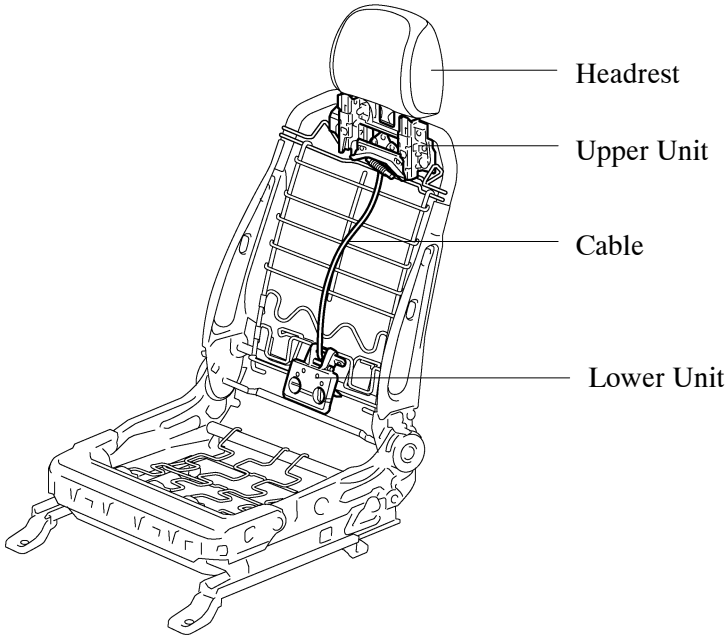
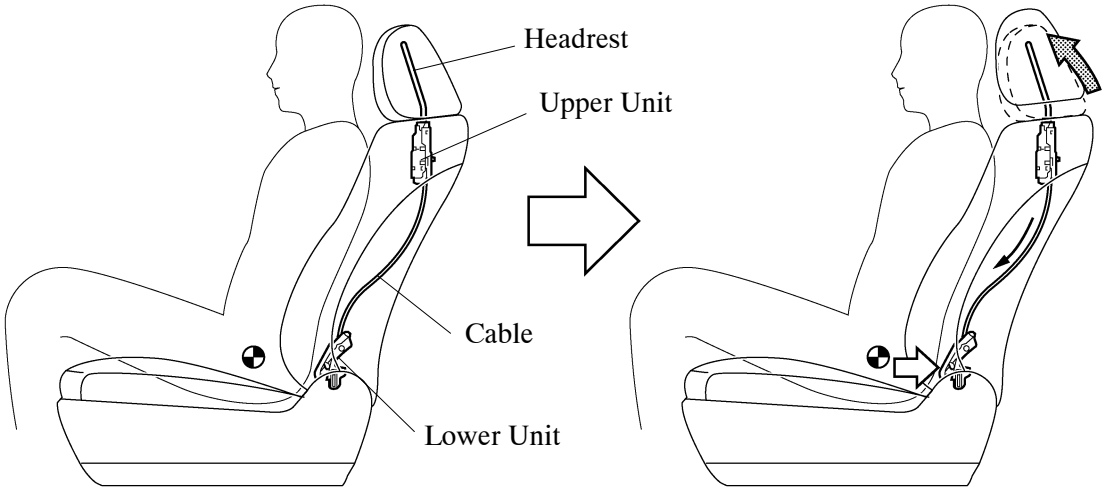
■ SEAT

1. Front Seat

A new seat frame structure and an active headrest mechanism, in which the seat back frame upper pipe has been shifted rearward, reduce neck injury during a rear-end collision. The new seat frame structure is provided as standard on all models and the active headrest mechanism is provided as standard on European models and Chinese VX grade models. Furthermore, by using high strength sheet steel in the seat frame, a weight reduction has also been achieved.

- Active headrests are provided*, which move up and forward almost instantly in the event of a rear-end collision when the force of the occupant body is applied to the seat back and reduce the distance between the occupant's head and the headrest.
- The active headrest consists of the lower unit, cable and upper unit.
- When the lower unit built into the seat back is pressed by the occupant's lumbar as the occupant's body slides down during a rear-end collision, the cable is pulled and the headrest is moved up and forward by the upper unit, reducing the distance between the occupant's head and the headrest.





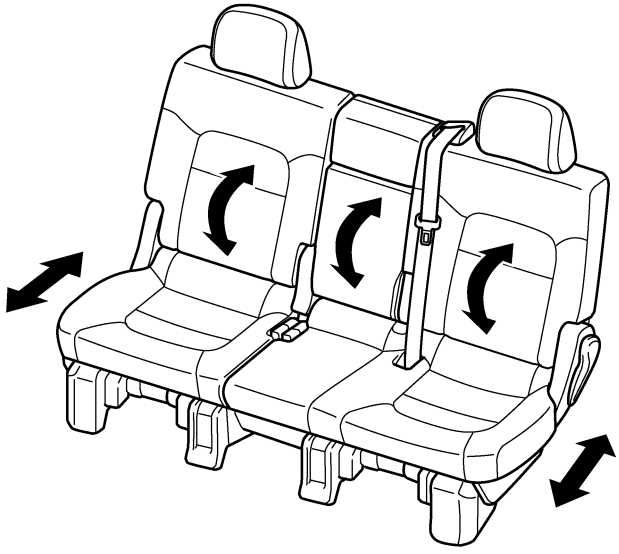
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Normal Position **Operating Position**

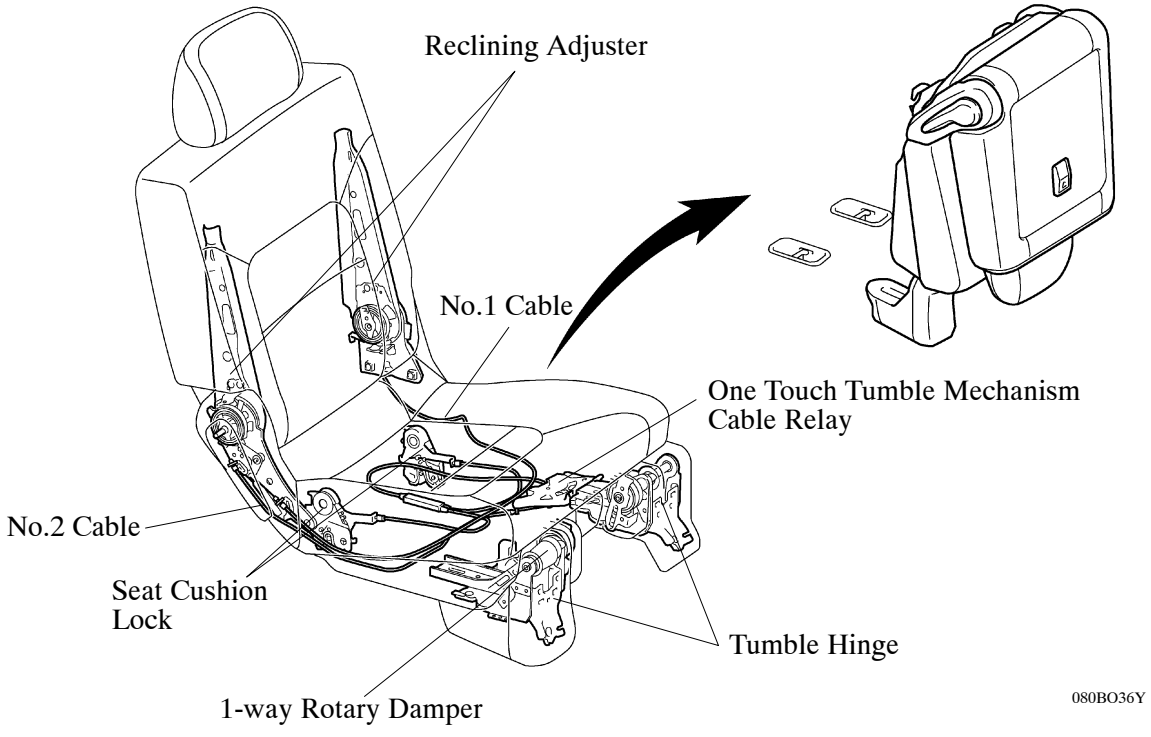
2. Rear Seat

Rear No.1 Seat

- A 4-2-4 split seatback, in which the center seatback can be used as an armrest, has been provided on the 6-4 split sliding seat as standard on VX grade models.
- A one touch tumble mechanism has been provided on the seat immediately behind the front passenger seat to make it easier to get in and out of the vehicle. The one touch tumble mechanism releases the seat lock when the seatback is folded, allowing the seat itself to fold down.
- The one touch tumble mechanism uses a 1-way rotary damper which dampens the seat folding movement and allows the seat to fold back up gently, thus improving the ease of use as well.



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One Touch Tumble Mechanism