

■ LOW VIBRATION AND LOW NOISE BODY

1. General

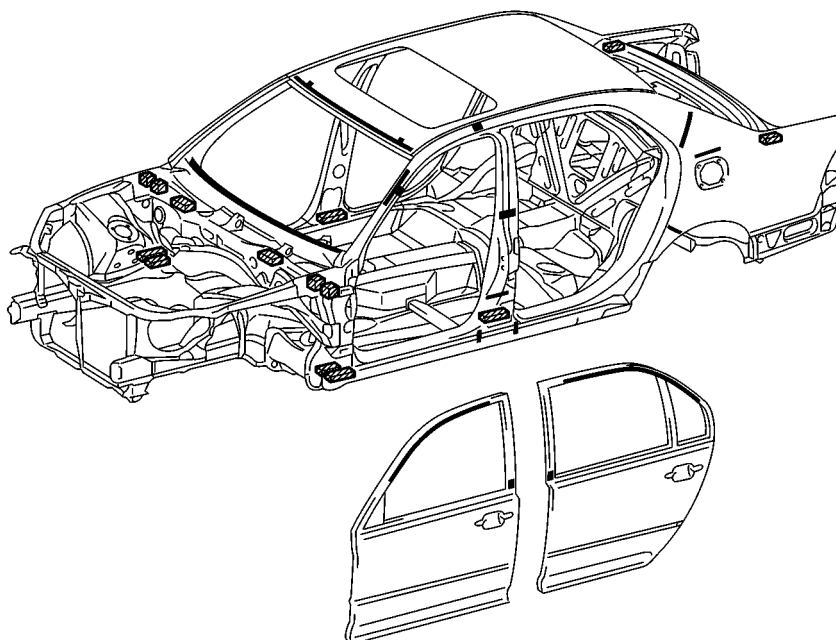
An effective application of vibration damping and noise suppressant materials, and optimal body construction has contributed to reducing engine and road noise.

2. Sound Absorbing and Vibration Damping Materials

- Foamed urethane sponge and foamed seal material are applied onto the roof panel, pillars and dash panel to reduce wind and road noise.
- Asphalt sheet and asphalt sheet with a plastic restraint layer are used to reduce road noise.

■ : Foamed Seal Material

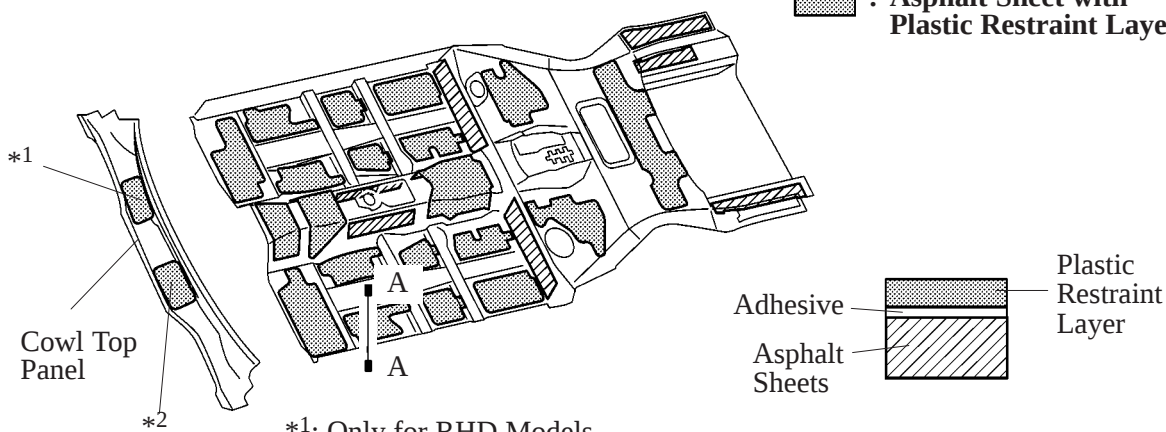
▨ : Foamed Urethane Sponge



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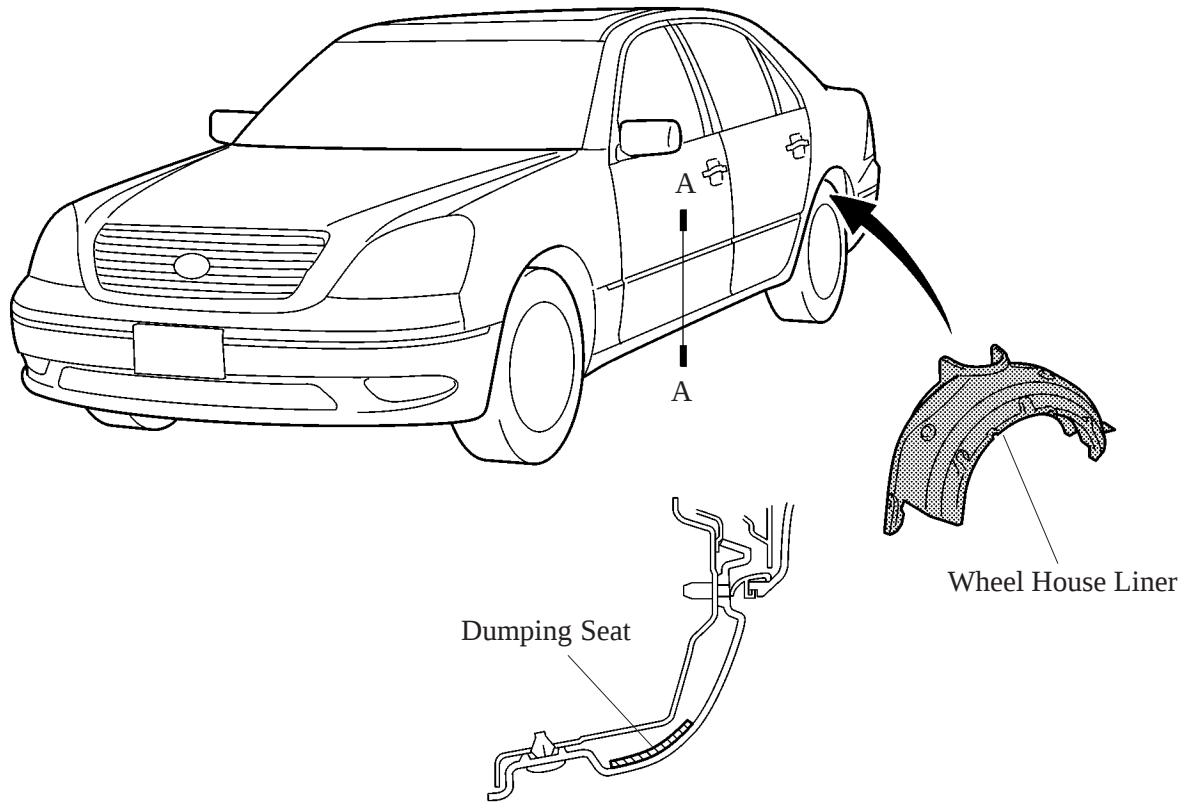
▨ : Asphalt Sheet

■ : Asphalt Sheet with Plastic Restraint Layer



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- The rear wheel house has been provided with a wheel house liner (made of polyethylene terephthalate felt + butadiene styrene rubber resin material) to reduce road noise, sand splashing sound, and water splashing sound.
- Damping sheet has been provided in the rocker panel molding to reduce sand splashing sound and water splashing sound.

**A – A Cross Section**

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3. Body Shell

The body shell construction has been optimized as described below to realize low vibration and noise.

- 1: The side shape of the radiator support has been optimized.
- 2: The dash cross member has been extended to the sides and joined with the front pillar gussets.
- 3: Reinforcements have been provided inside the cowl panel.
- 4: Rounded type front floor panels have been adopted.
- 5: The front floor tunnel has adopted a straight shape.
- 6: Reinforcements have been provided in the rear floor panel.

