

This press pack accompanied the UK launch of the ninth generation Corolla in January 2002. The model underwent some changes during its time on sale and these can be tracked using the Timeline feature on the ninth generation Corolla archive web page. Additional assets and information about the Corolla range can be obtained from the Toyota press office.

THE TOYOTA COROLLA

KEY POINTS

- The new Corolla range launched on 2 January 2002
- Ninth generation model of the world's best selling car ever – 29 million units sold – Corolla accounts for almost 20 per cent of total Toyota sales world-wide
- Four body styles available from launch – three and five-door hatchbacks, Verso MPV and estate with saloon completing the range in summer 2002
- Three and five-door hatchback models built in the UK at Burnaston plant, (saloon to be built in new plant in Turkey with Verso and estate built in Japan)
- Available in four grades – T₂, T₃, T Spirit and T Sport
- Space and versatility among class-leaders
- New seat design - more comfortable than before as a result of intensive R&D analysis on seat weight distribution
- Priced from £10,795 for T2 1.4-litre three-door up to £16,995 for T Spirit Verso (Auto)
- Available with a wide choice of four petrol and two diesel engines including high performance T Sport derivative with 189bhp VVTL- i engine
- Verso compact MPV features rear seats that can be folded, tumbled, slid up to 150mm or removed
- Verso has a maximum load capacity (with rear seats removed) of 973 litres with a further 56 litres available from a total of 22 different storage areas around the car
- Leather upholstery as an option on T Spirit hatchback and T Sport models
- Repair costs for frontal damage in low speed crash have been cut by around 50 per cent over outgoing model
- Electric power steering fitted as standard provides optimum assistance at low speeds and greater feel at higher speeds
- Optional turn-by-turn satellite navigation with Electronic Traffic Avoidance (ETA) providing advance information of traffic congestion, accidents and closed roads on a programmed route

- DVD based satellite navigation with full map display available as an option on T₃, T Spirit and T Sport grades
- Driver's, front passenger and front side airbags fitted as standard on all grades
- ABS with Electronic Brakeforce Distribution (EBD) fitted as standard across the range
- Class leading insurance groups targeted for lower cost of ownership
- Three year / 60,000 miles warranty, three year paintwork and 12 year anti-perforation warranty

SHORT STORY

The new Corolla is so much better than the model it replaces you would be forgiven for thinking it has benefited from a makeover by the automotive equivalent of Ground Force and Home Front. Park your prejudice and accept that Golf is no longer the only game in town.

The Toyota Corolla, a car which symbolises the strength of the Toyota brand, is now in its ninth generation and will be launched in the UK on 2 January 2002. The all-new Corolla range is developed with the European market in mind; it marks a radical departure from the past and will spearhead Toyota's ambitions to become a leading carmaker in the European market.

The new Corolla will be available in four body styles from launch. These include a new Corolla Verso in the fast growing compact MPV segment; mainstream hatchbacks in three and five-door styles and a roomy and practical estate.

The striking new design sets the new car apart from the crowd and will attract a fresh customer base. New Corolla is among the most spacious cars in the segment, with an interior that is longer, wider and higher than many of its rivals from other European manufacturers.

Quality, always a hallmark of Corolla models, is even higher than before. The dashboard and interior trim have been designed to set a new benchmark for the segment in terms of touch and feel quality, adding a new notion of prestige to the family hatchback sector.

The modern engine range ensures excellent performance and fuel economy with low emissions, and thanks to the all-new chassis, handling, comfort and interior space are on an equally high level, offering genuine driving pleasure.

Engine-choice is equally extensive, with two economical 2.0-litre common-rail diesel engines and a selection of four petrol engines, ranging from a 1.4 to a 1.6 and a 1.8-litre version (Verso only), all with VVT-i. Topping the range is a highly tuned 1.8-litre with VVTL-i, a 189bhp T Sport Version that features VSC (Vehicle Stability Control), traction control and brake assist and a six-speed manual gearbox.

The 189bhp Corolla T Sport is capable of reaching 140mph and accelerating from 0 to 62mph in 8.4 seconds. No other model more accurately sums up the dramatic new face that is now Corolla.

New Corolla innovates in many ways, not least by offering equipment that was previously only found in executive saloons, like Optitron instrumentation and satellite navigation (optional turn-by-turn or full map DVD based systems).

The design of hatchback, saloon and estate was developed from an original concept by Toyota's European designers, based in the ED² design centre located in the South of France. Their work has laid the foundations for this striking new generation Corolla all over the world.

Since the Corolla launch in 1966, nine generations have been on sale. The car is produced in 15 countries, spread over five continents, and is sold in 140 markets across the world. Over the last 35 years, some 29 million units have been sold, which makes Corolla the world's best-selling car.

Looking at production figures, Corolla's significance to Toyota becomes even clearer. In fact, one in every six Toyotas built is a Corolla. In the past four years Toyota has built an average of 5,838,000 cars per year and, on average, 911,000 of those were Corollas.

The Importance of Europe

Building a car that has to achieve sales of close to one million units per year means that it has to be successful all over the world.

There are three major markets that constitute 82 per cent of the Corolla volume: North America 39 per cent, Japan 27 per cent and Europe 16 per cent. The remaining 18 per cent is split amongst Africa, the Middle East, Oceania, Asia and Latin America.

However Chief Engineer, Takeshi Yoshida, did not look at the sizes of the different markets that Corolla was sold in, but rather at how demanding these different markets were. The most demanding market – Europe – became the benchmark.

“To develop the next generation Corolla was a major challenge for Toyota as a world-wide group,” Yoshida said. “It was not an easy task. However, it is clear that success in Europe is the best template for world-wide success – as sales of Yaris in Japan are demonstrating.”

So the new Corolla was conceived in Europe, has been developed to meet European customer demands, has outstanding driving dynamics tuned to European roads and will be largely built in Europe.

The hatchback models will be built from launch in the UK at the Toyota manufacturing plant in Burnaston, Derbyshire and, for the first time, the Corolla saloon models for most of Europe will be built at the Toyota manufacturing plant in Adapazari, near Istanbul in Turkey.

STRIKING, DYNAMIC NEW DESIGN

After price, style represents the most important purchase reason in the Lower Medium or C Segment.

Takeshi Yoshida, chief engineer for the new generation Corolla, and his design team took their brief from the European Product Planning Group. They were asked to deliver a Corolla that would communicate a compact and robust feeling with total design consistency with the current Toyota line up.

Although the Corolla is closely linked with the Toyota image worldwide and is part of a long heritage, Mr Yoshida recognised the new car demanded a complete break with the past. In a worldwide contest involving the four Toyota design studios and outside consultants, a proposal from ED², Toyota’s own European design base, emerged the clear winner as the future shape of Corolla.

The car conveys a strong European feeling, which has been fully recognised by target buyers who previewed the car during the strategic positioning market research, held in the biggest European markets at the end of last year.

The strong European feeling of the new Corolla is aimed to create an immediate emotional connection with its widest target audience. The new Corolla in fact, with its full range of body styles and wide choice of engine options, will appeal to more than 80 per cent of the lower medium segment market. It will bring new customers to the Toyota brand while cementing relationships with the existing loyal customer base – and the new T Sport will bring back the dimension of excitement to the name.

While the three-door and five-door hatchbacks appeal to the heart of the C segment (young singles, couples and couples with younger children) the new Verso will offer a major new market opportunity for Toyota.

Verso will sell in the compact MPV segment, the fastest growing segment in Europe to families with an active lifestyle. Sales were over 800,000 units in 2000 and are projected to grow close to one million units a year by 2005 with the launch of more new products.

Once launched this new generation Corolla will demonstrate the strength of the new design. Toyota has made significant efforts to ensure the highest acceptance in the market and the first feedback has been extremely encouraging.

A NEW DIMENSION IN QUALITY

The new Corolla will bring a new dimension and meaning to the concept of product quality in the lower-medium family car segment.

The Corolla has always been recognised as one of the best engineered and most durable cars on the market. This core strength has been maintained, and indeed built on, for the latest, ninth generation.

However, one of the key objectives of the new Corolla development was to be able to communicate to all customers (including new customers to Toyota) these high levels of inner quality, typical of all Toyota products. To accomplish such a task Toyota invested heavily in perceived quality.

It has established a special team of European and Japanese specialists to jointly study future trends in interior finish. This group, the Interior Study Team, or IST, had the task of incorporating proposals in the field of interior quality into the development process of various Toyota projects.

The new Corolla is the first car fully to benefit from this close attention. The instrument panel and interior trimmings have a soft-touch feel, the operation of switches and dials has been carefully tuned, and the weighting and closing-sound of locks and doors have been calibrated to give the Corolla a true premium feel.

There are a host of details carefully implemented to make the interior quality of the new Corolla one of the highest in the entire market. Typical examples of the exceptional care that was taken in creating the hatchback's interior include: new three spoke steering wheel, dampers for the glovebox and grab handles, an absence of visible screws on the door frames, chrome trim for the handbrake grip, gearshift knob, interior door handles and air vent knobs.

Intrinsic Engineering Quality Remains

These top class levels of perceived quality are combined with Toyota's traditional build quality and reliability. They are areas where Toyota occupies an unquestionable position of leadership.

This pre-eminence is the result of the unique Toyota philosophy toward the development and manufacturing processes with special focus on the relationships with its suppliers. Today Corolla is a clear leader in the market whenever reliability and durability-related issues are taken into consideration. This performance is the result of structural strengths built and consolidated year after year and ultimately conveyed through the new model.

A MARKET LEADER IN DRIVING PLEASURE

In order to get the optimum performance for any kind of European conditions, the development team used Europe as a benchmark place for testing. Working together with Toyota's European engineers and test drivers, they were able to make the dynamics of the car suitable to any kind of European driving conditions.

At Toyota this process is called 'Conformity Testing': throughout its development, a new car is brought to Europe a number of times, to see how it performs, and to adapt various aspects of its performance to deal with problems particular to local road conditions.

Conformity Testing starts even before a new model leaves a designer's sketchpad. Key technical components are tested under the skin of old models, and initial data about their performance is already gathered before the first prototype is built. Similarly, the process of Conformity Testing continues after line-off, since engineers will keep looking for opportunities to make improvements.

In order to make the Conformity Testing as objective as possible, a special Conformity Committee was established in 1997 at the Zaventem Technical Centre in Belgium. This Committee unites engineers from Vehicle Engineering Division in Zaventem and experts from different sales and marketing companies across Europe. This Committee was first involved with Yaris, and has been active in the development of all Toyota and Lexus vehicles ever since.

The Conformity Testing for Corolla started in April 1999, when the initial proposal for the platform was shipped to Europe for the pre-prototype test. The aim was to develop a new, long-wheelbase platform that would allow for improved packaging and increased body rigidity.

Since then, Corolla has been back in Europe four times for more extensive testing prior to production to evaluate total vehicle performance. Engine performance, NVH (noise, vibration and harshness), ride comfort, handling, ergonomics and braking were all evaluated in tests on actual pre-production prototypes.

Under project leader Jos de Boes and co-ordinator Satoshi Murata, the engineers in Europe and Japan set out to achieve class leading driving dynamics by balancing the conflicting demands of comfortable ride and predictable handling, without compromising either attribute.

"We are confident we have achieved the best balance in the market," explained Mr de Boes. "The new Corolla is stable at high speed but is also nimble and gives driving pleasure. It moves to match the expectations of the driver.

“The ride is firm, but not harsh. The car has refined ride comfort without sacrificing handling. The steering is precise and responsive.”

These qualitative responses are supported by quantitative data developed during thousands of miles of road and track testing. At each stage of the process the team, including production engineers from the manufacturing plant at Burnaston, Derbyshire, measured specifics such as cornering and braking forces, road noise, stone chip noise and braking distances.

To ensure optimal comfort for all passengers, intensive work was done on the development of the Corolla seats. A considerable amount of time was allocated to analysing the pressure distribution on the seat for passengers of different sizes and weights, maximising comfort during long journeys in the new Corolla.

Precise Body Structure – Over 45 Per Cent Stiffer

With its new platform and suspension, and the extensive tuning job done in Europe, the new Corolla provides top class dynamic behaviour, featuring a unique combination of safe, comfortable and enjoyable ride.

Particularly key to this is the highly rigid body structure that offers a safe and stable platform on which to base the Corolla’s suspension. Careful design, using the very latest computer-aided engineering tools, plus extra strengthening by cross-members in the centre and behind the rear bumper, have created a structure which is up to 45 per cent stiffer than the outgoing model, taking Corolla to the top position in the class regarding torsional rigidity.

This outstanding body stiffness also affects the passive safety of the new Corolla, offering occupants greater protection against impact, and helps reduce noise and vibration transmission through the bodyshell.

The innovative electrical power steering, used across the Corolla range, presented the Conformity team with a new challenge and was the subject of intensive research. The system itself and the intricate software used by the steering’s ECU provides light steering when manoeuvring in town and a good level of feel at high speeds.

The new Corolla uses an independent MacPherson strut front suspension with a torsion beam rear axle. This offers a highly effective, but light and compact rear suspension that minimises intrusion into the boot floor.

Suspension bushes, dampers and springs have been specially tuned to give new Corolla its exceptional driving comfort.

Special Attention to T Sport

The Corolla T Sport becomes the third car in the Toyota line-up, after Yaris and Celica, to feature the T Sport badge, further reinforcing Toyota's strong commitment to building a strong sporting sub-brand. T Sport models are designed to deliver emotion and maximise on interactive driving pleasure and sports feel.

With its 1.8-litre VVTL-i (Variable Valve Timing and Lift-intelligent) engine it boasts 189bhp and, linked to a 6-speed gearbox, is capable of pushing the new Corolla up to 140mph (where permitted) with impressive acceleration from 0-62mph in 8.4 seconds.

Corolla T Sport has a fun to drive character in a way Toyota has never had before with a core model. The car will deliver excellent sporty performance, yet remains highly sophisticated thanks to its balanced chassis and high quality advanced interior. Corolla T Sport delivers more performance than benchmark cars in the segment, yet has a high quality, well-equipped interior with many innovative and advanced features.

"Until now sporty meant 'hard' suspension and comfortable meant 'soft'," explained Mr de Boes. "We set out to create a new dimension to handling and comfort in a car that will give driving pleasure in all situations. Corolla T Sport is stable on the motorway; agile on fast country roads; and smooth over bumps and in town."

Corolla T Sport has 15mm lowered suspension and the braking system has been upgraded with Vehicle Stability Control and Brake Assist as standard. Traction is also enhanced through the use of TRC (Traction Control system).

Hi-Tech Powertrains

The qualities of the new Corolla chassis are brought to life thanks to the revised engine range, which is certainly one of Corolla's biggest advantages over its competitors. This new Toyota brings to Europe the most advanced engine selection you can find in the lower medium segment car today, from the frugal 2.0 D-4D to the breath-taking 1.8 VVTL-i in the T Sport.

All petrol engines feature VVT-i (Variable Valve Timing- intelligent) or VVTL-i (Variable Valve Timing intelligent with Lift) technologies that ensure outstanding results in terms of performance, emissions and fuel consumption.

The two most popular units, the 1.4 and 1.6 VVT-i, jointly addressing 80 per cent of the demand of the petrol markets, boast top class characteristics and meet European Step 4 emission regulations.

The 1.4-litre VVT-i engine has an output of 97bhp with a maximum torque of 130Nm at 4,400rpm. It accelerates the three-door hatchback from 0 to 62mph in just 12 seconds with a combined fuel consumption of 42.1mpg.

The 1.6-litre VVT-i delivers 110bhp with a maximum torque of 150Nm at 4,800rpm. Hatchback acceleration from 0 to 62mph is 10.2 seconds (11.4 for Verso) and the fuel consumption on the combined cycle for the Hatchback is 40.3mpg.

The 1.8-litre VVT-i is developed for the new Corolla Verso to produce 133bhp and maximum torque of 170Nm at 4,200rpm. This adds a sporty characteristic to Corolla Verso with a top speed of 115mph and acceleration to 62mph in 10.3 seconds. Fuel consumption on the combined cycle is 37.1mpg.

Compared with the current model, the diesel offer becomes richer thanks to the addition in the line-up of the 2.0-litre 16-valve common-rail D-4D with intercooler, delivering 109bhp. This engine, available only in the hatchback models, benefits from Toyota common-rail technology in the areas of durability and noise levels, already known in the 89bhp version introduced in the current Corolla in September 2000.

VVTL-i Valve Management System

In 1995 Toyota surprised the world with another of its technological breakthroughs called VVT-i. This system was capable of varying the valves' opening and closing

times in a continuous and intelligent way, which means at any time or any rpm, according to the driver's demand for more power, more torque or simply better fuel consumption.

Evolving from VVT-i, Toyota launched the VVTL-i system in 2000, which adds a new feature, variable lift. This allows for an increase on the inlet and exhaust valves' lift from 6000rpm, boosting power and torque further when conventional engines are on their rev-limit. Utilising VVTL-i has enabled the Corolla T Sport to develop its maximum power at 7,800rpm.

The 1.8 VVTL-i engine in T Sport and also fitted in the Celica T Sport has a maximum output of 189bhp. This engine is not only a high-performance unit but also a technological showcase. The VVTL-i is the most advanced valve management system in any production engine today, continuously varying the valves' opening time and lift.

New materials were specially developed to be used in this engine's internal parts, like MMC (Metal Matrix Composite) that can withstand use and abuse, complying at the same time with Toyota's strictest standards for reliability and durability.

The result comes as a strong reward for its driver. The Corolla T Sport is the most powerful production Corolla ever built and its 1.8 VVTL-i engine boasts 106bhp/litre which is up there with the likes of the Ferrari 360 Modena at 111bhp/litre and the BMW M3 at 107bhp/litre.

Thanks to the VVTL-i system, the torque curve is relatively flat, which together with a close ratio 6-speed gearbox, ensures the Corolla T Sport will deliver a lively driving experience in a broad rev-range.

Besides all the performance it can achieve, the 1.8 VVTL-i has other advantages over the competition. Unlike most high performance engines available today, the 1.8 VVTL-i runs on 95 Octane petrol rather than 98 Octane, which has a positive impact on the cost of ownership.

The VVTL-i can deliver both high performance when needed and low fuel consumption when necessary, thanks to the smartest and most versatile valve management system.

This is also a plus for the Corolla T Sport, especially when compared with turbo equipped competitors.

Safety, a Priority

Safety remains a key priority in the design of any new Toyota and Corolla, with its strong family market, is no exception. The new model features a full range of primary and secondary safety systems to help protect driver and passengers from injury.

The structure of the new Corolla has been designed to absorb and disperse impact energy as efficiently as possible. Internal computer simulations and crash testing predicts a high Euro NCAP safety rating of at least four stars for the new model which will place it above most European competitors.

The new platform allows for a redesigned crushable zone, better protecting the cabin in case of an accident. Up front, a large bumper-reinforcement has been installed to absorb any shock, and the side-members and front pillars have been connected to the rocker panels to avoid deformation of the cabin.

SRS airbags for driver, front seat passenger and side airbags are standard equipment across all models in the range. Five three-point seatbelts are standard equipment and front seatbelts are fitted with pre-tensioners and force limiters to reduce the risk of chest injuries.

To minimise head injuries in the case of a crash, the new Corolla is equipped with a Head Impact Protection Structure. The front and centre pillar garnish, roof side inner garnish and roof side rail feature this special structure that help absorb some of the impact energy during collision. The new Corolla features both collapsible steering column and retractable brake pedal in the event of an accident.

ISO-FIX child seat buckles are standard equipment on outer rear seats across all models, making the fitment of approved child seats faster and safer.

Active Safety

Driving dynamics is also about the dynamic behaviour of the vehicle under severe conditions. In order to maximise the Corolla's performance in this area the development team has dedicated special attention to the performance of the braking system.

The new car adopts disc brakes on both the front and rear wheels and incorporates a highly efficient brake booster valve to secure an enhanced pedal feel while the rigidity of the brake pedal has been increased to help reduce loss of brake efficiency.

All this translates into top class results in terms of both hot and cold stopping distances, as continuously demonstrated by the several tests held throughout the development process.

Anti-lock braking with Electronic Brake force Distribution has been added as a standard feature on all models, with Vehicle Stability Control, Traction Control with Brake Assist fitted as standard on the Corolla T Sport.

Spacious and Practical

Within its dynamic styling new Corolla disguises a superb package, creating one of the most spacious interior cabins in the segment within a compact and nimble exterior. Again, it was Yaris that provided the inspiration for an 'intelligent' package to offer maximum interior space within a compact, dynamic shape.

In fact, the new Corolla offers much greater interior length, width and height than the model it replaces. This is achieved by creating a completely new platform with a stretched wheelbase (2,600mm) and short overhangs to maximise interior space and stability.

With extra height (+65mm internally) and length (+100mm), particular attention has been paid to space around driver and passengers. Head and legroom are exceptional for the class and the distance between front and rear seat hip points has been increased by 70mm, greatly increasing rear seat leg room.

The extra height has also allowed the hip points of both front and rear seats to be raised by 70mm, leading to a more natural driving position and making it easier to get in and out of the car.

Extra length in the Verso (4,240mm), estate (4,385mm) and saloon (4,385mm) is devoted to increased luggage space with a longer rear overhang. All three models are built on the same (2,600mm) wheelbase platform and benefit fully from the exceptional height and interior spaciousness of the hatchback.

THE PASSION FOR INNOVATION

In line with the spirit that motivates Toyota engineers, they have not only endeavoured to improve on the current generation Corolla, they have been investigating new technologies they could bring to the Corolla from higher segment cars within the Toyota and Lexus line-up.

As a result, the new Corolla offers three-dimensional Optitron meters as standard equipment on the T Spirit, T Sport and all Verso models. To further reinforce the unique character of the T Sport version, unique sporty red Optitron meters are fitted as standard.

In addition to the successful Turn-by-Turn system, already available as an option across the Toyota range, the new Corolla will be the first Toyota volume model to offer an advanced full map touch screen DVD Voice Navigation system with 6.5inch colour screen.

Thanks to DVD technology, the system offers short routing times over a much wider geographical area that includes the main European countries. It also allows several intermediate destinations that can be easily changed before getting to the final destination.

Features of the DVD system include: List of the last 20 destinations set, a new POI (Points of Interest) function which when asked to find a fuel station for example, will display all the places requested within the car's immediate area. A memo calendar function and a 14 step map display with zoom function is also fitted with navigation voice instruction available in 14 different languages.

Miss the Traffic Every Time – A Toyota First in the UK

Available as an option across the Corolla range from launch will be Toyota's new Electronic Traffic Avoidance System (ETA) that works in conjunction with the Toyota Turn-by-Turn satellite navigation system. Toyota is the first in the UK to offer this innovative dynamic navigation system.

ETA provides the driver with live traffic information which is fed into the navigation system enabling the car to not only warn the driver of a traffic problem, but also to plot a way around jams or snarl ups even if the driver is a stranger to the area.

Easy To Use

ETA receives coded traffic information 24 hours per day via an FM radio signal that is picked up even when the car radio is switched off. ETA decodes the messages – originating from various nationwide traffic monitoring services including the Police – to give the driver advanced warning of incidents and congestion.

If the driver is following a route using the car's satellite navigation system, ETA will automatically offer an 'avoid traffic' option and work out a new route around the traffic.

If the driver is not using the satellite navigation when the traffic warning is received, simply plotting a destination into the navigation system will trigger the 'avoid traffic' function and enable stress free re-routing around the problem before the driver encounters it.

Genuinely Useful

ETA will benefit customers in a number of ways, not least time saved, reduced stress and no petrol wasted sitting in traffic jams. A further benefit is that the system requires no additional handsets or annual subscription fees.

The usual satellite navigation advantages also apply, such as guidance to unfamiliar destinations, avoiding the potentially dangerous use of maps (or arguing with a spouse) while driving.

ETA is fitted invisibly into the car and displayed on the standard dash mounted LCD screen.

Parking Assist System

On the Corolla Verso, the optional DVD navigation system is further complemented with the optional innovative Parking Assist System. This uses a camera mounted on the rear and a set of guidelines, to reduce parking in tight spots to two simple movements of the steering wheel.

A camera mounted on the back door projects the image of the area behind the car on the display otherwise used for the navigation-system. With the aid of frames depicted on the image, the driver is assisted during roadside parking manoeuvres.

By following the guidelines, while watching for other traffic around, the driver can simply and easily manoeuvre the Corolla Verso into a space around 17 feet long. This parking assist system is not available on UK models.

COROLLA IN THE FLEET MARKET

The introduction of new Corolla in early 2002 provides Toyota Fleet with one of the widest product offerings in the lower medium segment. Inevitably Toyota Fleet has high expectations for the new Corolla range, which presents fleet operators and end users with an exciting, aspirational new car that is also practical and cost effective.

The extensive range available from launch, including the exciting 189bhp T Sport and Compact MPV Corolla Verso, is both appealing to the user-chooser market and a flexible choice for fleets and end users. New Corolla will meet even more fleet operators' needs when the four-door saloon model joins the range later in 2002. New Corolla's great line up of fuel-efficient VVT-i petrol and D-4D diesel engines gives the company car driver performance combined with low CO₂ emissions.

Fleet Sales

Toyota Fleet expects to sell approximately 10,400 units of new Corolla in 2002 with the majority of sales for the three and five-door models. Verso will take approximately 2,900 of total fleet sales in 2002 and, similar to the retail market, there will be smaller but still significant sales for the estate and saloon versions.

For the first year new Corolla fleet sales will make up approximately 35 per cent of total sales. Fleet sales are predicted to reach over 40 per cent of sales by the end of 2003, equating to 14,400 units.

Year	Corolla Sales	Verso Sales	Total Fleet	% of total Corolla Sales
2002	7,500	2,900	10,400	35
2003	11,650	2,750	14,400	41

Growth in the Lower Medium Segment

New Corolla presents the first real opportunity for Toyota to penetrate the lower medium fleet segment, a segment that is forecast to account for at least one in every six new cars registered in 2002. The current fleet industry issues affecting company car drivers are based around CO₂ taxation and concerns over the cost of fuel. Both will be fundamental in the growth of this lower medium segment.

The previous Corolla was a very worthy product with which limited success was achieved in the fleet market achieving a fleet segment share of just over three per cent in 2000.

The new Corolla is expected to increase Toyota's overall existing share, at just under two per cent, to at least 4.3 per cent of the fleet segment by the end of 2003, a significant task but one that is supported by this stylish new model.

Corolla Fleet Appeal – Competitive, Safe and Stylish

The new Corolla model represents a quantum leap forward both in terms of exterior styling and interior quality and comfort - areas of real relevance to the discerning company car driver.

Safety and security features, also vitally important to fleet operators, have not been sacrificed in the development of styling with all models in the range benefiting from

twin and side airbags, Anti-lock Braking (ABS) with Electronic Brakeforce Distribution (EBD), immobiliser and double locking.

Lower CO₂ Means Less Tax

Company car tax from the tax year 2002-2003 will be based on the CO₂ emissions of the vehicle as opposed to the previous mileage bands. The taxable value of the company car will be worked out on a scale ranging from 15 per cent-35 per cent and the rating achieved depends on CO₂ output.

In terms of CO₂ all the new Corolla petrol engines in the three-door, five-door and estate models achieve the lowest taxation threshold of 15 per cent with the diesel variants achieving the lowest possible diesel taxation threshold at 18 per cent, (due to the 3 per cent diesel levy). The Verso range will achieve a very competitive taxation rating of 18 per cent, with the 1.6-litre petrol being 17 per cent in the tax year 2002-2003.

Best in Class Fleet Running Costs

Provisional figures suggest that the Corolla 1.4-litre will have best-in-class cost per mile among its closest rivals. Fuel consumption is 42.1mpg on the combined cycle and residuals of the new model will be significantly stronger than the outgoing model.

The Ceram test circuit in Paris saw the first exposure of the New Corolla to the fleet market with 150 exclusive guests invited over three days in late November. Jon Pollock, General Manager for Toyota Fleet is delighted at the first reactions to new Corolla:

“We pitched new Corolla directly against some of the best in the segment ie. Golf and Peugeot 307. Reaction to the car was very positive, the revised styling and quality wowed the audience and in particular the clever features of the Verso such as integrated toddler seats and dual sunroofs.”

Toyota's fleet customers were able to experience the new Corolla both on test tracks and under normal driving conditions: “The car demonstrated Toyota's renowned driving credibility in a dynamic test bringing the advantages of Corolla over its closest competitors home.”

Cost of Ownership

Another key area for new Corolla related to innovation and with a strong impact on the overall customer acceptance is cost of ownership, encompassing a variety of different factors ranging from service and repair costs to driving costs.

In the German and UK markets, cost of ownership is formalised by the insurance classification rating which in one figure states each vehicle's performance in the field of damageability and repairability, with direct impact on the insurance costs. These classifications were established following extensive analysis of repair costs and industry approved crash testing.

Duncan McMath, Toyota Motor Europe General Manager responsible for the Technical Division of the Customer Service Group, said: "The new Corolla is being launched into the most competitive segment of the European market and to very cost-conscious customers. These super-low insurance costs will be particularly appreciated by the younger drivers we expect to be attracted to the more-sporty looking new Corolla."

Rising insurance premiums across Europe represent one of the biggest single costs in the annual motoring budget. It is also an area where carmakers themselves can make a major contribution through intelligent engineering and careful cost control.

Low Speed Collision Damage Costs Cut by Around 50 Per Cent

Cutting the cost of ownership has therefore been a design priority for new Corolla. Through the use of intelligent design and engineering, repair costs for frontal damage in the event of a low speed crash (9mph, 40 per cent off-set collision) have been cut by around 50 per cent from the previous model.

Specific action includes items such as replaceable headlamp mounting brackets which are designed to break on impact before the lamp itself is damaged; a front impact absorption member which avoids damage to the radiator; and a keen price focus on parts that do get damaged.

A major engineering breakthrough has come with the design of the front chassis leg. In the event of minor damage, the front section of this costly item can now be replaced individually – in a short time and without placing the car on a jig.

Parts Price Comparisons

The great work done in development to ensure the new Corolla is cheaper to repair means that the car requires fewer parts than others to repair a similar impact. It is this that, in part, allows new Corolla to have such low insurance rates.

However, even when comparing parts pricing, especially the basket of parts required to repair a standard front or rear impact, Corolla shows a cost advantage.

Corolla 1.4-litre

In a typical front impact – low speed, offset – items such as bonnet, grille, bumper cover, headlamp etc are usually needed. For new Corolla these amount to £385.79, 22.4 per cent less than on the previous model and more importantly less than all the sector competition. Most expensive is the COTY winning Peugeot 307 that is almost 50 per cent more expensive. Perversely, PSA stable mate, the Citroën Xsara is the closest to the new Corolla, but even it is over 4 per cent more. The market leaders from Ford and GM are both over seven per cent more.

Front Crash Parts	New Toyota Corolla	Peugeot 307	Ford Focus	VW Golf	GM Astra	Citroën Xsara
Bonnet	£ 105.34	£ 198.00	£ 123.74	£ 142.00	£ 142.00	£ 130.65
Radiator Grille	£ 33.00	£ 35.63	£ 28.24	£ 39.00	£ 32.65	£ 40.20
Front Bumper Cover	£ 87.64	£ 148.50	£ 108.55	£ 56.00	£ 120.00	£ 100.50
Front Wing (RH)	£ 74.74	£ 71.50	£ 58.51	£ 49.99	£ 72.50	£ 40.20
Headlamp (excl. bulb) (RH)	£ 85.07	£ 95.05	£ 80.33	£ 116.00	£ 48.95	£ 90.45
Front Indicator (RH)	N/A	£ 17.65	£ 14.00	NA	NA	NA
Total Front	£ 385.79	£ 566.33	£ 413.37	£ 402.99	£ 416.10	£ 402.00
% Difference	(22.4%)	+ 46.8%	+ 7.1%	+ 4.5%	+ 7.9%	+ 4.2%

A comparison of a similar basket of parts needed to repair a rear impact shows that new Corolla maintains its value advantage over the Peugeot to the tune of 38 per cent although the Astra has leapt to the bottom of this particular chart by being 52.4 per cent more expensive. Only the Citroën shows a clear advantage over the new Corolla at 10 per cent less.

Rear Crash Parts	New Toyota Corolla	Peugeot 307	Ford Focus	VW Golf	GM Astra	Citroën Xsara
Rear Bumper Cover	£ 84.11	£ 143.75	£ 95.37	£ 98.40	£ 194.00	£ 105.53
Tailgate/ Boot lid	£ 158.28	£ 204.00	£ 181.83	£ 184.50	£ 299.00	£ 97.64
Rear Quarter Panel	£ 127.97	£ 198.00	£ 107.08	£ 103.00	£ 131.00	£ 140.70

(A) LH						
Rear Combi Light (excl. bulb) (LH)	£ 54.30	£ 44.00	£ 36.60	£ 45.00	£ 23.30	£ 35.18
Total Rear	£ 424.66	£ 589.75	£ 420.88	£ 430.90	£ 647.30	£ 379.05
% Difference	(16.3%)	+ 38.9%	(0.9%)	+ 1.5%	+ 52.4%	(10.7%)

Even those who avoid accidents will have to pay for routine servicing. Toyota's two-year/20,000 regular checks interspersed with one-year/10,000mile health checks allow for both peace of mind for the owner and lower lifetime servicing costs. The Toyota service intervals apply equally to both petrol and diesel engined Corollas. Full details on the typical three-year/60,000mile Fleet running costs will be released separately.

However, even just comparing the basket of typical service parts – keep in mind some competitors will need twice as many brake pads and filters over time – and Corolla still wins.

Maintenance Parts	New Toyota Corolla	Peugeot 307	Ford Focus	VW Golf	GM Astra	Citroën Xsara
Oil Filter	£ 7.03	£ 6.49	£ 3.76	£ 6.50	£ 4.10	£ 6.93
Air Filter	£ 11.00	£ 8.18	£ 5.76	£ 15.50	£ 7.05	£ 9.00
Front Brake Pads	£ 35.65	£ 34.98	£ 27.59	£ 42.00	£ 46.20	£ 42.21
Rear Brake Pads / Shoes	£ 22.77	£ 34.97	£ 46.53	£ 31.00	£ 22.25	£ 43.75
Spark Plug (each)	£ 3.31	£ 5.32	£ 2.18	£ 4.00	£ 3.20	£ 7.82
Spark Plug (set)	£ 13.24	£ 21.28	£ 8.72	£ 16.00	£ 12.80	£ 31.28
Total Maintenance	£ 89.69	£ 105.90	£ 92.36	£ 111.00	£ 92.40	£ 133.17
% Difference	(17.7%)	+ 18.1%	+ 3.0%	+ 23.8%	+ 3.0%	+ 48.5%

Pads, filters and plugs amount to less than £90 for the new Corolla. That is 17.7 per cent less than the old model, which was itself still competitive in this area. This is borne out by the fact that all bar the Ford and the Vauxhall are at least 18 per cent more while the Citroën pays for its good crash parts performance by being a stinging 48 per cent more in the service bay. The Focus and Astra are both three per cent more, a signal that new Corolla can compete head on in the Fleet market.

Corolla Verso

Front Crash Parts	New Toyota Corolla Verso	Renault Scenic	Vauxhall Zafira	Citroën Xsara Picasso	Nissan Tino
Bonnet	£ 88.12	£ 161.00	£ 179.00	£ 120.60	£ 133.00
Radiator Grille	£ 34.43	£ 9.14	£ 11.70	£ 35.18	£ 134.00
Front Bumper Cover	£ 94.16	£ 136.00	£ 179.00	£ 165.83	£ 114.00

Front Wing (RH)	£ 98.93	£ 66.00	£ 73.00	£ 45.23	£ 80.80
Headlamp (excl. bulb) (RH)	£ 78.47	£ 78.00	£ 53.50	£ 75.38	£ 105.00
Front Indicator (RH)	N/A	NA	NA	NA	NA
Front Panel	£ 110.63	£ 145.00	£ 39.95	£ 50.00	£ 81.10
Total Front	£ 504.74	£ 595.14	£ 536.15	£ 492.22	£ 647.90
% Difference		+ 17.9%	+ 6.2%	(2.5%)	+ 28.4%

Maintenance Parts	New Toyota Corolla Verso	Renault Scenic	Vauxhall Zafira	Citroën Xsara Picasso	Nissan Tino
Oil Filter	£ 6.62	£ 6.20	£ 4.14	£ 6.48	£ 7.30
Air Filter	£ 14.53	£ 10.30	£ 7.05	£ 9.00	£ 10.35
Front Brake Pads	£ 28.18	£ 39.10	£ 46.20	£ 42.21	£ 35.90
Rear Brake Pads / Shoes	£ 22.28	£ 38.69	£ 22.25	£ 59.05	£ 30.60
Spark Plug (each)	£ 3.31	£ 5.22	£ 3.23	£ 6.00	£ 2.40
Spark Plug (set)	£ 13.24	£ 20.88	£ 12.92	£ 24.00	£ 9.60
Total Maintenance	£ 84.85	£ 115.17	£ 92.56	£ 140.74	£ 93.75
% Difference		+ 35.7%	+ 9.1%	+ 65.9%	+ 10.5%
Rear Crash Parts					
Rear Bumper Cover	£ 92.59	£ 133.00	£ 179.00	£ 125.63	£ 80.70
Tailgate/ Boot lid	£ 185.78	£ 190.00	£ 311.00	£ 150.75	£ 181.00
Rear Quarter Panel (A) LH	£ 124.11	£ 163.00	£ 138.00	£ 135.68	£ 136.00
Rear Combi Light (excl. bulb) (LH)	£ 44.96	£ 21.20	£ 36.25	£ 35.18	£ 160.00
Total Rear	£ 447.44	£ 507.20	£ 664.25	£ 447.24	£ 557.70
% Difference		+ 13.4%	+ 48.5%	(0.0%)	+ 24.6%

Unsurprisingly it is a similar story for the Verso against its current MPV competitors. Only the Picasso is cheaper in crash parts – and then only by 2.5 per cent – while against the Scenic, Verso is 18 per cent less in a front impact and almost 50 per cent less against Zafira in a rear impact.

In the service bay Verso wins by at least nine per cent (Zafira) while the French duo (Scenic and Picasso) are 35 per cent and 66 per cent more expensive respectively.

FOUR BODYSTYLES AVAILABLE FROM LAUNCH

The new Corolla will be available in the UK from launch in a range of four body styles to offer customers the widest possible choice as its new range is among the widest in the lower medium segment.

Toyota (GB) PLC expects to sell around 30,000 new Corollas during 2002, 7,000 of these being the new Verso model with the British built three and five-door hatchbacks

accounting for a large proportion of the annual sales mix. The outgoing Corolla sold on average 18,000 units per year.

The Mainstream Hatchback

At the heart of the lower-medium family car segment are hatchback buyers. The new Toyota Corolla will offer both three-door and five-door hatchbacks from launch as the core models in the range. The three-door will account for roughly 20% of sales mix, with the five-door the most popular seller at roughly 55% of sales mix.

The new Corolla platform has resulted in increased wheelbase (+135mm), increased vehicle height (+90mm) and increased width (+20mm) over the outgoing model. The new Corolla's compact and tall body allows the optimisation of interior space without sacrificing its naturally sporty design.

The exterior has an overall length of 4180mm, an overall width of 1710mm and an overall height of 1475mm. The front and rear overhangs have been decreased as much as possible in order to keep the overall length at a minimum level while maximising wheelbase (front overhang: 870mm, rear overhang: 710mm, wheel base 2600mm).

The distance to the front hip point from the ground is 550mm, well over the limit of 525mm, which defines the threshold between comfortable and uncomfortable access to a vehicle.

Thanks to the long wheelbase the distance between the front and rear hip points is 885mm, allowing one of the longest rear legrooms in the segment.

Both three-door and five-door hatchbacks feature wide opening doors with easy access to the rear seats and rear passenger space (notably headroom and legroom) is exceptional for the class.

The split (60/40) folding rear seats allow a full flexible configuration for passengers and luggage, with a wide opening 1110mm tailgate and a flat boot floor. Maximum load length is an exceptional 1360mm.

A wide range of hi-tech petrol and diesel engines will be available in the new Corolla hatchback. The engines include: 1.4-litre, 97bhp VVT-i petrol, 1.6-litre, 110bhp VVT-i

petrol, 1.8-litre, 189bhp VVTL-i petrol, 2.0-litre, 89bhp D-4D diesel and 2.0-litre, 109bhp D-4D diesel.

An electronically controlled, four-speed automatic gearbox will be available with the 1.6-litre petrol engined models.

The Corolla T Sport

The 3-door hatchback forms the basis for the most exciting and powerful Corolla ever launched into mainstream production – the new Corolla T Sport. The Corolla will be the third model to carry the T Sport badge which signals Toyota's commitment to deliver consistently outstanding driving pleasure through the different models of its line-up.

The Corolla T Sport is powered by the 1.8-litre VVTL-i (Variable valve Timing and Lift – intelligent) 189bhp engine with six-speed manual gearbox that was first used in the Celica 190 and T Sport. It delivers the type of power that will allow the enthusiastic driver to fully exploit the potential of the new Corolla's chassis and suspension.

Along with the more powerful engine, the new Corolla T Sport will also receive updated suspension, brakes, unique interior treatment with red Optitron instrumentation, race-like carbon-fibre trims and high supportive sports seats.

Corolla T Sport will ride on 16-inch alloy wheels with ultra-low profile tyres and has an advanced handling package, including Vehicle Stability Control, Traction Control and Brake Assist for maximum safety without affecting driver control.

The Dynamic Estate

The estate version of the new Corolla will offer a practical and stylish solution for fashion conscious customers who appreciate the traditional sporty nature of this body style.

The slightly longer exterior dimensions (4,385mm) of the Corolla estate create more rear overhang for extra load carrying while retaining the dynamic looks of the hatchback. Practicality is enhanced by the split (60/40) rear seat which can fold or tumble to create a completely flat load area.

The wide (1,110mm) and high tailgate allows easy access to the luggage area which can be as long as 1,580mm. There is further, out-of-sight, storage beneath the boot floor. Maximum storage capacity is an outstanding 975 litres. Even with the rear seats up, the Corolla estate will swallow 402 litres of luggage.

The Corolla estate is available with a choice of either 1.6-litre 110bhp VVT-i petrol or 89bhp D-4D diesel engines.

The Versatile Verso

The new line-up includes a compact MPV, the Corolla Verso, which builds on the established Verso family to give Toyota the most comprehensive MPV range in the European market. This range includes the Yaris Verso, the recently launched Avensis Verso and the Previa. Corolla Verso will account for approximately 23 per cent of total Corolla sales mix.

The Corolla Verso was designed in Japan, but took cues from the European designed saloon and hatchbacks, in order to secure a clear family-link with the rest of the new Corolla family.

Verso is an intelligent and versatile proposal for a compact MPV. It can seat five people in maximum space and comfort, with a very convincing luggage area.

After studying the usual seating position of back seat passengers in current compact MPVs, Toyota engineers concluded that a new, clever solution had to be found. For this reason, the Corolla Verso rear seat combines the comfort of a bench seat (with 60:40 split) and the emotional appeal of three independent seats. The advantage over totally independent seats is that each passenger has more freedom to choose a comfortable seating position due to a wider, 60:40 split, cushion. Verso's rear seat is split 40:20:40 but remove function is 60:40.

The rear seat can also be tumbled, reclined or even detached by a 60:40 split. It can slide backwards or forwards by 150mm to provide more rear legroom or more luggage room.

Special attention was also paid to the youngest passengers. The Verso is equipped as standard with two junior seats on the rear seat and also preparation mountings to allow the installation of two ISO-FIX child seats. The centre back of the rear seat can be reclined to serve as an armrest with two cup holders.

Maximum cargo space is an outstanding 973 litres with the rear seat removed and the maximum load length is 1,640mm. Even with all the seats in place the Corolla Verso can hold 417 litres of luggage – more than enough for all the family.

The strong versatile character comes also from the impressive storage capacity, so fundamental for MPV users: the new Corolla Verso offers as many as 22 different storage areas around the vehicle equating to more than 56 litres including underfloor and dashboard storage.

The Corolla Verso will be available with a choice of two petrol engines: 1.6-litre 110bhp and 1.8-litre 133bhp VVT-i or a 2.0-litre 89bhp D-4D diesel engine.

An electronically controlled four speed automatic transmission is available with the 1.8-litre petrol engine.

Premium Equipment Levels

New Corolla has an impressive list of standard equipment when compared with its competitors. Even the T2 grade has driver's, front passenger and front side airbags, ABS with EBD (Electronic Brake force Distribution), remote central locking with double locking, electric front windows with anti-trap, single CD player and colour keyed mirrors and bumpers.

Moving up the range to the T3 grade, specification is even more impressive with 15" alloy wheels, air conditioning, front fog lamps and colour keyed side mouldings offered as standard. Competitors such as the Volkswagen Golf, Honda Civic, Ford Focus, Vauxhall Astra, Peugeot 307 and Nissan Almera are not fitted as standard with 15" alloy wheels or colour keyed mirrors; only the Focus has front fog lamps and only the Civic, 307 and Astra have air conditioning as standard.

ABS with EBD (Electronic Brakeforce Distribution) is available as standard only on the Civic, Golf and Peugeot.

The T Spirit grade has a leather steering wheel with audio controls, heated mirrors, electric tilt/slide sun roof (Verso T Spirit grade has twin sunroofs – manual front, electric rear), electric rear windows, automatic air conditioning, Optitron instruments (as first used on Lexus models and Previa). Leather upholstery and door panel inserts can be specified as an option.

Corolla T Spirit is the only car amongst its competitors to offer an electric tilt/slide sun roof as standard, only the Peugeot 307 is offered with automatic air conditioning and steering wheel audio controls and only the Golf is fitted with electric rear windows as standard.

COMPETITOR COMPARISONS

NEW COROLLA T3 1.4 FIVE-DOOR VERSUS COMPETITORS

	Corolla T3	Ford Focus	Ford Focus	Honda Civic	Nissan Almera	VW Golf	Vauxhall Astra	Peugeot 307
	5 door 1.4 VVT-i	1.4 CL	1.4 Zetec	1.4S	1.5E	1.4S	1.4i 16v LS	1.4 LX A/C
15" alloy wheels	✓	£430	£430	£430	£430	£430	£430	£430
Radio AM/FM	✓	✓	✓	✓	✓	✓	✓	✓
CD Player	✓	£100	£100	£100	£100	£100	✓	£100
Power front windows with anti-trap	✓	✓	✓	✓	✓	✓	✓	✓
Remote central locking	✓	£100	✓	✓	£100	£100	✓	£100
Double locking	✓	£10	✓	✓	✓	✓	✓	✓
ABS	✓	£500*	£300	✓	£500	✓	£350**	✓
EBD	✓	£10	£10	✓	£10	✓	✓**	✓
Immobiliser	✓	✓	✓	✓	✓	✓	✓	✓
Driver airbag	✓	✓	✓	✓	✓	✓	✓	✓
Passenger airbag	✓	✓	✓	✓	£100	✓	✓	✓
Side airbag	✓	✓*	£175	✓	£175	✓	£150	✓
Power mirrors	✓	£100	£100	✓	£100	✓	£100	✓
Colour keyed mirrors	✓	£20	£20	£20	£20	£20	£20	£20
Colour keyed bumpers	✓	£70	✓	✓	£70	£70	✓	£70
Manual a/c	✓	£400	£500	✓	£500	£795	✓	✓
Heated mirrors	✓	£30	£30	✓	£30	✓	£30	✓
Front fog lamps	✓	£50	✓	£50	£180	£165	£100	£100
On the Road Price	£12,295	£10,960	£10,960	£11,960	£10,365	£12,240	£12,030	£11,860
Specification adjustment	-	£1,820	£1,665	£600	£2,315	£1,680	£1,180	£820

Adjusted Price	£12,295	£12,780	£12,625	£12,560	£12,680	£13,920	£13,210	£12,680
% +/- v New Corolla	0.0%	3.9%	2.7%	2.2%	3.1%	13.2%	7.4%	3.1%

All option prices taken from industry sector averages where manufacturer option prices are unavailable

Manufacturer's recommended retail price taken from model range price lists and/or internet systems

*Side airbag and ABS part of same package

** EBD and ABS part of same package

NEW TOYOTA COROLLA VERSO T3 1.8 VVT-i VERSUS COMPETITORS

	Corolla Verso T3	Vauxhall Zafira	Citroën Xsara Picasso	Renault Scenic	Renault Scenic	Vauxhall Zafira	Citroën Xsara Picasso	Vauxhall Zafira
	1.8 VVT-i	1.8 16V Comfort	1.8 16v SX	Expression + 1.8 16v	Dynamique 1.8 16v	1.6i 16v Comfort	1.6 SX	1.6 16V Club
15" alloy wheels	✓	£430	£430	£430	-£20 (16" Alloys)	£430	£430	£430
Radio AM/FM	✓	✓	✓	✓	✓	✓	✓	✓
CD Player	✓	£100	✓	£100	£100	£100	✓	£100
Power front windows with anti-trap	✓	✓	✓	£200	£200	✓	✓	✓
Remote central locking	✓	✓	✓	✓	✓	✓	✓	✓
Double locking	✓	✓	£10	£10	£10	✓	£10	✓
ABS	✓	✓	✓	✓	✓	✓	✓	£395
EBD	✓	✓	✓	✓	✓	✓	✓	✓*
Immobiliser	✓	✓	✓	✓	✓	✓	✓	x
Driver airbag	✓	✓	✓	✓	✓	✓	✓	x
Passenger airbag	✓	✓	✓	✓	✓	✓	✓	x
Side airbag	✓	£150	✓	✓	✓	£150	✓	£150
Power mirrors	✓	✓	✓	✓	✓	✓	✓	✓
Colour keyed mirrors	✓	£20	£20	£20	✓	£20	£20	£20
Colour keyed bumpers	✓	£70	£70	✓	£70	£70	£70	£70
Manual a/c	✓	✓	✓	✓	✓	✓	✓	✓
Heated mirrors	✓	✓	✓	✓	✓	✓	✓	✓
Front fog lamps	✓	£350	✓	£50	✓	£380	✓	£380
Roof rails	✓	✓	£150	£150	£150	✓	£150	£150
Integrated child seat	✓	£100	£100	£100	£100	£100	£100	£100
On the Road Price	£14,995	£14,495	£13,795	£14,300	£14,500	£14,995	£13,480	£13,995
Specification adjustment	-	£1,220	£780	£1,060	£610	£1,250	£780	£1,795
Adjusted Price	£14,995	£15,715	£14,575	£15,360	£15,110	£16,245	£14,260	£15,790

% +/- v New Corolla Verso	0.0%	4.8%	-2.8%	2.4%	0.8%	8.3%	-4.9%	5.3%
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* ABS and EBD contained in same package All option prices taken from industry sector averages where manufacturer option prices are unavailable
 Manufacturer's recommended retail price taken from model range price lists and/or internet systems

NEW TOYOTA COROLLA T SPORT VERSUS COMPETITORS

	Corolla T Sport	VW Golf	VW Golf	Honda Civic
	3 door 1.8 VVTL-i	2.0 GTi	1.8T GTi	2.0 i-VTEC Type-R
16" alloy wheels	✓	£20 (15" Alloys)	✓	-£20 (17" Alloys)
Radio AM/FM	✓	✓	✓	✓
CD Player	✓	✓	✓	✓
Power front windows with anti-trap	✓	✓	✓	✓
Remote central locking	✓	✓	✓	✓
Double locking	✓	✓	✓	✓
ABS/EBD	✓	✓	✓	✓
Immobiliser	✓	✓	✓	✓
Driver airbag	✓	✓	✓	✓
Passenger airbag	✓	✓	✓	✓
Side airbag	✓	✓	✓	✓
Power mirrors	✓	✓	✓	✓
Colour keyed mirrors	✓	✓	£20	✓
Colour keyed bumpers	✓	£70	✓	✓
Auto a/c	✓	✓	£330	£950
Heated mirrors	✓	✓	✓	✓
Front fog lamps	✓	✓	✓	£100
Leather steering wheel	✓	✓	✓	✓
Steering wheel audio controls	✓	£50	£50	£50
Mud flaps	✓	£20	£20	£20
Vehicle stability control	✓	£350	£350	£500
Brake assist	✓	£10	£10	✓
Colour keyed rear roof spoiler	✓	£80	£80	✓
Alarm system	✓	✓	✓	✓

On the Road Price	£15,495	£14,805	£16,425	£15,995
Specification adjustment	-	£600	£860	£1,600
Adjusted Price	£15,495	£15,405	£17,285	£17,595
% +/- v New Corolla	0.0%	-0.6%	11.6%	13.6%

All option prices taken from industry sector averages where manufacturer option prices are unavailable
Manufacturer's recommended retail price taken from model range price lists and/or internet systems

NEW COROLLA T SPIRIT 2.0 D-4D (109bhp) FIVE-DOOR VERSUS COMPETITORS

	Corolla T Spirit	Ford Focus	VW Golf	Vauxhall Astra	Peugeot 307	Peugeot 307
	5dr 2.0 D-4D	1.8 TDDI Ghia	1.9 TDI 90 SE	2.0DTI 16v Comfort	2.0 HDI 90 GLX Digital A/C	2.0 HDI 110 FAP GLX Digital A/C
15" alloy wheels	✓	£430	£430	✓	£430	-£20 (16" Alloys)
Radio AM/FM	✓	✓	✓	✓	✓	✓
CD Player	✓	£100	✓	£100	£100	£100
Power front windows with anti-trap	✓	✓	✓	✓	✓	✓
Remote central & double locking	✓	✓	✓	✓	✓	✓
ABS	✓	£500	✓	✓	✓	✓
EBD	✓	£10	✓	£10	✓	✓
Immobiliser	✓	✓	✓	✓	✓	✓
Driver & passenger airbag	✓	✓	✓	✓	✓	✓
Side airbag	✓	✓*	✓	£150	✓	✓
Power mirrors	✓	✓	✓	✓	✓	✓
Colour keyed mirrors	✓	£20	£20	£20	£20	£20
Colour keyed bumpers	✓	✓	£70	✓	£70	£70
Auto a/c	✓	£330	£330	£330	✓	✓
Heated mirrors	✓	✓	✓	✓	✓	✓
Front fog lamps	✓	✓	£165	£100	✓	✓
Power tilt/slide sunroof with shade	✓	£400	£460	£400	£400	£400

Leather steering wheel	✓	✓	£40	✓	£40	£40
Steering Wheel audio controls	✓	£50	£50	£50	✓	✓
Mud flaps	✓	£20	£20	£20	£20	£20
Power rear windows	✓	£200	✓	£200	£200	£200
On the Road Price	£15,295	£14,050	£15,320	£14,870	£14,560	£16,060
Specification adjustment	-	£2,060	£1,585	£1,380	£1,280	£830
Adjusted Price	£15,295	£16,110	£16,905	£16,250	£15,840	£16,890
% +/- v New Corolla	0.0%	5.3%	10.5%	6.2%	3.6%	10.4%

*comes as part of ABS package along with traction control. All option prices taken from industry sector averages where manufacturer option prices are unavailable
Manufacturer's recommended retail price taken from model range price lists and/or internet system.

TOYOTA COROLLA & COROLLA VERSO EQUIPMENT LIST

SAFETY	T2	T3	T Spirit	T Sport
Driver and passenger airbag	✓	✓	✓	✓
Driver and passenger side airbag	✓	✓	✓	✓
Five 3-point seatbelts with ELR (front with electronic sensing, pre-tensioner & force limiter)	✓	✓	✓	✓
Child seat fixings (ISO-FIX)	✓	✓	✓	✓
Height adjustable front and rear headrests	✓	✓	✓	✓
Anti-submarining seats	✓	✓	✓	✓
De-coupling brake pedal mechanism	✓	✓	✓	✓
Side impact beams on all doors	✓	✓	✓	✓
Head impact protection structure roof side and pillar	✓	✓	✓	✓
Child proof locks on rear doors (5-door)	✓	✓	✓	✓
Anti-lock braking system with EBD	✓	✓	✓	✓
Vehicle Stability Control + Brake Assist	x	x	x	✓
Auto cancel rear fog lamp	✓	✓	✓	✓
Projected digital display with tachometer	✓	✓	✓	✓
INSTRUMENTS & CONTROLS	T2	T3	T Spirit	T Sport
Trip computer with fuel consumption/average speed display	✓	✓	✓	✓
Automatic transmission mode indicator (automatic)	✓	✓	✓	x
Engine temperature warning	✓	✓	✓	✓
Lights on warning	✓	✓	✓	✓
Outside temperature display	✓	✓	✓	✓
Optitron instruments – white (Corolla)	x	x	✓	x
Optitron instruments – white (Corolla Verso)	✓	✓	✓	x

Optitron instruments – red (T Sport)	x	x	x	✓
Digital odometer with 2 trip meters	✓	✓	✓	✓
COMFORT & CONVENIENCE	T2	T3	T Spirit	T Sport
Power assisted steering	✓	✓	✓	✓
Stepless tilt adjustable steering column	✓	✓	✓	✓
Three-spoke steering wheel	✓	✓	x	x
Three-spoke steering wheel with leather and audio controls	x	x	✓	✓
Electric front windows with “one-touch”/anti-trap and key-off function	✓	✓	x	✓
Electric front/rear windows with “one-touch”/anti-trap and key-off function	x	x	✓	x
Rear wipers with intermittent function	✓	✓	✓	✓
Electrically adjustable exterior mirrors	✓	✓	x	x
Electrically adjustable and heated exterior mirrors	x	x	✓	✓
Satellite navigation with UK CD Rom & Turn-by-Turn	Opt	Opt	Opt	Opt
Satellite navigation with European DVD full colour map	x	Opt*	Opt*	Opt
Intelligent route guidance (standard with satellite navigation system with Turn-by-Turn)	Opt	Opt	Opt	Opt
Remote fuel lock release	✓	✓	✓	✓
Drive and front passenger vanity mirrors	✓	✓	✓	✓
Electric tilt/slide sunroof with shade, one touch anti-trap and key off function	x	x	Hatch	x
Manual tilt front and electric tilt/slide rear sunroof (both with shade)	x	x	Verso	x
AUDIO	T2	T3	T Spirit	T Sport

AM/FM radio with preset setting – integrated unique fit with LCD	✓	✓	✓	✓
RDS with PTY and EON	✓	✓	✓	✓
Cassette player (standard with optional DVD full map satellite navigation only)	✗	Opt	Opt	Opt
Single disc CD player	✓	✓	✓	✓
CD Autochanger (dashboard mounted)	Opt	Opt	Opt	Opt
Mini Disc changer	Opt	Opt	Opt	Opt
Four speakers	✓	✓	✗	✗
Six speakers	✗	✗	✓	✓
Steering wheel mounted audio controls	✗	✗	✓	✓
VENTILATION	T2	T3	T Spirit	T Sport
Air conditioning (manual)	Opt	3	✗	✗
Air conditioning (automatic with digital climate control)	✗	✗	✓	✓
Air re-circulation	✓	✓	✓	✓
Pollen filter/clean air filter	✓	✓	✓	✓
SECURITY	T2	T3	T Spirit	T Sport
Remote central double locking	✓	✓	✓	✓
Transponder key engine immobiliser	✓	✓	✓	✓
Remote alarm with perimeter and microwave interior protection	Opt	Opt	Opt	✓
Security window etching linked to 24hr helpline	✓	✓	✓	✓
Vehicle parts marking – parts traceable to VIN	✓	✓	✓	✓
STORAGE	T2	T3	T Spirit	T Sport
Lockable glove box	✓	✓	✓	✓
Storage box – central tunnel and dashboard	✓	✓	✓	✓
Front seatback pocket	✓	✓	✓	✓

Cupholder – front & rear	✓	✓	✓	✓
Driver storage tray	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	T2	T3	T Spirit	T Sport
Driver's seat height adjustment	✓	✓	✓	✓
Driver seat memory	✓	✓	✓	✓
Driver and passenger recline and slide adjustment	✓	✓	✓	✓
Rear seat recline, slide and removable function	Verso	Verso	Verso	Verso
Front sports seats with lateral support	x	x	x	✓
60/40 split/fold rear seat back	✓	✓	✓	✓
Cloth upholstery	✓	✓	✓	✓
Leather upholstery	x	x	Opt (H /back)	Opt
Removable rear parcel shelf	Hatch	Hatch	Hatch	✓
Rear tonneau cover	Estate/ Verso	Estate/ Verso	Estate/ Verso	x
SEATING, UPHOLSTERY & TRIM (cont)	T2	T3	T Spirit	T Sport
Cloth door inserts	✓	✓	✓	✓
Leather door inserts	x	x	Opt	Opt
Chrome and leather effect gear shift knob	x	x	x	✓
Dark metallic effect facia	x	x	✓	✓
Chrome effect door handles	✓	✓	✓	✓
EXTERIOR & BODY	T2	T3	T Spirit	T Sport
Colour keyed front and rear bumpers and door handles and mirrors	✓	✓	✓	✓
Colour keyed side protection moulding	x	✓	✓	✓
Sports front grille	x	x	x	✓
Black front grille with chrome surround	x	x	✓	x

Black front grille	✓	✓	✘	✘
Roof mounted and colour keyed rear spoiler	Opt	Opt	Opt	✓
Roof rails	Estate/ Verso	Estate/ Verso	Estate/Ver so	✘
Front and rear fog lamps	Rear only	✓	✓ **	✓
Red tone rear light cluster	✓	✓	✓	✓
Electronic headlamp levelling	✓	✓	✓	✓
15" steel wheels with full wheelcaps (locking wheelnuts optional)	✓	✘	✘	✘
15" 5-spoke alloy wheels with locking wheelnuts	Opt	✓	✘	✘
15" 6-spoke alloy wheels with locking wheelnuts	Opt	Opt	✓	✘
15" 7 and 10-spoke alloy wheels with locking wheelnuts	Opt	Opt	Opt	✘
16" 10-spoke alloy wheels with locking wheelnuts	✘	✘	✘	✓
16" 5-spoke alloys wheels with locking wheelnuts (not available on Verso)	Opt	Opt	Opt	✓
Mudflaps	Opt	Opt	✓	✓
Full size spare wheel	✓	✓	✓	✓
Metallic paint	Opt	Opt	Opt	Opt

* not on 1.4

** rear only on D-4D hatchback

TOYOTA COROLLA AND COROLLA VERSO TECHNICAL SPECIFICATIONS

ENGINE 1.4-litre VVT-i	
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Type	4ZZ-FE
Valve Mechanism	DOHC
Fuel System	Electronic fuel injection
Displacement (cc)	1,398
Bore x Stroke (mm)	79 x 71.3
Compression ratio	10.5:1
Max. power (bhp/rpm)	97 / 6,000
Max. torque (Nm/rpm)	130 / 4,400
ENGINE 1.6-litre VVT-i	
Type	3ZZ-FE
Valve Mechanism	DOHC
Fuel System	Electronic fuel injection
Displacement (cc)	1,598
Bore x Stroke (mm)	79 x 81.5
Compression ratio	10.5:1
Max. power (bhp/rpm)	110 / 6,000
Max. torque (Nm/rpm)	150 / 4,800
ENGINE 1.8-litre VVT-i	
Type	1ZZ-FE
Valve Mechanism	DOHC
Fuel System	Electronic fuel injection
Displacement (cc)	1,794
Bore x Stroke (mm)	79 x 91.5
Compression ratio	10:1
Max. power (bhp/rpm)	133 / 6,000
Max. torque (Nm/rpm)	170 / 4,200
ENGINE 1.8-litre VVTL-i	
Type	2ZZ-GE
Valve Mechanism	DOHC
Fuel System	Electronic fuel injection

Displacement (cc)	1,796							
Bore x Stroke (mm)	82 x 85							
Compression ratio	11.5:1							
Max. power bhp/rpm	189 / 7,800							
Max. torque (Nm/rpm)	180 / 6,800							
ENGINE 2.0-litre D-4D (High Output-With Intercooler)								
Type	1CD-FTV							
Valve Mechanism	DOHC							
Fuel System	Direct injection-common rail							
Displacement (cc)	1,995							
Bore x Stroke (mm)	82.2 x 94							
Compression ratio	18.6:1							
Max. power (bhp/rpm)	89 / 4,000 (109 / 4,000)							
Max. torque (Nm/rpm)	215 / 2,200-2,400 (250 / 2,000-2,400)							
PERFORMANCE								
Power-train	1.4 5MT	1.6 5MT/4AT	1.6 Verso 5MT	1.8 Verso 5MT/4AT	1.8 T Sport 5MT	2.0 D-4D (89bhp) 5MT	2.0 D-4D (109bhp) 5MT	2.0 D-4D Verso (89bhp) 5MT
0-62mph (sec)	12.0	10.2/11.8	11.4	10.3/11.4	8.4	12.6	10.9	13.5
Max. speed (mph)	115	118/109	112	115/109	140	112	115	115
FUEL CONSUMPTION AND EMISSIONS								
Model	Combined (mpg)		Extra Urban (mpg)	Urban (mpg)	CO₂ emissions (g/km)	VED Band		
1.4 VVT-i 3dr/5dr	42.1		49.5	33.6	159	B (£120)		

1.6 VVT-i 3dr/5dr	40.3	47.8	31.4	168	C (£140)
1.6 VVT-i 3dr/5dr (Auto)	35.7	44.1	26.6	190	D (£155)
1.6 VVT-i Estate	39.2	47.0	30.7	172	C (£140)
1.6 VVT-i Verso	38.7	45.5	30.0	174	C (£140)
1.8 VVT-i Verso	37.1	44.8	28.2	181	D (£155)
1.8 VVT-i Verso (Auto)	34.4	42.1	25.9	195	D (£155)
2.0 D-4D Estate (89bhp)	47.8	56.5	38.1	156	B (£130)
2.0 D-4D 5dr (89bhp)	49.5	58.8	39.2	153	B (£130)
2.0 D-4D Verso (89bhp)	45.5	53.3	35.7	164	B (£130)
2.0 D-4D 5dr (109bhp)	48.7	58.8	37.6	154	B (£130)
1.8 VVTL-i T Sport	34.0	42.1	25.4	198	D (£155)
DIMENSIONS (exterior)	THREE DOOR	FIVE DOOR	ESTATE	VERSO	
Overall length (mm)	4,180	4,180	4,385	4,240	
Overall width (mm)	1,710	1,710	1,710	1,705	
Overall height (mm)	1,475	1,475	1,520	1,640	
Interior length (mm)	1,910	1,910	1,900	1,910	
Interior width (mm)	1,425	1,425	1,430	1,485	
Interior height	1,230	1,230	1,230	1,250	

(mm)				
Wheelbase (mm)	2,600	2,600	2,600	2,600
Tread width (mm) front	1,480	1,480	1,480	1,480
Tread width (mm) rear	1,460	1460	1,460	1,460
Min turning radius (m) tyre	5.1	5.1	5.1	5.1
Luggage capacity (L)	289	289	402	417
Fuel tank capacity (L)	55	55	55	55

WEIGHTS (kg)	1.4L	1.6L		1.8L		1.8 T Sport	2.0L D-4D	2.0L D-4D High Output
Kerb weight	5 M/T	5 M/T	4 A/T	5 M/T	4 A/T	<i>5 M/T</i>	5 M/T	5 M/T
Three-door	1125-1195	1140-1215	1180-1240	N/A	N/A	1210-1255	N/A	N/A
Five-door	1135-1205	1140-1215	1190-1250	N/A	<i>N/A</i>	N/A	1280-1340	1300-1345
Estate	N/A	1170-1235	N/A	N/A	<i>N/A</i>	N/A	1300-1365	N/A
Verso	N/A	1195-1280	N/A	1215-1290	<i>1235-1310</i>	N/A	1340-1420	N/A