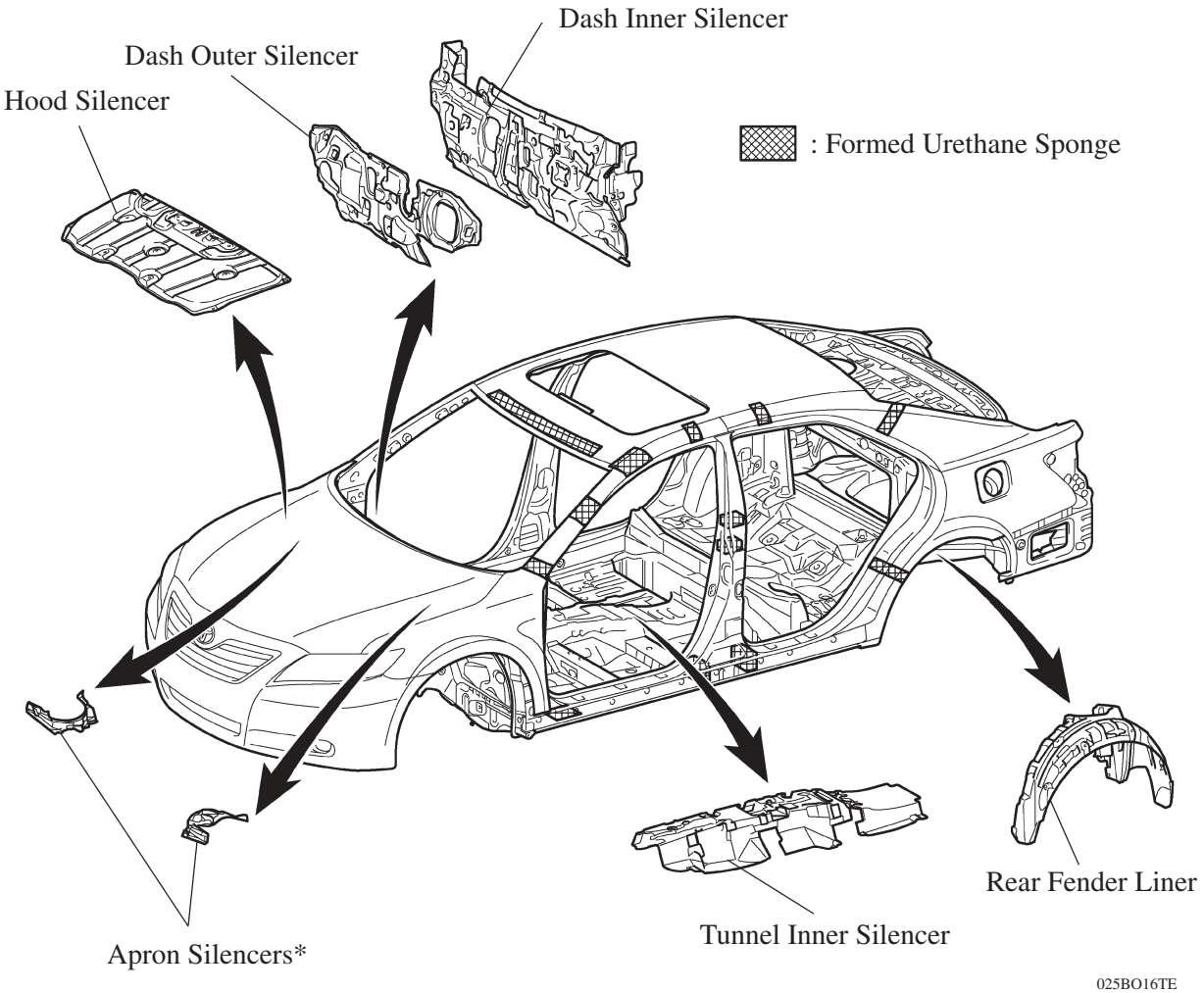
■LOW VIBRATION AND LOW NOISE BODY

1. General

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

2. Sound Absorbing and Vibration Damping Materials

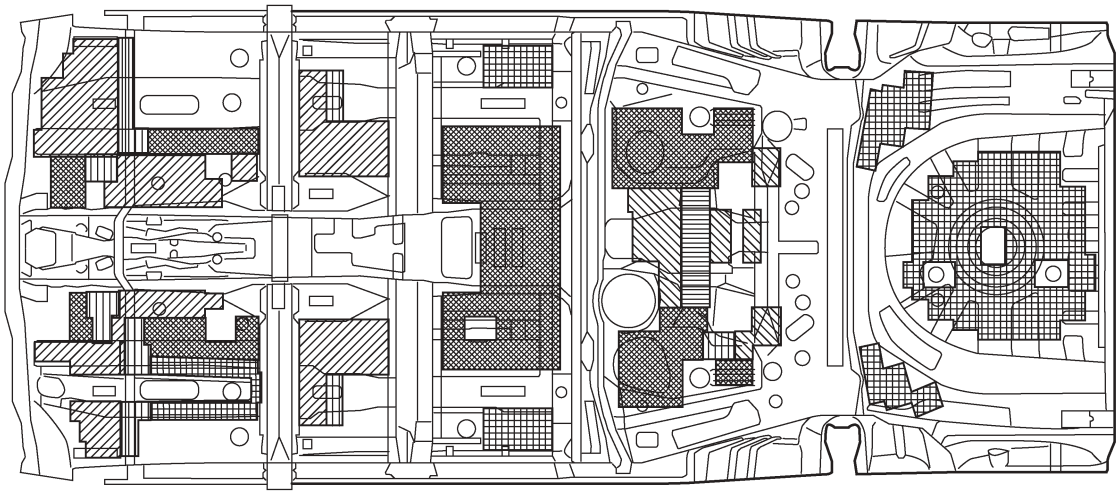
- Foamed urethane sponge and foamed sealing material are applied onto the roof panel and pillars to reduce wind and road noise.
- A large-size dash inner silencer, dash outer silencer , hood silencers, apron silencers and tunnel inner silencer are used to reduce engine and road noise and improve quietness 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.



*: Only for 2GR-FE Engine Models

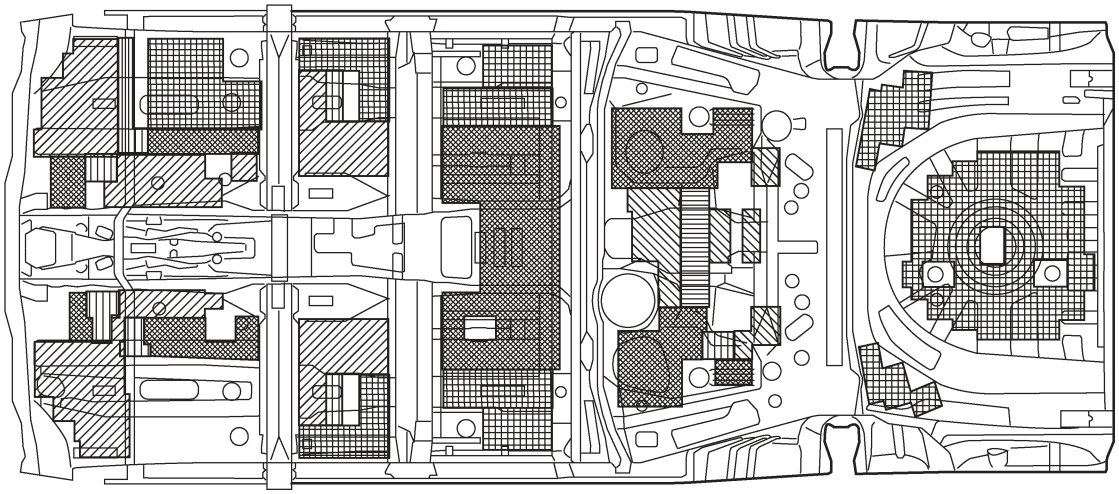
- In place of the asphalt sheet used on conventional models, a vibration damping foam coating is used on the floor of the new model to reduce road noise.
- The thickness of the vibration damping foam coating has been optimally adjusted for the individual portions. As a result, a lightweight coating has been realized.

: Coating Thickness 1.8 mm (0.07 in.)
: Coating Thickness 2.6 mm (0.10 in.)
: Coating Thickness 3.0 mm (0.12 in.)
: Coating Thickness 3.9 mm (0.15 in.)
: Coating Thickness 5.3 mm (0.21 in.)



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View from Top Side
(For LHD Models)

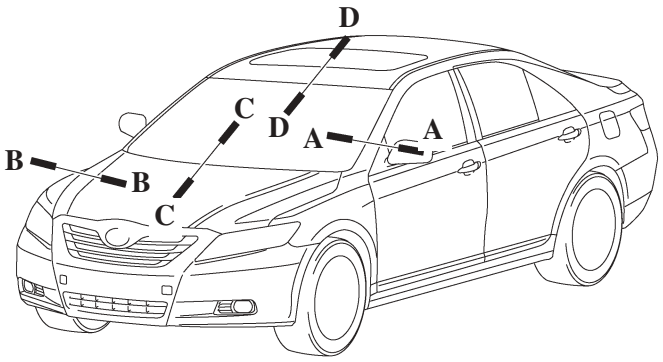


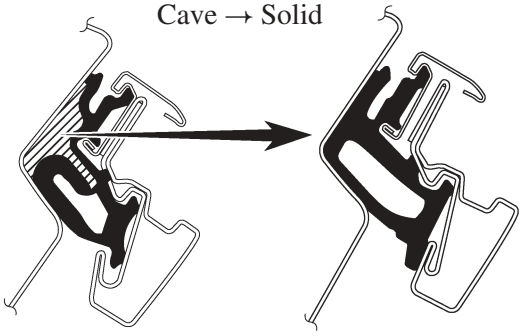
026BO04Y

View from Top Side
(For RHD Models)

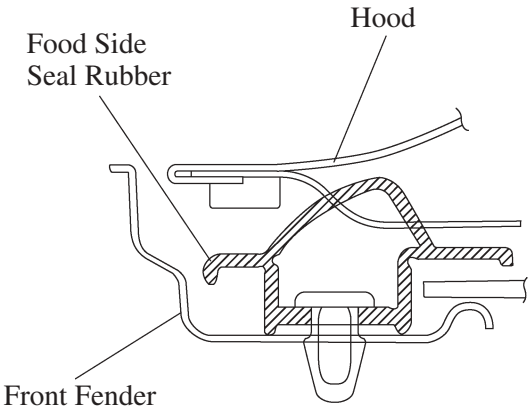
3. Reducing Wind Noise

- 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.

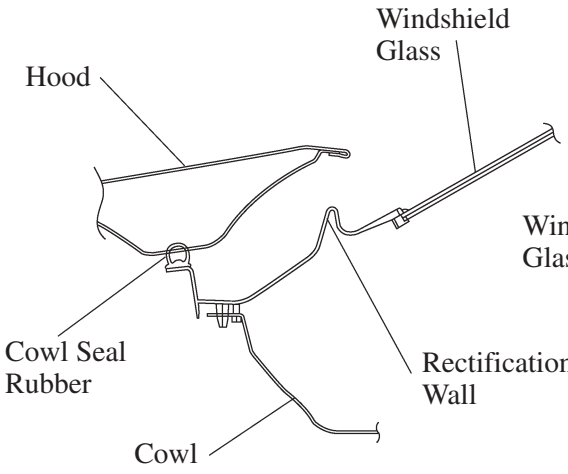




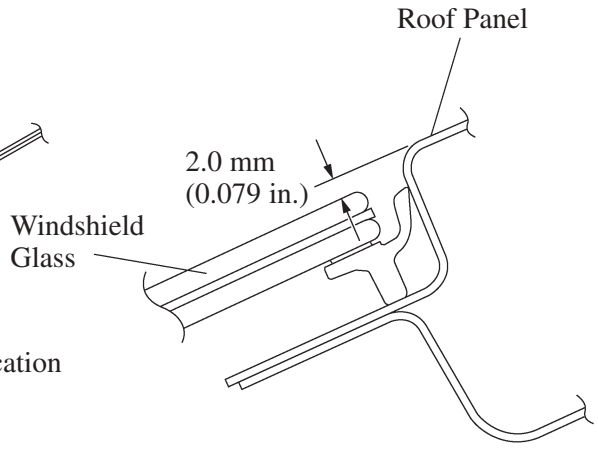
A – A Cross Section



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).

