20010 toyota corolla

The Toyota Corolla compact sedan rides well and is fuel-efficient in base form, but is otherwise unremarkable. Brand loyalty will likely keep the buyers coming, but there are better choices in this segment. There's an obvious reason why the Toyota Corolla is bound to be one of the country's best-selling vehicles this year: Since its debut more than four decades ago, the Corolla has become synonymous with dependability. That alone, we suspect, is enough for many. But if these shoppers did venture over to their local Hyundai or Mazda or Honda dealers for some test-drives, they'd likely realize that the Corolla is far from the class leader it once was. It's not a bad car by any stretch of the imagination -- it's just that its rivals have gotten better, while Toyota has largely stood pat. On the bright side, the Corolla provides impressive fuel economy with the volume-selling base 1. Its controls are also intuitive, though most cars these days can claim the same. In other respects, the Corolla ranks anywhere from "unremarkable" acceleration, seat comfort to "below average" handling to "memorably poor" the vague and artificial-feeling steering. Even the interior materials aren't anything to write home about -- a departure from Corollas past. Like some other small sedans, the Corolla offers a more powerful optional engine -- a 2. It's available only in the sport-themed Corolla XRS, which boasts quicker steering, bigger wheels and a front strut tower brace for sharpened handling. Unfortunately, this model also fails to impress. Despite decent grunt from the larger engine, the XRS doesn't provide a particularly exciting driving experience, and its fuel economy is a significant downgrade. The Toyota Corolla generally gets the job done. But the Honda Civic, Hyundai Elantra and Mazda 3 are similarly priced compact sedans that do it better, and all have similar or even better modern reputations for reliability. We'd also give the Mitsubishi Lancer a look, and the Honda Fit is another intriguing alternative, combining superior cargo space with a smaller footprint. In all likelihood, the Corolla will maintain its status as the world's best-selling automotive nameplate -- but not because it's the world's best compact sedan. The LE gains power windows and locks, along with body-color exterior mirrors. If you select the Corolla S, the LE's equipment upgrades become extra-cost options, but you get inch steel wheels, underbody spoilers, foglights, sport seats, a leather-wrapped steering wheel and an extra pair of stereo speakers. The Corolla XLE also gets the inch wheels and an upgraded stereo while adding accoutrements like a sliding center armrest, wood-grain interior trim, electroluminescent gauges, keyless entry and variable intermittent wipers. The XRS forgoes some of the XLE's standard conveniences, but it boasts a larger engine, inch alloy wheels, sport-tuned suspension and steering, a rear deck spoiler and chrome interior trim. Cruise control is also standard on the XRS; it's optional on other Corollas. Heated mirrors are optional across the Toyota Corolla line, while the S, XLE and XRS are eligible for a sunroof, an upgraded JBL sound system with satellite radio and Bluetooth connectivity and a navigation system with real-time traffic. Leather upholstery is available on the S and XRS only. A five-speed manual transmission driving the front wheels is standard, and a four-speed automatic is optional. We recorded a The XRS muscles up with a 2. A five-speed manual is standard and a five-speed automatic is optional. We recorded a time of 9. The Corolla comes standard with antilock brakes, stability control, front-seat side airbags, full-length side curtain airbags and active front head restraints. Notably, only the XRS has four-wheel disc brakes; other Corollas have rear drums. In government crash testing, the Corolla earned four out of five stars for its protection of occupants in frontal collisions. Side impact testing resulted in a perfect five stars for front occupants and four stars for rear passengers. In Insurance Institute for Highway Safety testing, the Corolla scored a top rating of "Good" for its performance in frontal-offset and side impact collisions. The Corolla's base 1. The four-speed automatic on non-XRS models works adequately well, but rivals are increasingly offering five-speed automatics, particularly on higher trim levels. In any trim, the Toyota Corolla's softly sprung ride is perfect for commuting, and wind and road noise are nicely quelled, even at highway speeds. Handling is on the soggy side, even in ostensibly sporty XRS trim, a natural consequence of the Corolla's compliant suspension tuning. The electric steering is so vague and numb that you may find yourself making repeated corrections simply to keep the car traveling in a straight line. The Toyota Corolla's cabin is pleasant enough, but it doesn't stand out in any particular way. Unlike previous Corollas, this one has a telescoping steering wheel, which helps longer-legged drivers find a comfortable position. In back, the Corolla offers plenty of space for children and just enough for adults. The control layout is intuitive, as you'd expect in a modern compact sedan. A double glovebox increases storage up front. Materials quality is adequate, but no better than the norm in this class. The trunk measures an average Available styles include LE 4dr Sedan 1. Doing so could save you hundreds or thousands of dollars. Edmunds also provides consumer-driven dealership sales and service reviews to help you make informed decisions about what cars to buy and where to buy them. Simply research the type of car you're interested in and then select a used car from our massive database to find cheap prew-owned vehicles for sale near you. Once you have identified a used vehicle you're

interested in, check the AutoCheck vehicle history reports, read dealer reviews, and find out what other owners paid for the Used Toyota Corolla. Is it better to lease or buy a car? Ask most people and they'll probably tell you that car buying is the way to go. And from a financial perspective, it's true, provided you're willing to make higher monthly payments, pay off the loan in full and keep the car for a few years. Leasing, on the other hand, can be a less expensive option on a month-to-month basis. It's also good if you're someone who likes to drive a new car every three years or so. Check out Toyota lease specials Check out Toyota Corolla lease specials. Popular searches. My notifications My Account. Review Features Save. View Photos. Appraise this car. Vague and numb steering, four-speed automatic and cruise control don't come standard on non-XRS models, so-so fuel economy with 2. Other years. List Price Estimate. ZIP Code. See all for sale. Edmunds' Expert Review. Vehicle overview. After a complete redesign last year, the Toyota Corolla adds standard stability control but otherwise holds its ground. Read more. Write a review See all reviews. This is a very nice, reliable, comfortable, and inexpensive car. It is quiet on the highway, and comfortable. Bullet-proof reliability. Cheap to maintain, and great on gas. Many people say the 4 speed automatic is old and outdated, but take another look. So, yes, a 5 speed auto would be better, but the 4 speed auto still beats just about all the other cars in this class, and it is very quiet. Read less. The car is very easy to live with and very simple to use. I reliezed this the second day I had it when I jumped in, cranked it up and was flipping through the radio all without even thinking about what I was doing. Normally it takes a few days to get use to a new car but not this one. Its comfortable, quiet and very realiable. Its no sports car or powerhouse but then again, if thats what I wanted then I would have bought one. There is no secret what the Corolla is and always has been about: reliability and value. I purchased my Corolla new and have put 60, miles on it. The original brakes are still going strong, the tires will need replacing soon, but have lasted for 60k. The interior, as with most Toyotas, is quite bland but functional. The materials are not cheap feeling as in other cheaper economical cars. The only cons about the Corolla are the acceleration, the road noise, and the paint. The car will cruise easily at 80 or 85 mph, but it takes a LONG time to get there. Acceleration is about what you would expect from a naturally-aspirated 1. As with most cars at this price-point, road noise is very noticeable above 60 mph, but livable. The road noise comes entirely from the poor isolation and not from the tires. The only issue I did not expect when purchasing this car is the quality of the paint. It chips quite easily and the clear coat has begun to erode on the trunk. Granted my Corolla has never experienced a garage, so your experience may vary. Overall this is a fantastic car that has lived up to and exceeded my high expectations. I definitely recommend purchasing one if you need a reliable, safe form of basic transportation. A Real Review of the Corolla S. This car is a very good car only in the 5 Spd It is exactly what you would expect from Toyota. I have owned mine from till now with , Miles. The car has had no issues at all besides a cold start up rattle that toyota fixed under warranty at 90k. The Clutch is factory still, the calipers are factory, steering, wheel barrings and suspension components are factory. Car doesn't burn a drop of coolant even at its high millage. Pro's of the car are, Handles well on dry roads with traction control off, does not hydroplane in wet weather with proper tires. I have yet to become stuck or in trouble on out Vermont winter roads with normal winter tires, no studs needed which is awesome for a FWD car. The fuel economy is quite nice, I get about mpg mixed driving and fairly aggressively with hills and turns ect. The trunk is actually quite big and every time I take it out of state on a trip im quite surprised what fits in the trunk. Lastly the safety of this car is out standing between being rear ended on the interstate and able to drive away or the time I was backed into rather hard in a parking lot and the car took it and kept going. The paint is chipped down to the primer all over the place, no rust just primer spots here and there. The stock radio sucks, had to upgrade speakers and head unit 3 weeks into owning the car, apline speakers and head unit made a huge difference. The doors when shut sound like cheep metal going clang and same with the hood. The rims for being alloys flake at the 1st sight of salt ect. In the end I wouldn't give up this car as it has costed me almost nothing to run, kept me and my kids safe, and has always been the reliable one out of the fleet. Toyota Honored the Corolla well. See all reviews of the Used Toyota Corolla. Write a review. Frontal Barrier Crash Rating. Dynamic Test Result No Tip. Risk Of Rollover Not Rated. IIHS Rating. Side Impact Test. See full safety scores. People who viewed this also viewed 4. Sponsored cars related to the Corolla. Sign Up. Make Model Year, Price and Payment. Vehicle History. Engine and Drivetrain. Vehicle Listing Details. In Good Shape. Our business is to satisfy customers and provide greater value than our competitors. We do this by empowering the customer with the "MY" philosophy: My ride, my way. Our customers are in the driver's seat- my price, my way, my trade, my peace of mind, my choice. New Vehicle pricing may not include any upfits or aftermarket items. Please call dealer to verify these costs. 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