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tcOverviewManufacturer ToyotaProduction2004–2016Modelyear2005–2016MountJapan: Toyota, Aichi (Tsutsumi plant)[1]Body and chassisClassCompact carBody style3-door hatchback coupelayout engine, front-wheel drive The Scion TC is a compact car manufactured by Toyota under its scion brand from 2004 to 2016 over two generations: AN110 (2004–2010) and AGT20 (2010–2016). Both generations were built in Japan. TC was first introduced in the United States in 2005 and then, starting in the second generation in 2010, in Canada as well. TC was Scion's best-selling model, which accounted for nearly 40% of total Scion sales. [2] The name TC stands for touring coupe. Beginning in 2011, TC was sold as Toyota Zelas in the Middle East, China[3] and South America,[4] a name derived from zelante, Italian for passionate or zealous. First Generation (AT10; 2004–2010) First Generation (AT10)OverviewProduction2004–2010Model Year 2005–2010DesignerShunsaku Kodama and So Tamiya[5]Body and chassisPlatformToyota MC PlatformRelatedToyota Avenis (T250)PowertrainEngine2.4 L 2AZ-FE I4Transmission5-speed E350 manually4-speed U241E automaticDimensionsWheelbase2,700 mm (106.3 in)Length420 mm (174.0 in)Width1,755 mm (69.1 in)Height1,415 mm (55.7 in)Curb weight1,318 kg (2,970 lb) (2,970 lb) (automatic) Scion TC Toyota debuted with production TC in January 2004 NAIAS with sales starting in August 2004 as a year 2005 model year. TC is a spiritual successor to Celica to appeal to the millennial market. [6] Toyota hoped to do so by making standard features many and optional features extremely easy to add as well as giving the car a sporty feel. Scion TC shares its chassis with Avenis[7][8] and uses a MacPherson strut front and double wishbone rear suspension. Its low price (base MSRP at US\$17,670 for the 2009 model year with manual transmission) is an important feature, as is the pure mospesp pricing marketing style that Toyota has adopted. This generation was not sold in Canada. Standard equipment included power windows, cruise control, air conditioning, keyless entry, mirror-mounted swing signal lights, four-wheel-disc brakes, a 160-watt Pioneer audio system with CD players, 17-inch alloy wheels and a panoramic moon roe. TC received a minor facelift in 2007 for the 2008 model year which included a revised grille and new head and tail lights. A bare-bones version of the Scion TC called Spec Package was offered without many of the usual accessories. The Scion TC Spec package replaces the 17-inch (430 mm) alloy wheels with 16-inch (410 mm) steel wheels and seven spoke wheel protectors. The glass ceiling is and the steering wheel is made of urethane instead of wrapped leather and lacks stereo controls; cruise control is also not offered and many other minor interior and exterior changes. This model, which is supposed to serve as an empty slate to the tuner market, was offered in only four colors: Super White, Flint Mica, Black Sand Pearl and Classic Silver Metallic. MSRP was \$1,400 less than the standard model. The Spec package was discontinued for the 2009 model year. [citation needed] The model was Scion's bestseller, reaching over 79,125 units sold in 2006,[9] but car sales declined rapidly in 2010, moving only 15,204 units. [10] A 2nd generation was released for the 2011 model year. Car and driver praised the 2005 TC for its list of accessories but criticized its low space in the back seat and limited cargo hold. [11] Specifications Engine: 2.4 L Dual Overhead Cam (DOHC) 16-valve 4-cylinder with VVT-i, compression ratio of 9.6:1 for 2005/06 models and 9.8:1 for 2007–2010. Displacement: 2362 cc Power: 161 hp (120 kW) @ 6000 rpm (2007MY+) / 160 hp (119 kW) @ 5700 rpm (2005–06MY) Torque: 162 lb⋅ft (220 N⋅m) @ 4000rpm (2007MY+) / 163 lb⋅ft (221 N⋅m) @ 4,000 rpm/minute (2005–06MY) 200 hp (149 kW) / 185 lb⋅ft (251 N⋅m) with TRD Supercharger Transmission: Standard 5-speed manual transmission or optional 4-speed d electronically controlled automatic transmission (2008–2010 automatic transmission are marked as 4 speed sequential transmission in scion brochure) Curb weight: 2,970 lb (1,347 kg) (automatic); 2,905 lb (1,318 kg) (manual) Fuel tank: 14.5 US gal (55 L; 12 imp gal) EPA classifications for manual transmission: 20 mpg-US (12 L/100 km; 24 mpg-imp) city / 27 mpg-US (8.7 L/100 km; 24 mpg-imp) hwy (2007+MY); 19 mpg-US (12 L/100 km; 23 mpg-imp) hwy (2005/06) EPA rating for automatic transmission: 21 mpg-US (11 L/100 km; 25 mpg-imp) city / 29 mpg-US (8.1 L/100 km; 35 mpg-imp) hwy (2007MY+); 20 mpg-US (12 L/100 km; 24 mpg-imp) city / 27 mpg-US (8.7 L/100 km; 32 mpg-imp) hwy (2005/06) Performance 0-60 mph 7.4sec. 1/4 mile (~400 m) 15.6 s @ 89.9 mph (144.7 km/h)[12] 1/4 mile (~400 m) 14.2 (TRD Supercharger) Safety NHTSA crash test rating (2 0006)[13] Frontal Crash Test - Driver: Frontal Crash Test - Passengers: Side impact Rating - Side stroke Rating - Rear: Rollover Rating: The Insurance Institute for Highway Safety (IIHS) gave Scion TC an Acceptable Overall Score in both frontal offset and side stroke crash tests. [14] [15] All Scion TCs come standard with 4-wheel disc brakes with anti-lock brakes. For 2008 models, the front seat mounted side trunk airbags, front and rear side curtain airbags, and a driver's knee airbag became standard. Front passenger classification was also added, allowing for double-step control of airbag release depending on the weight of the passenger. [16] Vehicle stability control was originally offered only in 2011 when Toyota began rolling out Electronic Stability Control (ESC) and Stability Control (VSC)[17] in all its vehicle brands, including Scion, sold in North America. Second generation (AT20; 2010–2016) Second generation (AT20)OverviewAlso calledToyota Zelas (Central America, China, Middle East, Africa, South America)Production2010–August 2016[2]Model year2011–2016Body and chassisPlatformToyota New MC platformRelatedToyota Avenis (T270)PowertrainEngine2.5 L 2AR-FE I4Transmission6-speed manual 6-speed U760E automatic DimensionsWheelbase2,700 mm (106.3 in)Length420 mm (174.0 in)Width1,796 mm (70.7 in)Height1,415 mm (55.7 in)Edge weight1,402 kg (3,090 lb) (manual)1,433 kg (3,160 lb) (automatic) Scion TC Replacement model debuted on April 2010 New York Auto Show , and appeared in U.S. retailers in October 2010. It got a performance bump; with the new engine being transferred from the Toyota Camry is a 2.5 liter I4 2AR-FE engine that produces 180 hp (130 kW) and 174 lb⋅ft (236 N⋅m). [18] Like the first generation, the chassis remained a variant of the Toyota Avenis, the model that used the third-generation chassis. Visually, the second generation is a toned-down version of the Scion Fuse concept, with a similar rear quartz panel window line to the concept but with xB-styled blackout A-pillars. The headlights, taillights and grilles were given a makeover to make the car seem more muscular and angular. [19] It continued to receive very high security badges, an all-ice cream, spatial interior, and a hatchback design. Other changes were a wider track, standard (460 mm) wheels, larger brake discs, a faster engine, six speed transmissions and a performance-tuned electric power steering system. [20] Scion TC is now supplied as standard with Vehicle Stability Control. A TRD Supercharger was originally offered for the car as well as a special body kit by FiveAxis but both have since been discontinued. TC remained popular in the tuner market, with many aftermarket performance upgrades still available. [21] This model is available in the video game Forza Motorsport 5 with body kit, Toyota Zelas Toyota Zelas At the 2010 Abu Dhabi Motor Show, Scion TC was introduced for sale in the Middle East under the Toyota Zela's nameplate, with an aggressive body kit not featured on the Scion TC. [22] 2014–2016 The Scion TC Initial facelift model sales of second-generation TC fell short of expectations, and to coincide with the launch of scion FR-S, TC received a facelift for the 2014 model year. Inspired by the design of the FR-S, the 2014 TC got updated headlights, grilles, LED tail lights, 18-inch alloy rims, body kits, a sport-tuned suspension, reworked faster gear shifting transmission, sport-tuned bumps, and a new touch screen sound system standard. [23] For the first year of the model, Scion offered a Series 10 anniversary edition of the 10th anniversary of the brand, limited to 3500 units. It featured a new silver color, silver belts, a solar-powered illuminated gear knob, an LED Scion washer that lights up when the car is unlocked and a sequentially numbered interior mark. [24] For the 2016 model year, TC received some minor changes, such as a standard rear windshield wiper, new silver inner door handles, center console washer covers and a leather-wrapped shift knob, the latter of which was previously an optional upgrade. [25] TC ended production in August 2016 following a final release as part of the scion brand phasing out. [2] At 29, the TC sports coupe had the lowest average age buyer in the industry according to Toyota. [2] Specifications Model Engine Power@rpm Torque@rpm Transmission 0-60 mph (0-97 km/h) 1/4 mile EPA fuel economy ratings Weight Fuel tank Tire size Scion TC[26] 2.5 L 2AR-FE I4 (gasoline) 180 hp (134 kW) @ 6000 rpm 173 lb⋅ft (23.5 N⋅m) @ 4100 rpm 6-speed manual transmission 6.5s[27] 15.1s @ 92.4 mph[27] 23 mpg-US (10 L/100 km; 28 mpg-imp) city / 31 mpg-US (7.6 L/100 km; 37 mpg-imp) hwy 3,060 lb (1,388 kg) -3,093 lb (1,403 kg) 14.5 US gal (55 L; 12 imp gal) 225/45R18 6-speed automatic transmission with manual shift mode 7.4s[28] 15.8s @ 88 mph[28] 3,102 lb (1,407 kg) - 3,160 lb (1,433 kg) Toyota Zelas[29] 178 hp (133 kW) @ 6,000 rpm 172 lb⋅ft (233 N⋅m) @ 4100 rpm 3,086 lb (1,400 kg) -3,142 lb (1,425 kg) 215/50R17 Safety NHTSA crash test ratings (2011)[30] Frontal Impact - Driver : Frontal Impact - Passengers: Side impact - Side impact - Rear Passenger: Side pole - Driver: Rollover Rating - IIHS rating[31] Moderate overlap front/rear offset Good Small overlap front/rear offset Acceptable[32] Side stroke Good Roof strength Good Toyota Racing Development (TRD) Similar to many other models of Toyota/Lexus/Scion, there are many upgrades available through in house tuning shop Toyota Racing Development (TRD). Currently TRD produces performance parts such as lowering springs and racing struts, full coilover suspension systems, performance brake kits, rear sway bars, front ostrich tower bars, limited slip differentials, upgraded clutches, shoulder-back exhaust and cold-air intake for scion TC. Other cosmetic accessories such as TRD branded valve protection and oil caps are also offered. TRD also offered a supercharger which is a rebadged Vortech supercharger that can put out 20 psi (1.4 bar), although when installed by a dealer and under warranty is set to 6 psi (0.4 bar). Starting in 2008, Scion began making the compressor with tamper-proof pulleys. As of mid-2009, TRD discontinued the production of compressors for Scion TC. [33] Release Series line 2005 Scion TC RS 1.0 Scion used a simplified pure price sales model that avoided traditional factory options in favor of fixed-base vehicle pricing and buyer customization via dealer-installed accessories; [34] hence, TC was offered in a single standard trim, with exterior colors and the choice of transmission typically being the only factory option. Some special editions with limited production with added factory equipment exclusive colors were offered. Beginning in late spring 2004, Scion launched the Release Series (RS) line, limited quantities of their current vehicles prepackaged with individual numbered badging, exclusive accessories, and other special features. Their outer colors were bright shades (i.e. orange, yellow, red, blue, green). 2005 TC RS 1.0 only available in Absolute Red with 2,500 units produced[35] 2006 TC RS 2.0 only available in Blue Blitz Mica with 2,600 units produced[36] 2007 TC RS 3.0 only available in Blizzard Pearl with 2,500 units produced[37] 2008 TC RS 4.0 only available in Galactic Gray Mica with 2,300 units produced[38] 2009 TC RS 5.0 only available in Gloss Black with 2,000 units produced[39] 2010 TC RS 6.0 is only available in Speedway Blue with 1,100 units produced[40] 2012 TC RS 7.0 only available in High Voltage Yellow with 2,200 units produced[[41] 2013 TC RS 8.0 only available in Red with 2,000 units produced[[42] 2014 TC 10th Anniversary Series only available in Silver Ignition with 3,500 units produced 2015 TC RS 9.0 only available in Two-tone Magma Orange and Gloss Black with 2,000 units produced[43] 2016 TC RS 10.0 only available in Barcelona Red with 1,200 units produced[44] Sales The TC immediately became Scion's most popular model, representing almost half of the brand's sales during its peak year from 2005 to 2007, before being overshadowed by the redesigned xB in 2008. [2] At the launch of the second-generation model, Scion hoped to sell 40,000–60,000 units annually as the economy recovered,[45] but actual sales fell well below this figure; analysts believe that sales were cannibalized by similar FR-S. [46] Despite the decline, IC regained and held its sales lead in the Scion lineup in 2011; it was ultimately the all-time best-selling Scion, accounting for nearly 40% of total Scion sales from 2004 to 2015, the brand's last full year before being merged into Toyota. [2] Calendar year USA Sales 2004 28,062[47] 2005 74,415[2] 2006 79,125[48] 2007 63,852 [2] 2008 40,980[49] 2009 17,998[50] 2010 15,204[51] 2011 22,433[43]2013[2013]2013[2033]2033[2033]2033[2033]203 3[2033][50] 2010 2013[2010] 52] 2012 22,666[52] 2013 19,094[53] 2014 17,947[54] 2015 16 4 59[155] 2016 9 336[56] Motorsports Scion TC race car With the closure of the Toyota Celica, scion TC was used for the Toyota Pro/Celebrity Race held during the Long Beach Grand Prix from 2006 to 2012, when it was replaced with the FR-S. [citation needed] There are several TCs in drag racing. Kenny Tran Jotech Motorsports, Leslie Armendariz Horizon Motorsports, Christian Rado World Racing, and Gary White (formerly Brad Personett)Titan Motorsports. Kenny Tran has competed in the NHRA Sport Compact drag racing series hotrod class where he collected the 2007 championship. Kenny cut his fastest run by 7.91 ET @ 184 mph (296 km/h) during an NHRA race at Pomona Raceway. In 2007 and 2008, the Jotech Motorsports team Pro Import Class tary av Battle Of The Imports drama series). Leslie Armendariz's Armendariz's Scion TC shot a record setting of 9.34 @ 143 mph (230 km/h). Christian Rado claimed 2nd place in the Pro FWD class of 2008 BOTI citizens, he also later claimed a victory with the first FWD car to pass the seven second mark in a quarter mile with a lightning fast time of 6.97 seconds. Gary White won second place in the Extreme 10.5 class of the ADRL Battle of belts World Finals. [citation needed] A 2011 TC was enrolled for the Formula Drift season 2011 and is run by Fredric Aasbo for Team Need For Speed. 2AR-FE engine, 2.5 liters was bumped up to 2.7 liters for over 500 hp. [the atmosphere needed] For the 2008 Formula Drift year, RS'R converted a Scion TC to rear wheel drive. This was done by bating a Toyota Avenis chassis (on which the Scion TC is based, originally an AWD platform) and converted it into RWD. The car was powered by a tuned BEAMS 3S-GE engine. Ken Gushi previously competed with this vehicle. After talks with teammate Christian Rado, Ken Gushi switched back to formula 2AZ-FE engine, for the 2010 Formula Drift season. [57] Ken Gushi claimed Chris Rado, my Scion Teammate to run his famous record tearing scion TC, using the same base engine (of course for a different application) has proven this engine to resist numbers up to 900hp, possibly even more., [58] Ken Gushi's TC now presses 790 hp. For the 2009/10 Formula Drift seasons, Tanner Foust competed with the help of a Rockstar, AEM and Toyo Tire sponsored Scion TC converted to RWD, built by Papadakis Racing. It was powered by a TRD (Toyota Racing Development) built V8 taken from a previous TRD Busch Series NASCAR stocker. [59] For the 2008 KONI Challenge season, Dan Gardner and Craig Stanton ran a Scion TC in Street Tuner (ST) Class. This marked Scion's world's first professional start in road racing, and the team led the race for a period in a 50+ car field. For 2009, a Supercharged TC run by team owner Dan Gardner was entered in the SCCA World Challenge Touring Car 2 (TC2) class. Scott Webb drove the car to victory, bringing Scion home his first ever professional win. For the 2010 SCCA World Challenge season, Dan Gardner and Robert Stout ran a pair of supercharged Scion TCs in the Touring Car (TC) class. Robert Stout would win at the 2010 Toyota Grand Prix in Long Beach, giving Scion his first ever TC class win. [60] In 2010, DG-Spec won the Manufacturer's World Challenge championship for Scion. This was the first time any Toyota brand had ever won the prestigious championship. No Toyota marque has won since then. In 2011 Dan Gardner Spec won the WERC endurance series for the second time, capping off the performance with an entry of 25 hours to Thunderhill. In 2011, Scion led the race by as much as a whopping 28 laps before an engine failure brought the car into the pits. The team accomplished the impossible, doing a full engine-swap for 2 hours, and putting the car back on track with 25 minutes left in the race, claiming the final step on the podium. I In 2012, Christian Rado used a Team Need for Speed AWD Scion TC at Palm Beach International Raceway for a lap record of 1:20.810 minutes. [citation needed] References ^ Japanese Production Sites (Press Release). Japan: Toyota. 2015-03-06. Archived from the original on 2015-03-18. ^ a b c d e f g h Scion Brands to transition to Toyota (Press release). USA: Toyota. 2016-02-18. Retrieved 2019-12-18. ^ Radu, Minnea (2010-12-29). Toyota Zelas Launched in China, autoevolution. Romania. Retrieved 2018-12-06. ^ Toyota Zelas also known as 2011 Scion TC, now in UAE. 2010-12-08. 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