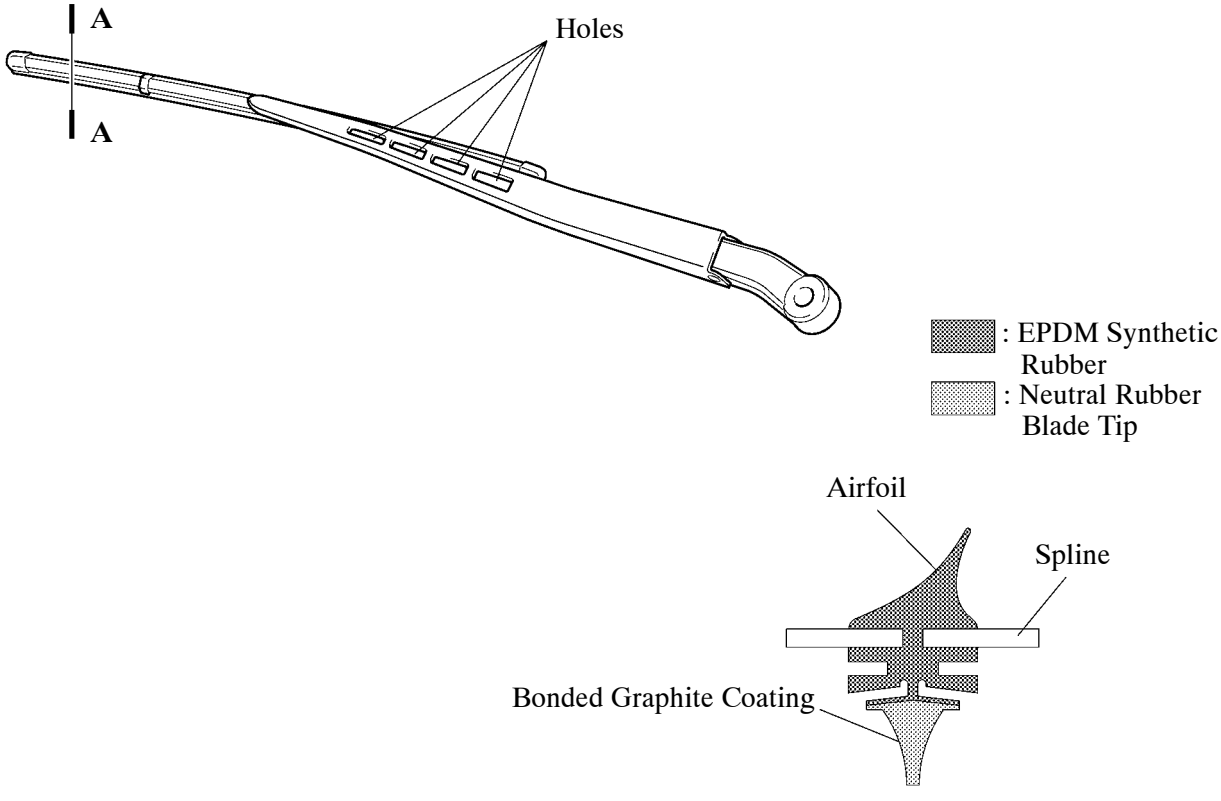
■WIPER ARM AND BLADE

1. Front Wiper

- Smooth and smartly designed wiper arms and blades are used to highlight the body design.
- On the ’07 Sequoia, the wiper blade applies uneven pressure on the claw point. However, on the ’08 Sequoia, the wiper blade distributes pressure more evenly throughout the blade. As a result, it improves wiping performance.
- Two materials are used on the wiper blade. Highly durable EPDM (Ethylene Propylene Diene Monomer) synthetic rubber is used for the hinges, and natural rubber with excellent wiping performance is used for the blade tip.
- The bonded graphite coating is refined. It is chemically bonded to the rubber, providing long-lasting low-friction performance.
- An airfoil is integrated into the wiper element to help prevent the blades from lifting off the windshield.
- The joint-less flat blades help maintain even pressure along the blades at low temperatures and in snowy and icy conditions.
- The holes provided in the wiper arm ensure a smooth air flow and prevent the wiper from being lifted by the wind.

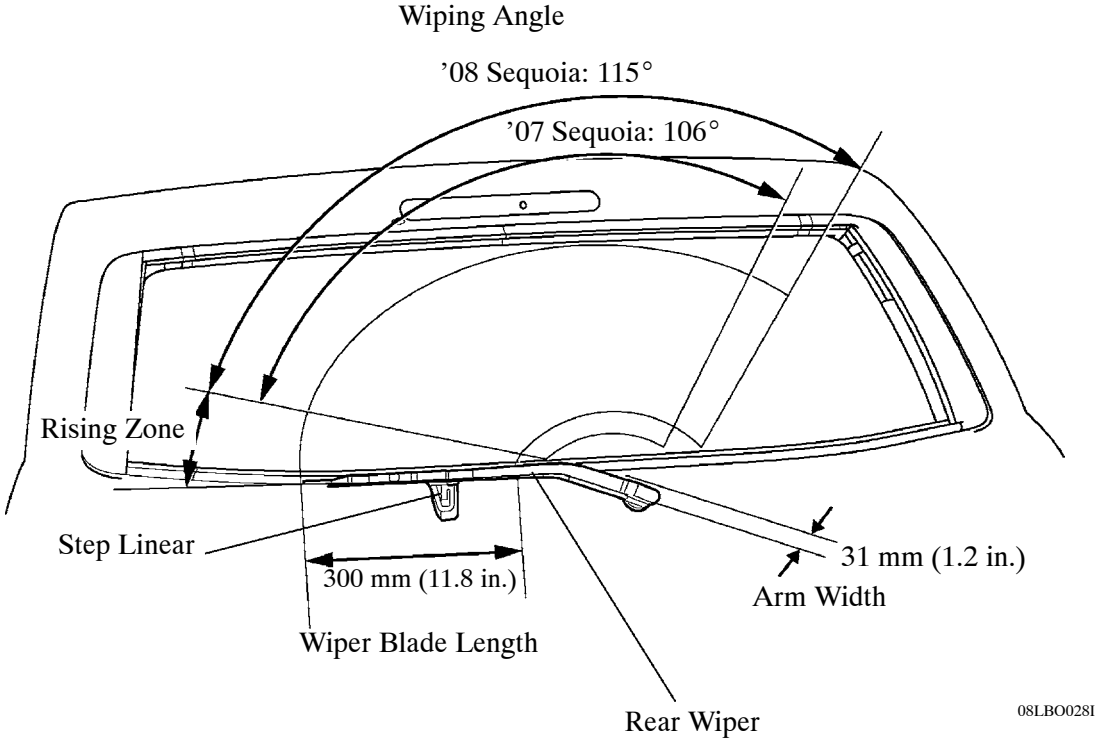


A – A Cross Section

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2. Rear Wiper

- A raised type wiper continues to be used, allowing the rear wiper to be stored at the tailgate position when not in use and rise to the specified height when in use. This enables the back door window to open and close smoothly when the wiper is not in use.
- Compared to the ’07 Sequoia, the length of the wiper blade is decreased by 50 mm (2 in.) and the wiping angle is set larger. As a result, the visibility range in the direction of the right rear has been increased.
- The wiper arm width is increased to express the bold design of a full-size SUV.



■TOWING HITCH MAIN MEMBER

The hydroformed cross member is used, which enables the towing hitch main member to reduce weight and achieve high rigidity. As a result, class-leading towing capacity of 4536 kg (10000 lbs) is realized. A new structure is used that enables the hydroformed cross member to penetrate to the backend of the side rail. The reinforcement with optimal thickness is optimally provided to the center of the towing hitch main member.

