SUSPENSION FEATURES

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Improved rigidity and handling stability	• A strut type front suspension adopted. • E-type multi-link rear suspension adopted • For the front/rear crossmembers, the welded flange has been eliminated (flange-less), the cross-section expanded and the connection rigidity of the welded parts improved to achieve both rigidity and light weight. • By adopting a 6-point rigid mount-type front crossmember, the force generated from the tires is transmitted directly, and an agile vehicle response in low-to-mid speed range has been realized. • The caster angle and caster trail was increased on the front suspension. • The cross-section on the center member of the front crossmember has been expanded and the longitudinal offset of the front lower arm installation position reduced to realize an optimized framework. • The longitudinal span of the rear crossmember has been expanded and the longitudinal offset of the rear lateral link installation position reduced to realize an optimized framework. • By raising the installation position of the rear trailing link, the longitudinal input has been reduced, ride comfort improved, and the sense of safety during braking improved.
Improved handling stability and ride comfort	• Positions of the links and rigidity of the bushes were reviewed to increase toe-in for the lateral force input to the tires. • Grip of the rear tires was increased by the increased toe-in, and a mild vehicle response in high-speed range has been realized.
Improved marketability	• Tire pressure monitoring system adopted • Affixing-type balance weights adopted
Environmental consideration	• Tires with optimized characteristics and low rolling resistance have been adopted.