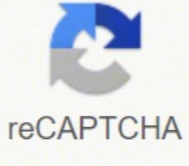




I'm not robot



**Next**

## How much oil does a 2009 toyota corolla take

The verdict: Versus the competition: Next to the larger Camry, the Corolla is the most important car in Toyota's lineup, but its redesign last year left most of us here at Cars.com flat. The exterior is beyond conservative, the interior doesn't compare well to rivals from Honda and Mazda, and its base engine is anemic. Enter the more powerful XRS trim level. The previous generation of the XRS was a fun-to-drive favorite of mine. Some of that joy is felt here, but with a \$18,860 starting price — my test car's sticker hovered near \$23,000, and that didn't include navigation — it doesn't come close to the experience of driving a performance-oriented model like the Honda Civic Si or Mazda3 s, and it barely manages to hold its own against its competitors' non-performance base models. The test car was a 2009, but the 2010 — already on sale — features no significant changes. Most pricing is also unchanged. The biggest upgrade to this more expensive trim comes with the engine. The base Toyota Corolla's 132-horsepower, 1.8-liter four-cylinder is replaced with a 158-hp, 2.4-liter four-cylinder, and the larger engine can be teamed with a smoother five-speed automatic transmission rather than the base model's somewhat-outdated four-speed. A five-speed manual is standard for both engines. The new engine translates to a much more enjoyable driving experience compared with the rest of the Corolla lineup, but that's like saying a Big Mac is more impressive than a 59-cent hamburger. It should be. What shoppers should consider is how the XRS stacks up against the competition. I'd rate it far behind the 197-hp Honda Civic Si in terms of thrills, and behind the redesigned 167-hp Mazda3 s in terms of all-around performance. I'd also say the base Mazda3 sedan, with its smaller 148-hp engine, is on par with the XRS. Even a base Civic and its trademark high-revving, 140-hp engine would fare well against the pricier XRS. The XRS' braking is also much improved over the standard Toyota Corolla, but again, that's because the baseline is so inadequate. Mileage obviously takes a hit because of the upgraded power. The XRS gets 22 city mpg and 30 hwy mpg, compared with an extremely frugal 26/35 mpg for the base model with the manual transmission. The Civic Si gets 21/29 mpg but has nearly 40 hp more than the XRS (actual mileage may vary). A highlight of the XRS trim is its appearance. The somewhat boring look of the standard Toyota Corolla is tarted up here with more aggressive body moldings, larger wheels — 17-inchers replace standard 15-inch wheels — and a rear spoiler. My front-wheel-drive red test car did indeed look sharp, and a little less like the economy box it is than does the base Toyota Corolla. My XRS tester had an optional Leather Package. The leather-wrapped seats themselves were quite comfortable, and seemed to be of fairly top-of-the-line black leather. But that's where the highlights end. One of the Corolla's big disappointments is its bland, somewhat roughshod interior. While Toyota has always been one of the leaders in terms of interior quality no matter the segment, the Toyota Corolla's plastics look and feel cheap, and the controls are awkward. In short, nothing impressed. The XRS doesn't get an altered interior, although my test car's all-black interior hid some of the flaws I noticed in other Corollas. Quality isn't on par with the Civic, and the new Mazda3 has both beat in terms of interior design, with its swooping lines and innovative locations for displays and controls. The Toyota Corolla's backseat is also tight. Even though rear legroom and headroom numbers are close to the competition, hip room in back is significantly less than in the Civic or Mazda3. I didn't have a problem placing a convertible child seat in the Civic or the last-generation Mazda3, yet in the Toyota Corolla my 15-month-old son's feet were dangling between the bucket seats, pretty close to the front occupants. At 12.3 cubic feet, the trunk is more than adequate; it's larger than the Honda's and Mazda's. Toyota offers a number of a la carte options, which in theory lets you pick and choose the ones you want. Most dealers, though, only order cars that have the packages with the most popular options, beyond the six standard airbags. My test car's heated leather seats were \$1,490, a Power Package was \$635 and the automatic transmission was \$1,190, bringing the total with destination charge to \$22,925. With its significant price tag, it's clear that the XRS falls well behind in the competitive compact body-type segment. I would compare it closely with Nissan's SE-R, but even that car features more handling prowess. However, the XRS was never designed to be the best performance compact; it's just a step up from the base Toyota Corolla, or even the Toyota Corolla LE and Toyota Corolla S. In that it does well, but when you think of all the fun-to-drive compacts with superior interiors that can be had for the same money — like a Civic, Subaru Impreza or Mazda3 — the Corolla quickly becomes an afterthought. None of this seems to have deterred car buyers, though. The Toyota Corolla remains the most popular compact car in the country and is consistently one of the best-selling vehicles of any type. Page 2 Wondering which trim is right for you? Our 2009 Toyota Corolla trim comparison will help you decide. Sometimes what you don't know can't hurt you, but that's not the case when buying a used car. As an independent vehicle history provider, at CARFAX we've made it our mission to tell you everything you need to know by uncovering as many events as possible from the previous life of a used car. Our primary goal is to help you get to know your next car from the inside out before deciding to make an investment that will be part of you and your family's everyday life. We believe your next car shouldn't be hiding anything from you.CARFAX Vehicle History Reports contain over 28 billion historical records from 20 European countries, the US and Canada, which are updated daily with new information.Even if you live in a country we don't collect vehicle data from, it's still always worth checking the Vehicle Identification Number without obligation. The used car import and export market is booming and many owners would be surprised to find out exactly what happened to their vehicle during its previous life abroad.Privacy for Customers — Transparency over Vehicles.Let's be clear: Although we strive to find every detail of a vehicle's life so far, we are focused only on the vehicle's history, and do not collect any information on previous owners. The information we provide relates solely to the vehicle, its odometer reading, any accidents that have been covered up, where the vehicle comes from and much more — it never gets personal. We've uncovered irreparable damage several times in the past, but other times our vehicle history checks draw a blank — and sometimes that's actually a good thing. Second Hand — Not Second Best Did you know that considerably more used cars are sold than new cars? We think this second-hand system is nothing short of fantastic. However, it goes without saying that it gives rise to different methods and tactics: Some sellers will disguise a car that's been in an accident under a fresh coat of paint, tamper with the odometer or conceal theft. This is one of the less appealing aspects of buying second hand. Our goal is to establish trusting relationships between buyers and sellers, since this is the best way to help customers make the right decision. 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We give everyone in the process of buying a used car access to what is currently the world's most comprehensive source for vehicle history reports, and is growing day by day.We remain neutral and independent despite our partnerships — our sole purpose is help customers make an informed choice and ensure their safety and the safety of their family. This includes never collecting any personal details — we do not accept any PII from data sources amongst the information we provide about a vehicle. We ensure that data protection laws are observed at all times. Furthermore, we always collect our data in compliance with legal and regulatory frameworks — in all the countries in which we are active. We expressly distance ourselves from illegal activities such as data theft, scraping and hacking.





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