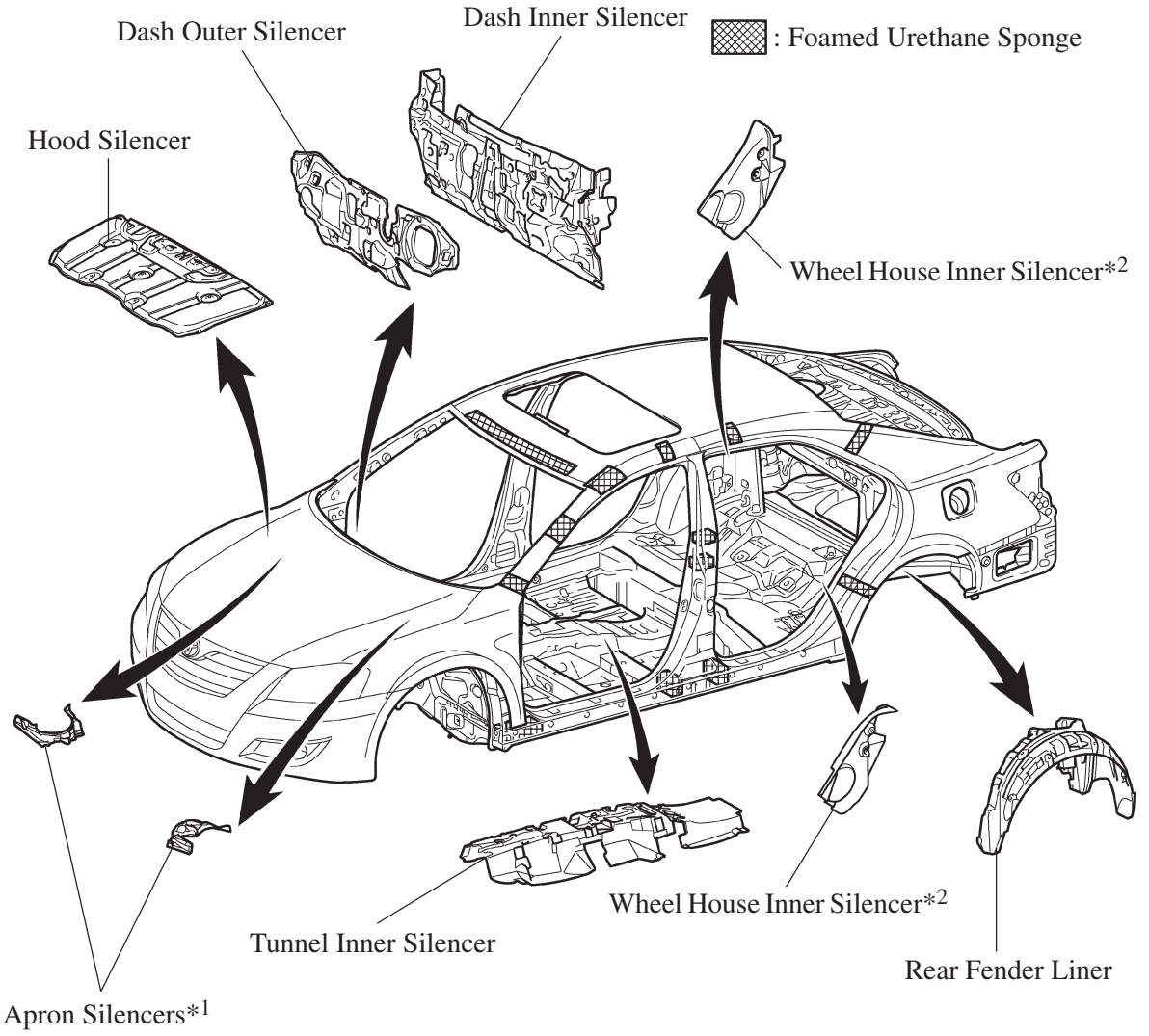
■LOW VIBRATION AND LOW NOISE BODY

1. General

Effective application of vibration damping and noise suppressant materials reduces engine and road noise.

2. Sound Absorbing and Vibration Damping Materials

- Foamed urethane sponge and foamed sealing material are applied to the roof panel and pillars to reduce wind and road noise.
- A large-size dash inner silencer, dash outer silencer, hood silencer, apron silencers, wheel house inner silencer and tunnel inner silencer are used to reduce engine and road noise and improve quietness inside the passenger compartment.
- The rear fender liner, which is made of nonwoven felt, is fitted inside the rear wheelhouse in order to minimize grit, water and road noises.

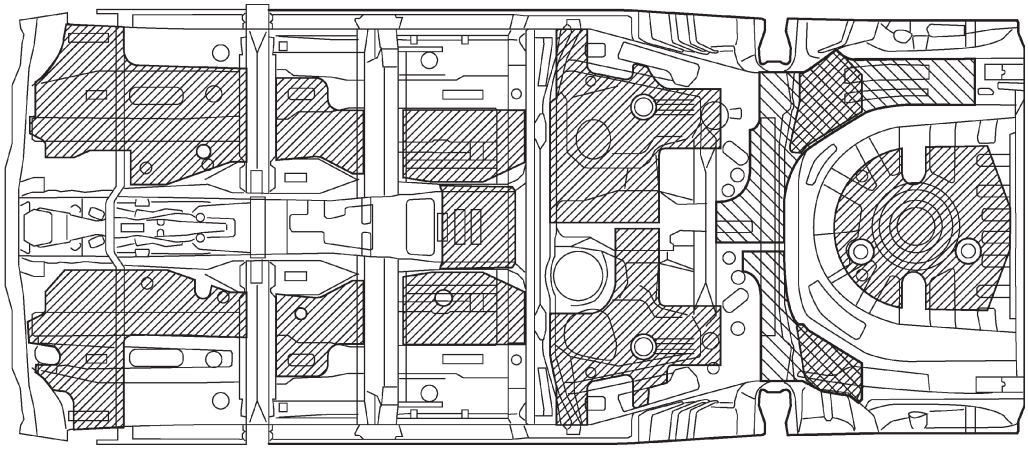


*1: Used on 2GR-FE engine models
*2: Used on 1AZ-FE and 2AZ-FE engine models other than those for Australia and G.C.C. Countries

- The positions in which the asphalt sheets adhere to the floor have been optimized in order to reduce muffled sound and road noise, and therefore achieve a quiet ride.

: Used on all models

: Additionally used on models other than those for Australia and G.C.C. Countries

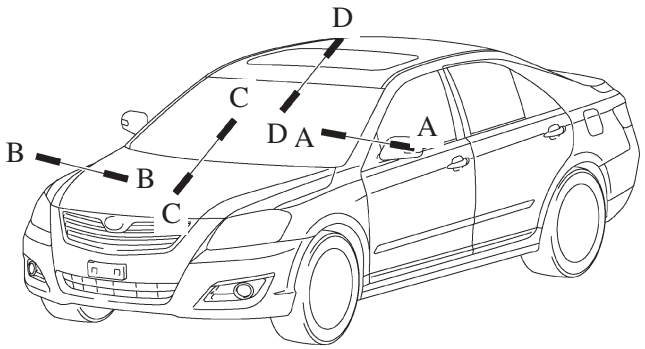


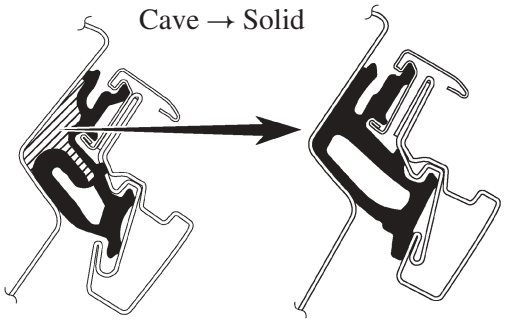
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View from Top Side

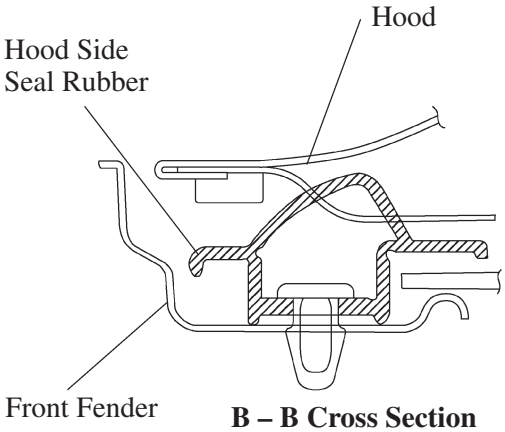
3. Reducing Wind Noise

- A structure that blocks the airflow is used in a portion of the door weather strip (at the front corner) in order to reduce wind noise (A – A cross section).
- The air turbulence has been eliminated through the use of the hood side seal rubber (B – B cross section).
- By streamlining the joins between the hood and windshield glass (C – C cross section) and between windshield glass and the roof (D – D cross section), air turbulence has been minimized.

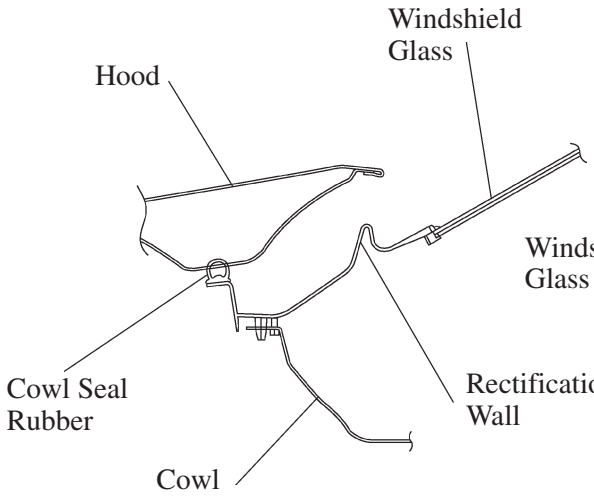




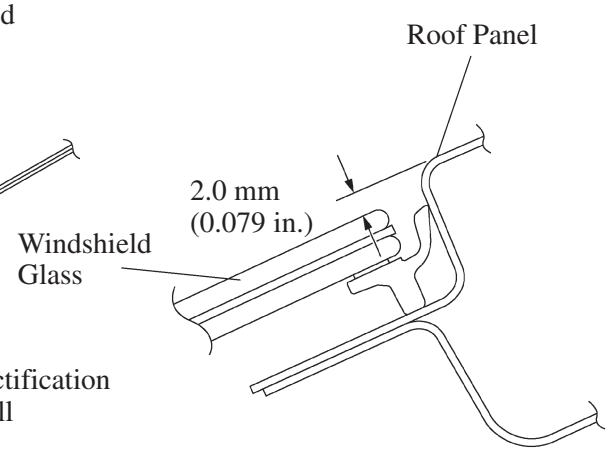
A – A Cross Section



B – B Cross Section



C – C Cross Section



D – D Cross Section

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- Fender seals made of foamed resin are used between the front fender and the side member outer to prevent air from blowing through. (E – E cross section)
- Parting seals made of flexible resin are employed between the front and rear doors to eliminate air turbulence (F – F cross sections).

