

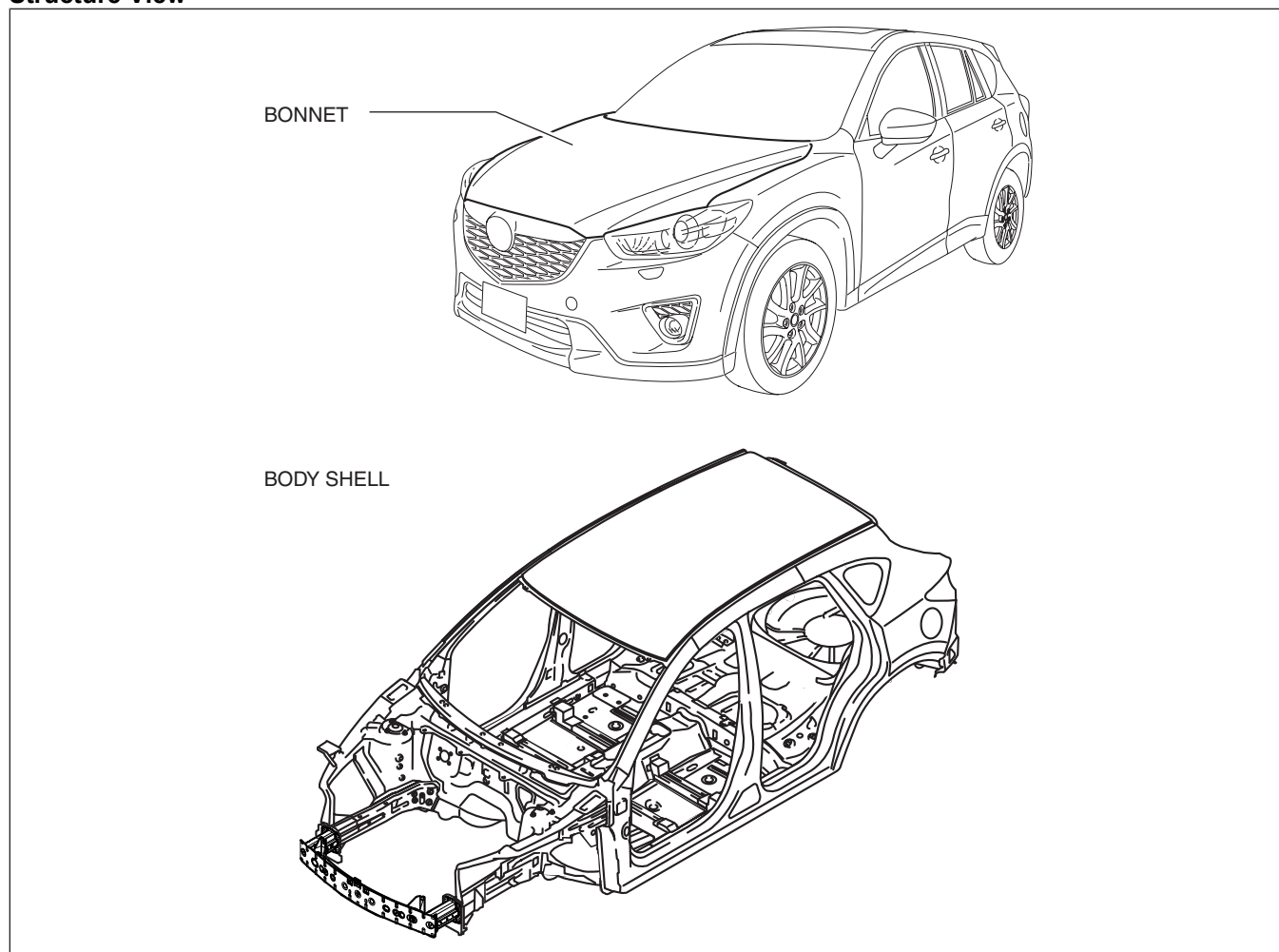
## BODY PANEL

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### Outline

- The multi-load path and triple H-shaped structure of distributing the power absorbed at the collision were used for the body shell.
- A ring structure has been adopted for the triple H structure, realizing top-level crash safety performance.
- Crushable structure from which an engine mounting bracket and suspension crossmember are made to secede at the collision is used for the body frame of an engine room.
- The energy absorption space between a bonnet and engine was secured.

### Structure View

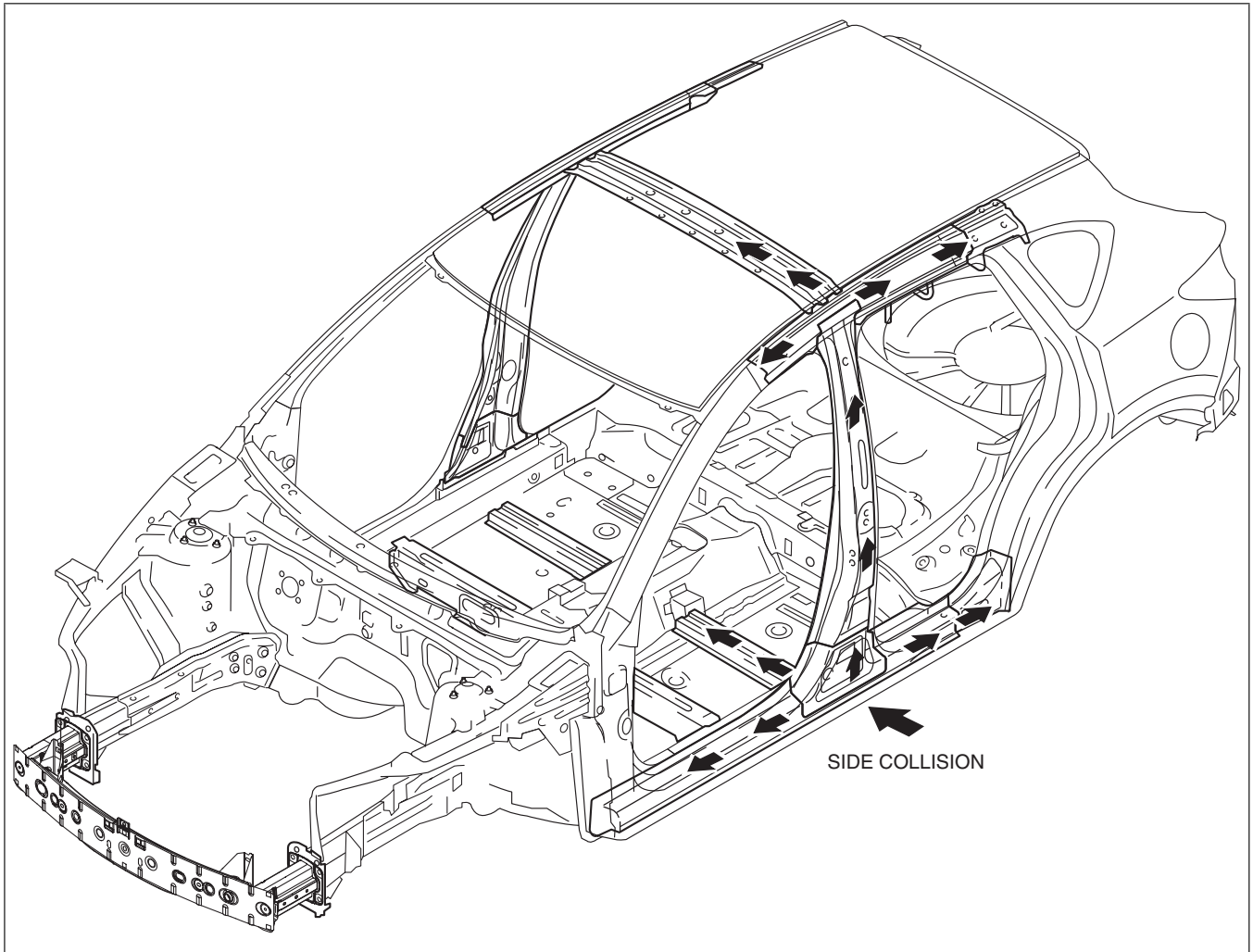


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### Construction

#### Triple H-shaped structure

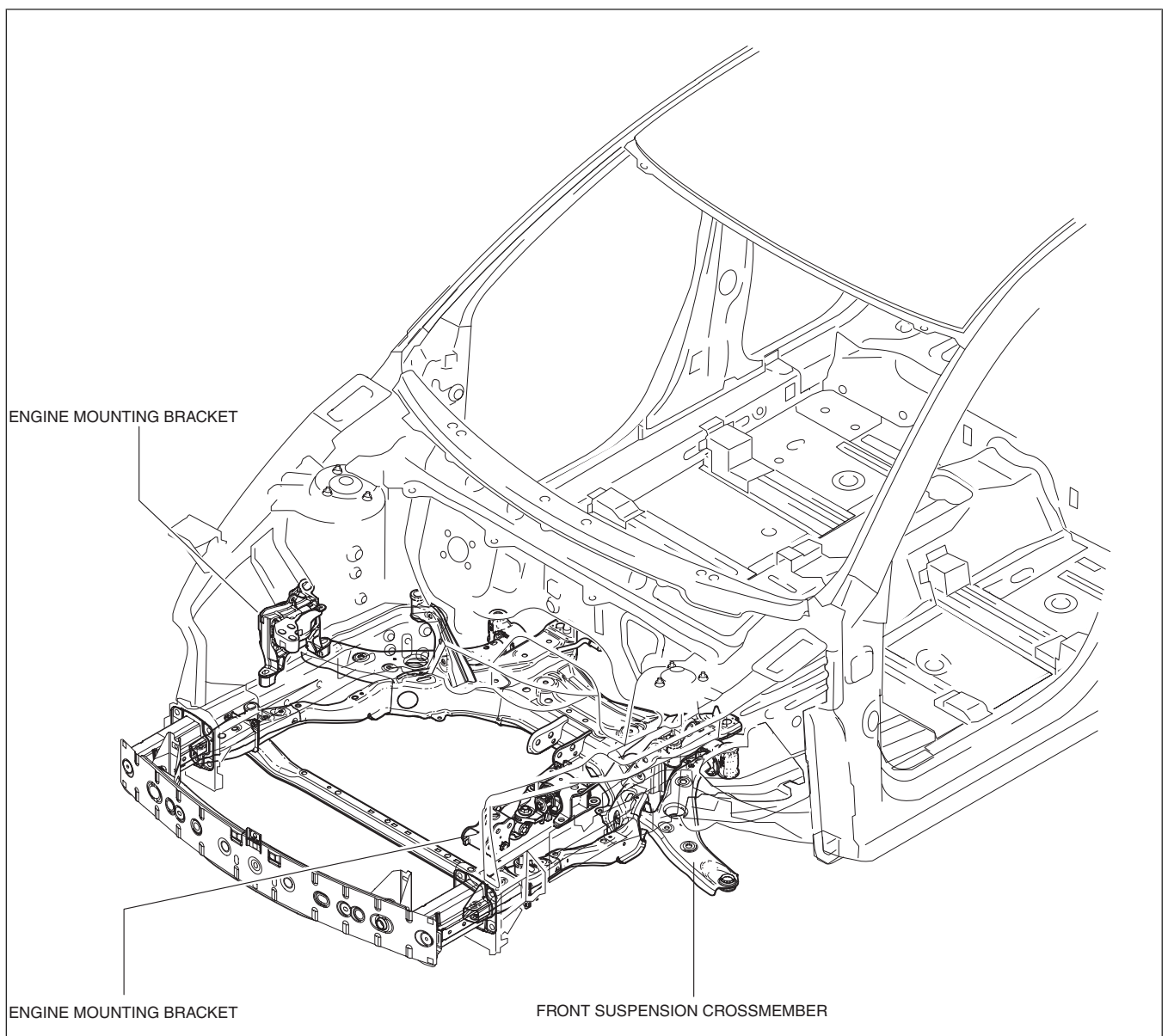
- An H-shaped structure has been adopted in which reinforcements are equipped in the floor, side frame, and roof, and each connection area is strengthened.
- The combination of these three structural areas provide the strong triple H-shaped structure.
- Triple H structure distributes the impulse force at the side collision to reinforcement of the roof, cabin side frame, and floor.
- Triple H-shaped structure controls the twisting of the cabin while driving.



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### **Crushable structure**

- Engine mounting brackets and front suspension crossmember are made to break away during a collision.

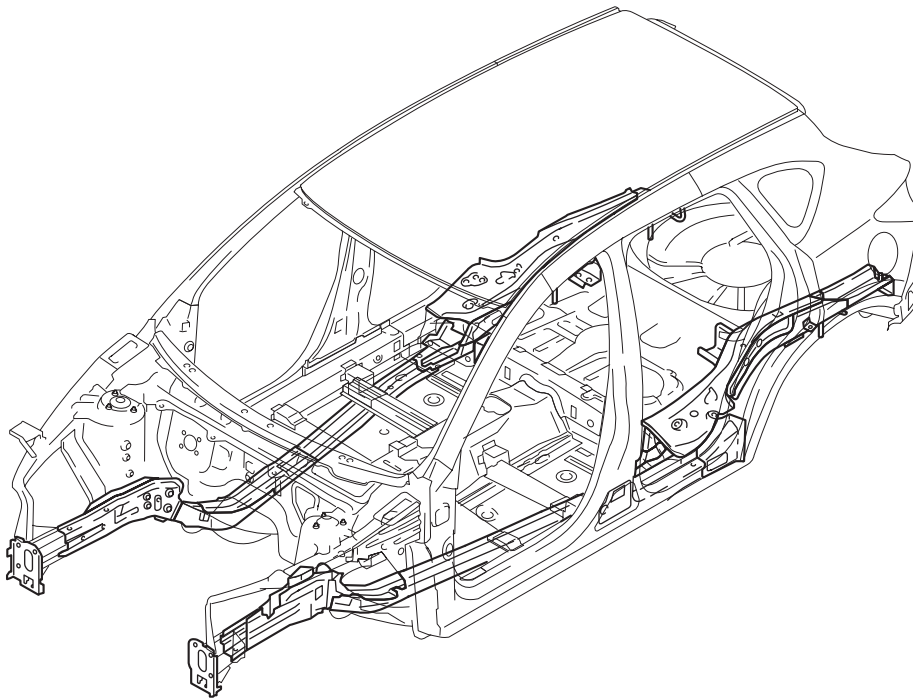


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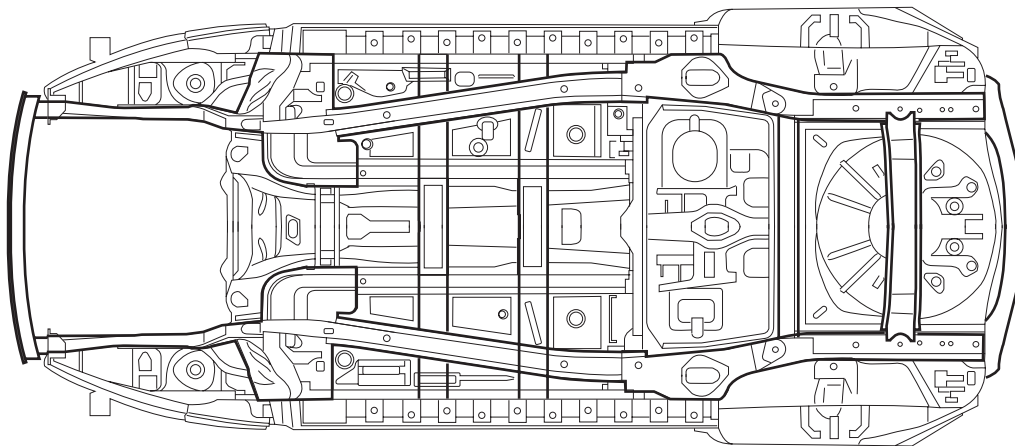
### Ring structure

- For the ring structure, the basic framework is thoroughly straightened.
- For the ring structure, the frames are circularly linked.

## BASIC FRAMEWORK



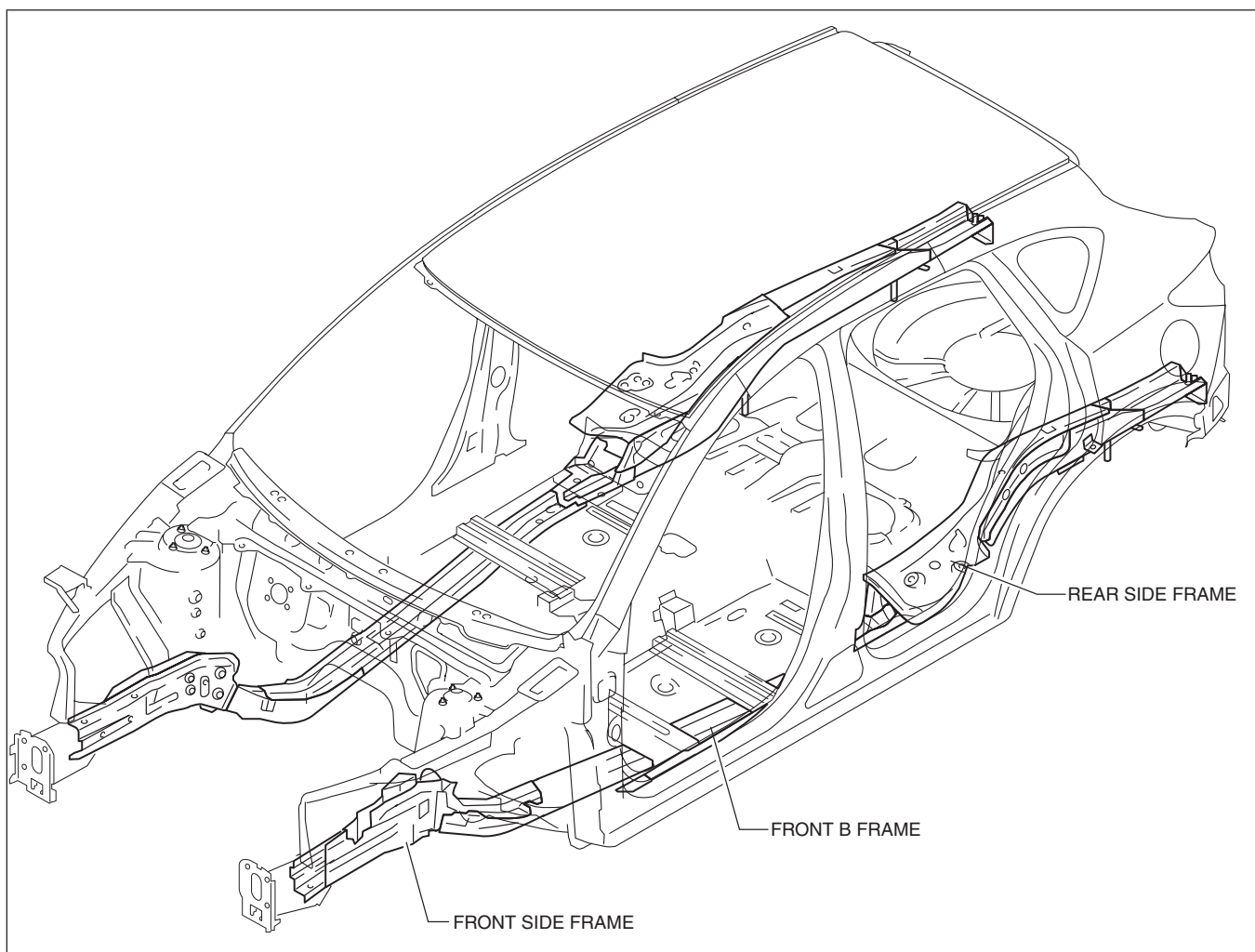
## CIRCULARLY LINK



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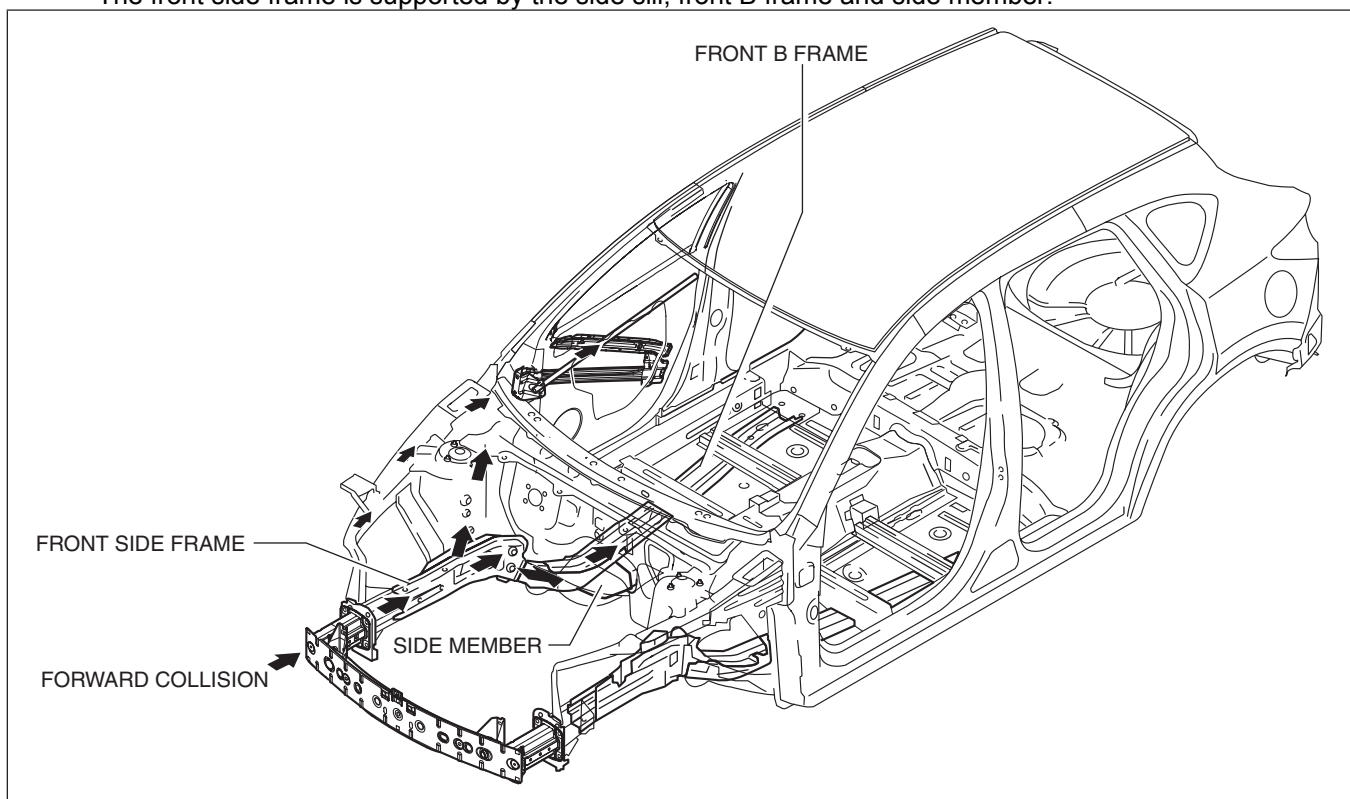
### Multi-load path

- The multi-load path is stabilized during a collision, and has set the load distribution load path which carries out energy absorption.
  - The front side frame, front B frame and rear side frame are made into straight forms.



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— The front side frame is supported by the side sill, front B frame and side member.



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**Fail-safe**

- Function not equipped.