■SAFETY FEATURES

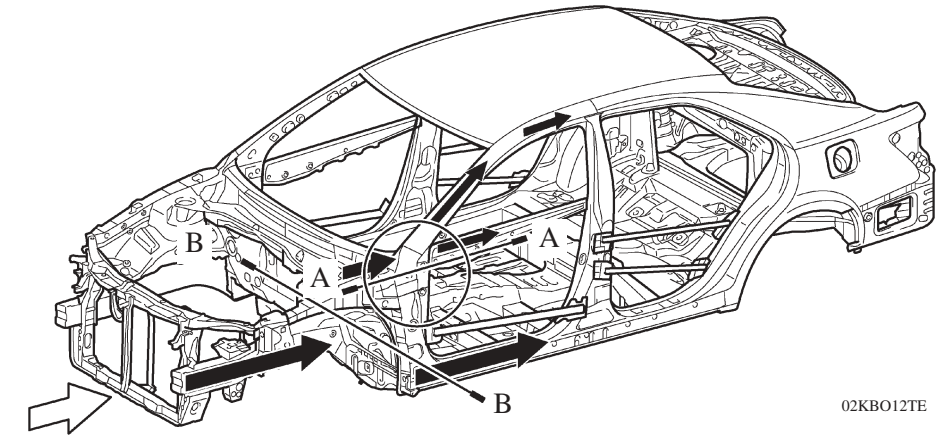
1. General

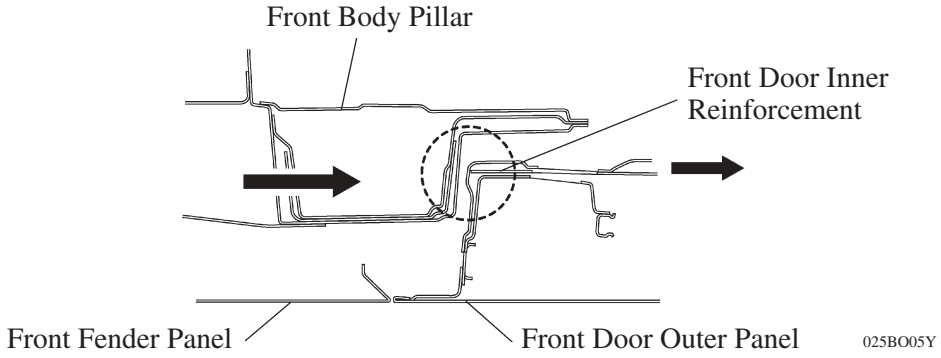
The impact absorbing structure of the new Camry minimizes cabin deformation by effectively helping to absorb the impact energy in the event of a front, side or rear collision. This provides high-performance occupant protection.

2. Impact Absorbing Structure for Front Collision

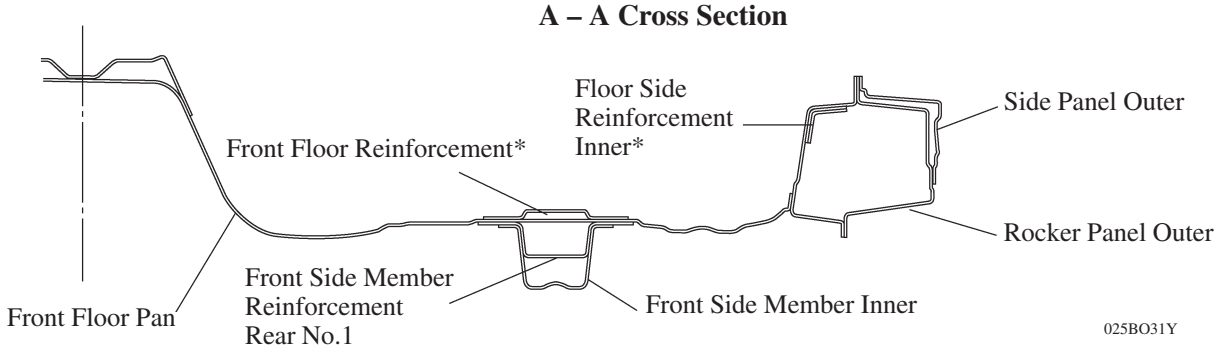
An optimal arrangement of the basic frame and reinforcements helps to minimize cabin deformation in the event of a collision.

- 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



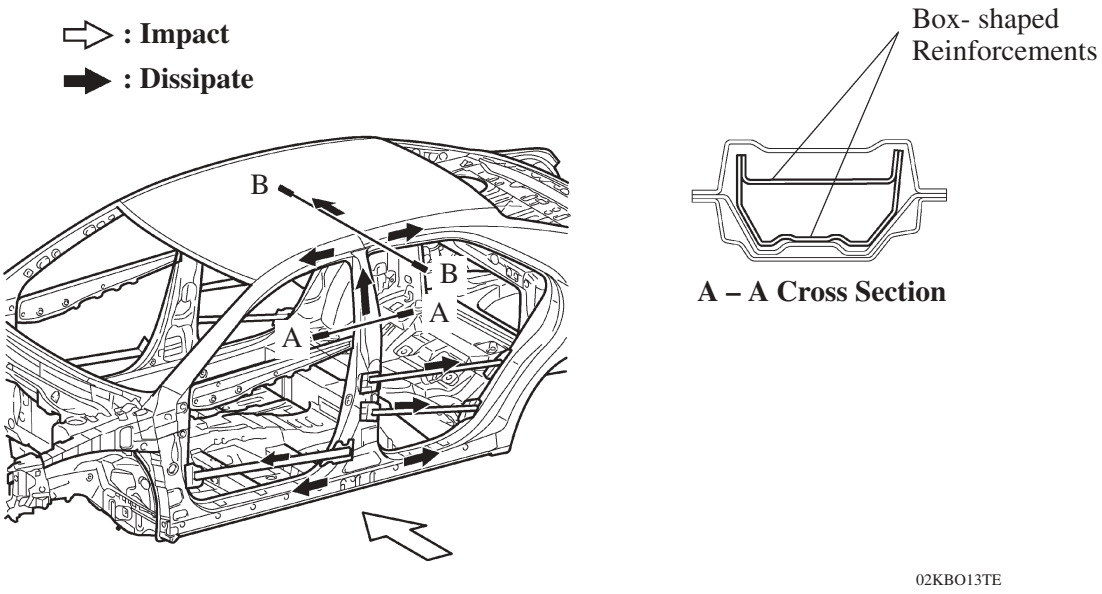
B – B Cross Section

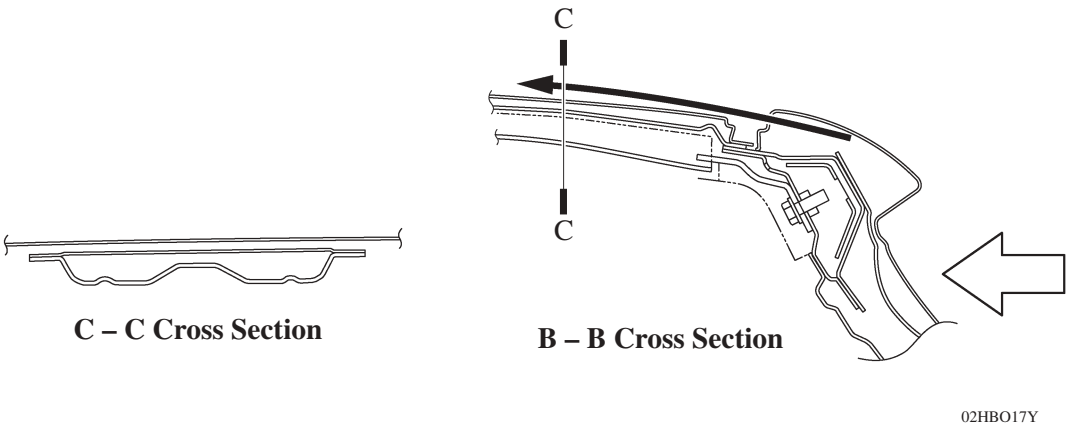
*: Only for Australian and G.C.C. countries models

3. Impact Absorbing Structure for Side Collision

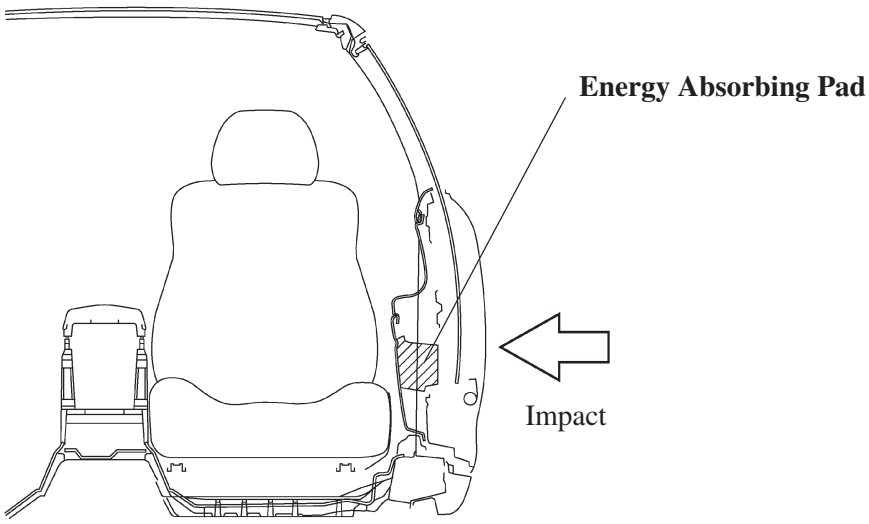
The impact energy of a side collision directed to the cabin area is dispersed throughout the body via the pillar reinforcements, side impact protection beams, and roof reinforcement, thus helping minimize the impact energy finally directed to the cabin.

- In order to obtain optimal bearing force, 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. 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.





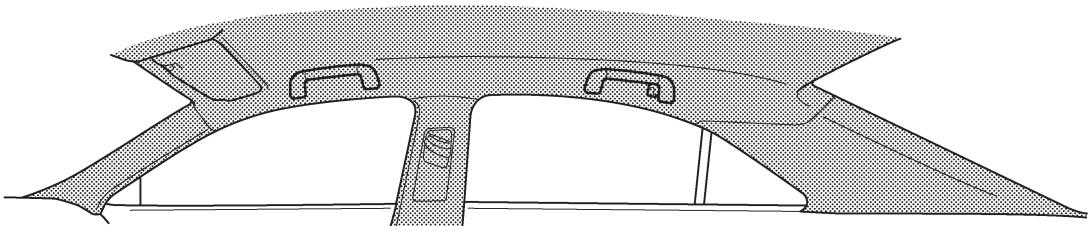
- Energy absorbing pads have been included in the door trims in order to reduce the impact on the chests and pelvises of occupant at the time of a side collision.



02KBO16Y

- 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.

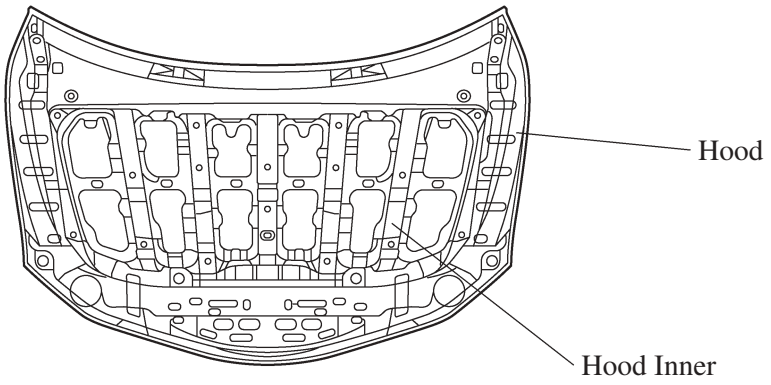
: Head Impact Protection Structure



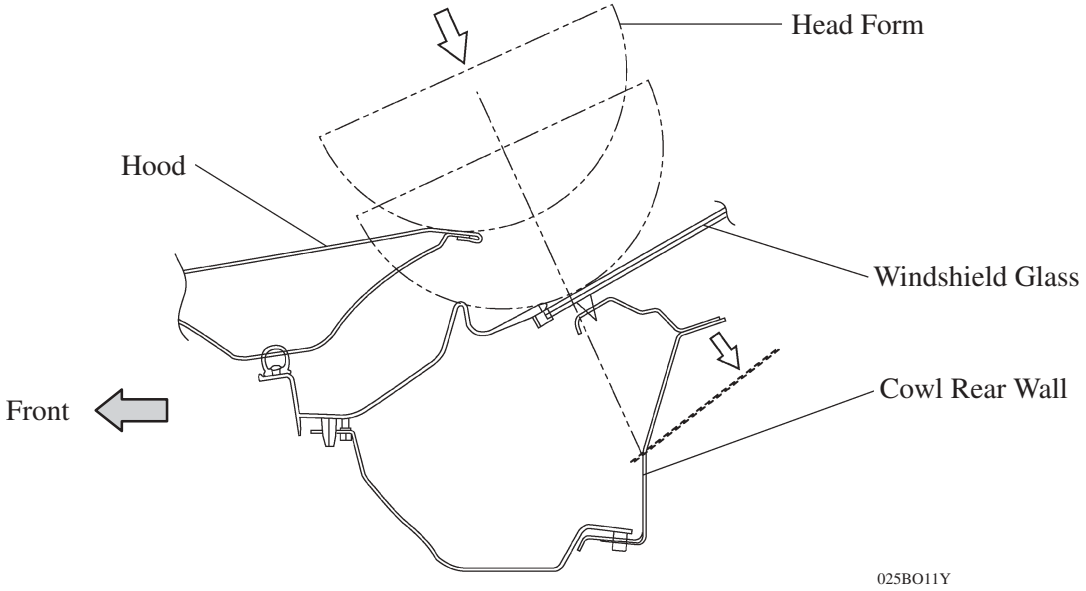
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4. Lessening Pedestrian Head Injury

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

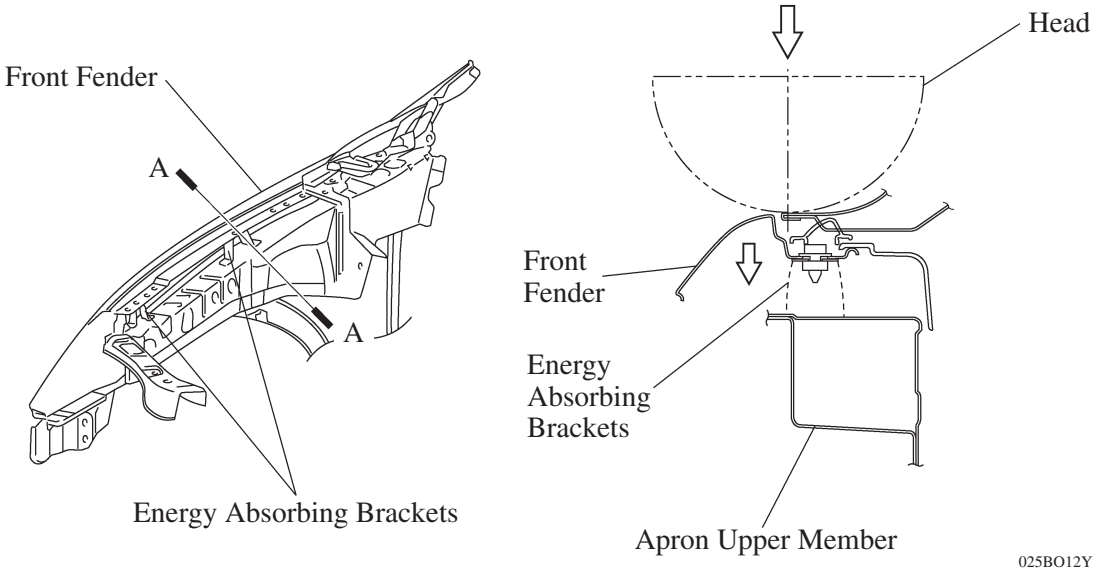


- The rear wall of the cowl has been opened, so that it can easily collapse in the direction of an impact. Thus, a completely collapsible structure has been achieved.



Cross Section at Lower Portion of Windshield Glass

- 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.



A – A Cross Section