamlessly, over the air and easy smartphone integration is provided via Apple CarPlay, with wireless connection, and (with a wired connection) Android Auto.

A four-year Toyota Smart Connect package, including local parking and road event information, over-the-air updates and the voice agent, is included in the vehicle's purchase price.

The Icon models retain the previous Toyota Touch 2 multimedia system.

Emergency eCall system: all Corolla versions are fitted with eCall, a system which can automatically contact the emergency services with the vehicle's location and number of people on board in the event of an accident in which the airbags are deployed. It also enables occupants to communicate with the emergency operator.

The system can also be operated using a one-touch button, making a call to the emergency services using the car's built in SIM, at no charge to the vehicle owner.

JBL premium sound system: Excel versions can be equipped with an optional eight-speaker JBL Premium Sound System. The speakers – including JBL's signature front pillar-mounted horn tweeter – have been specifically tuned to the acoustics of the Corolla's notably quiet cabin. The system uses Clari-Fi™ technology, which supplements in real time frequencies that are lost in compressed audio files, such as MP3 and streaming audio files. This restores the sound quality and stereo mix as closely as possible to the original recording.

Panoramic roof: a panoramic roof, available as an option for Design and Excel grade models, comprises two glass panels with the front section sliding to give a maximum opening of 272mm. When the panel is fully open, a mesh deflector reduces wind noise. The roof also comes with an internal electric roller shade.

Simple Intelligent Park Assist with automatic braking (SIPA): Corolla's intelligent park assist system (Icon Tech grade and higher) uses a rear camera and sensors on the sides of the front bumper to identify viable reverse and parallel parking spaces. It will then automatically apply the correct sequence of steering inputs to manoeuvre the car into the target space. The driver needs only to control the vehicle's speed; SIPA automatically applies the brakes to ensure safe operation.

TAKING SAFETY TO A HIGHER LEVEL

- Toyota Safety Sense with upgraded features fitted as standard on all Corolla models
- Package for hybrid models includes Pre-Collision System, intelligent Adaptive Cruise Control, Lane Departure Alert, Lane Trace Assist, Automatic High Beam and Road Sign Assist

- High-strength body shell and improved pedestrian impact protection

ACTIVE SAFETY

All Corolla versions are equipped as standard with the latest version of Toyota Safety Sense, a package of active safety technologies designed to help prevent or mitigate collisions across a wide range of driving scenarios.

It has been improved by adopting a new, higher resolution single-lens camera which works with a millimetre-wave radar to detect potential hazards. Both elements have a wider scope of detection and improved functionality, and the system unit has been made smaller for easier installation.

Corolla benefits from upgraded versions of the Pre-Collision System (PCS), intelligent Adaptive Cruise Control (iACC), Lane Departure Alert (LDA), Road Sign Assist (RSA) and Automatic High Beam (AHB). It also adopts a new Lane Trace Assist function.

With a reduced risk of being involved in traffic accidents thanks to Toyota Safety Sense, Corolla may benefit from lower insurance ratings and premiums.

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Pre-Collision System (PCS)

The Pre-Collision System is able to detect vehicles in front at speed between approximately six and 112mph and alert the driver of a collision risk with audible and visual warnings. At the same time, it primes the brakes to deliver maximum stopping power the moment the driver presses the pedal. If the driver fails to react and an impact becomes inevitable, the system automatically applies the brakes, reducing vehicle speed by up to 31mph⁶, potentially bringing it to a halt.

The latest upgrades to the system allow it to detect pedestrians during day and night-time driving, and bicycle riders during daylight hours. In these scenarios, automated braking can operate at relative speeds between six and 50mph, and reduce vehicle speed by up to 25mph⁷.

⁶ Results from tests using a vehicle travelling at 50km/h and a stationary vehicle; system operation depends on the driving environment (eg road and weather) and vehicle circumstances.

⁷ Results from tests using a vehicle travelling at 40km/h and a stationary pedestrian/cyclist; system operation depends on the driving environment (eg road and weather) and vehicle circumstances.

Adaptive Cruise Control

The Adaptive Cruise Control helps the driver maintain a safe distance from the vehicle in front. It benefits from improved acceleration and deceleration control for smoother, more comfortable performance, and can be controlled using new switchgear located on the steering wheel.

It provides low-speed following and a stop-start capability when travelling at speeds from standstill to around 19mph. In congested traffic, the Corolla will be brought to stop when the vehicle ahead stops, maintaining an appropriate distance; to restart and reactivate the ACC, the driver simply presses the accelerator pedal or the switch on the steering wheel.

The system also supports safer overtaking manoeuvres, giving preliminary acceleration when the driver operates the turn indicator to move out and overtake a slower vehicle. If it detects another vehicle ahead in the overtaking lane, acceleration is suppressed to prevent the Corolla coming up behind it too suddenly.

The intelligent Adaptive Cruise Control links its operation with information from the Road Sign Assist. When the vehicle is travelling at a constant, pre-set speed and the RSA recognises a speed limit sign, the driver can easily reset the vehicle speed to comply with the limit simply by using the switches on the steering wheel.

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Lane Departure Alert with steering control

When the car is travelling at speeds above 31mph, Lane Departure Alert can help prevent accidents and head-on collisions caused by the vehicle straying from its traffic lane. If the system detects the vehicle is deviating from its lane without the turn indicators being used, it will trigger audible and visual warnings and can provide steering input to help the driver bring the car back to its correct path.

The latest upgrade to the system allows it to recognise the road margin on straight roads where there are no lane markings.

An additional Vehicle Sway Warning detects the kind of deviations that happen when a driver starts to lose concentration or becomes tired. Once again, audible and visual warnings are given, recommending the driver takes a break from the wheel.

Lane Trace Assist

Lane Trace Assist provides advanced driving support, reducing the burden on the driver.

When the Adaptive Cruise Control and Lane Trace Assist are active, it will help the driver with gentle steering inputs to keep the vehicle centred in its traffic lane, even when travelling through gentle bends.

LTA will function from motorway speeds down to near-standstill, supporting the driver in congested traffic. If the system cannot detect lane markings on the road surface – if they are faded or obscured – it will follow the path of the vehicle ahead, recognised by the camera and millimetre-wave radar.

Automatic High Beam

Automatic High Beam helps gain excellent forward visibility in night-time driving. It detects both the headlights of oncoming vehicles and the tail-lights of vehicles ahead, automatically switching between high and low beams to avoid dazzling other drivers. More frequent use of high beam increases the chances of detecting pedestrians and hazards earlier.

Road Sign Assist

Road Sign Assist has been enhanced to that it is able to recognise a wider range of road sign warnings and commands, presenting the information on the driver's multi-information display. If the driver exceeds a recognised speed limit, the system can provide an audible and visual warning.

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Drive Start Control

Drive Start Control helps prevent unintended or abrupt vehicle starts when the driver is operating the shift lever by suppressing drivetrain power output and issuing a warning to keep vehicle speed and acceleration below a pre-determine level. For example, if the driver is pressing the accelerator pedal when shifting from Park to Drive, the system will automatically limit power output to help avoid unintended acceleration.

PASSIVE SAFETY

Impact-absorbing body shell

Corolla's body structure is designed to absorb front, side, rear and roof impacts, dispersing collision energy to help prevent deformation of the cabin.

Body rigidity has been increased by around 60 per cent through widespread use of adhesives and a greater number of spot welds.

Hot-stamped and ultra-high tensile steel are used to reinforce the front and centre pillars, the front door belt line, roof cross-members, the inner roof and front header extension, which helps suppress cabin deformation and optimise occupant protection.

Pedestrian impact protection

A 'floating island' bonnet inner structure helps reduce the inertia G forces at the start of a collision and combines with a cowl louvre impact-absorbing structure to mitigate head injuries in the event of a pedestrian impact.

Airbags and seatbelts

All Corolla models are equipped with driver and front passenger front and side airbags, driver's knee airbags and full-length curtain shield airbags.

The front seatbelts have a new-shape shoulder anchor which reduces the force needed to pull the belt. The belt's locking sensitivity has been changed to make fastening smoother when the belt is pulled quickly. The adoption of a flexible inner belt allows for easier fastening, regardless of the buckle angle.

UK MODEL RANGE

- Five Corolla core model grades – Icon, Icon Tech, Design, GR Sport and Excel, plus special Touring Sports TREK versions
- Automatic LED headlights, alloy wheels, eCall, heated front seats, reversing camera and Toyota Safety Sense standard on all versions

The Corolla Hatchback and Touring Sports share the same UK equipment grade structure, with Icon, Icon Tech, Design and Excel trim levels. Likewise, the two body styles offer the same combinations of grades and powertrains.

At the entry point to the Corolla range, **Icon** models are equipped as standard with features including: -

- 16-inch alloy wheels
- Automatic LED headlights
- eCall system
- Heated front seats with lumbar support
- Toyota Touch 2 with eight-inch multimedia touchscreen

- Reversing camera
- DAB
- 4.2-inch colour TFT multi-information display
- Dual-zone air conditioning

As the name suggests, **Icon Tech** grade adds further useful technology features, including:

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- Toyota Smart Connect+ multimedia system
- Seven-inch colour TFT multi-information display
- Intelligent Clearance Sonar
- LED front fog lights
- Smart entry

Design grade majors on added style and convenience, introducing: -

- 17-inch machined alloy wheels
- Rain-sensing wipers
- Power-adjustable heated door mirrors with automatic folding function
- Auto-dimming rear-view mirror
- Rear privacy glass
- Optional opening panoramic roof

At the top of the Corolla range, **Excel** grade goes further by adding: -

- 18-inch alloy wheels (Hatchback, 17-inch for Touring Sports)
- Bi-LED headlights
- Sports front seats
- Part-leather seat upholstery
- Optional opening panoramic roof with power sunshade
- Optional bi-tone paint finish (Hatchback only)
- Optional eight-speaker JBL premium sound system (2.0-litre Hybrid only)

Corolla GR Sport

The Corolla GR Sport displays the influence of Gazoo Racing, Toyota's global championship-winning motorsport arm, with design and specification details that give the car a wider, more planted and powerful look and a sportier cabin ambience.

The dedicated styling elements include a sharper design for the lower centre bumper section, a wide honeycomb mesh pattern for the front grille and piano black surrounds for the grille and fog lights. There is a black insert in the rocker panels and the 18-inch black alloy wheels have a contrasting bright machined finish to the tips of each spoke and red GR centre caps (17-inch diameter wheels in the same design are featured on the Touring Sports model). At the rear there is a silver insert in the lower bumper, creating the look of twin tailpipes and a diffuser.

The finishing touches are black backgrounds for Toyota emblems on the bonnet and tailgate, official GR (Gazoo Racing) badging and the option of a new Ash Grey paint finish.

The GR Sport cabin is fitted with sports front seats, upholstered in fabric with a dedicated pinstripe pattern and with seatback and cushion bolsters finished in black and grey synthetic leather. It is also equipped with Toyota's latest multimedia package, including Apple CarPlay and Android Auto functions for seamless smartphone integration.

The equipment specification matches the Corolla Design grade and further includes a seven-inch colour TFT multi-information screen with 3D-effect graphics, and a colour head-up display. Other standard features include Toyota Safety Sense, LED headlights, rear privacy glass, automatic wipers, auto-dimming rear-view mirror and power-adjustable door mirrors with an auto-folding function.

The head-up display measures 265 by 70.5mm and presents data clearly in the driver's line of sight, even in bright light conditions. Brightness and the position of the display can be adjusted using controls on the steering wheel.

Corolla Touring Sports TREK

The Corolla Touring Sports TREK Special Edition celebrates the partnership between Toyota and the internationally renowned bicycle manufacturer TREK. It stands apart from the rest of the range with its SUV-influenced look: the suspension has been raised by 20mm and special exterior styling details have been added, including black edging for the front and rear bumpers, silver-finished front and rear under-runs, black wheel arch mouldings and black rocker panels with silver inserts. There's a machined/black contrast design for the 17-

inch alloy wheels and TREK badging on the tailgate, plus rear privacy glass, a honeycomb-pattern grille and LED headlights.

The interior features further special detailing, including TREK-branded scuff plates, a black leather upholstery and a satin chrome deco line across the instrument panel and front doors. It is powered exclusively by the 2.0-litre self-charging hybrid electric system.

TOYOTA COROLLA TIMELINE

YEAR	MONTH	EVENT
1966		Toyota introduces the first generation Corolla, the start of what became the world's best-selling vehicle nameplate. More than 50 million Corolla models have been sold worldwide.
2007		The Corolla name is discontinued in the UK with the end of sales of the ninth generation model. It is replaced by the all-new Toyota Auris. Like the previous Corolla models, Auris is built in Britain at Toyota's Burnaston plant.
2018	October	Toyota announces the Corolla name will return in Europe with an all-new 12 th generation model. New Hatchback, Touring Sports and Saloon models are all constructed the same new Toyota New Global Architecture C platform.
2019	January	New Corolla production begins at Burnaston.
2019	December	Corolla becomes an all-hybrid electric range for 2020 with the discontinuation of the 1.2 turbo petrol engine. The Corolla GR Sport and TREK versions are added to the line-up.
2020	March	Corolla enters the British Touring Car Championship with Toyota Gazoo Racing UK.
2021	December	Corolla adopts the new Toyota Smart Connect+ multimedia system for 2022.
2022	January	End of UK sales of the Corolla saloon.

Sales data

Corolla sales in UK markets in 2021: 19,341

Cumulative sales since UK launch (all Corolla generations/models): 610,778

TOYOTA COROLLA TECHNICAL SPECIFICATIONS

1.8-litre Hybrid	
Engine Code	2ZR-FXE
Type	Four cylinders in-line
Valve mechanism	DOHC 16-valve with VVT-i
Fuel system	Electronic fuel injection
Displacement (cc)	1,798
Bore x stroke (mm)	80.5 x 88.3
Compression ratio	13.0:1
Max. torque (Nm @ rpm)	142 @ 3,600 – 4,000
Total hybrid system max. output (bhp/kW)	120/90 @ 5,200
Electric motor	
Motor type	Permanent magnet, synchronous
Max. voltage (v)	600
Max. power (kW)	53
Max. torque (nm)	163
High-voltage battery	
Battery type	Lithium-ion
Number of cells	56
Nominal voltage (v)	207
Battery capacity (amp/h)	3.6
2.0-litre HYBRID	
Engine Code	M20A-FXS
Type	Four cylinders in-line
Valve mechanism	DOHC 16-valve with VVT-i
Fuel system	Electronic fuel injection
Displacement (cc)	1,987
Bore x stroke (mm)	80.5 x 97.6
Compression ratio	14.0:1
Max torque (Nm @ rpm)	190 @ 4,400 – 5,200
Total hybrid system max. output (bhp/kW)	181/135
Electric motor	
Motor type	Permanent magnet, synchronous
Max. voltage (v)	650

Max. power (kW)			80	
Max. torque (nm)			202	
High-voltage battery				
Battery type			Nickel-metal hydride	
Number of cells			180	
Nominal voltage (v)			216	
Battery capacity (amp/h)			6.5	
TRANSMISSIONS			1.8 Hybrid	2.0 Hybrid
Type			CVT	CVT
Gear ratios	Differential gear ratio		2.834	3.193
PERFORMANCE			1.8 Hybrid	2.0 Hybrid
Max Speed (mph)			112	112
0-62mph acceleration (sec)	Hatchback		10.9	7.9
	Touring Sports		11.1	8.1
FUEL CONSUMPTION (WLTP)			1.8 Hybrid	2.0 Hybrid
Combined (mpg)	Hatchback	Icon	55.39-62.77	50.44-57.65
		Icon Tech	55.39-62.77	50.44-57.65
		Design	55.39-57.65	50.44-54.32
		GR Sport	55.39-56.50	50.44-53.30
		Excel	55.39-56.50	50.44-53.30
	Touring Sports	Icon	55.39-61.41	50.44-56.50
		Icon Tech	55.39-61.41	50.44-56.50
		Design	55.39-57.65	50.44-52.31
		GR Sport	55.39-56.50	51.36-53.30
		Excel	55.39-56.50	51.36-52.31
		TREK	55.39-56.50	50.44-53.30
Fuel tank capacity (l)			43	43
CO ₂ EMISSIONS (WLTP)			1.8 Hybrid	2.0 Hybrid
Combined (g/km)	Hatchback	Icon	102	111
		Icon Tech	102	111
		Design	110-111	120
		GR Sport	112	119
		Excel	112	120
		Icon	103	112

	Touring Sports	Icon Tech	103	112
		Design	112	121
		GR Sport	112	121
		Excel	112	121
		TREK	113	121
Insurance groups			14E-15E	18E-21E
Service schedule			10,000 miles/annually	
BRAKES			1.8 Hybrid	2.0 Hybrid
Front – ventilated discs (diameter, mm)			282	298
Rear – solid discs (diameter, mm)			274	274
SUSPENSION				
Front			MacPherson strut, anti-roll bar	
Rear			Multilink, anti-roll bar	
STEERING				
Type		Rack and pinion, electric power steering		
Ratio	16in wheel	13.5:1		
	17/18in wheel	13.6:1		
Turns lock-to-lock	16in wheel	2.65		
	17/18in wheel	2.76		
Min. turning radius – body	16in wheel	5.6		
	17/18in wheel	5.8		
Min. turning radius – tyre	16in wheel	5.2		
	17/18in wheel	5.4		
EXTERIOR DIMENSIONS		HATCHBACK	TOURING SPORTS	
Overall length (mm)		4,370	4,650	
Overall width (mm)		1,790	1,790 1,805 TREK	
Overall height (mm)		1,435	1,435	

			1,455 TREK
Wheelbase (mm)		2,640	2,700
Front track (mm)	16in wheel	1,530	1,530
	17/18in wheel	1,530	1,530
Rear track (mm)	16in wheel	1,544	1,544
	17/18in wheel	1,544	1,544
Front overhang (mm)		935	935
Rear overhang (mm)		795	1,018
Ground clearance (mm)		135	135
Coefficient of drag (Cd)		0.31	0.31
INTERIOR DIMENSIONS		HATCHBACK	TOURING SPORTS
Interior length (mm)		1,795	1,895
Interior width (mm)		1,510	1,510
Interior height (mm)		1,155	1,155
Loadspace length – rear seats up (mm)		1,795	1,860
Loadspace max. Width (mm)		1,395	1,430
Loadspace height – to tonneau (mm)		350	520
Load capacity (l)	1.8 hybrid	361	598
	2.0 hybrid	313	581
WEIGHTS		HATCHBACK	TOURING SPORTS
Kerb weight (kg)	1.8 hybrid	1,295 – 1,400	1,300 – 1,430
	2.0 hybrid	1,340 – 1,510	1,370 – 1,560
Gross vehicle weight (kg)	1.8 hybrid	1,820	1,835
	2.0 hybrid	1,910	1,955
Towing capacity – braked (kg)	1.8 & 2.0 hybrid	750	750
Towing capacity – unbraked (kg)		450	450
WHEELS & TYRES		HATCHBACK	TOURING SPORTS
Wheels		16, 17 or 18in alloy	
Tyres	16in wheel	205/55R16 91V	
	17in wheel	225/45R17 91W	
	18in wheel	225/40R18 92W	

TOYOTA COROLLA EQUIPMENT SPECIFICATIONS

SAFETY	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
Toyota Safety Sense: Pre-Collision System, full-range Adaptive Cruise Control, Automatic High Beam, Lane Departure Alert, Lane Trace Assist, Sway Warning and Road Sign Assist	✓	✓	✓	✓	✓	✓
Driver and passenger airbag	✓	✓	✓	✓	✓	✓
Driver and passenger side airbag	✓	✓	✓	✓	✓	✓
Curtain shield airbags	✓	✓	✓	✓	✓	✓
Driver's knee airbag	✓	✓	✓	✓	✓	✓
Dual-stage (light and buzzer) seatbelt reminder	✓	✓	✓	✓	✓	✓
Passenger airbag cut-off switch	✓	✓	✓	✓	✓	✓
Height adjustable front and rear head restraints	✓	✓	✓	✓	✓	✓
Three-point front seatbelts with pretensioners, load limiters and emergency locking retractors	✓	✓	✓	✓	✓	✓
Three-point rear seatbelts with load limiters and emergency locking retractors	✓	✓	✓	✓	✓	✓
Child proof locks on rear doors	✓	✓	✓	✓	✓	✓
ISOFIX child seat anchors on outer rear seats	✓	✓	✓	✓	✓	✓
ABS	✓	✓	✓	✓	✓	✓
Electronic Brakeforce Distribution (EBD)	✓	✓	✓	✓	✓	✓
Brake Assist (BA)	✓	✓	✓	✓	✓	✓
Vehicle Stability Control (VSC) and Traction Control (TRC)	✓	✓	✓	✓	✓	✓

Hill-start Assist Control	✓	✓	✓	✓	✓	✓
Tyre Pressure Warning System	✓	✓	✓	✓	✓	✓
eCall	✓	✓	✓	✓	✓	✓
INSTRUMENTS & CONTROLS	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
4.2in colour TFT multi-information display	✓•	✕•	✕•	✕•	✕•	✕•
7in colour TFT multi-information display	✕•	✓•	✓•	✓•	✓•	✓•
Colour head-up display	✕•	✕•	✕•	✓•	✕•	✕•
Headlamp levelling (manual)	✓	✓	✓	✓	✓	✓
Electronic parking brake	✓	✓	✓	✓	✓	✓
COMFORT & CONVENIENCE	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
Electric Power Steering	✓	✓	✓	✓	✓	✓
Tilt and reach adjustable steering column	✓	✓	✓	✓	✓	✓
Power windows	✓	✓	✓	✓	✓	✓
Power back door with kick sensor (Touring Sports only)	✕	✕	✕	✕	✓	✓
Remote fuel lock release	✓	✓	✓	✓	✓	✓
Push-button start	✓	✓	✓	✓	✓	✓
Simple Intelligent Park Assist	✕	✓	✓	✓	✕	✓
Reversing camera	✕	✓	✓	✓	✓	✓
Automatic wipers	✕	✕	✓	✓	✓	✓
Automatic headlights	✓	✓	✓	✓	✓	✓
Auto-dimming rear-view mirror	✕	✕	✓	✓	✓	✓
Front and rear parking sensors	✕	✓	✓	✓	✓	✓
12v power outlet in cabin	✓	✓	✓	✓	✓	✓
12v power outlet in loadspace (Touring Sports only)	✓	✓	✓	✓	✓	✓
AUDIO, INFORMATION & NAVIGATION	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL

Audio system with six speakers, DAB/AM/FM radio, Aux socket and USB port	✓	✓	✓	✓	✓	✓
Toyota Touch 2: multimedia system with 8in touchscreen control	✓	✗	✗	✗	✗	✗
Toyota Smart Connect+: 8in HD touchscreen, embedded and cloud navigation, OTA updates and on-board voice assistant	✗	✓	✓	✓	✓	✓
Bluetooth	✓	✓	✓	✓	✓	✓
Smartphone integration with Apple CarPlay and Android Auto	✓	✓	✓	✓	✓	✓
Steering wheel mounted audio/Bluetooth/ACC controls	✓	✓	✓	✓	✓	✓
JBL premium audio system	✗	✗	✗	✗	✗	Opt 2.0 Hybrid
VENTILATION	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
Automatic dual-zone air conditioning	✓	✓	✓	✓	✓	✓
Pollen filter/clean air filter	✓	✓	✓	✓	✓	✓
SECURITY	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
Remote central double locking with deadlocks	✓	✓	✓	✓	✓	✓
Alarm	✓	✓	✓	✓	✓	✓
Smart entry	✗	✓	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
Black fabric upholstery with grey stitching	✓	✓	✓	✗	✗	✗
Black part-leather upholstery with grey stitching	✗	✗	✗	✓	✗	✗

Black leather upholstery	x	x	x	x	✓	x
Black leather upholstery with red accents	x	x	x	.	x	✓
Sport front seats	x	x	x	✓	x	✓
Heated front seats	✓	✓	✓	✓	✓	✓
Power driver's seat lumbar support	✓	✓	✓	✓	✓	✓
60:40 folding rear seat	✓	✓	✓	✓	✓	✓
Leather-trimmed steering wheel and gear knob	✓	✓	✓	✓	✓	✓
EXTERIOR	ICON	ICON TECH	DESIGN	GR SPORT	TREK	EXCEL
16in silver alloy wheels	✓	✓	x	x	x	x
17in machined alloy wheels	x	x	✓	x	x	x
17in two-tone diamond cut alloy wheels	x	x	x	x	✓	✓ Touring Sports
18in two-tone diamond cut alloy wheels (Hatchback only)	x	x	x	x	x	✓
17-inch black and machined alloy wheels	x	x	x	✓ Touring Sports	x	x
18-inch black and machined alloy wheels	x	x	x	✓ Hatchback	x	x
Electrically adjustable heated door mirrors	✓	✓	x	x	x	x
Electrically adjustable, retracting, heated door mirrors with reverse tilt function	x	x	✓	✓	✓	✓
LED headlights	✓	✓	✓	✓	✓	x
Bi-LED headlights with lightguides	x	x	x	x	x	✓
LED daytime running lights	✓	✓	✓	✓	✓	✓
LED rear combination lights with light guides	✓	✓	✓	✓	✓	✓

Front fog lights		✓	✗	✗	✗	✗	✗
LED front fog lights		✗	✓	✓	✓	✓	✓
Shark fin antenna		✓	✓	✓	✓	✓	✓
Dark-tinted rear privacy glass		✗	✗	✓	✓	✓	✓
Panoramic roof with power sunshade (not available on 1.8 Touring Sports)		✗	✗	Opt	✗	✗	Opt
Metallic/pearlescent paint		Opt	Opt	Opt	Opt	Opt	Opt
Bi-tone paint finish (Hatchback only)		✗	✗	✗	Opt	✗	Opt
Space-saver spare wheel	Hatchback	Opt	Opt	✓ 2.0	✗	-	✗
	Touring Sports	✓	✓	✗	✗	✗	✓ 2.0
Tyre repair kit	Hatchback	✓	✓	✓ 1.8	✓	-	✓
	Touring Sports	Opt	Opt	✓	✓	✓	✓ 1.8

ENDS

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