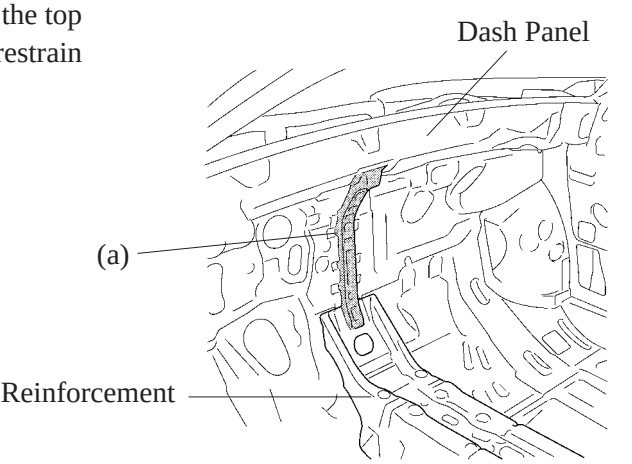
■LOW VIBRATION AND LOW NOISE BODY

1. General

Effective application of vibration damping and noise suppressant materials reduce engine and road noise.

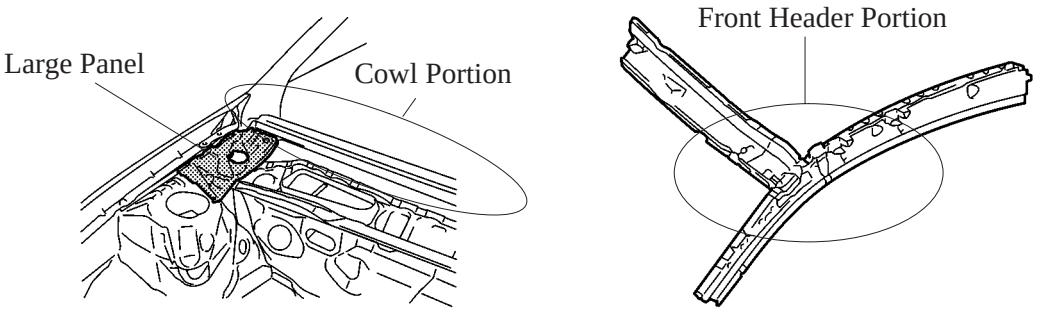
2. Body Shell Construction

(a) The dash panel and the reinforcement at the top of the floor tunnel have been joined to restrain vibration.



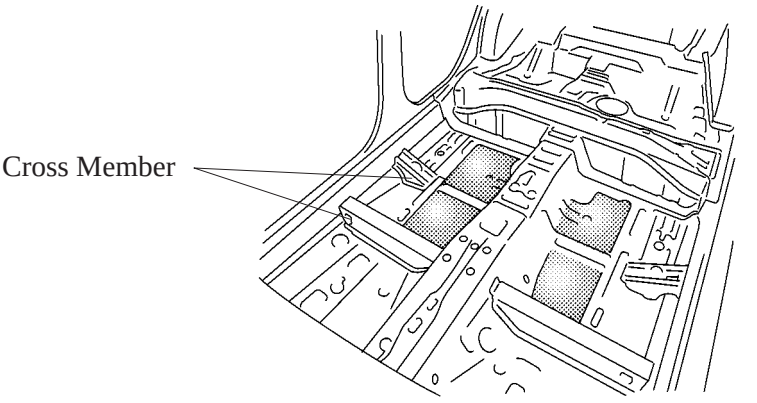
208BO08

(b) To restrain the vibration of the front windshield glass, the cowl and front header portion that support the glass have been reinforced.
In addition, a large panel that connects the spring support to the cowl has been provided to ensure the rigidity of the spring support.



208BO09

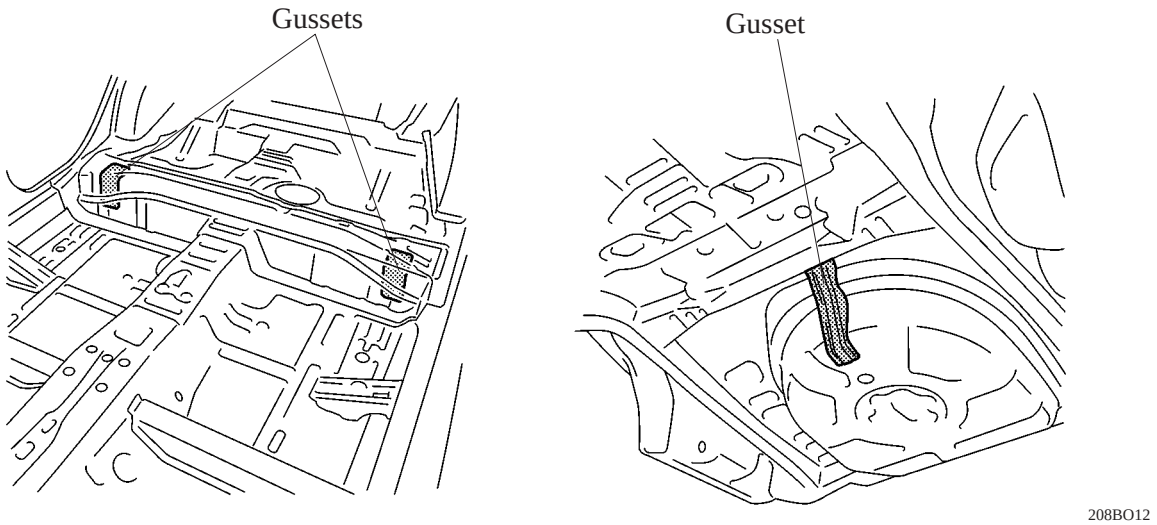
(c) The floor panel has been provided with a curvature to increase the rigidity of the panel, and the panel has been separated by a cross member to restrain the vibration of the panel.



208BO10

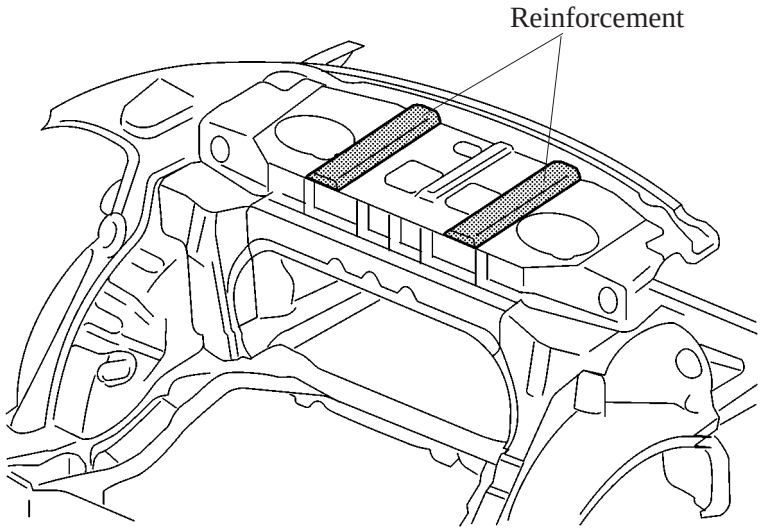
(d) Gussets have been added to the floor under reinforcement in order to restrain the vibration that is created by the difference in angles between the front floor and the center floor.

(e) Gusset has been added to the front portion of the spare tire housing to restrain vibration.



208BO12

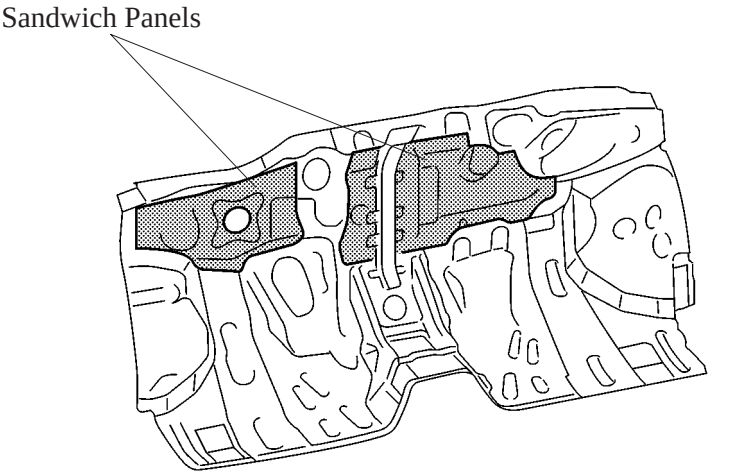
(f) Two reinforcements that separate the upper back panel surface have been provided to restrain the vibration of the upper back panel.



208BO11

3. Dash Panel Construction

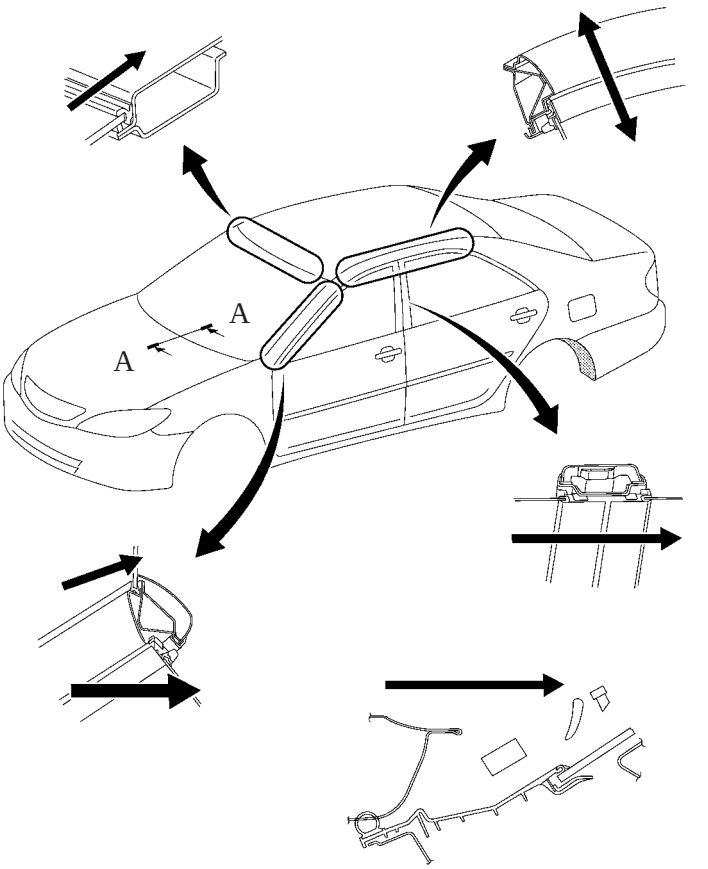
Sandwich panels are used in the dash panel, which consists of a dash outer silencer, inner silencer, and floor tunnel silencer. This reduces engine and road noise and ensures a quieter vehicle operation.



208BO13

4. Roof Construction

The height offset has been eliminated from the glass, pillars, and the roof. The engine hood and the wipers have been made flush to reduce wind noise.



208BO14

A – A Cross Section