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Pinça de freio corolla

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Japanese compact car For the car sold as the Toyota Corolla Tercel and Corolla II in some areas, see Toyota Tercel. Motor vehicle Toyota CorollaTwelfth generation model (2020, hatchback)OverviewManufacturers/ToyotaAlso calledToyota Sprinter (Japan, 1968–2000)Toyota Allex (Japan, 2001–2006)Toyota Auris (Japan and Europe, 2006–2018; Taiwan, 2018–2020)Toyota Levin (China, 2014–present)Toyota Conquest/Tazz/Carri (South Africa, 1988–2006)Daikatsu Charmant (1974–1987)Holden Nova (Australia, 1989–1996)Suzuki Swace (Europe, 2020–present)ProductionNovember 1966 – presentBody and chassisClassSubcompact car (1968–1991)Compact car (1991–present)ChronologyPredecessorToyota Publica The Toyota Corolla (Japanese: トヨタ・コローラ, Hepburn: *Toyota Kōrōra*) 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 in 2021.[2] The name Corolla is part of Toyota's naming tradition of using names derived from the Toyota Crown for sedans, with "corolla" Latin for "small crown".[3] The Corolla has always been exclusive in Japan to Toyota Corolla Store locations, and manufactured in Japan with a twin, called the Toyota Sprinter until 2000. From 2006 to 2018 in Japan and much of the world, and from 2018 to 2020 in Taiwan, the hatchback companion had been called the Toyota Auris. Early models were mostly rear-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, São 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 coupeSecond-generation sedan In 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 1400 cc 2T and 1600 cc 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 liftback April 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 and rear 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 E33K/KE3x was available as 4-door sedan (KE30/KE35), 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 (KE50/KE55). All KE3x models had 3K engines and K40 4-speed manual, K50 5 speed manual, 2-speed automatic or 3-speed automatic gearbox. Sprinters were not available. The KE5x models 4K engines. The KE55 was 50 kg heavier due to the addition of side impact protection in the doors, but due to a change in the body metal and seam sealing they are prone to rust. Later KE55s 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 wagon A 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 "hican" 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 hatchback A 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 consistent with this generation. General Motors retained the Geo Prizm 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 styling. [citation needed] The Corolla was also sold in Venezuela, where it was replaced by 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. Many engines were used on a wide array of trim levels and models, ranging from the 1.3-liter 2E to the 123 kilowatts (165 hp) supercharged 4A-GZE. In the US, the E90 Sprinter was built and sold as both the Toyota Sprinter and the Geo Prizm. In Australia, the 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 hatchback In 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 coupé 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 IZZ-FE engine.[citation needed] The IZZ-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 aluminum heads. The model range began to change as Toyota decided styling differences would improve sales in Southeast Asian, Pakistani, Indian and Taiwanese markets retaining the Corolla AltiS branding. Production in South Africa ended in June 2014 until 2020 in South Africa as the entry-level Corolla Quest. In Australia, the related first-generation Toyota Auris was also sold as the Corolla hatchback alongside the sedan body shape of the International E140 Corolla. Main article: Toyota Corolla (E160) Eleventh-generation (Singapore), frontEleventh-generation (Singapore), rear The eleventh generation of the Corolla went on sale in Japan in May 2012.[6][12] The sedan is named the Corolla Axio while the wagon is called the Corolla Fielder. In Japan, both are made by a Toyota subsidiary, Central Motors, in Miyagi Prefecture, Japan.[13] The redesigned model has slightly smaller exterior dimensions and is easier to drive in narrow alleys and parking lots for the targeted elderly drivers.[14] The new Corolla Axio is available with either a 1.3-liter 1NR-FE or 1.5-liter 1NZ-FE four-cylinder engines; front- or all-wheel drive. Both 5-speed manual and CVT transmissions are offered. The 1.3-liter engine and all-wheel-drive variants are available only with the CVT transmission.[15] The Corolla Fielder is available with 1.5-liter 1NZ-FE or 1.8-liter 2ZR-FAE four cylinder engines mated with a CVT transmission. The 1.5-liter is available with front- and all-wheel drive, the 1.8-liter is offered only in front-wheel drive.[16] Since 2015 there's a new engine 2NR-FKE, with its VVT-i technology. Toyota released hybrid versions of the Corolla Axio sedan and Corolla Fielder station wagon for the Japanese market in August 2013. Both cars are equipped with a 1.5-liter hybrid system similar to the one used in the Toyota Prius C, with a fuel efficiency of 3.03/1.00 km (93.2 mpg-imp; 77.6 mpg-US) under the JC08 test cycle. Toyota's monthly sales target for Japan was 1,000 units of the Corolla Axio hybrid and 1,500 units of the Corolla Fielder hybrid.[17] The E160 was also sold in Hong Kong, Macau, and New Zealand. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources in this section. Unourced material may be challenged and removed. (January 2025) (Learn how and when to remove this message) Main article: Toyota Corolla (E170) International markets continued on with the E140/E150 until at least 2013 when the E170/E180 model arrived. The E170/E180 is larger and substantially different from the Japanese E160, with a unique body and interior. Toyota basic front and rear styling treatments are fitted to the E170, a North American version that debuted first and a more conservative design for other markets that debuted later in 2013. The latter version sold in Southeast Asian, Pakistani, Indian and Taiwanese markets retained the Corolla AltiS branding. The Corolla E180 went on sale in Europe and South Africa in February 2014. In Australasia, the European market second-generation Toyota Auris was also sold badged as the Corolla hatchback, alongside the international E170 Corolla. In 2015, for the 2016 model year, Toyota's North American Sub-brand, Scion, introduced the Scion iM, based on the second generation Toyota Auris. In 2016, for the 2017 model year, the iM was rebranded as the Toyota Corolla iM when the Scion brand was discontinued.[18][19] Eleventh-generation (International)Eleventh-generation (North America)Eleventh-generation hatchback (second-generation Auris) Main article: Toyota Corolla (E210) The twelfth generation of the Corolla is available in three body styles: The twelfth generation Corolla in hatchback body style was unveiled as a pre-production model in early March 2018 at the Geneva Motor Show as the Auris.[20] The production version of the Corolla Hatchback for the North American market was unveiled on 28 March 2018 at the New York International Auto Show, with the official details and photos released on 22 March 2018. The Corolla Hatchback was launched in Japan on 27 June 2018 as the Corolla Sport. The Corolla Hatchback went on sale in the United States in mid-July 2018, and was later launched in Australia on 7 August 2018. Production of the European market Corolla Hatchback began on 14 January 2019, and sales began in the UK in February 2019 and across Europe in March 2019.[21] A high-performance variant of the Corolla hatchback, called the GR Corolla, debuted in March 2022. Twelfth-generation hatchback, frontTwelfth-generation hatchback, rearToyota GR Corolla Twelfth-generation estate, frontTwelfth-generation estate, rear The estate variation of the twelfth generation Corolla, called the Corolla Touring Sports (simply called Corolla Touring in Japan), was unveiled at the 2018 Paris Motor Show.[22][23] The official images of the Corolla Touring Sports were revealed on 4 September 2018. The Corolla Touring Sports is also sold by Suzuki as the Swace in Europe.[24] Twelfth-generation sedan, frontTwelfth-generation sedan, rear The sedan variation of the Corolla was unveiled simultaneously between 15 and 16 November 2018 in Carmel-by-the-Sea, California, United States, and in China at the 2018 Guangzhou International Motor Show. The model is sold in two versions: Prestige (sold in China, Europe and other countries) and Sporty (sold in North America, Japan, Australia and other countries), and sold in China as the Levin. The Prestige model uses a different front fascia, which is more similar to the XV70 Camry. This model is sold as the Corolla AltiS in Taiwan and Southeast Asia.[25][26] The Sporty model uses a similar front fascia to the hatchback and wagon versions.[27][28][29][30][31] A long-wheelbase version of the Prestige model with a slightly altered front fascia is sold as the Allion in China, while the long-wheelbase Sporty version is called the Levin GT.[32] Global sales of the Toyota Corolla Calendar year Japan[33] U.S. Canada Mexico Australia Europe Thailand Pakistan[34] India[35] China Argentina Brazil Corolla EX[36] Levin[37] 1973 116,905[40] 1974 103,394[40] 1975 151,177[40] 1976 187,321[40] 1977 259,344[40] 1978 212,757[40] 1979 257,096[41] 1980 257,315[41] 1983 178,572[42] 1984 1985 168,378[43] 1986 159,458[43] 1987 164,300[43] 1988 216,677[43] 23,586[44] 1989 199,975[43] 22,130[45] 1990 300,008 228,211[43] 29,981[46] 1991 275,019 199,083[43] 26,227[46] 1992 260,777 196,118[43] 23,825[47] 1993 237,537 193,749[43] 23,777[47] 1994 228,660 210,926[43] 21,915[48] 1995 235,626 213,640[43] 23,372[48] 1996 223,244 209,048[43] 23,212[49] 1997 238,098 218,461[50] 22,319[49] 1998 196,498 250,501[51] 25,079[52] 1999 160,677 249,128[51] 28,387[52] 2000 162,870 230,156[53] 30,576[54] 8,778 2001 236,507 245,023 30,813, 8,116 12,092[55] 2002 226,222 254,360[56] 34,948 6,151 17,084[57] 2003 198,904 325,477 36,128 12,867 8,175 35,655[58] 2004 173,301 333,161[59] 39,053 20,321 10,195 45,476 42,143[60] 2005 149,810 341,290 46,415 23,002 6,974 67,392 43,795[61] 2006 143,176 387,888[62] 46,256 30,527 7,168 78,374 44,401[63] 2007 147,069 371,390 10,284[64] 47,792[65] 65,407[66] 35,762 6,463 63,999 65,844 42,972[67] 2008 144,051 351,007[68] 57,736[69] 9,370 47,901 119 20,703 33,640 102,52,247 165,271 48,360[71] 2009 90,178 296,874[72] 53,933[73] 7,580 39,013[74] 7,580 6,604 57,109 157,457 54,620[75] 2010 111,263 266,082[76] 38,680[77] 9,085 41,632[77] 51,189[78] 43,510 10,041 82,743 172,053 54,987[79] 2011 70,758 240,259[80] 36,663[81] 11,036 38,087[82] 69,889[83] 41,111 9,283 120,962 170,467 53,156[84] 2012 80,459 290,947[85] 40,906[86] 12,767 38,799[87] 63,481[88] 46,207 6,912 124,531 151,887 56,369[89] 2013 101,664 302,180[90] 44,449[91] 10,956[92] 43,498[93] 67,987[94] 32,608 4,106 147,921 146,480 54,106[95] 2014 114,331 339,498[96] 48,881[97] 13,553[98] 43,735[99] 36,595[101] 29,087 6,748 85,835 171,487 49,112 63,299[102] 2015 109,027 363,332[103] 47,199[104] 13,215[105] 42,073[106] 69,194[107] 20,966[108] 51,398 7,574 46,340 254,301 125,699 15,829[109] 66,934[110] 2016 84,770 378,210[111] 45,626[112] 13,228[113] 40,330[114] 67,876[115] 18,052[116] 57,452 4,860 17,091 307,360 159,071 15,786[117] 64,744[118] 2017 77,466 329,196[119] 50,332[120] 10,135[121] 37,353[122] 60,936[123] 19,179[124] 52,676 4,242 2,829 336,763 172,626 17,230[125] 66,198[126] 2018 89,910 303,732[127] 48,796[128] 11,288 89,910 303,732[127] 35,230[128] 55,686[129] 21,914[citation needed] 51,412 3,286 374,050 192,697 15,582[130] 109,065[131] 2019 104,406 304,850[132] 47,596 11,594[133] 30,468[134] 133,597 56,720 1,422 357,798 213,909 9,045[135] 56,712[136] 2020 118,276[137] 237,178[138] 37,156[139] 8,127[140] 25,882[141] 137,209[142] 22,140 350,310 222,361 4,336[143] 41,083[144] 2021 110,865 248,993[145] 40,020[146] 8,770[147] 128,768[148] 146,604[149] 18,355 321,912 220,549 41,902[150] 2022 131,548 222,216[145] 33,096[151] 8,962[152] 25,284[153] 228,798[154] 6,655[155] 42,852[156] 2023 154,870[157] 232,370[158] 29,260[159] 11,526[160] 19,986[161] 181,094[162] 4,989[163] 242,989[163] 2024 166,958[164] 232,908[158] 11,788[165] 20,027[166] 163,393[167] 4,398[168] 169,149, 2025 Toyota Corolla has always been exclusive to the Japanese retail sales chain called Toyota Corolla Store, which first introduced in 1980 at Japan's Toyota Public Store, selling the Publica. A rebadged version called the Corolla Levin was introduced around the same time as the Toyota Levin, and sold through a different Toyota Japan dealership since 1966 as the Toyota Levin. There have been several models over the years, including the Corolla Ceria (and similar Sprinter Marino) hardtop, Corolla Levin and Sprinter Trueno sports coupes and hatchbacks, and the Corolla FX hatchback, which became the Corolla RunX, while the Sprinter became the Allex, with the introduction of the E120 series Corolla. The RunX and Allex were replaced by the Auris in 2006 (known only as Corolla in markets outside Japan, Europe and South Africa). A luxury version of the Auris installed with V6 engines was briefly sold at Japanese Toyota dealerships Toyota Store and Toyopet Store locations as the Blade, which was sold until 2012. A compact MPV named the Corolla Verso has also been released in European markets. Its Japanese counterpart is the Corolla Spacio, which has been discontinued as of the tenth generation. The Corolla Rumion is also sold in the US market as the Scion xB. The Corolla Matrix, better known just as the Matrix, shares the E120 and E140 platforms, and is considered the hatchback/sport wagon counterpart of the North American Corolla sedan, as the European/Australasian Corolla hatchback is not sold there. Toyota frequently combines the sales figures of the Corolla sedan and Matrix. The Pontiac Vibe, which is the General Motors badged version of the Matrix, shares the Corolla platform. The Vibe was exported from Fremont, California, to the Japanese market where it was sold as the Toyota Voltz.[170] The Corolla Cross is the crossover SUV-counterpart of the E210 series Corolla.[171] Over many years, there have been rebadged versions of the Corolla, sold by General Motors, including the Holden Nova in Australia during the early 1990s, and the Sprinter-based Chevrolet Nova, Chevrolet Prizm, and Geo Prizm (in the United States for most of the GM S platform). The Corolla liftback (TE72) of Toyota Australia was badged as simply the T-18. The five-door liftback was sold with the Corolla Seca name in Australia and the nameplate survived on successive five-door models. The Daihatsu Charmant was produced from the E30 to the E70 series. The Tercel was a front wheel drive car, previously introduced in 1961, known as Toyota Public Store, selling the Publica. 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Its Japanese counterpart is the Corolla Spacio, which has been discontinued as of the tenth generation. The Corolla Rumion is also sold in the US market as the Scion xB. The Corolla Matrix, better known just as the Matrix, shares the E120 and E140 platforms, and is considered the hatchback/sport wagon counterpart of the North American Corolla sedan, as the European/Australasian Corolla hatchback is not sold there. Toyota frequently combines the sales figures of the Corolla sedan and Matrix. The Pontiac Vibe, which is the General Motors badged version of the Matrix, shares the Corolla platform. 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