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Japanese compact carFor the car sold as the Toyota Corolla Tercel and Corolla II in some areas, see Toyota Tercel.Motor vehicleToyota CorollaTwelfth generation model (2020, hatchback)OverviewManufacturerToyotaAlsocalledToyota Sprinter (Japan, 19682000)Toyota Auris (Japan, 20012006)Toyota Auris (Japan and Europe, 20062018; Taiwan, 20182020)Toyota Levin (China, 2014present)Toyota Allion (China, 2021present)Toyota Conquest/Tazz/Carri (South Africa, 19882006)Daihatsu Charmant (19741987)Holden Nova (Australia, 19891996)Suzuki Swace (Europe, 2020present)ProductionNovember 1966 presentBody and chassisClassSubcompact car (19661991)Compact car (1991present)ChronologyPredecessorToyota PublicaThe Toyota Corolla (Japanese: , Hepburn: Toyota Karra) is a series of compact cars (formerly subcompact) manufactured and marketed globally by the Japanese automaker Toyota Motor Corporation. Introduced in 1966, the Corolla was the best-selling car worldwide by 1974 and has been one of the best-selling cars in the world since then. In 1997, the Corolla became the best-selling nameplate in the world, surpassing the Volkswagen Beetle.[1]Toyota reached the milestone of 50 million Corollas sold over twelve generations by 2021.[2]The name comes from the Latin word for "crown", "corolla". Latin for "crown" is "corona".[3]The Corolla has been manufactured in Japan with a twin, and for the first time in Japan and most of the world, at the end of the 2018 to 2020 in Taiwan, the hatchback companion had been called the Toyota Auris.Early models were mostly two wheel drive, while later models have been front-wheel drive. Four-wheel drive versions have also been produced, and it has undergone several major redesigns. The Corolla's traditional competitors have been the Nissan Sunny, introduced the same year as the Corolla in Japan and the later Nissan Sentra, Subaru Leone, Honda Civic and Mitsubishi Lancer. The Corolla's chassis designation code is "E", as described in Toyota's chassis and engine codes.Toyota Corolla logo used since 2000.Countries and territories where the Toyota Corolla has been produced. Red indicates Japan, blue indicates countries where the Corolla is currently produced, and green indicates countries where the Corolla was formerly produced.Corollas are manufactured in Japan at the original Takaoka plant built in 1966. Various production facilities have been built in Brazil, (Indaiatuba, So Paulo), Canada (Cambridge, Ontario), China (Tianjin), Pakistan (Karachi), South Africa (Durban), Taiwan, Thailand, Vietnam, Turkey (Sakarya), and the United Kingdom (Derbyshire). Production or assembly has previously been carried out in Australia (Dandenong and Altona), India (Bangalore), Indonesia (Jakarta), Malaysia (Shah Alam), New Zealand (Thames), the Philippines (Santa Rosa, Laguna), and Venezuela.Corollas were made at NUMMI in Fremont, California until March 2010.[4] Production resumed in November 2011 at Toyota Motor Manufacturing Mississippi in Blue Springs, Mississippi.[5]Main article: Toyota Corolla (E10)First-generation, frontFirst-generation, rearThe first generation Corolla was introduced in November 1966 with the new 1100 cc K pushrod engine. The Corolla Sprinter was introduced as the fastback version in 1968, and exclusive to a Toyota Japan dealership retail outlet called Toyota Auto Store.[6] It was the second car available to Japanese buyers at Toyota Corolla Store next to the Toyota Publica.Main article: Toyota Corolla (E20)Second-generation sedanNon-Japan market versions of the second-generation sedanIn May 1970, the E20 was restyled with a more rounded body. The now mutually exclusive Corolla and Sprinter names were used to differentiate between two slightly different treatments of sheet metal and trim. The Corolla Levin and Sprinter Trueno names were introduced as the enhanced performance version of the Corolla and Sprinter respectively when a double overhead camshaft version of the 2T engine was introduced in March 1972 (TE27).In September 1970, the 1400cc T and 1600cc 2T OHV engines were added to the range.[7][6]In Australia, only the 1.2 L engine (3K) powered 2-door KE20 was available as a sedan and wagon / panelvan. The brakes were single system with no booster, solid discs on the front and rear drums. Front sway bar but no rear sway bar. Parts are not compatible with later models.In New Zealand, the 4-door KE20 was available alongside the 2-door KE25 and KE26 2-door wagon respectively.Most models stopped production in July 1974 but the KE26 wagon and van were still marketed in Japan alongside the new 30-series, until production finally ended in May 1978.Main article: Toyota Corolla (E30)Third-generation sedanThird-generation liftbackApril 1974 brought rounder, bigger and heavier Corollas and Sprinters. The range was rounded out with the addition of a two-door liftback.[8] The Corollas were given E30 codes while the Sprinters were given E40 codes. A facelift in March 1976 saw most Corolla E30 models replaced by equivalent E50 models and most Sprinter E40 models were replaced by equivalent E60 models. The E30 Corolla was fitted with retracting front seat belts.[6]In Australia, the KE3x/KE5x was available as 4-door sedan (KE30/KE55), 2-door sedan (KE30), 2-door hardtop coupe (KE35/KE55), 2-door panel van (KE36/KE38), 4-door wagon (KE36/KE38) and a 2-door liftback (KE37/KE57). Standard engine was the 1.2 L 3K-C OHV four-cylinder engine; front-wheel drive; four-speed floor-shift manual gearbox. Sprinters were not available. The KE5x models 4K engines. The KE55 was 500kg heavier due to the addition of side impact protection in doors, but due to a change in the body metal and wash sealing they are proof to rust. Later KE55x also used plastic-ended bumper bars as opposed to the all-chrome bumpers of the previous models, but included a rear sway bar for the first time.Main article: Toyota Corolla (E70)Fourth-generation sedanFourth-generation station wagonA major restyle in March 1979[6] brought a square edged design. The Corollas had a simpler treatment of the grill, headlights and tail lights while the Sprinter used a slightly more complex, sculptured treatment. The new A series engines were added to the range as a running change. This was the last model to use the K "hicam" and T series engines. Fuel injection was introduced as an extra cost option on Japanese market vehicles.The wagon and van continued to be made until June 1987 after the rest of the range was replaced by the E80 generation.Main article: Toyota Corolla (E80)Fifth-generation sedanFifth-generation hatchbackA sloping front bonnet and a contemporary sharp-edged, no-frills style was brought in during May 1983. The new 1839 cc 1C diesel engine was added to the range with the E80 Series.[6] From 1985, re-badged E80 Sprinters were sold in the U.S. as the fifth-generation Chevrolet Nova. Fuel injection was introduced as an extra cost option internationally.Most models now used the front-wheel drive layout except the AE85 and AE86, which were to be last Corollas offered in the rear-wheel drive or FR layout. The AE85 and AE86 chassis codes were also used for the Sprinter Trueno). The Sprinter was nearly identical to the Corolla, differing only by minor body styling changes such as pop-up headlights.This generation was made until 1990 in Venezuela.[9]Main article: Toyota Corolla (E90)Sixth-generation sedanSixth-generation hatchbackA somewhat more rounded and aerodynamic style was used for the E90 introduced in May 1987.[6] Overall this generation has a more refined feel than older Corollas and other older subcompacts. Most models were now front-wheel drive, along with a few AWD All-Trac models, ranging from the 1.3-liter 2E to the 123 kilowatts (165hp) supercharged 4A-GZE. In the US, the E90 Sprinter was sold as the Geo Prizm. In Australia, this E90 Corolla was built and sold as both the Toyota Corolla and the Holden Nova.In South Africa, this generation continued to be built until August 2006.[10]Main article: Toyota Corolla (E100)Seventh-generation sedanSeventh-generation hatchbackIn June 1991, Corollas received a redesign to be larger, heavier, and have the completely rounded, aerodynamic shape of the 1990s.[6] In the United States, the somewhat larger Corolla was now in the compact class, rather than subcompact, and the coup was still available in some markets, known as the AE101 Corolla Levin. Carburetors were mostly retired with this generation.Production of most models ended in 1995, with the introduction of the E110 Corolla, but the wagons and vans continued to be built until 2002.Main article: Toyota Corolla (E110)Production of the E110 Corolla started in May 1995.[6] The design of the car was slightly altered throughout but retained a look similar to that of the E100. In 1998, for the first time, some non-Japanese Corollas received the new 1ZZ-FE engine.[citation needed] The 1ZZ-FE engine had an aluminum engine block and aluminum cylinder heads, which made models powered by this motor lighter than versions powered by A series engines which had cast iron blocks with aluminium heads. The model range began to change as Toyota decided styling differences would improve sales in different markets. Starting with this generation, General Motors renamed the Geo Prizm, a rebadge of the Toyota Sprinter, as the Chevrolet Prizm when the Geo brand was discontinued.This generation was delayed in North America until mid-1997 (US 1998 model year), where it had unique front and rear styling.[citation needed] Europe and Australasia received versions of their own as well. In Pakistan, this model was halted in November 1998, while production was closed in March 2002.Eighth-generation sedan (Japan, Asia and South America)Eighth-generation liftback (Europe and Australasia)Eighth-generation sedan (North America)Main article: Toyota Corolla (E120)In August 2000, the E120 ninth-generation Corolla debuted in Japan,[6] with wider styling and more technology to take into the 21st century. This version was sold in Japan, Australasia, Europe and the Middle East.In mid-2001, the E120 Corolla Altis was released. It had a refreshed look and was slightly longer and wider than the E120 for other markets, but with similar body panels and interior. The Altis was sold in Southeast Asia, India, and Taiwan. India received a de-tuned version of the 1ZZ-FE and was comparatively slower than its rivals.The North American release was delayed until March 2002 (for the 2003 model year). The E130 was sold in North America from 2003 to 2008. It had similar look to the Corolla Altis sold in Southeast Asia. The E120 continued in parallel in separate markets to the E130.The station wagon model is called the Corolla Fielder in Japan. Production in Japan ended in January 2007 (for Corolla Runx and Allex),[11] but production in North America continued until October 2007.[citation needed]Production continued in China as the Corolla EX until February 2017.Ninth-generation sedan (Japan, Europe and Australasia)Ninth-generation hatchback (Japan, Europe and Australasia)Ninth-generation sedan (Asia and Americas)Main article: Toyota Corolla (E140)Tenth-generation (Japan), frontTenth-generation (Japan), rearThe tenth generation of the E140 Corolla was introduced in October 2006.[6] Japanese markets called the sedan Corolla Axio. The station wagon retained the Corolla Fielder name.Tenth-generation (International), frontTenth-generation (International), rearFor international markets, a wider version of the E140 was sold with different styling, with the Southeast Asian, Pakistani, Indian and Taiwanese markets retaining the Corolla Altis branding. Production continued from June 2014 until 2020 in South Africa as the entry-level Corolla Quest.In Australasia, the related first-generation Toyota Auris was also sold as the Corolla hatchback alongside the sedan body shape of the International E140 