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# BODY

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## GENERAL DESCRIPTION

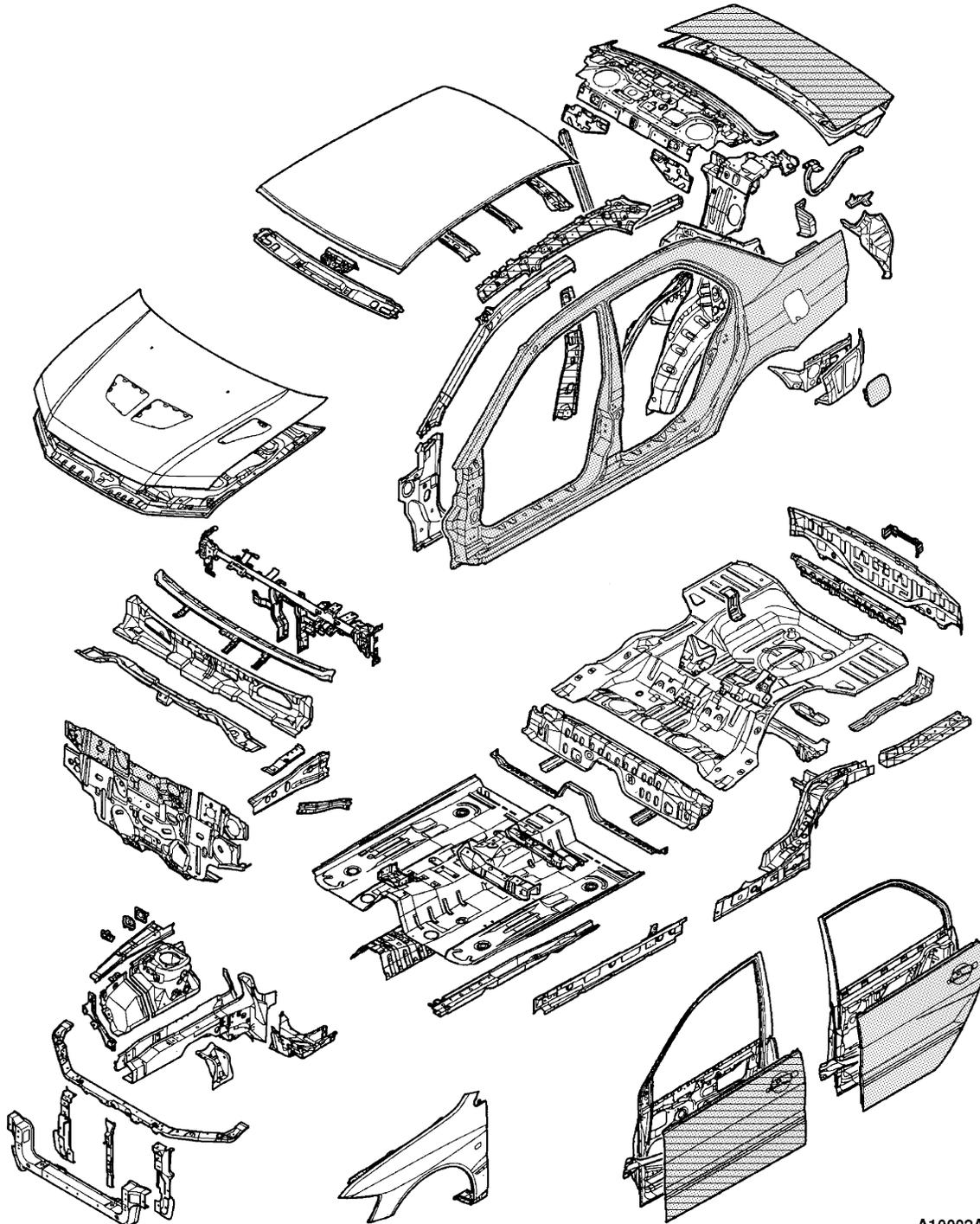
### FEATURES

Weight reduction	<ol style="list-style-type: none"> <li>1. Use of high-tensile steel panels and steel plate with uneven thickness</li> <li>2. Use of aluminum for fender and hood</li> </ol>
High rigidity	<ol style="list-style-type: none"> <li>1. Use of high-tensile steel panels and steel plate with uneven thickness</li> <li>2. Equipped with 3-point installing strut tower bar and rear end cross bar&lt;RS&gt;</li> </ol>
Reduction of vibration, noise, and aerodynamic noise	Effective layout of acoustic materials and sound proof materials
Improvements in safety	<ol style="list-style-type: none"> <li>1. Unbreakable resin materials at the door trim on the occasion of impact have been adopted to protect passengers from the side impact of the vehicle.</li> <li>2. One-touch power windows with safety mechanism (with the function to be enabled after the ignition key is turned to the OFF position) have been installed. &lt;RS: option, RS-II: standard&gt;</li> <li>3. Inside lock cables have been adopted at the front doors to improve safety on the occasion of impact.</li> <li>4. Side door beams have been adopted to improve safety on the occasion of impact.</li> </ol>
Improvements in operation quality	<ol style="list-style-type: none"> <li>1. The central door lock system to lock/unlock all doors has been installed. &lt;RS: option, RS-II: standard&gt;</li> <li>2. High rigidity in the suspension mounting part</li> </ol>
Improvements in convenience	<ol style="list-style-type: none"> <li>1. Hinge protrusion to the loading space has been reduced by reducing the size of the trunk lid hinge.</li> <li>2. Adoption of larger front door pockets</li> </ol>

# MAIN BODY

## BODY PANELING

The body has been given enhanced impact safety performance. It has been made lighter by adopting aluminum alloy panels for the hood panel and front fender.



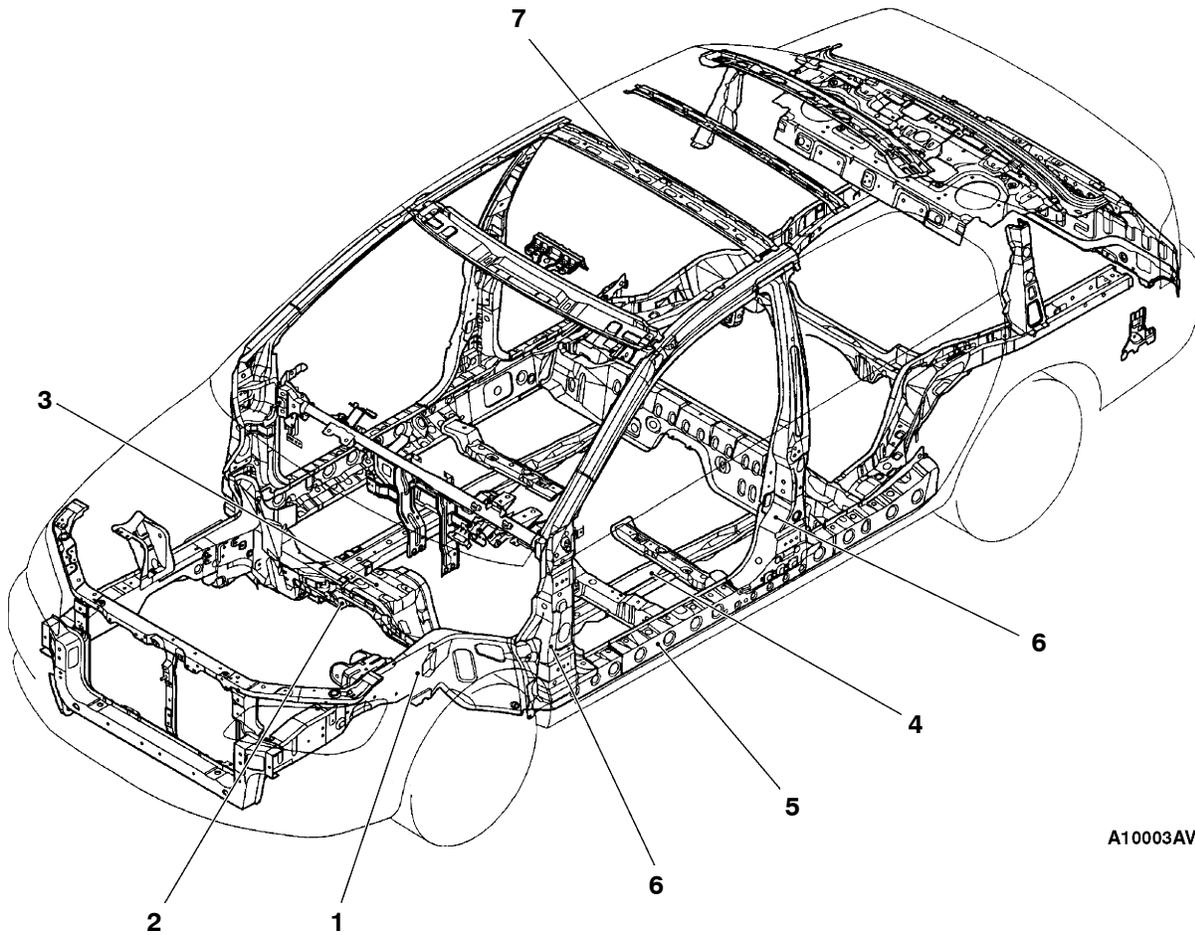
A10002AV

-  : Anti-corrosion steel panels
-  : High-tensile steel panels

**BODY SHELL****IMPACT SAFETY BODY**

The following structure ensures survival space during impact and facility to rescue passengers.

1. Application of enlarged and linear cross section of front side member
2. Addition of dash panel cross member
3. Application of thicker dash panel lower
4. Application of enlarged cross section of front floor side member
5. Application of enlarged cross section of side sill outer reinforcement
6. Application of thicker front pillar reinforcement and center pillar reinforcement
7. Application of enlarged cross section of roof bow



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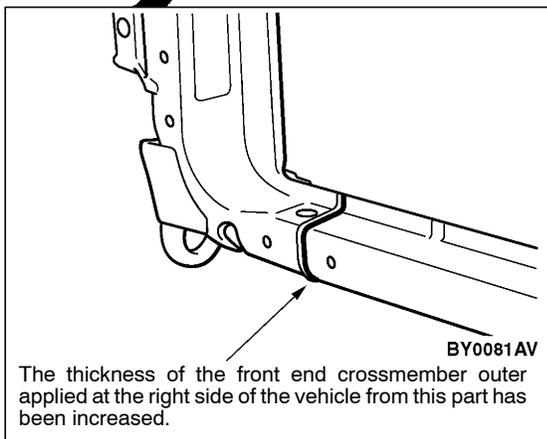
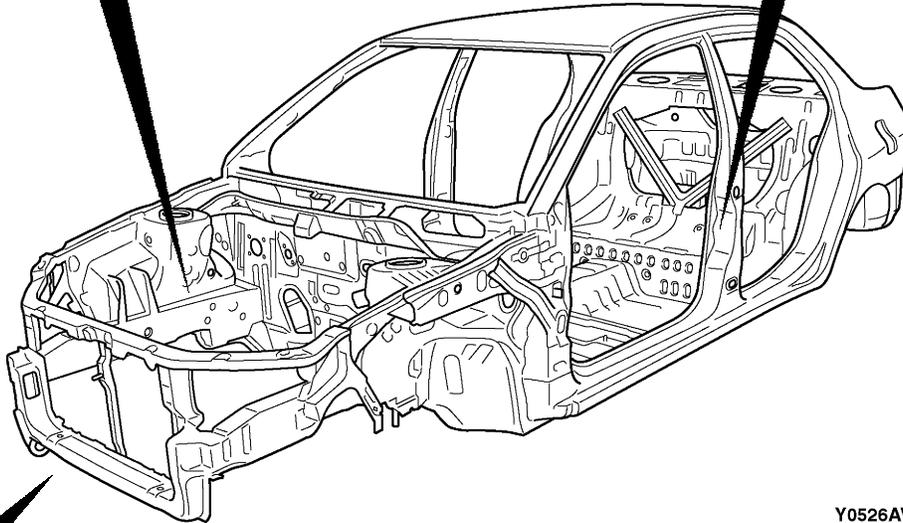
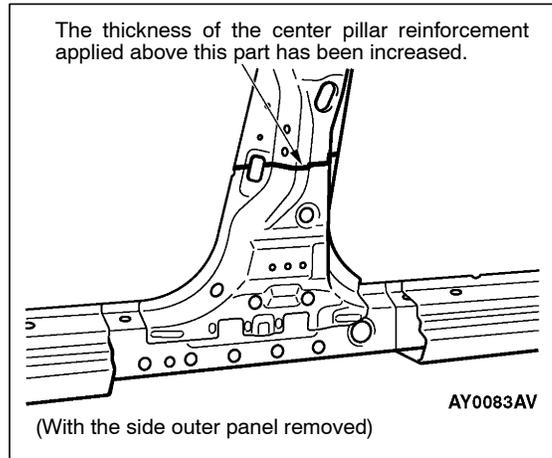
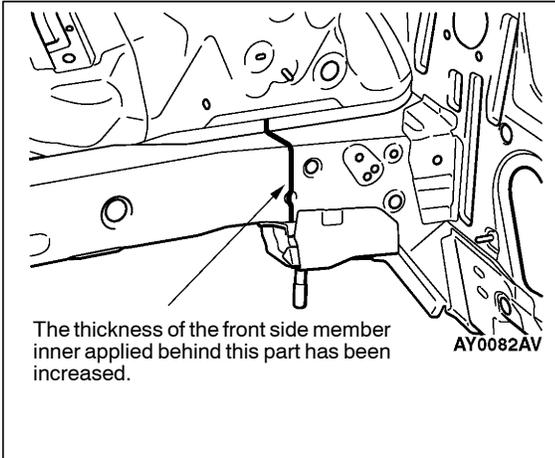
**STEEL PLATE WITH UNEVEN THICKNESS**

Due to the adoption of steel plate with uneven thickness\* for the following parts, the incorporate structure of uneven thickness has improved impact safety and has reduced weight.

1. The thickness of the front end crossmember outer applied at the right side of the vehicle has been increased.
2. The thickness of the front side member inner applied at the rear has been increased.
3. The thickness of the center pillar reinforcement applied at the upper has been increased.

**NOTE**

\*: Steel plates with different thickness welded together to make one steel plate

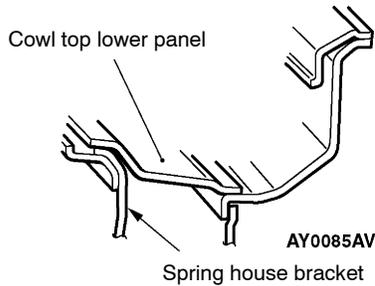


**OPERATIONAL STABILITY**

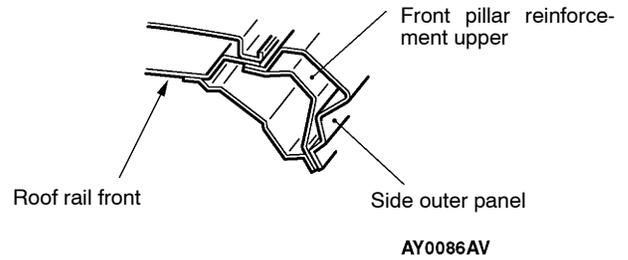
The adoption of the following structure to increase rigidity of the suspension mounting part has improved driving stability and has reduced noise from the road.

1. By directly joining a spring house bracket with increased thickness to the cowl top lower panel, and adding an upper frame to the front pillar brace, the rigidity of the top, bottom, left, and right sides of the front suspension has been improved.
2. The roof rail front, front pillar reinforcement upper, and side outer panel have been joined with each other to increase torsion rigidity.
3. A closed surface structure is given by adding a rear shelf extension to the front of the rear shelf, and the top of the rear shelf and rear wheel house have been additionally joined with a rear pillar reinforcement, and the rear shelf and rear floor with a seat back plate to improve twisting rigidity.
4. Additional welded position of the door opening improves twisting rigidity.

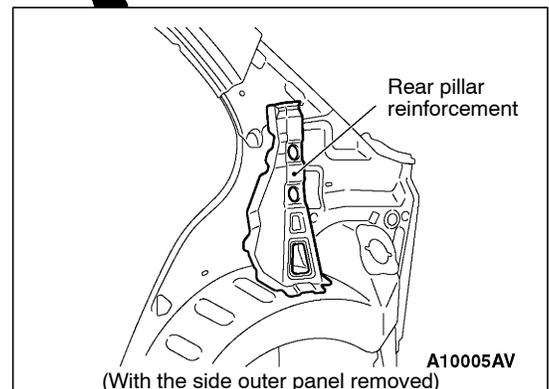
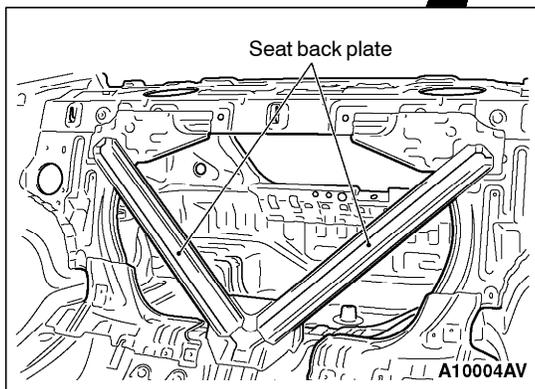
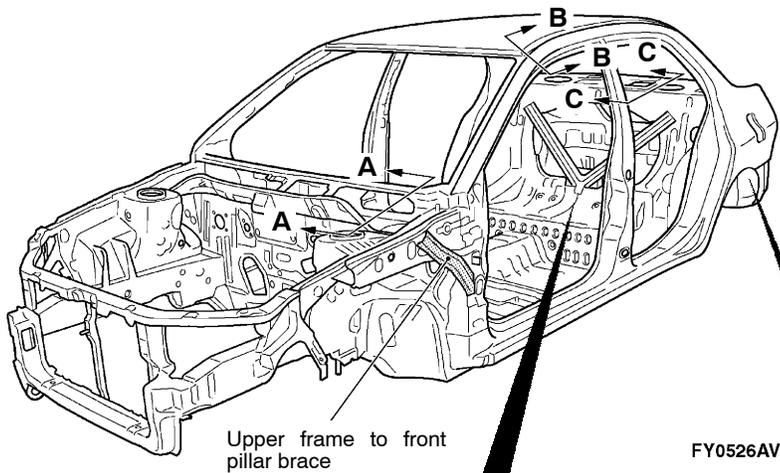
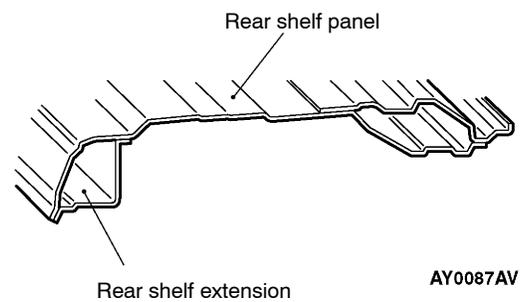
**Section A - A**



**Section B - B**



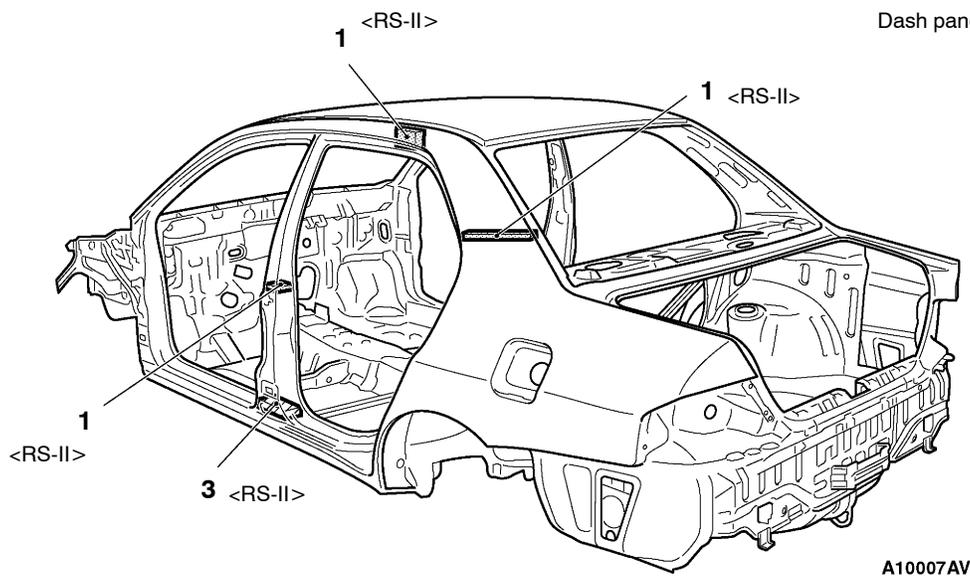
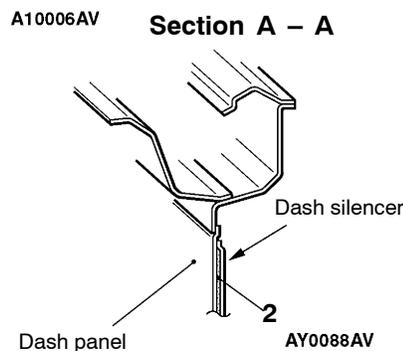
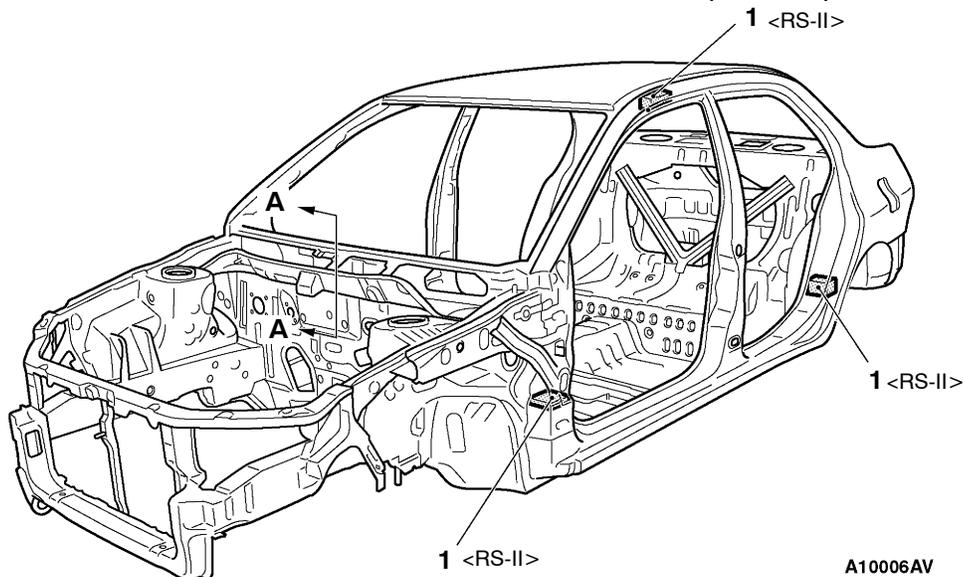
**Section C - C**



**QUIETNESS**

The adoption of the following items has improved quietness.

1. Foaming sound absorption materials have been filled into the front pillar, the roof side rail, the center pillar, the rear pillar, and the inside the wheel house arch to prevent noise getting inside the vehicle.
2. Steel plate restricted anti-vibration materials (silencer sandwiched inside the panel) has been adopted to suppress operating sound and the vibration from the engine.
3. Urethane foam has been inserted into the center pillar to prevent noise getting into the vehicle.



## BODY COLOUR CHARTS

Colour	Body colour code	Colour number	Body colour name	Composition of film	Engine compartment and luggage compartment colour	
					Colour number	Colour name
SILVER	A69	AC11169	Satellite Silver	Metallic	AC10595	GRAY
BRIGHT BLUE	T10	CMT10010	French Blue	Solid	CMB17004	BRIGHT BLUE
BLACK	X42	AC11342	Amethyst Black	Interference Pearl	AC10903	BLACK
WHITE	W83	AC10983	Scotia White	Solid	AC10863	WHITE
RED	P85	AC11185	Palma Red	Solid	AC10795	RED
YELLOW	Y01	CMY10001	Dandelion Yellow	Solid	AC10911	YELLOW

## NEW COLOUR NUMBER

Example

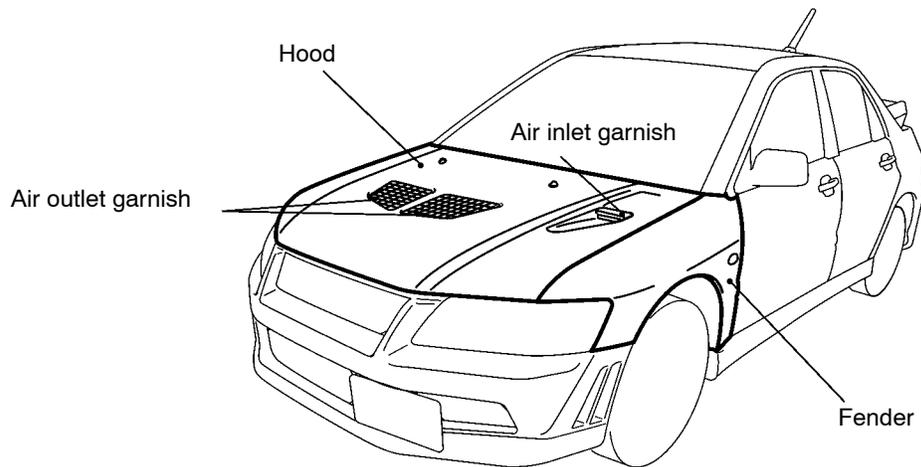
<b>C</b>	<b>M</b>	<b>T</b>	<b>10</b>	<b>010</b>
1	2	3	4	5

(Body colour code T10)

No.	Item	Content
1	Identification code	C: The colour number is indicated.
2	Manufacture center code	M: Japan (Automobile Engineering Center) T: Japan (Truck and Bus Engineering Center)
3	System colour code	W (N): White H (A, U): Silver/Gray X (J): Black R (P): Red Y (C, S, E, M, K): Brown/Yellow (including Orange, Maroon, and Gold) G (F, L): Green/Olive B (T, D): Blue V: Purple ( ) Codes within the parenthesis can be also used.
4	Colour classification code	From 10 to 16: The body colour is indicated. 17: The body inner panel colour is indicated.
5	Specific number	Serial number numbering management

## HOOD AND FENDER

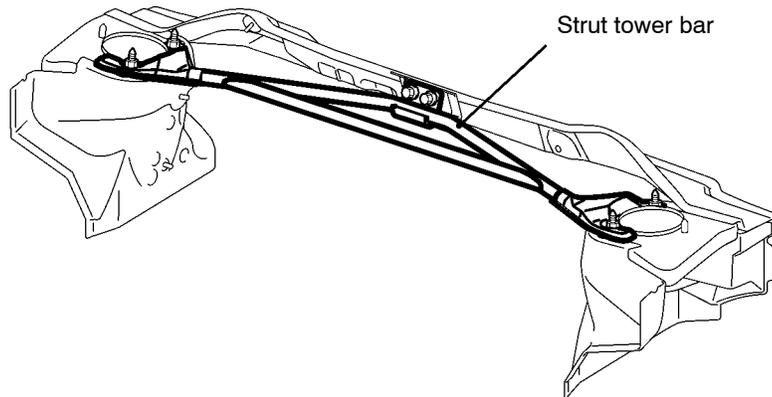
The body has been made lightweight with the use of aluminum hood and fender. The hood has also been equipped with the air outlet and air inlet garnish.



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## STRUT TOWER BAR

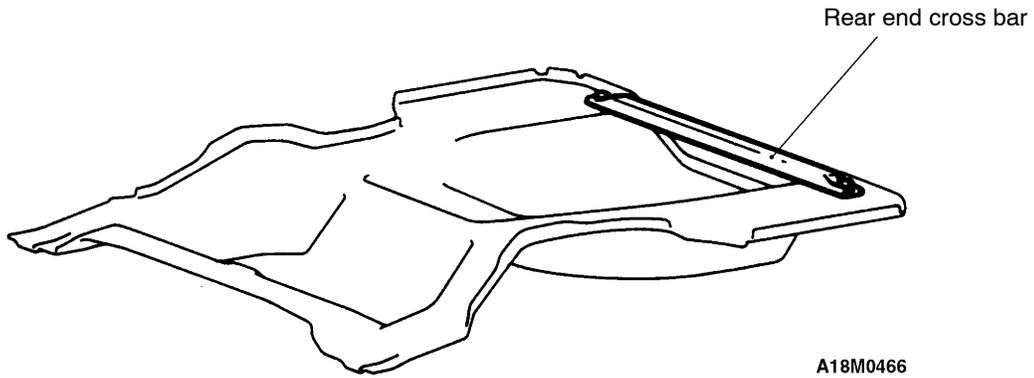
The strut installing portion has been equipped with a 3-point installing strut tower bar to improve body rigidity.



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**REAR END CROSS BAR <RS>**

The rear floor pan has been equipped with a rear end cross bar to improve body rigidity.



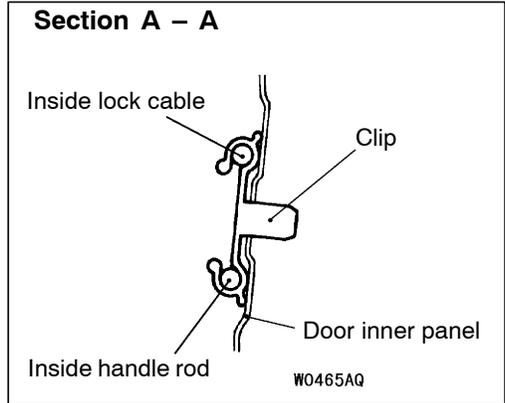
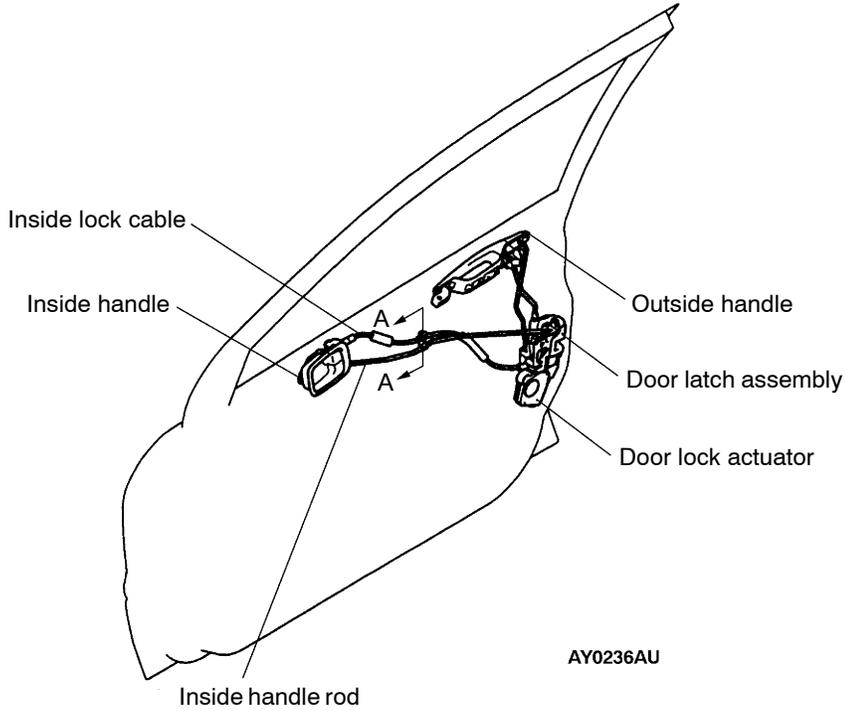
# DOOR

## DOOR LOCK

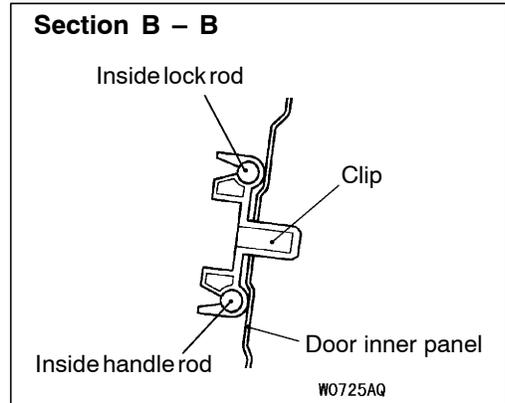
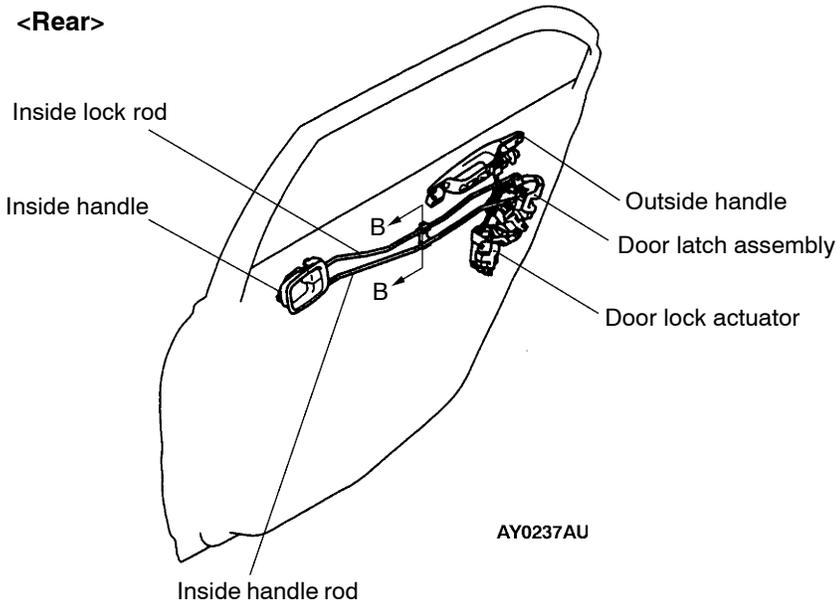
The central door lock to lock/unlock all doors with a key cylinder at the driver's door has been installed.  
 <RS: option, RS-II: standard>

### CONSTRUCTION DIAGRAM

<Front>



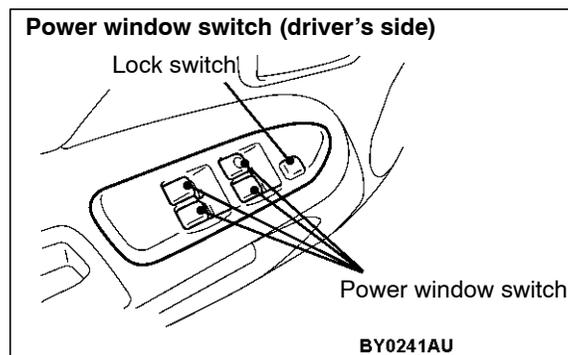
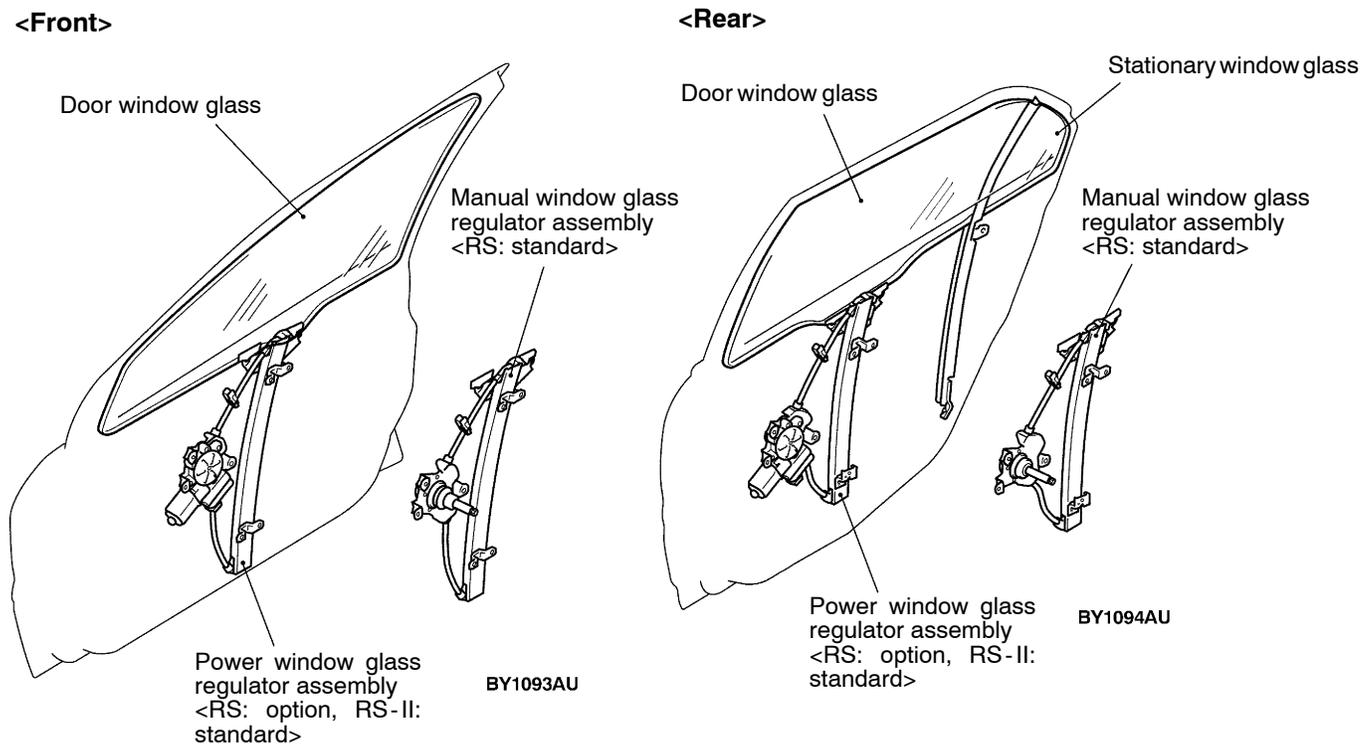
<Rear>



## WINDOW GLASS REGULATOR

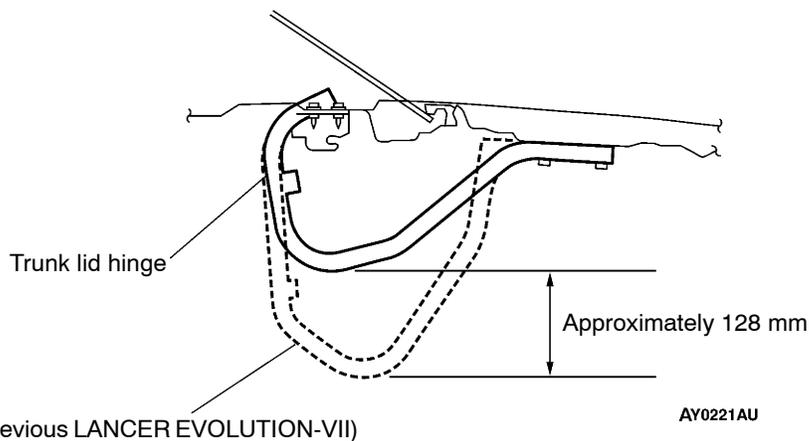
1. Small-size and lightweight wire winding style has been adopted for the window glass regulator.
2. The power window with the safety function to activate the descending movement of the door window glass for 150 mm when jammed hand or neck is detected during the ascending movement of the door window glass has been adopted to increase safety.
3. The operation method of the power window switch in which the switch knob is pressed to activate the descending movement of the door window glass and the pulled up to activate the ascending movement has been adopted to increase safety.
4. The one-touch mechanism to fully open and close windows has been adopted for the power window switch located at the driver's seat side. Furthermore, the lock switch to prevent the opening and closing operations of the door window glasses by the power window switches located at the passenger's seat side and rear seats has been featured.
5. Smart wiring system (SWS) has been adopted for signal transmission to the main switch at the power window. (Refer to GROUP 7 – SWS.)
6. After the ignition switch is turned to the LOCK (OFF) position, window glasses can be opened and closed with the timer function (30 seconds) of the power window. (If the driver's door is open during that particular time, window glasses can be opened and closed for another 30 seconds. However, as soon as the door is closed, the key off operation function is disabled.)

## CONSTRUCTION DIAGRAM



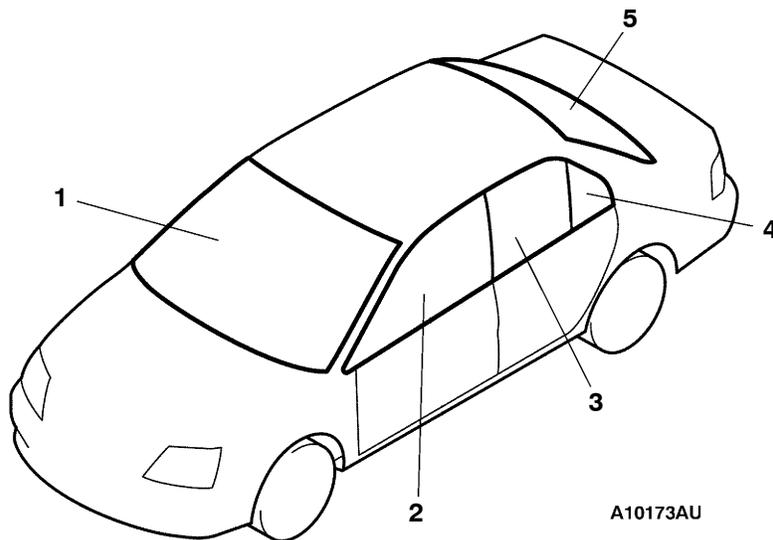
## TRUNK LID

Downsizing of the trunk lid hinge and reduction of the hinge protrusion has increased practicality.



## WINDOW GLASS

Laminated glasses for the windshield and tempered glasses for other areas have been used.



No.	Name	Type	Thickness (mm)	Coloration	Visible ray transmissivity rate (%)
1	Windshield	Laminated glass	4.3	Green	80.5
2	Front door window glass	Tempered glass	3.1	Green (UV shade glass)	82.0
3	Rear door window glass		3.1	Green	82.0
4	Rear stationary window glass		3.1	Green	82.0
5	Rear window glass		3.1	Green	82.3

### NOTE

- The figure at the visible ray transmissivity is a reference value. There could be marginal errors.

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## NOTES