

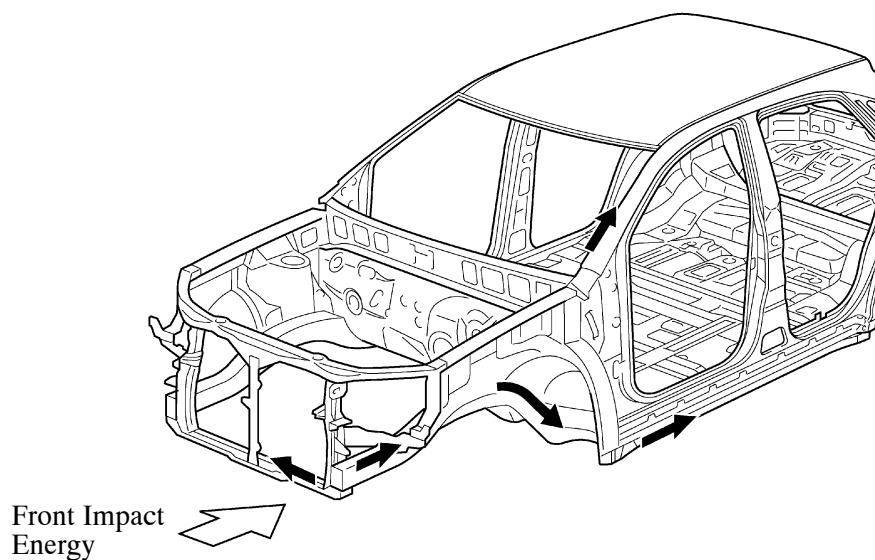
■ SAFETY FEATURES

1. General

The impact absorbing structure of the new RX400h minimizes cabin deformation by effectively helping to absorb the impact energy in the event of a front, side or rear collision. This provides high-performance occupant protection.

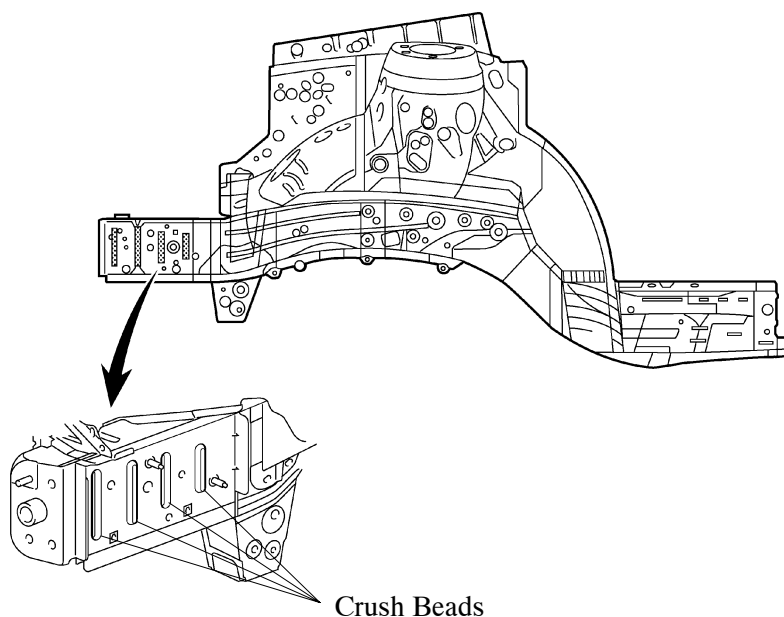
2. Impact Absorbing Structure for Front Collision

- In order to help minimize cabin deformation during a collision, the allocation of the parts that comprise the body and the body shell have been optimized.



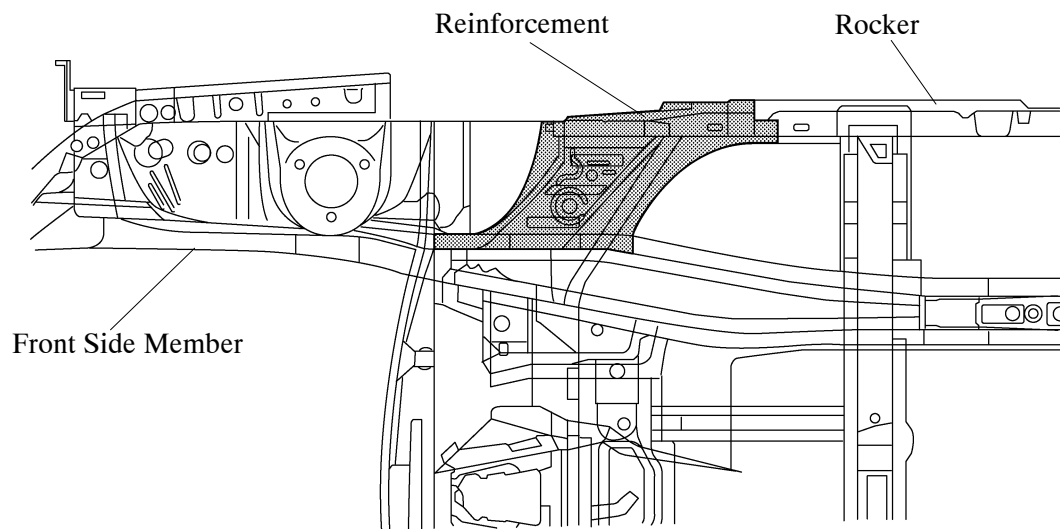
277B001

- The side face of the front end of the left and right front side members has cut-out and raised beads that help to absorb collision impacts.



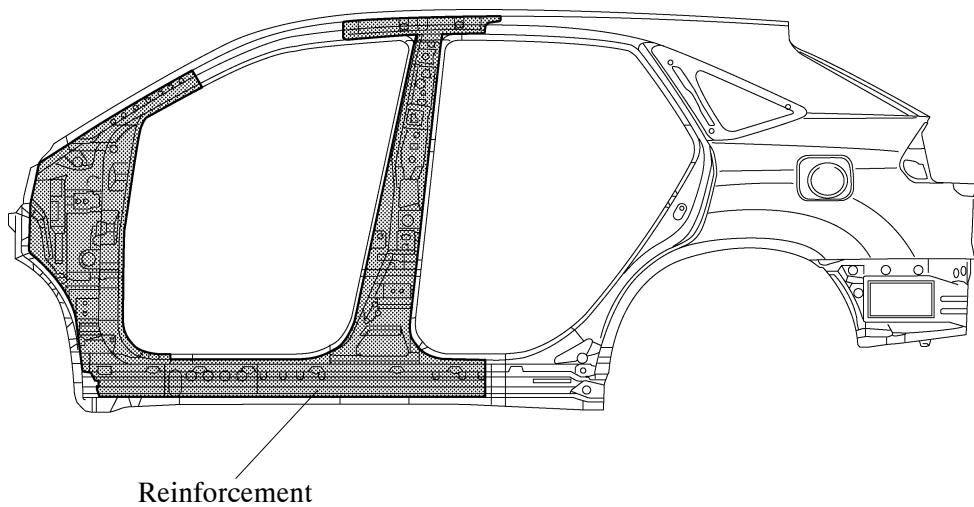
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- The shape of the reinforcement that joins the front side member and the rocker has been optimized to realize a highly rigid body.



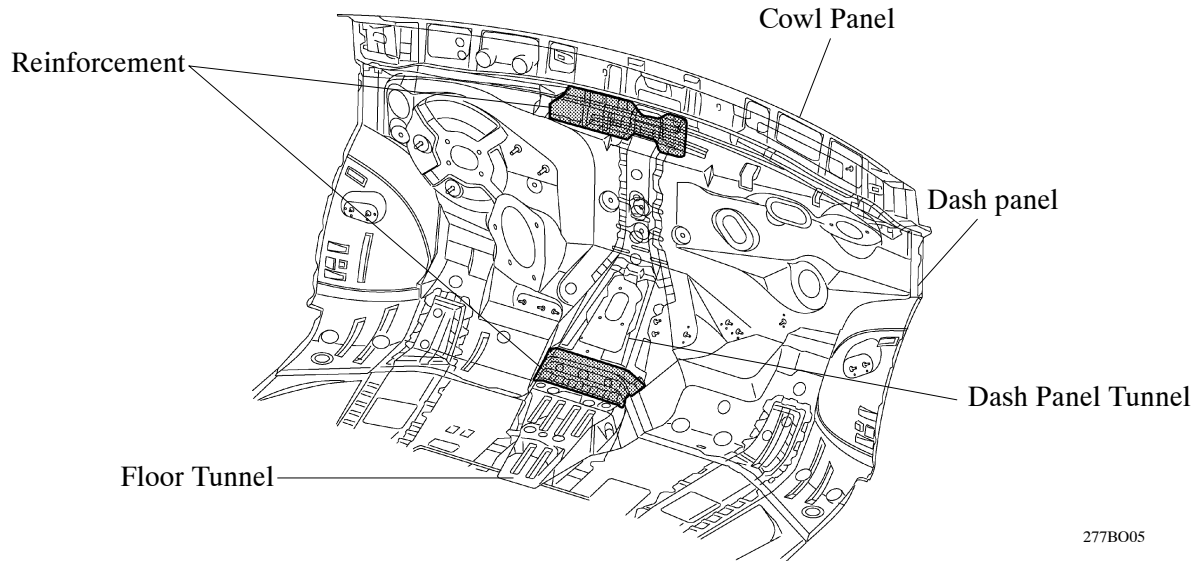
277BO03

- Reinforcements have been optimally allocated to the inner and outer rocker panels, and roof side rails.



277BO04

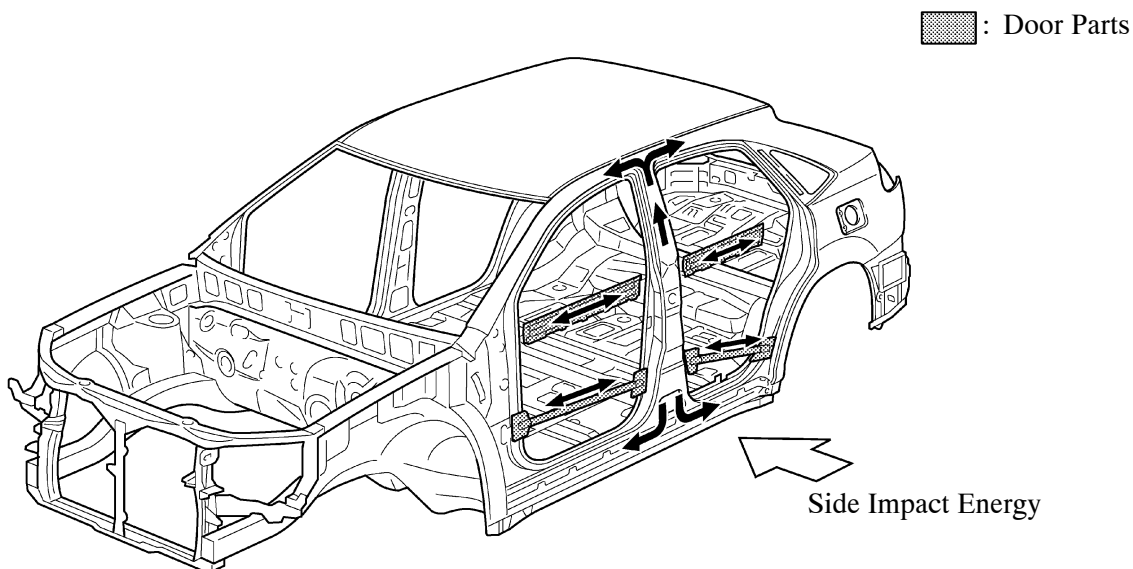
- In order to minimize the deformation of the cabin during a collision, reinforcements have been optimally allocated to the area that joins the cowl panel and the dash panel, as well as the area that joins the dash panel tunnel and the floor tunnel.



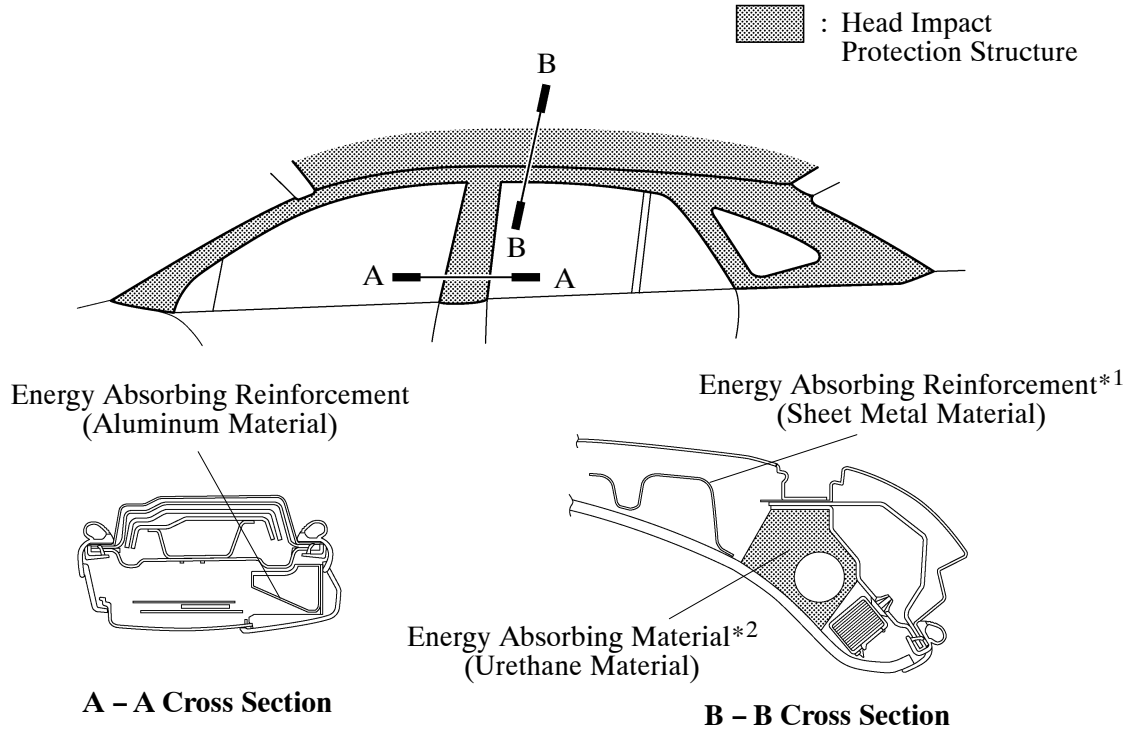
LHD Model

3. Impact Absorbing Structure for Side Collision

- Impact energy of a side collision directed to the cabin area is dispersed throughout the body via pillar, reinforcement, side impact protection beams, floor cross members, thus helping minimize the impact energy finally directed to the cabin.



- A Head Impact Protection Structure is used. With this type of construction, if the occupant's head hits against the roof side rail and pillar in reaction to a collision, the inner panel of the roof side rail, roof area and pillar collapses to help reduce the impact.



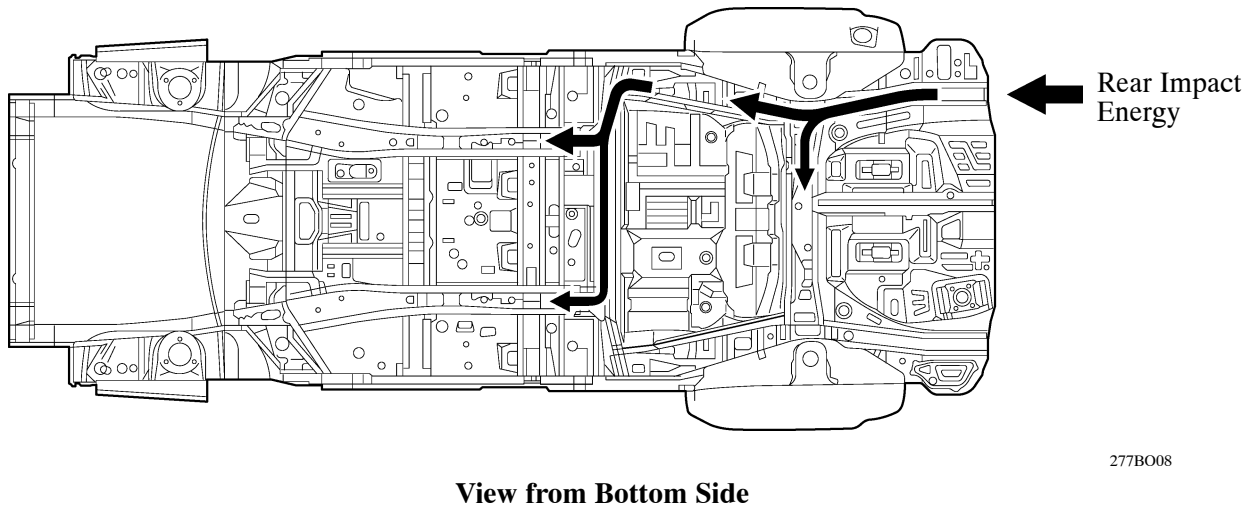
- *1 : Only on models with Curtain Shield Airbag
 *2 : Only on models without Curtain Shield Airbag

277BO07

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4. Impact Absorbing Structure for Rear Collision

Rear floor members and reinforcements have been optimally allocated to reduce body deformation during a collision. By reducing the deformation of the fuel tank and the fuel pipe to the smallest possible extent, this construction minimizes the possibility of fuel leakage.



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