■SAFETY FEATURES

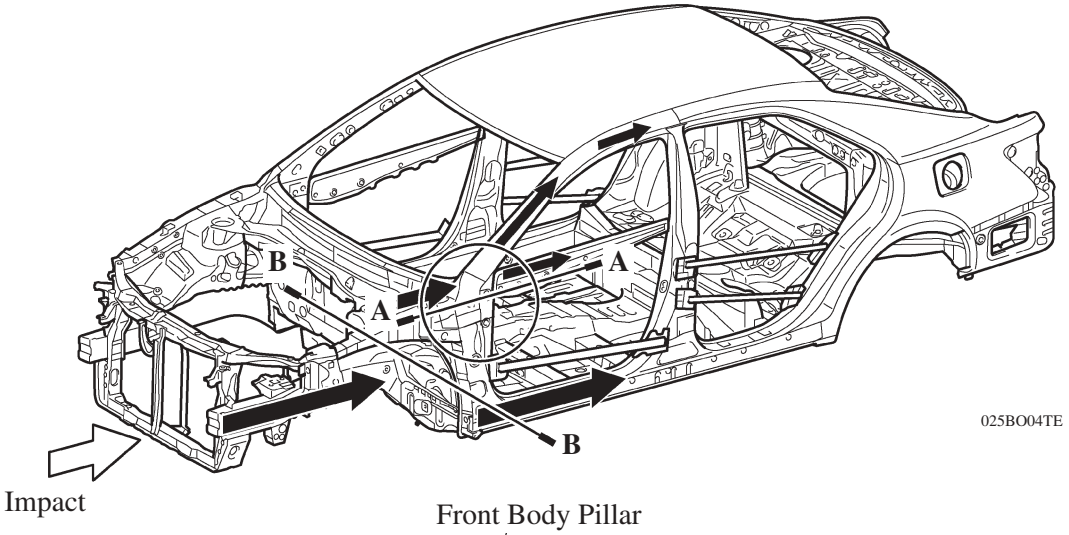
1. General

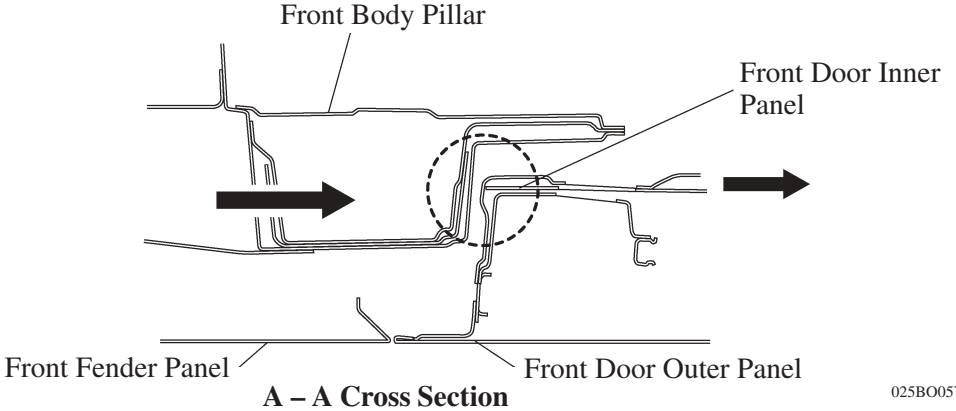
The impact absorbing structure of the new Camry minimizes cabin deformation by effectively helping to absorb the impact energy in the event of a front, side or rear collision. This provides high-performance occupant protection.

2. Impact Absorbing Structure for Front Collision

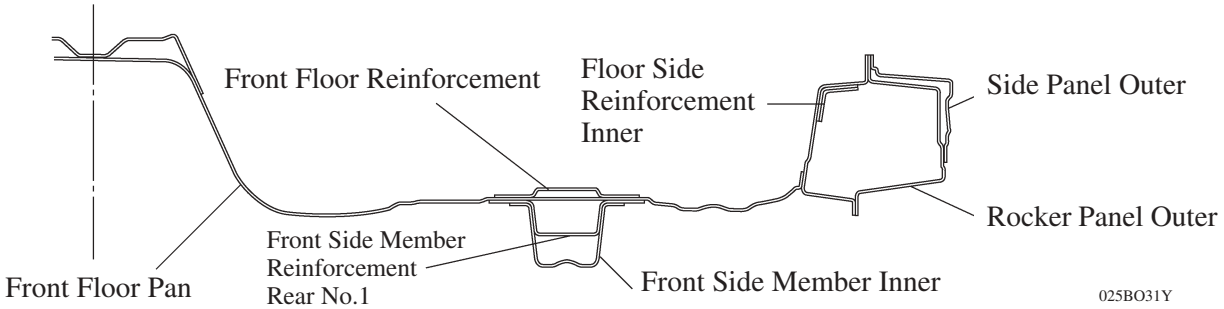
An optimal arrangement of the basic frame and reinforcements helps to minimize cabin deformation in the event of a collision.

- The body disperses the impact force in the event of an offset frontal collision.
- The body strengthens inner door reinforcements and reduces the gap between the door inner panel and the pillar. This communicates impact load to the door belt line reinforcement, reducing the load on the pillar in the event of an offset frontal collision.
- The floor side of the front side member and the inside of the floor side member reinforcements have been used, minimizing the cabin deformation.





A – A Cross Section

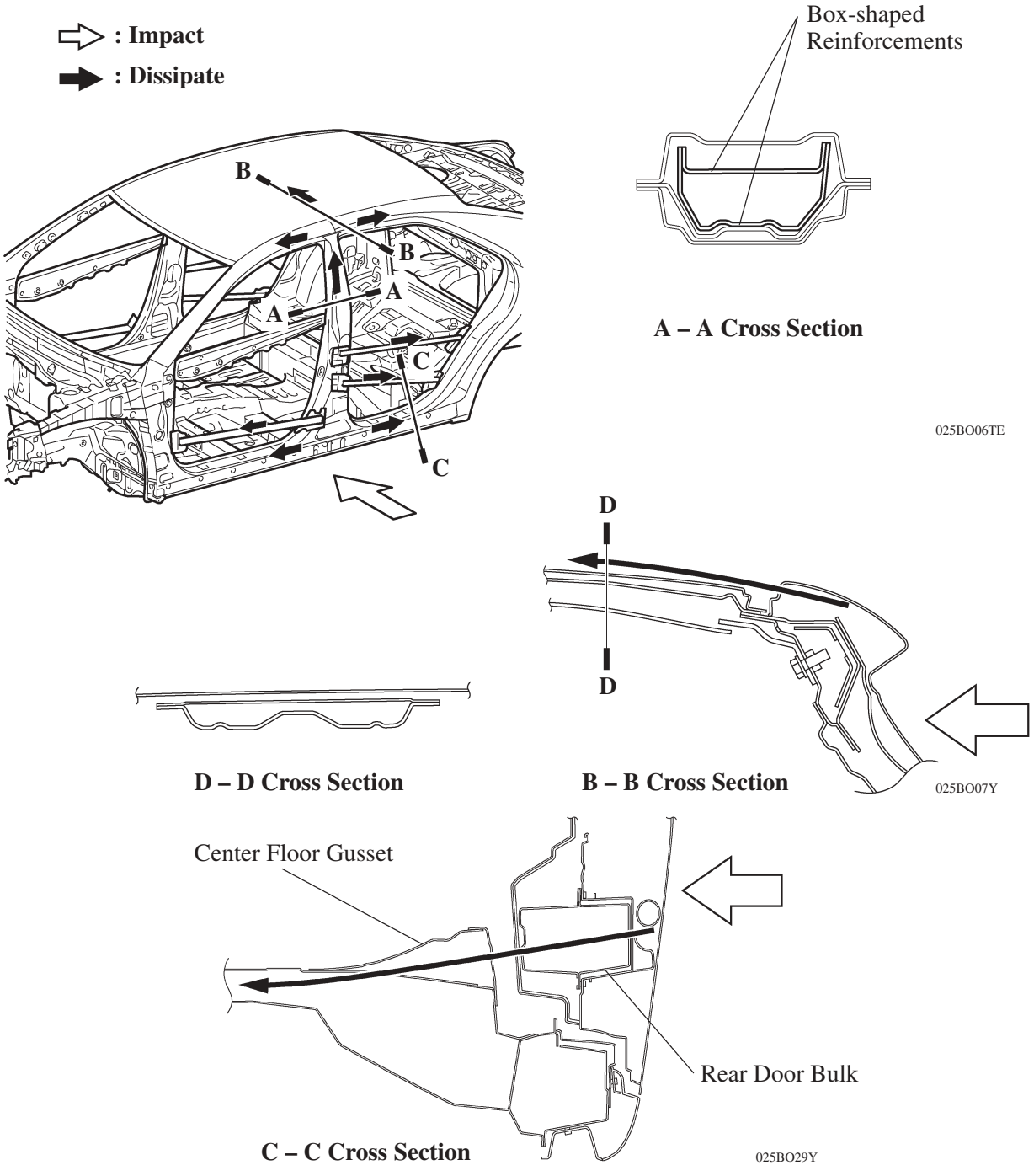


B – B Cross Section

3. Impact Absorbing Structure for Side Collision

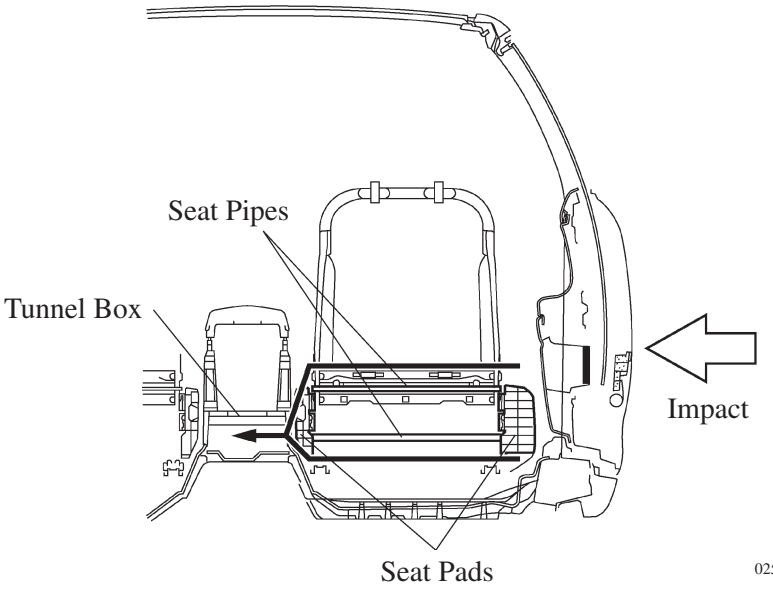
The impact energy of a side collision directed to the cabin area is dispersed throughout the body via the pillar reinforcements, side impact protection beams, and floor cross members, thus helping minimize the impact energy finally directed to the cabin.

- In order to obtain optimal bearing force, ultra high strength sheet steel is employed in the center pillar reinforcement as described on page BO-2, furthermore, box-shaped reinforcement is used inside the center pillar (A – A cross section).
- High strength sheet steel is used in the roof reinforcement supporting the sliding roof mechanism. In addition, the structure has been made to bear impact loads with both side rails (B – B cross section). This reduces the intrusion of the roof rail into the cabin in the event of a side collision.
- A bulk is used for the rear door inner and a gusset is used for the center floor cross member on the cabin interior side. When a side collision occurs, loads are conducted from the bulk to the gusset, deformation of the vehicle body is minimized (C – C cross section).

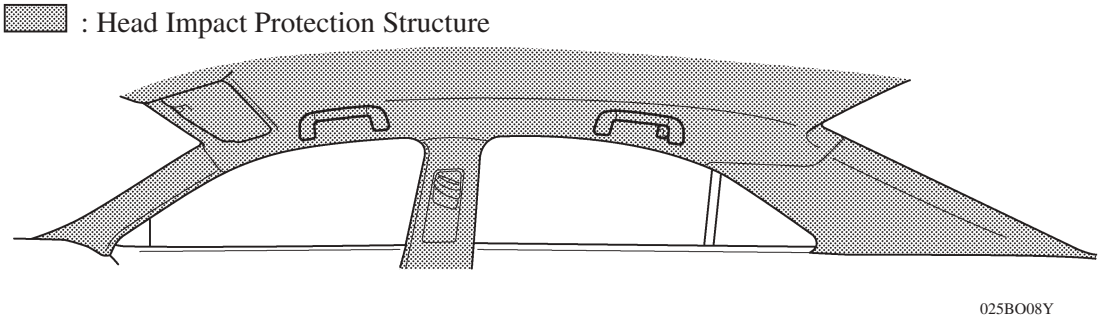


BO

- Seat pipes and seat pads have been provided on the front seat pillar frame for load conduction. Furthermore, the tunnel box has been reinforced and trim pad has been provided inside both front doors. Thus, input load is conducted from the pillar and door to the seat, tunnel box and opposite seat, minimizing deformation of the body.

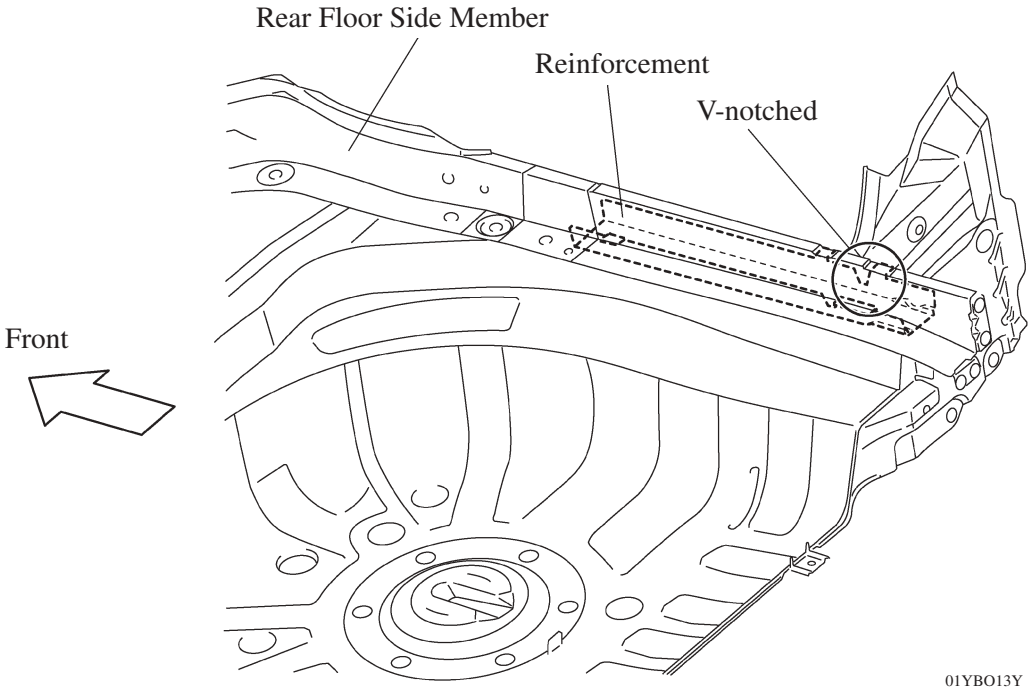


- A head impact protection structure is used. With this type of construction, if the occupant's head hits against the roof side rail or pillar due to a collision, the inner panels of the roof side rail, roof area and pillar collapse to help reduce the impact.



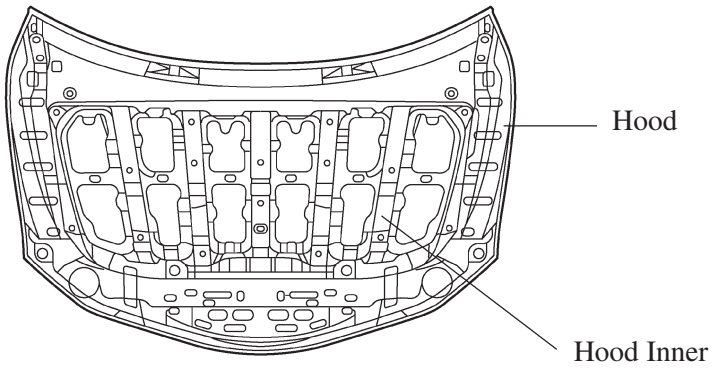
4. Impact Absorbing Structure for Rear Collision

Rear floor side members and reinforcements have been optimally allocated to control body deformation mode during a collision.



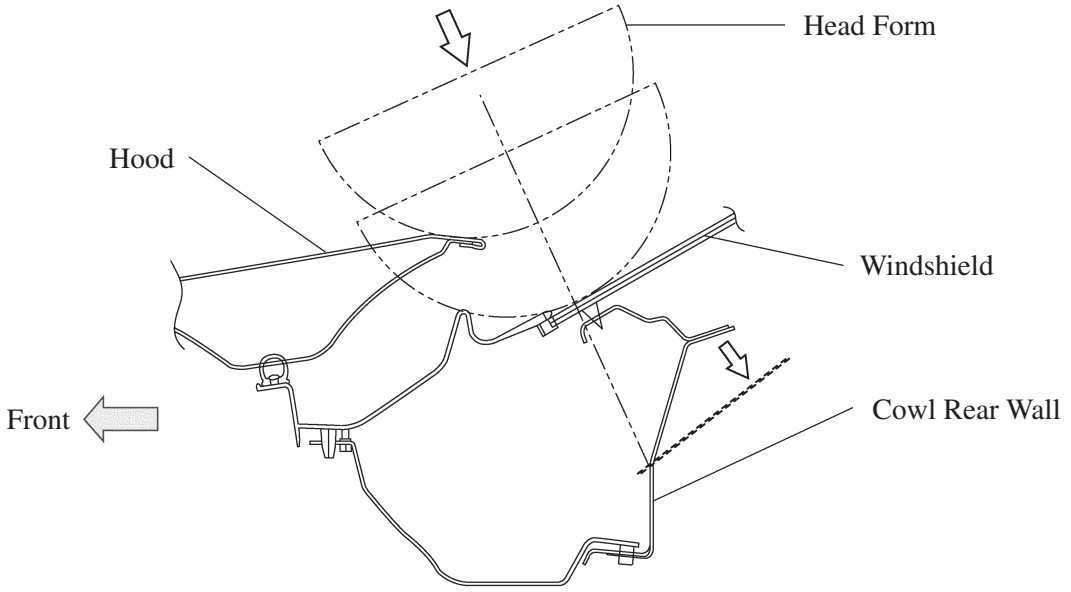
5. Lessening Pedestrian Head Injury

- A longitudinal frame is used as the principle structure of the hood inner, giving uniform rigidity to the hood surface.



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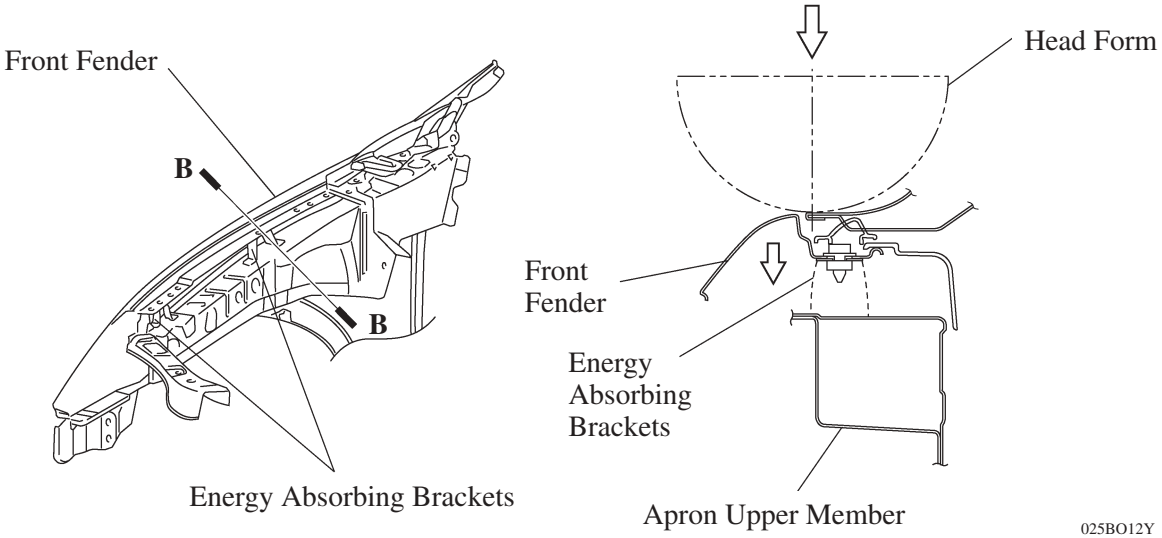
- The rear wall of the cowl has been opened, so that it can easily collapse in the direction of an impact. Thus, a completely collapsible structure has been realized.



Cross Section at Lower Potion of Windshield

025BO11Y

- Energy absorbing brackets are used in the joint portion of the front fender. Thus, a certain deformation stroke in the event of a head form collision has been ensured, reducing the impact.



B – B cross Section