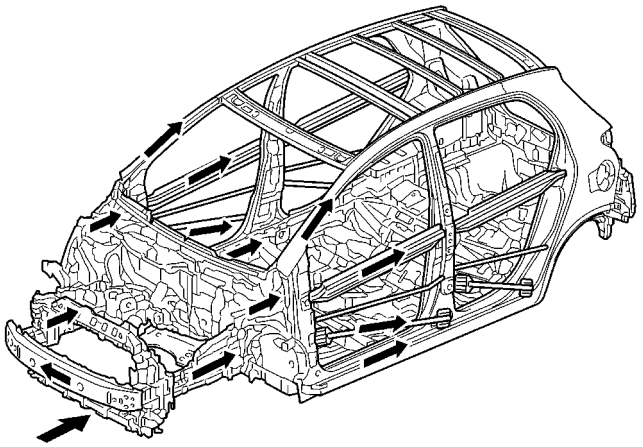
■SAFETY FEATURES

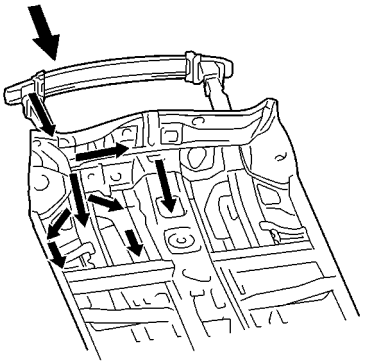
1. General

The impact absorbing structure of the ’06 model Yaris can effectively help reduce the impact in the event of a front or side collision. This structure also realizes high-performance occupant protection through the use of reinforcement and member that help minimize cabin deformation.

2. Impact Absorbing Structure for Front Collision

- To help minimize the deformation of the cabin in case of a collision, the following reinforcements effectively dissipate the energy of the impact applied to the front of the vehicle: the front bumper reinforcements, under-floor reinforcements, dash panel reinforcements, floor tunnel reinforcements, rockers, front pillars, and door inner reinforcements.



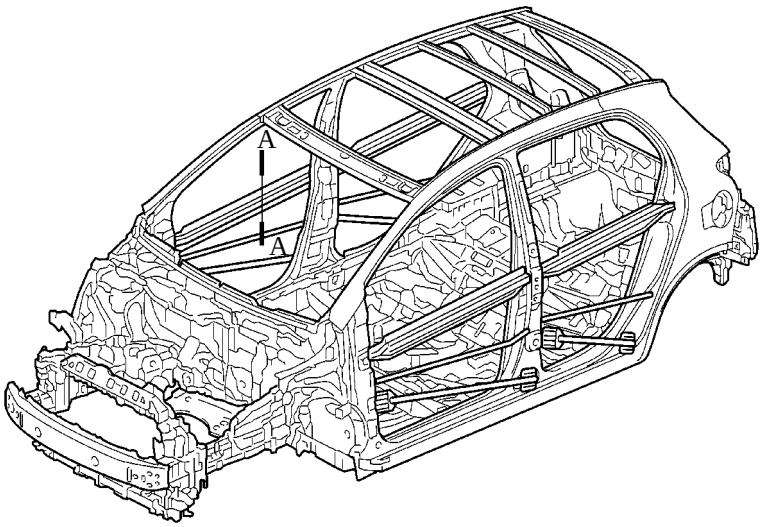


Periphery of Dash Panel

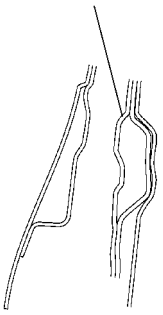
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5-Door Hatchback Model

- A reinforcement is used on the door inner, creating a structure that dissipates the impact energy.



Inner Reinforcement

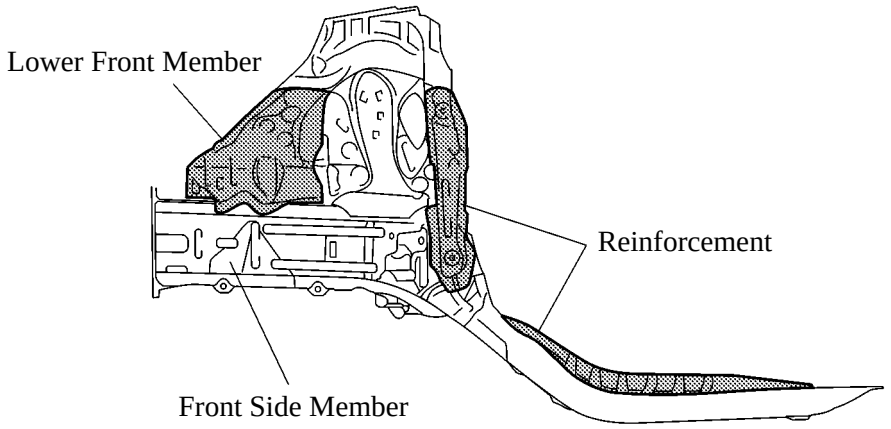


A - A Cross Section

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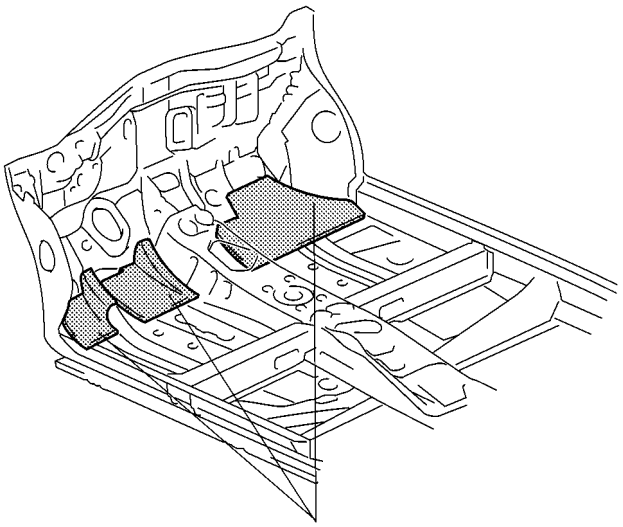
5-Door Hatchback Model

- A lower front member and reinforcement are used on the upper and rear end sections of the front side member, creating a structure that efficiently transmits and absorbs the impact energy through the front side member.



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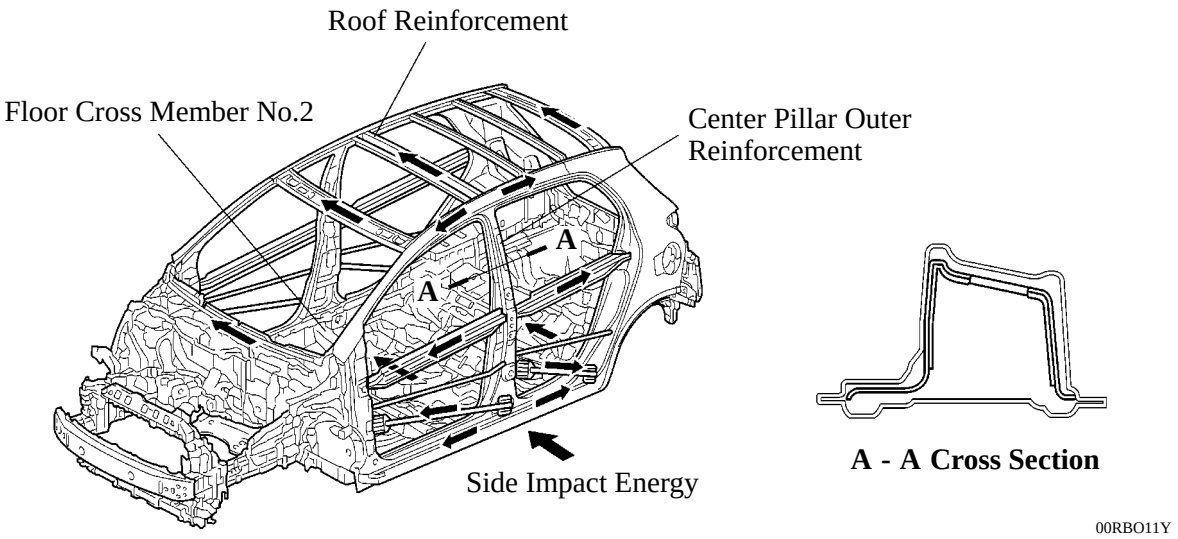
- An energy absorption pad that uses materials with excellent sound absorption performance is used on the lower section of the dash panel, helping reduce injuries to the legs and ensuring NV performance.



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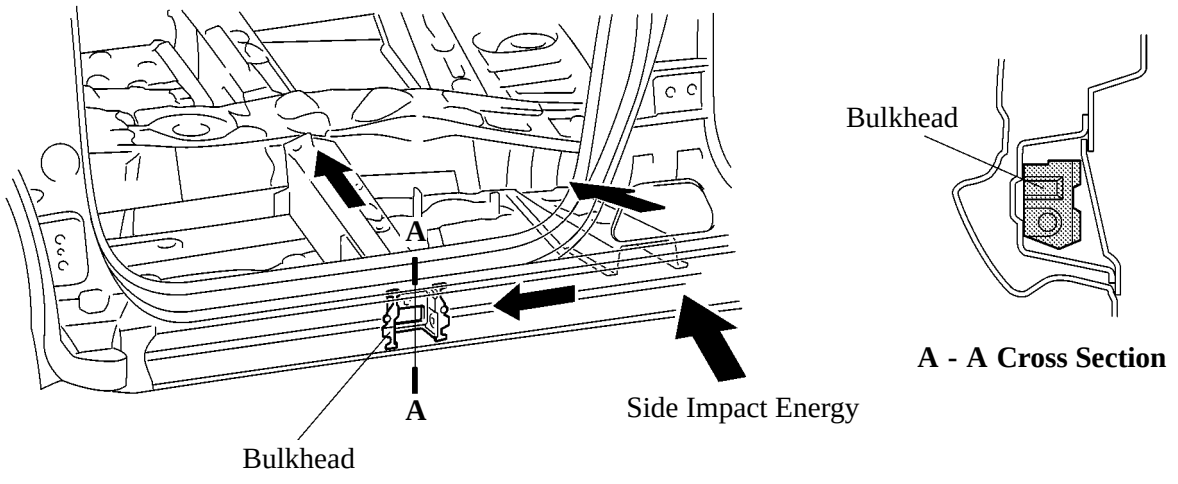
3. Impact Absorbing Structure for Side Collision

- High strength sheet steel is used in the center pillar outer reinforcement, minimizing cabin deformation.
- The use of floor cross member No. 2 and the optimization of the location of the roof reinforcement create a structure that efficiently absorbs impact energy.

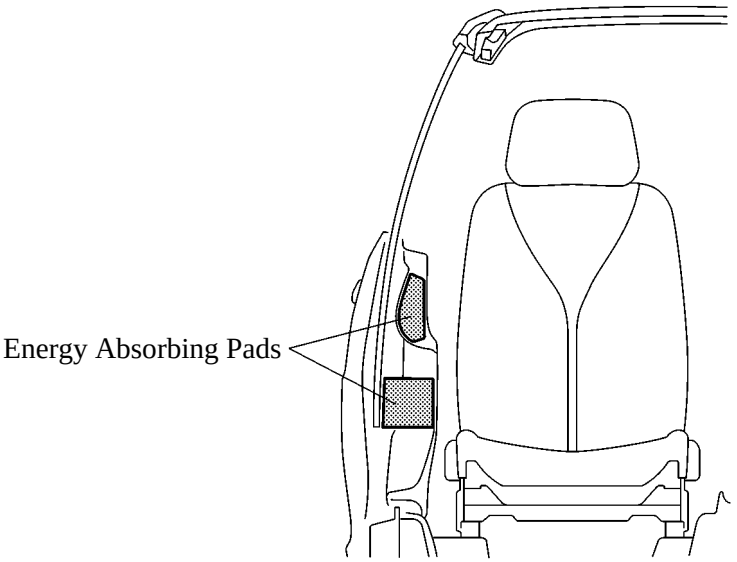


5-Door Hatchback Model

- A bulkhead is used on the outer side in the rocker panel, creating a structure that efficiently absorbs the impact energy in the front floor cross member. At the same time, the movement of the body frame is restricted, ensuring NV performance.



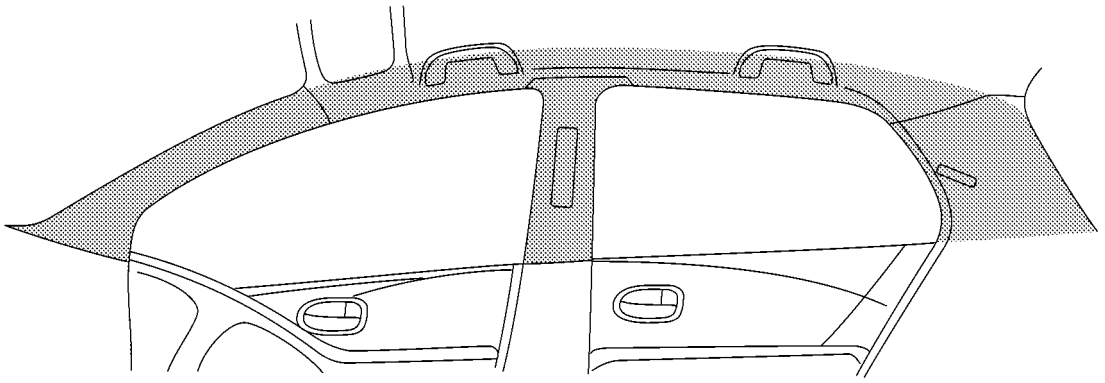
- An energy absorbing pads is used in the front and rear door trim. In addition, the arm rest section of the front door trim has a crushable structure, to help protect passengers from side collisions.



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- A Head Impact protection Structure is used. With this type of construction, if the occupant's head hits against the roof side rail and pillar in reaction to a collision, the inner panel of the roof side rail and pillar collapses to help reduce the impact.

: Head Impact Protection Structure



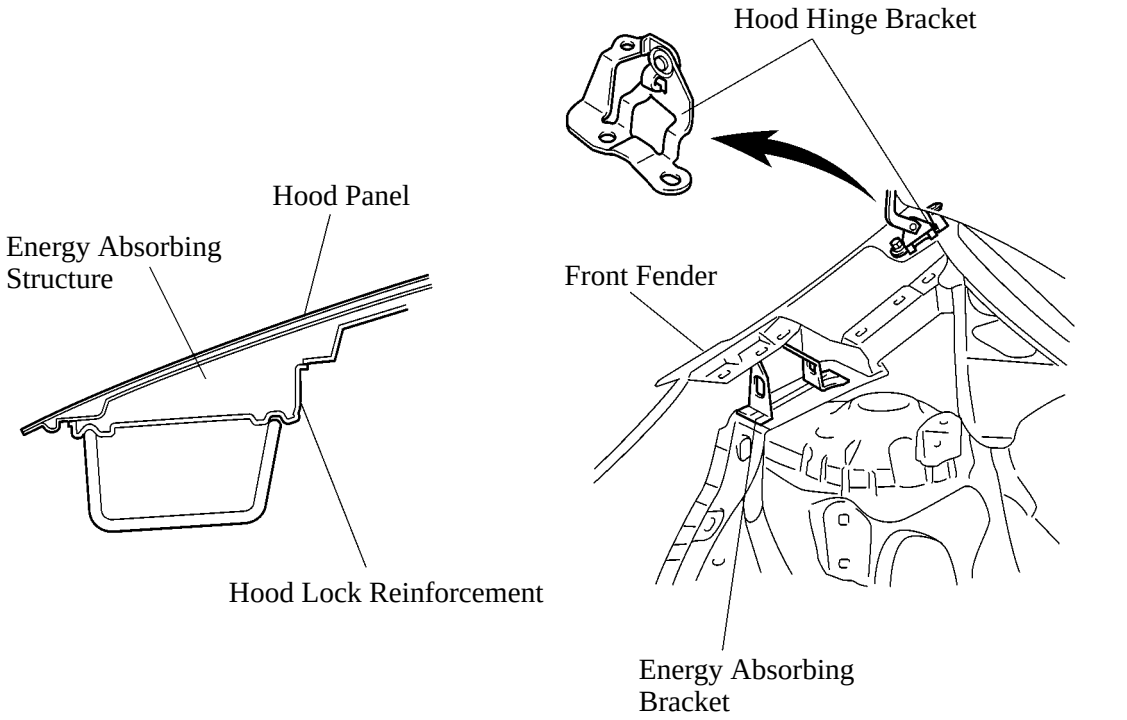
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5-Door Hatchback Model

4. Lessening Pedestrian Injury

Lessening Pedestrian Head Injury

- The area of the hood lock reinforcement has an energy absorbing structure, an energy absorbing bracket is used in the installation location of the front fender, and a hood hinge bracket is used that has a shape capable of absorbing impact energy. This lessens the impact on the heads of pedestrians.



- The cowl has an energy absorbing structure, lessening the impact from the upper section on the heads of pedestrians.

