BODY

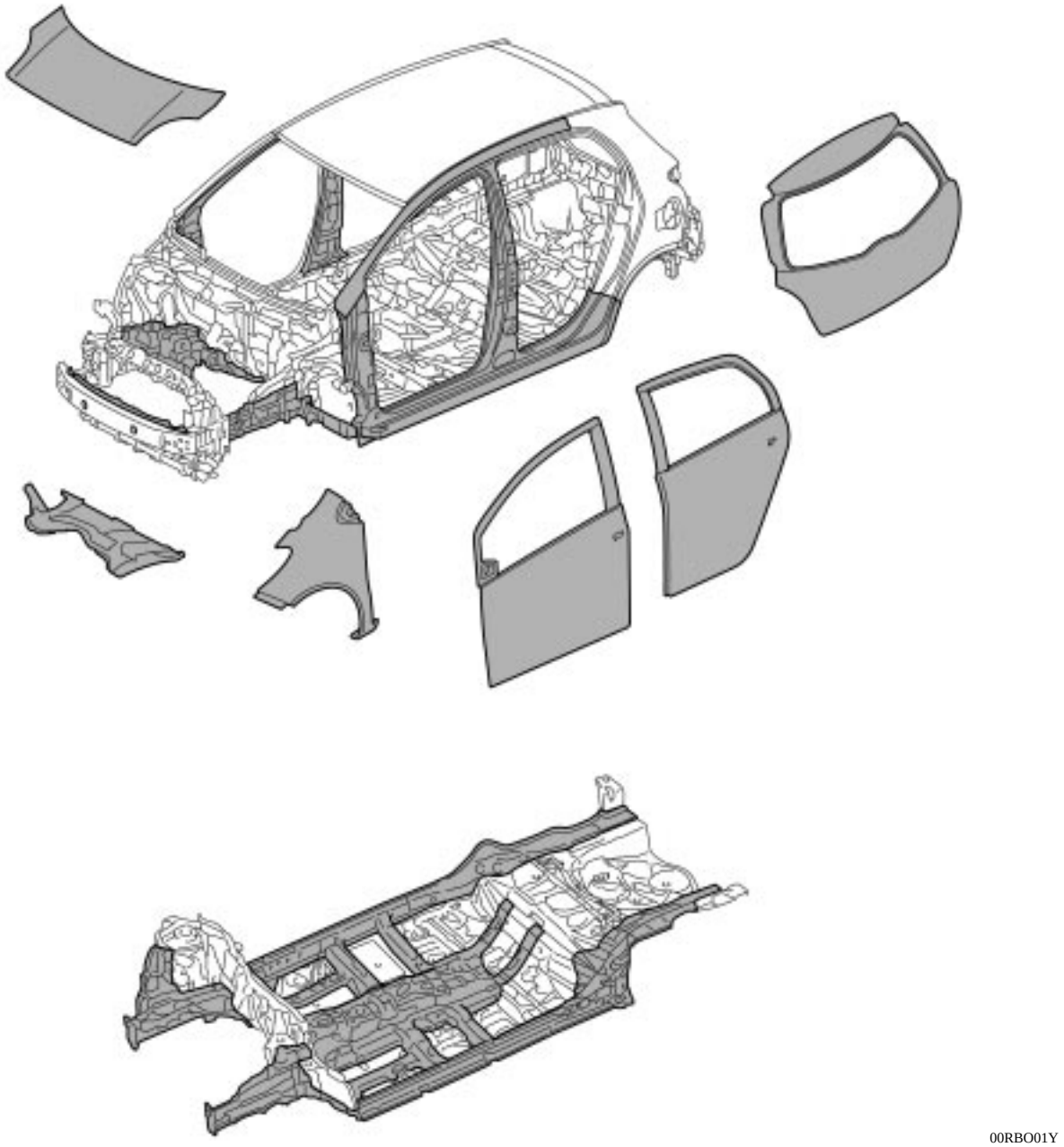
BODY STRUCTURE

■LIGHTWEIGHT AND HIGHLY RIGID BODY

1. High Strength Sheet Steel

High strength sheet steel is used in order to realize excellent body rigidity and a lightweight body.

: High Strength Sheet Steel

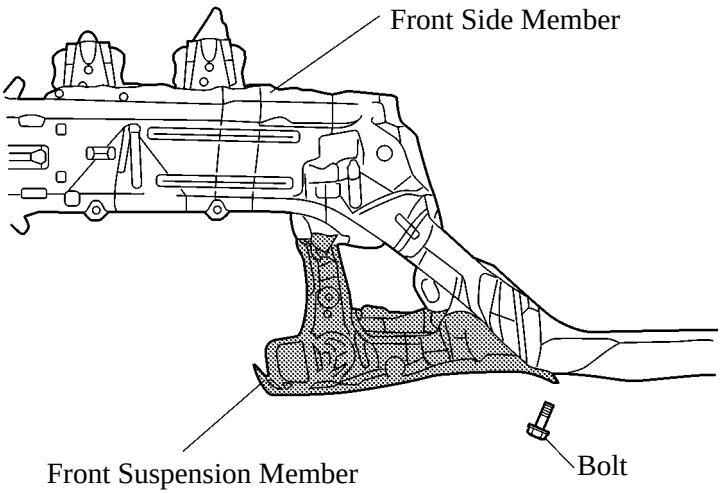


00RBO01Y

5-Door Hatchback Model

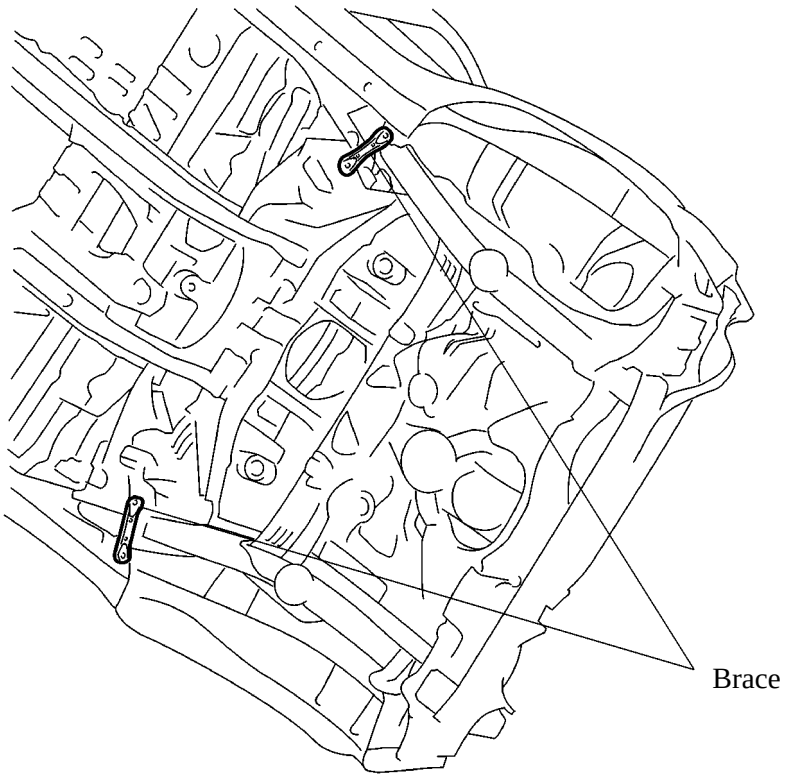
2. Body Shell Construction

- The front side member and the rear end of the front suspension member are joined with a bolt, ensuring the rigidity of the body.



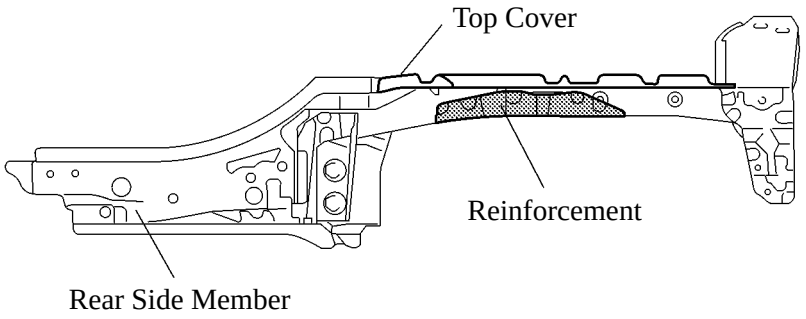
00RBO02Y

- A brace is used in the installation location of the rear suspension, ensuring the rigidity of the body and driving stability.



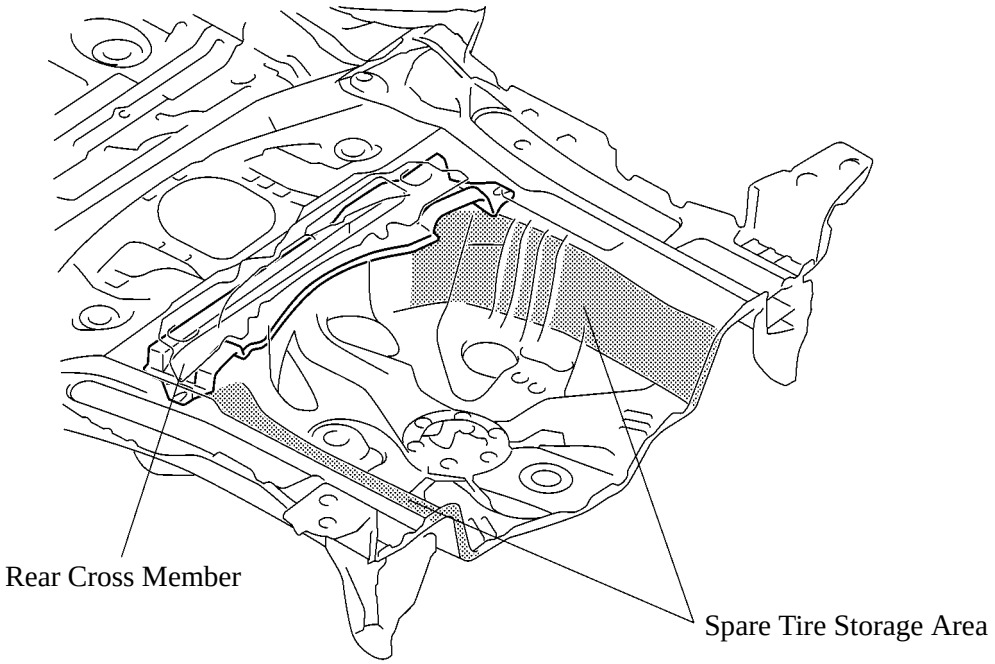
00RBO03Y

- A top cover and reinforcement are provided for the rear side member, ensuring rigidity.



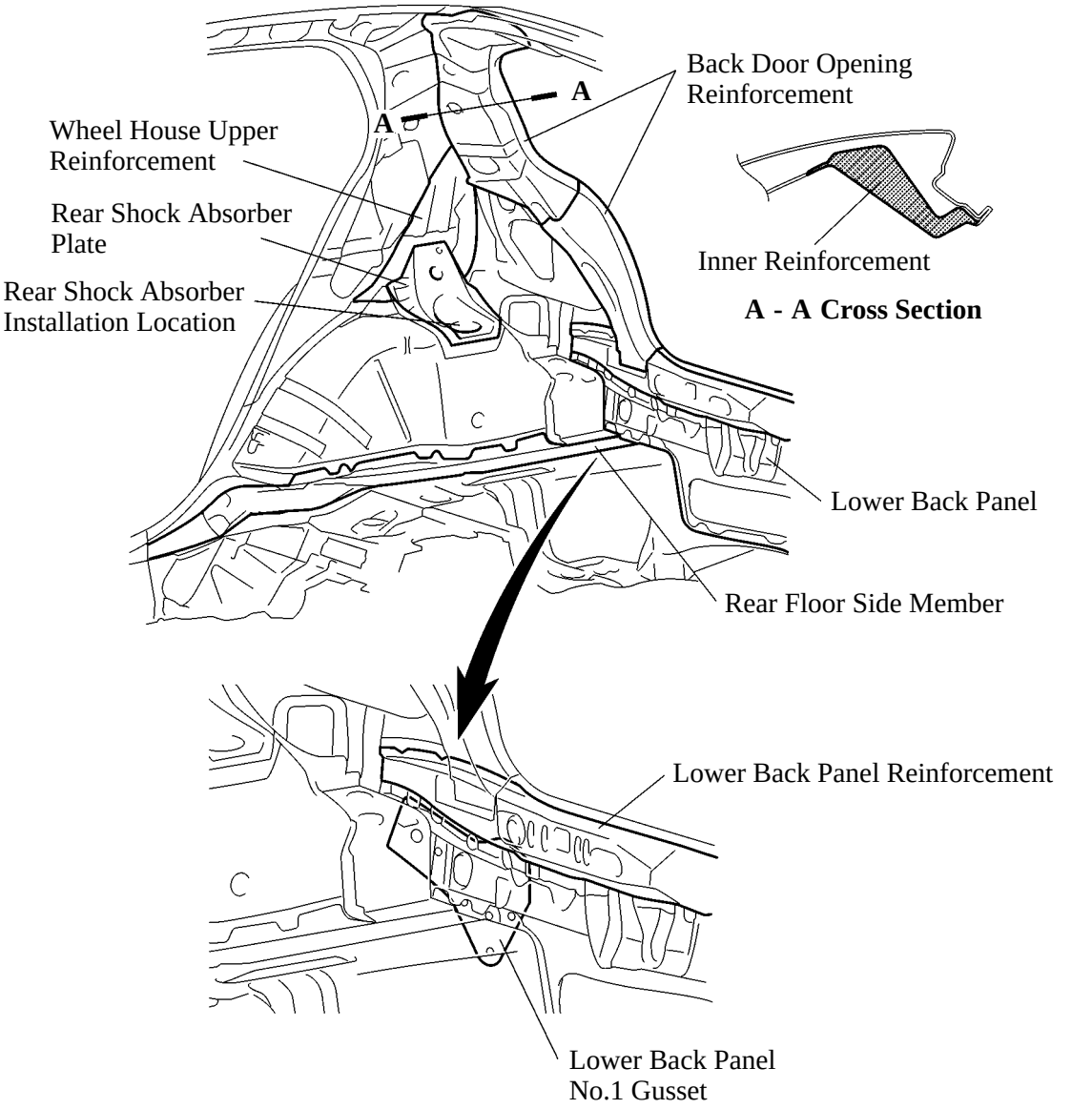
00RBO04Y

- The spare tire storage area and rear cross member are joined, ensuring the rigidity of the body and driving stability.



00RBO05Y

- An efficient reinforcement is used around the back door opening and the installation location of the rear shock absorber, ensuring the torsional rigidity of the body.



5-Door Hatchback Model

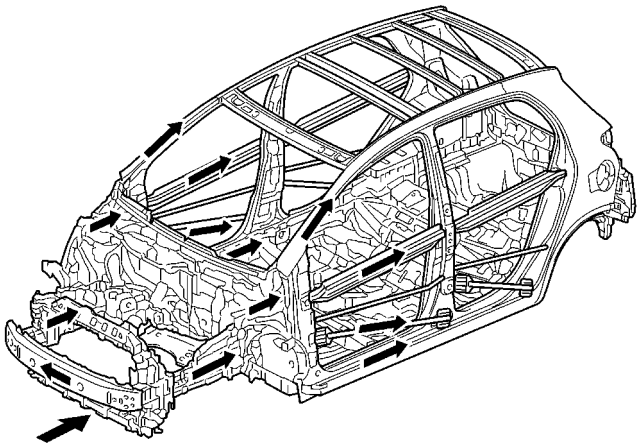
■SAFETY FEATURES

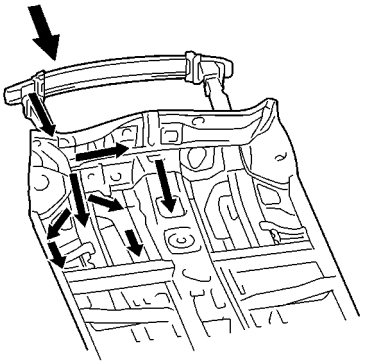
1. General

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.



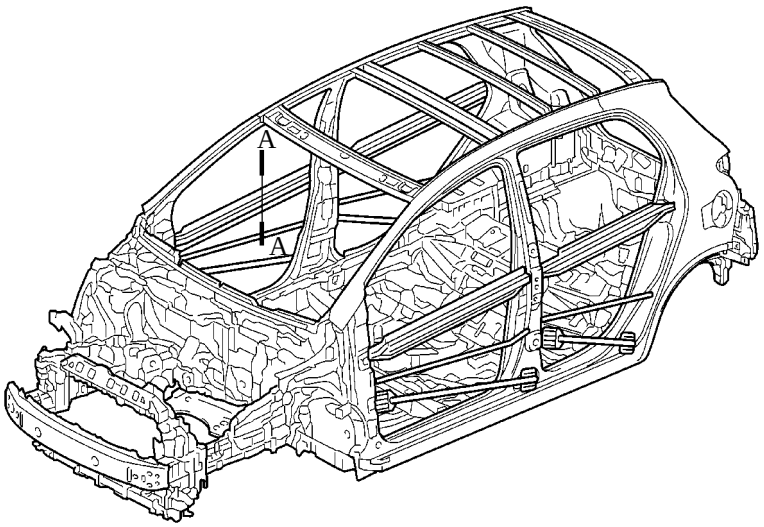


Periphery of Dash Panel

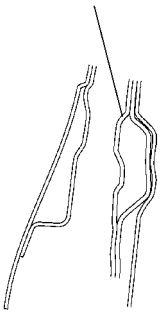
00RBO07Y

5-Door Hatchback Model

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



Inner Reinforcement

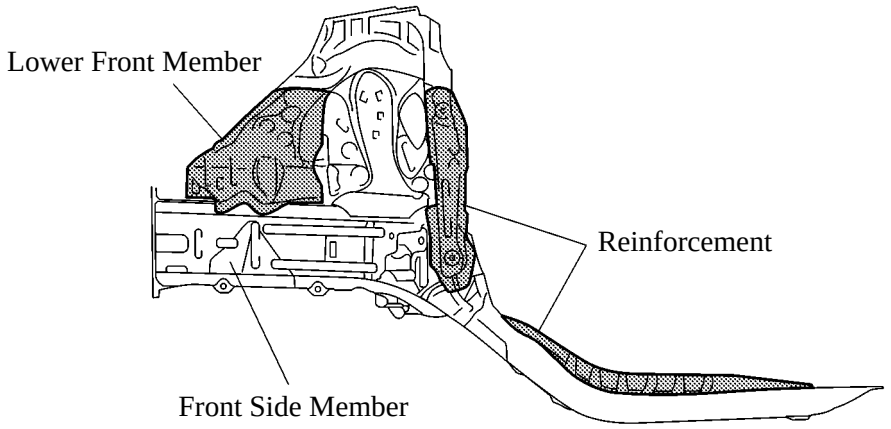


A - A Cross Section

00RBO08Y

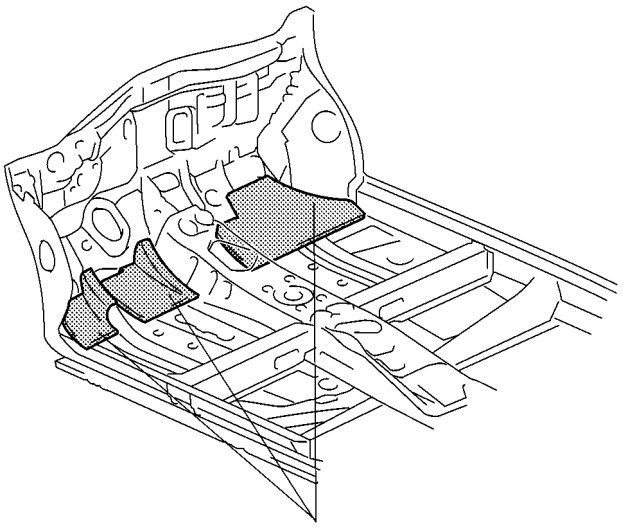
5-Door Hatchback Model

- 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.



00RBO09Y

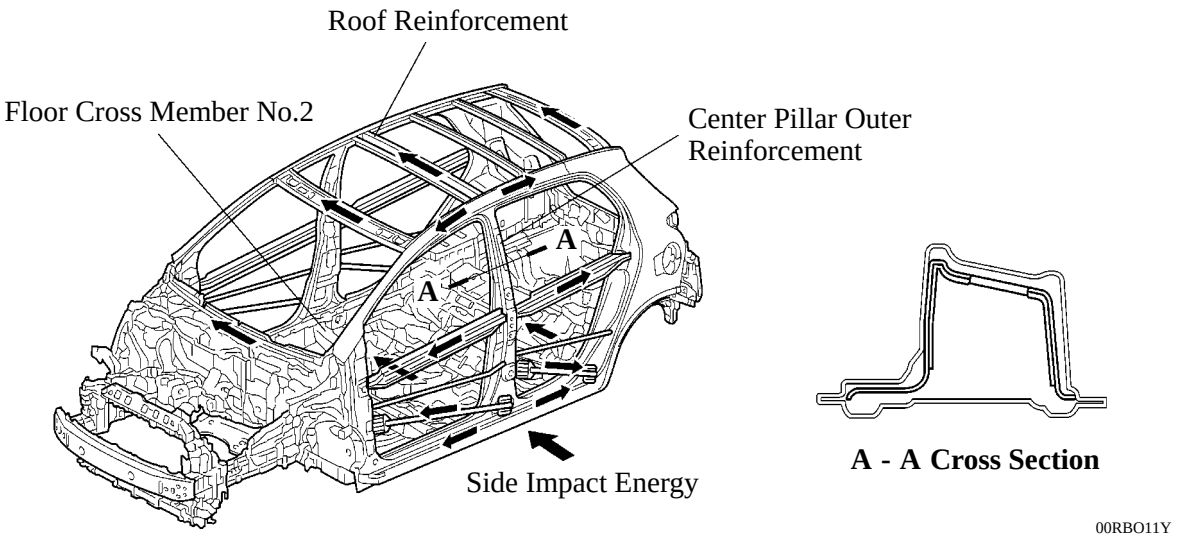
- An energy absorption pad that uses materials with excellent sound absorption performance is used on the lower section of the dash panel, helping reduce injuries to the legs and ensuring NV performance.



00RBO10Y

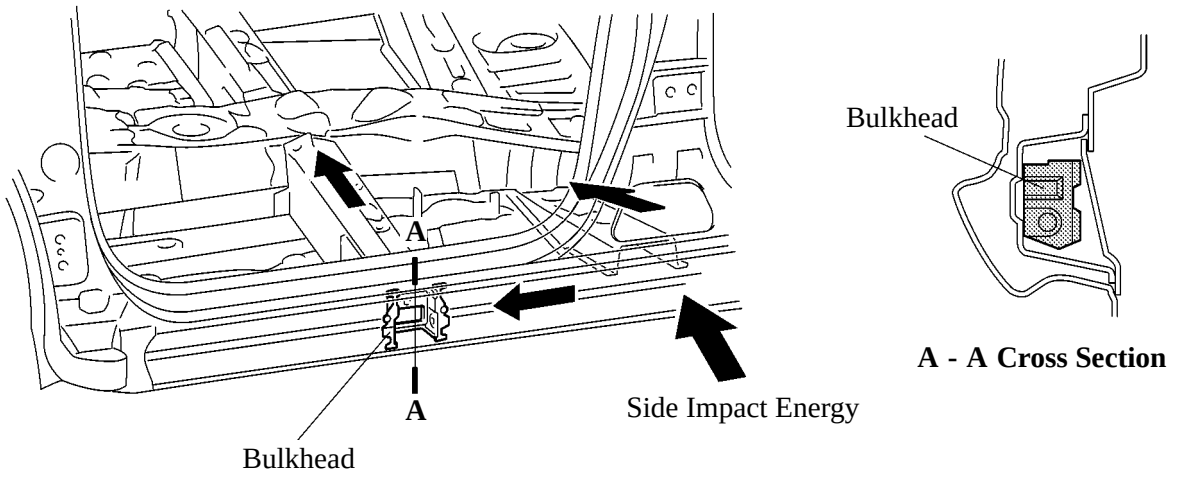
3. Impact Absorbing Structure for Side Collision

- 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.

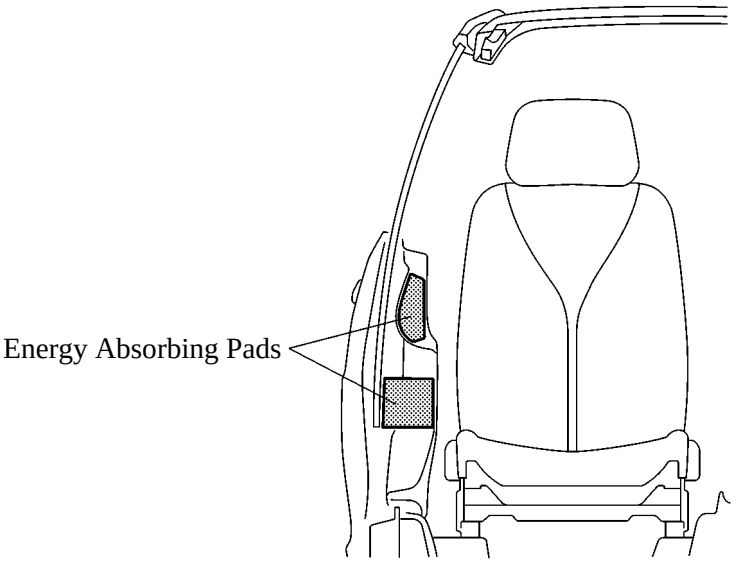


5-Door Hatchback Model

- 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.



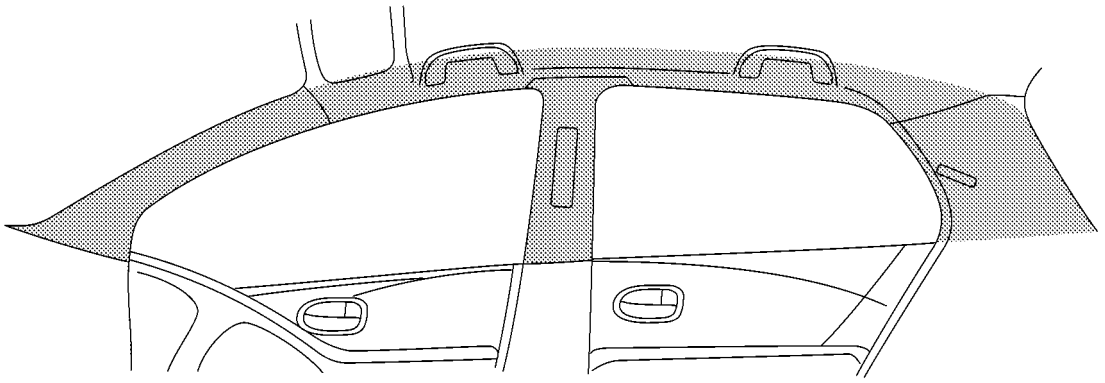
- An energy absorbing pads is used in the front and rear door trim. In addition, the arm rest section of the front door trim has a crushable structure, to help protect passengers from side collisions.



00RBO13Y

- 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



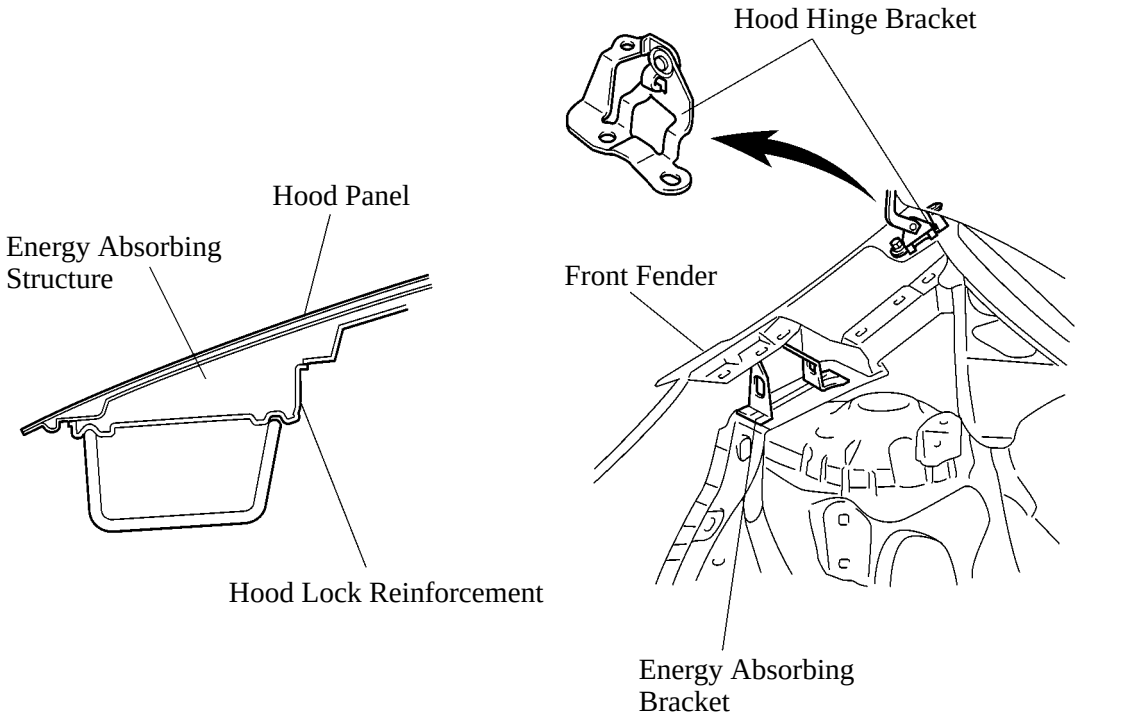
00RBO14Y

5-Door Hatchback Model

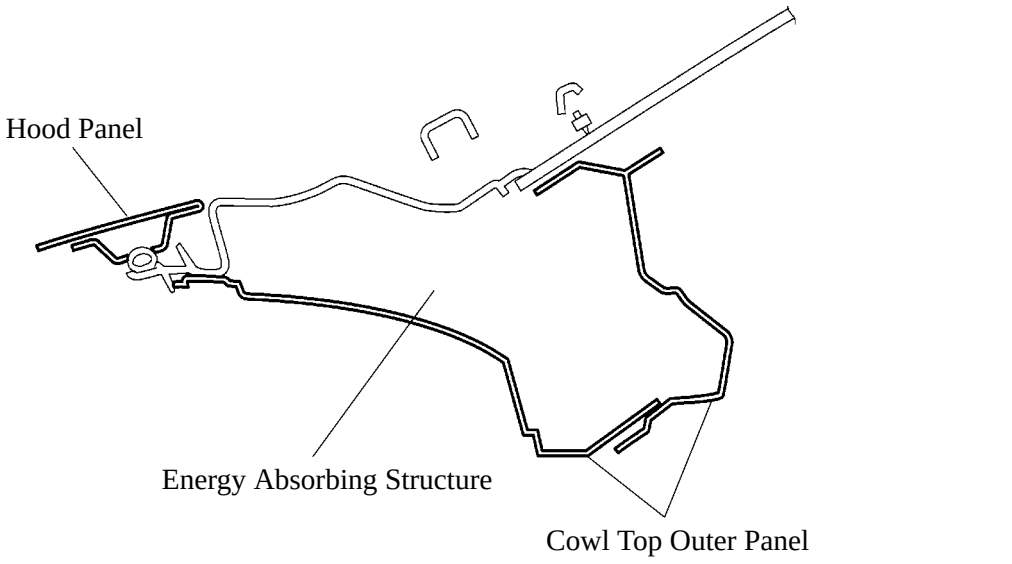
4. Lessening Pedestrian Injury

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.



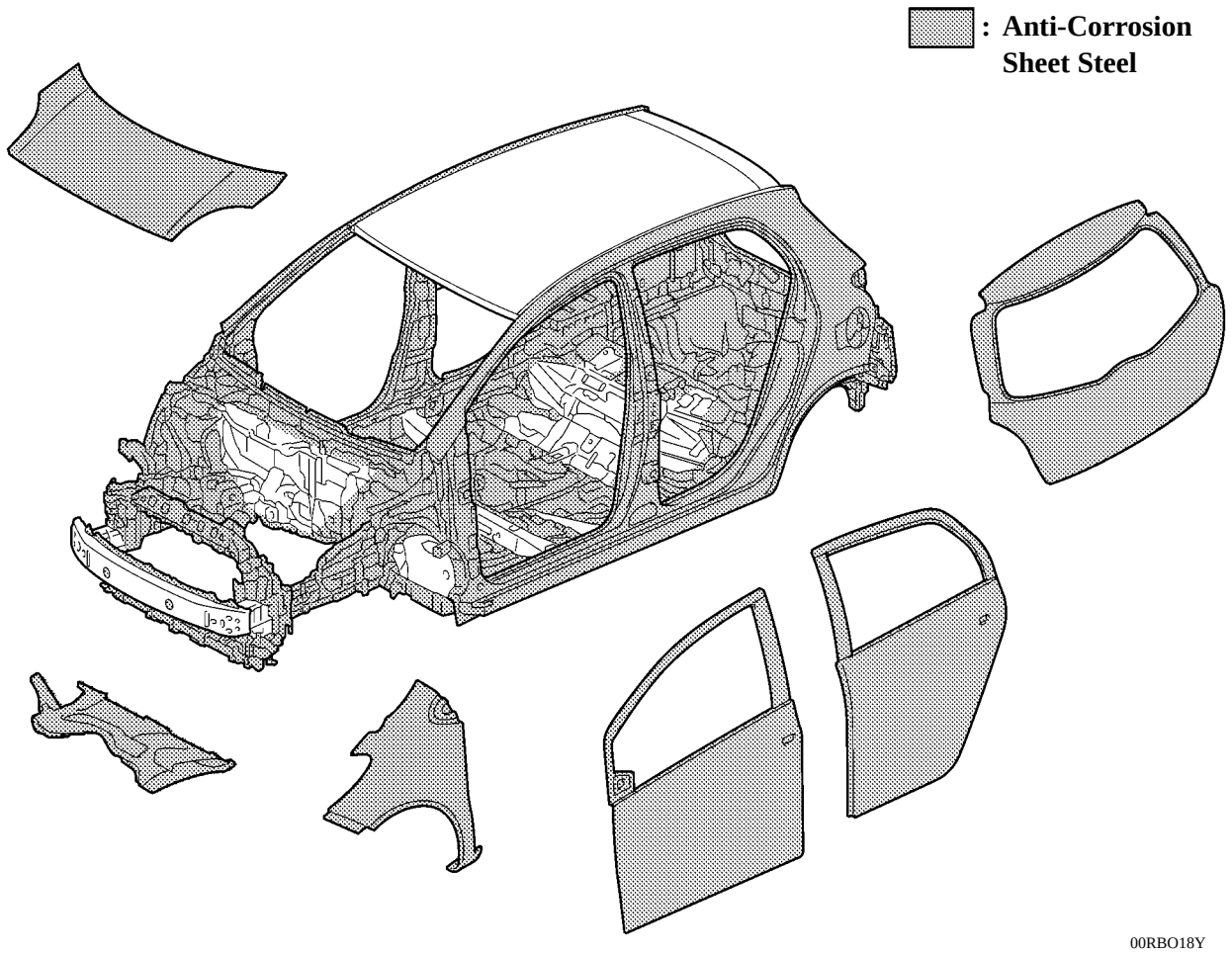
■RUST-RESISTANT BODY

1. General

Rust-resistant performance is ensured by the extensive use of anti-corrosion sheet steel, as well as by an anti-corrosion treatment which includes the application of anti-rust wax, sealer and anti-chipping paint to easily corroded parts such as the hood, doors and rocker panels.

2. Anti-corrosion Sheet Steel

Anti-corrosion sheet steel is used in all areas other than the interior parts.



5-Door Hatchback Model

3. Wax and Sealer

Wax and sealer are applied to hemmed portions of the hood, door panels, rocker panels, fuel lid hinge, and back door to ensure rust-resistant performance.

4. Under coat

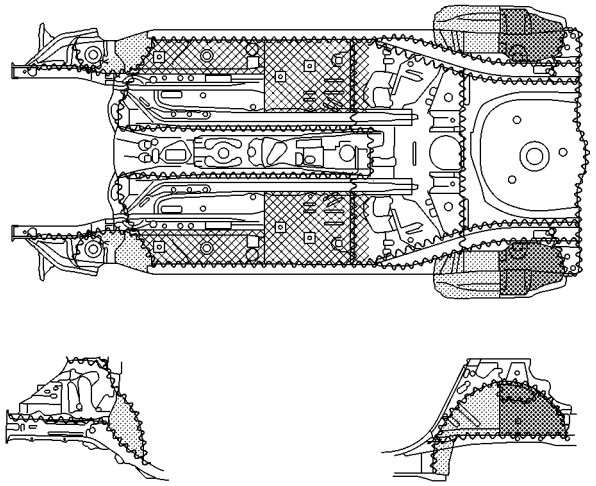
PVC (Polyvinyl Chloride) is applied to the underside of the body, inside the rear wheel housings, and other parts that are susceptible to stone chipping damage, thus ensuring the rust-resistant performance of these areas.

: Foamed Acrylic Material Coating Area

: PVC Coating Area

: Foamed Acrylic Material Coating Area (Thick Coating)

: Edge Seal



Front Wheel House **Rear Wheel House**

00RBO19Y

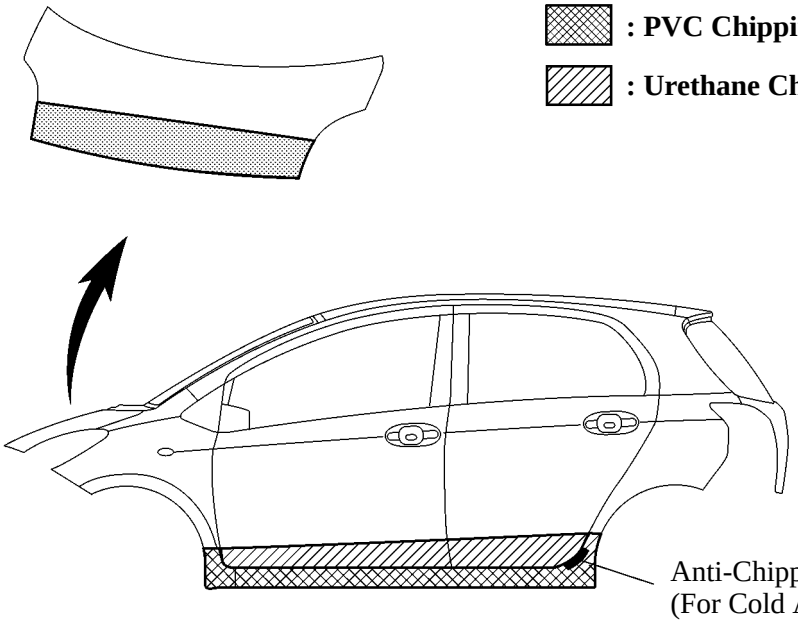
5. Anti-Chipping Application

- Anti-chipping paint is used on parts to protect the paint surface from objects such as gravel.
- Anti-chipping tape is used on the quarter panel on the back of the rear door on the cold area specification models to protect the paint surface from icy snow and ensure rust resistance.

: Adhesion Primer

: PVC Chipping Primer

: Urethane Chipping Paint



5-Door Hatchback Model

00SBO20Y

■LOW VIBRATION AND LOW NOISE BODY

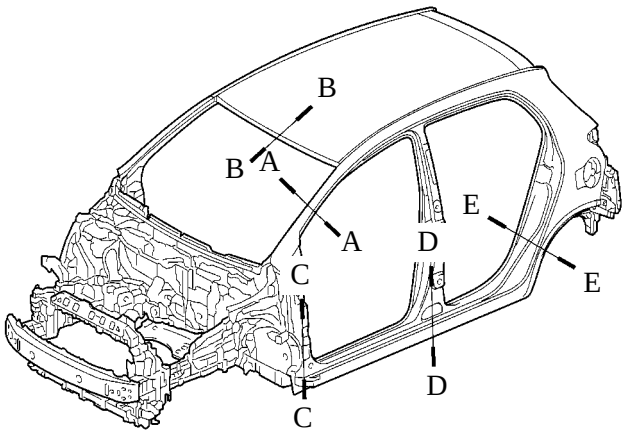
1. General

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

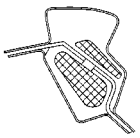
2. Sound Absorbing and Vibration Damping Materials

- The locations of the sound insulation materials in the frame cross sections have been optimized, creating a quiet drive.

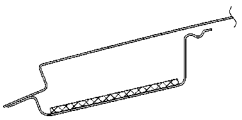
: Foamed Seal Material
: Urethane Foam Material



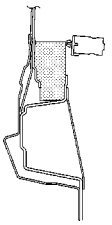
5-Door Hatchback Model



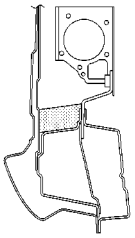
A - A Cross Section



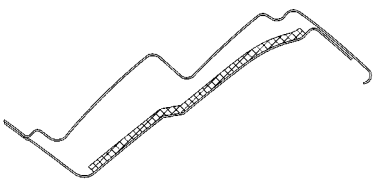
B - B Cross Section



C - C Cross Section



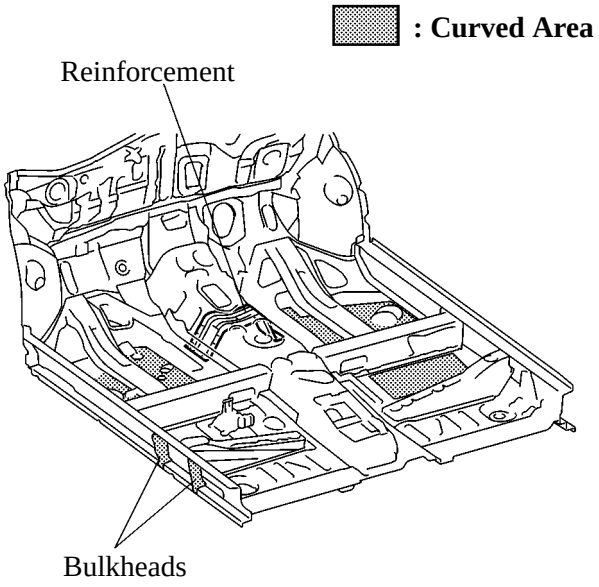
D - D Cross Section



E - E Cross Section

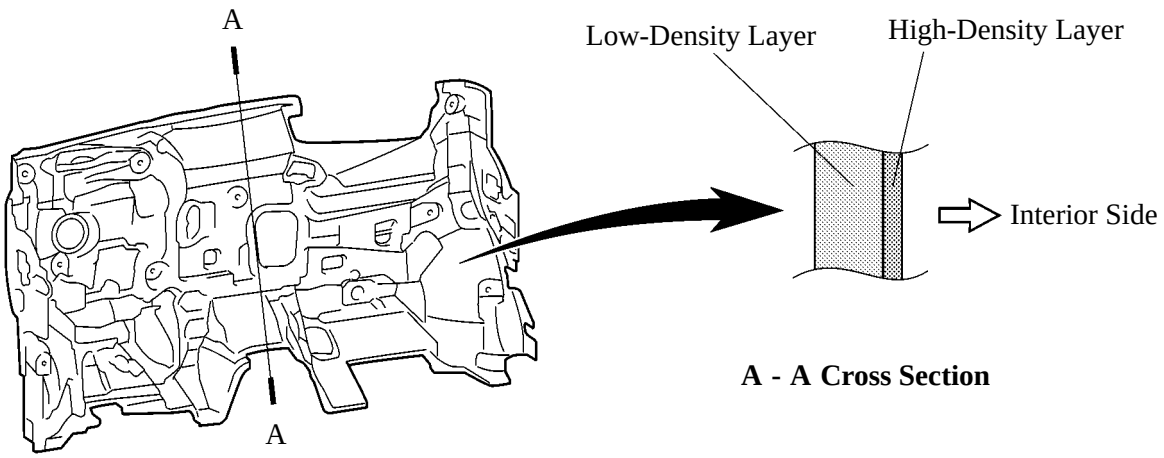
00RBO21Y

- The front floor panel is curved and the rigidity of the panel has been ensured, restricting vibration.
- A reinforcement is used on the front of the tunnel section, restricting the movement of the body frame and reducing vibration.
- Two bulkheads are used on the inner side in the rocker panel, restricting the movement of the body frame and reducing vibration.



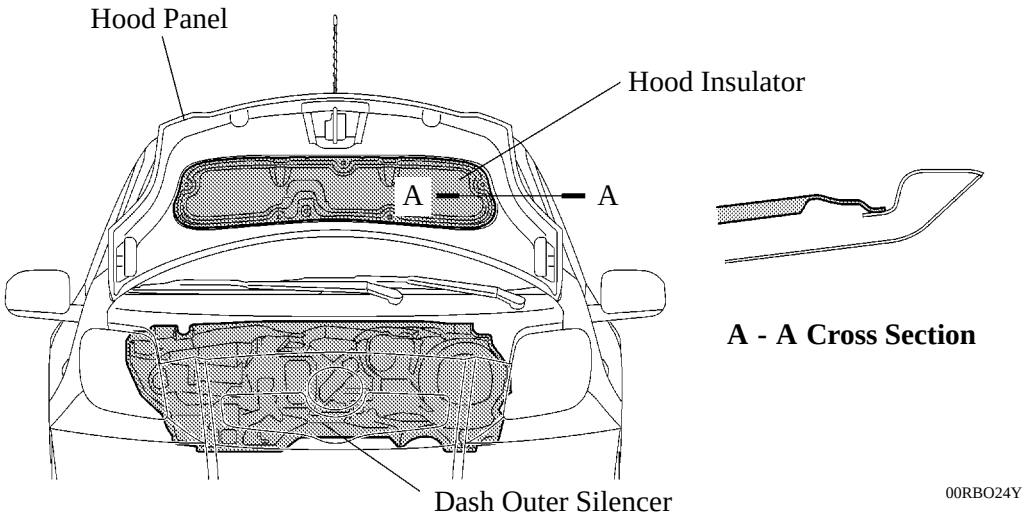
00RBO22Y

- The dash silencer has been enlarged. At the same time, a structure is used with two layers of different sound absorbing materials, creating a lightweight structure and reducing the engine noise that enters the interior.



00RBO23Y

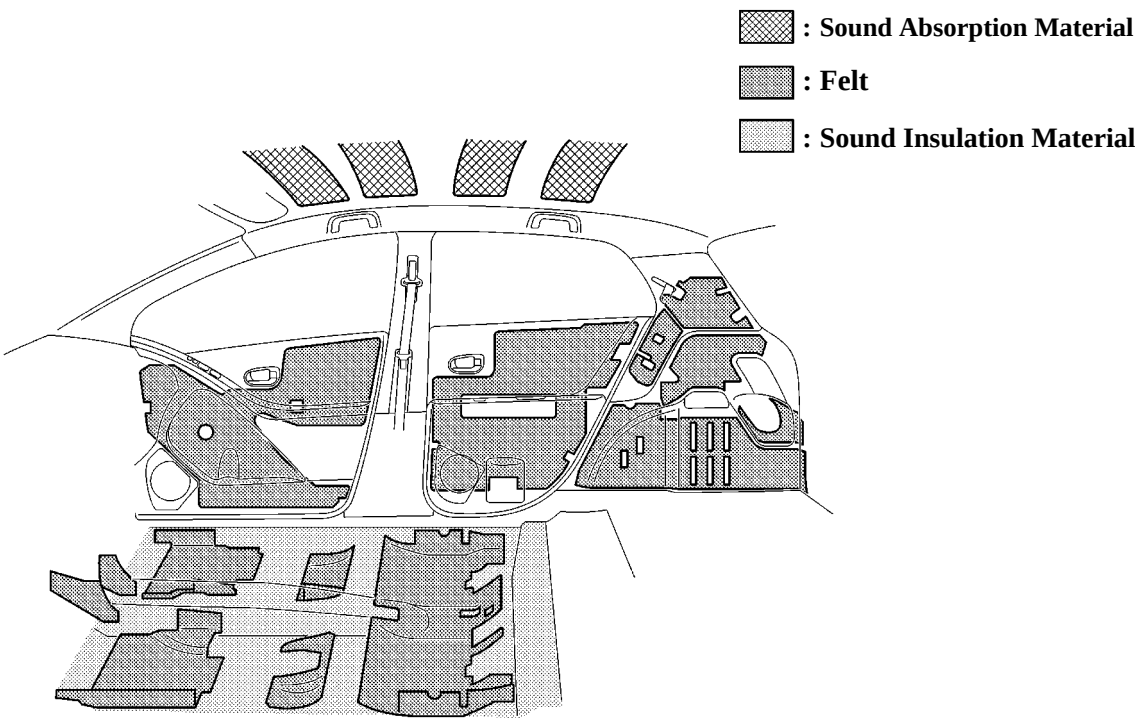
- In addition to the hood insulator provided on the rear of the hood panel on the RS grade for the Canada models, a two-layer construction is used with a layer of air between the hood panel and insulator. This realizes the excellent sound insulation performance.
- A two-layer construction silencer is provided in the outer side of the dash panel, reducing the engine noise in the vehicle interior.



A - A Cross Section

00RBO24Y

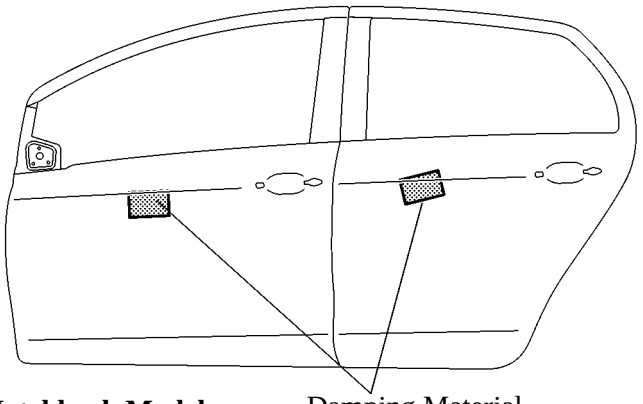
- The locations of sound insulation and absorption materials in the cabin have all been optimized, creating a quiet drive.



5-Door Hatchback Model

00RBO25Y

- Damping material is used in the side door outer panel on both the 5-door and 3-door models, reducing the sound when closing the doors.



5-Door Hatchback Model

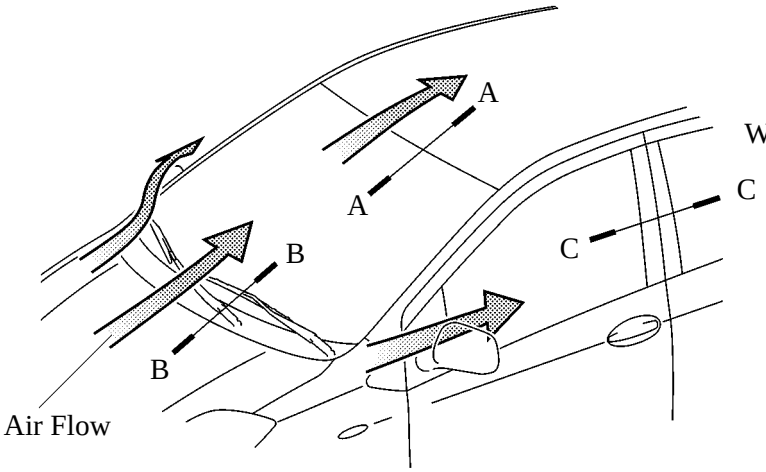
00RBO26Y

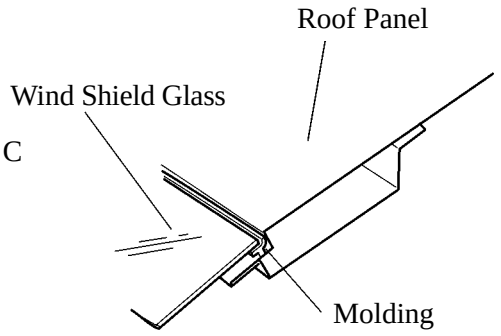
- An under coat is applied on the rear of the floor, reducing splash noise.
- A foam type under coat material is used in the wheel house section. In addition, the thickness of the under coat on the rear half of the rear wheel house has been doubled to realize the excellent sound insulation performance.

3. Reducing Wind Noise

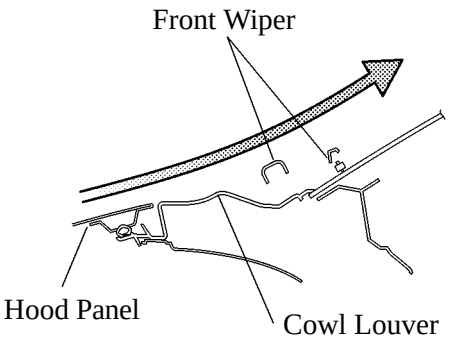
Wind noise has been reduced through the adoption of the following constructions:

- The upper surface of the cowl louver has a raised shape to restrict the flow of wind on to the wipers.
- A molding-less windshield glass and door glass run with minimal level differences are used, realizing the excellent aerodynamic performance.

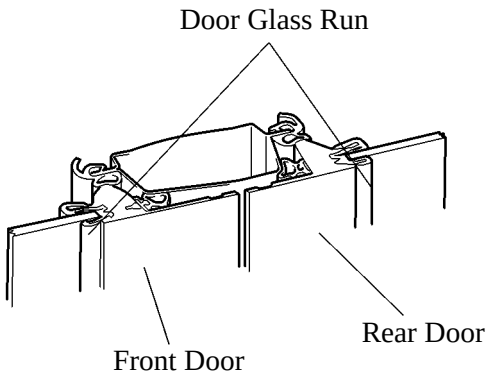




A - A Cross Section



B - B Cross Section

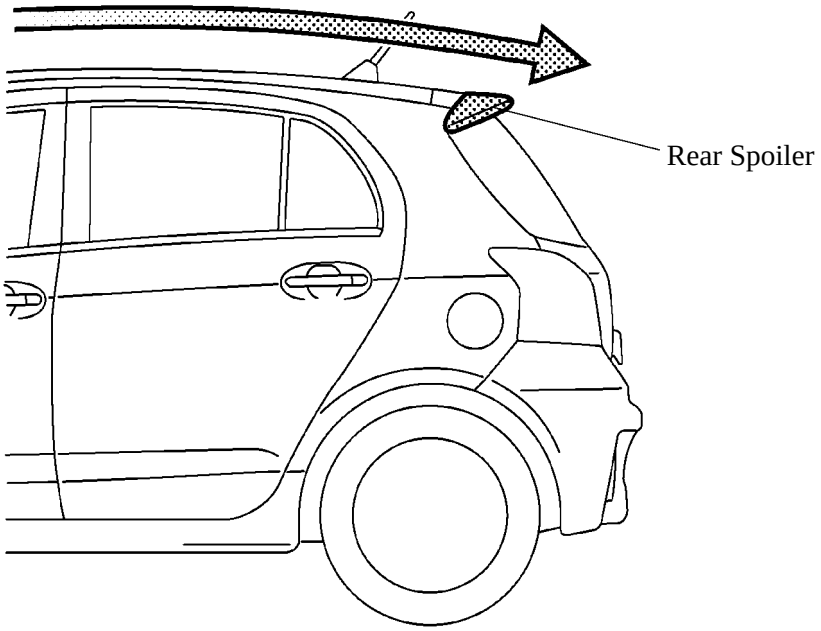


C - C Cross Section

00RBO27Y

■AERODYNAMICS

A rear spoiler is provided as standard equipment on the RS grade for the Canada models, realizing the excellent aerodynamic performance.



00RBO28Y

5-Door Hatchback Model

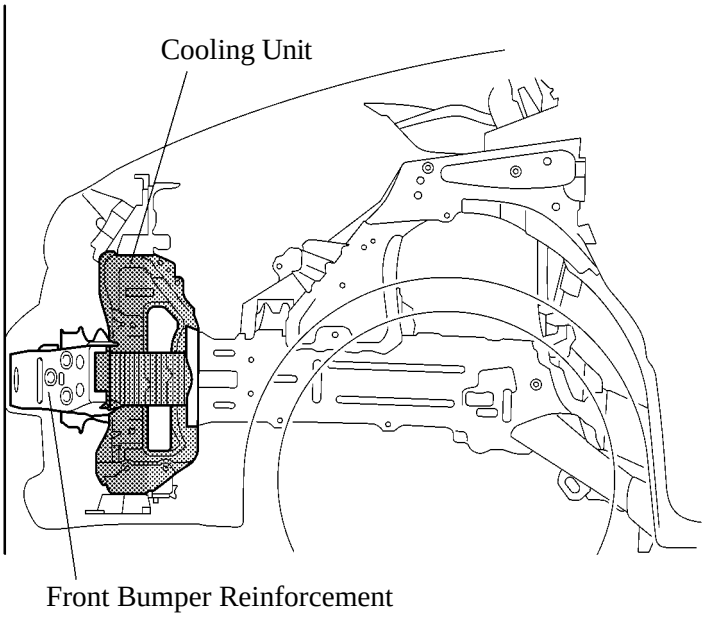
ENHANCEMENT OF PRODUCT APPEAL

■PARTS WITH LOW REPAIR COST

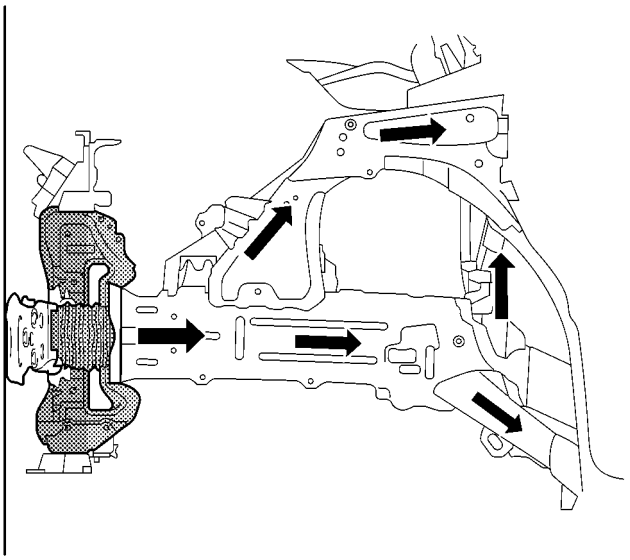
1. Front and Rear Bumper

- A radiator slide structure is used that minimizes damage to the cooling unit during a collision, reducing repair costs.

Before a Collision

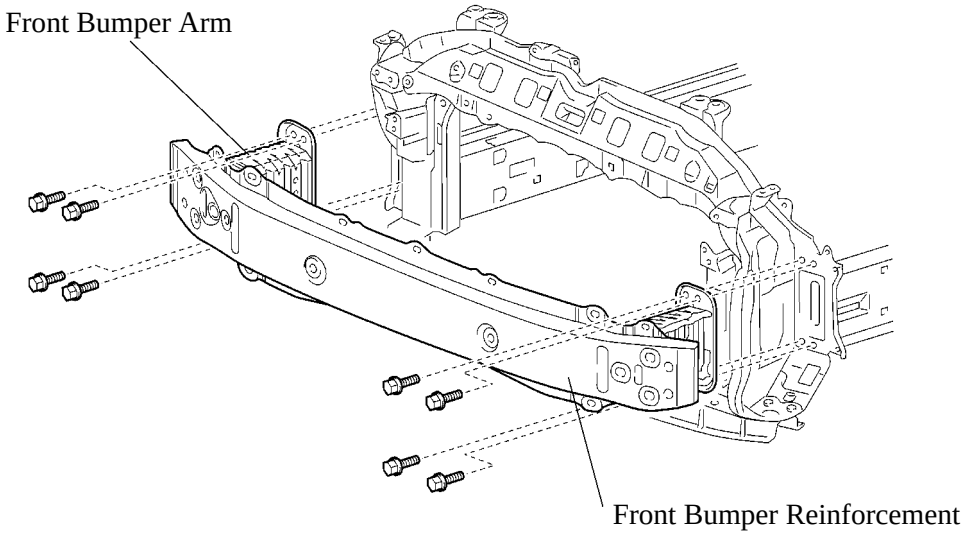


During a Collision



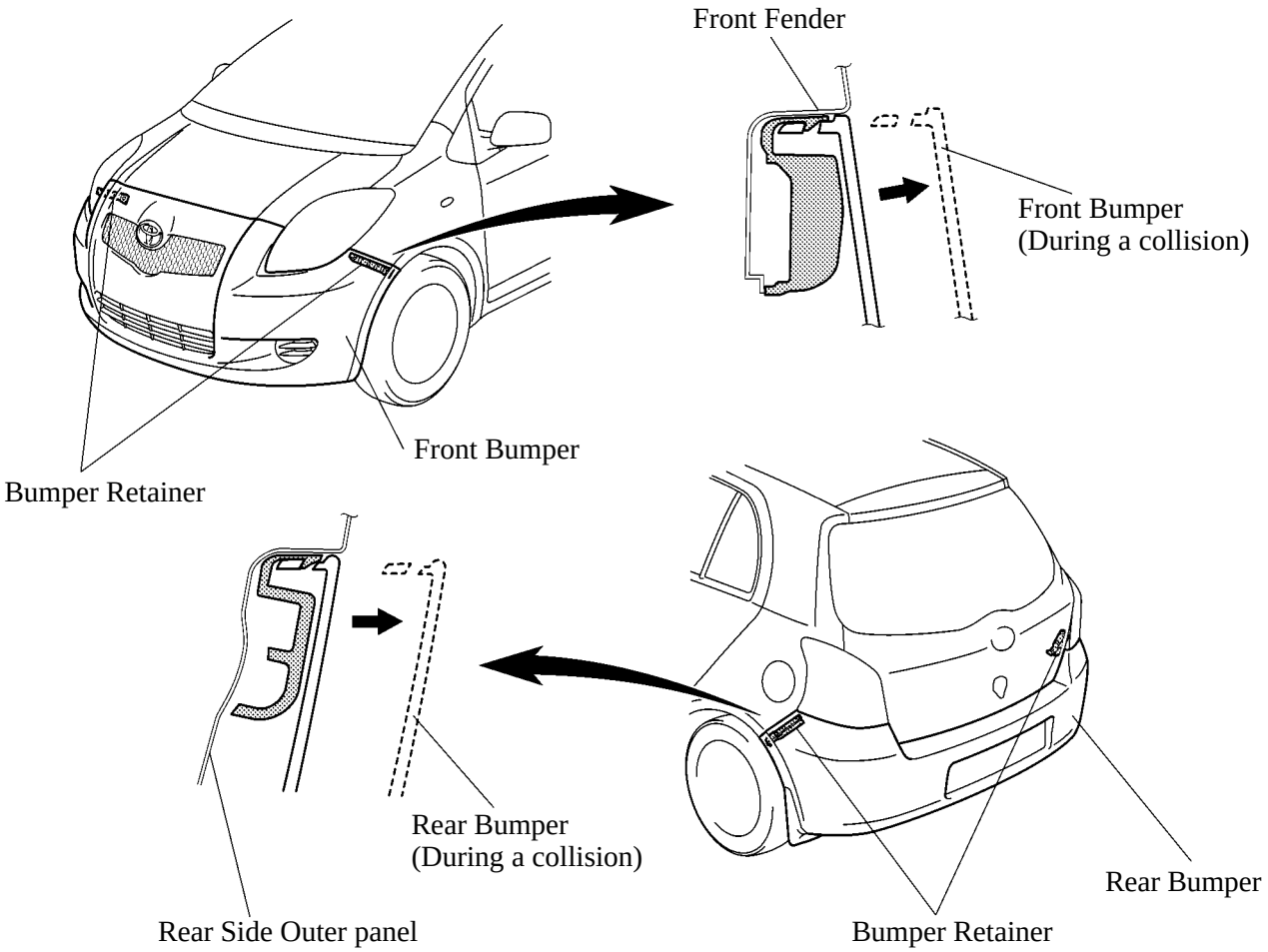
00RBO29Y

- Structures such as a highly efficient energy absorption bumper arm and a bolt-on construction in the area of the radiator support are used, creating a construction that efficiently absorbs impact energy, and reduces damaged parts and repair costs.



00RBO30Y

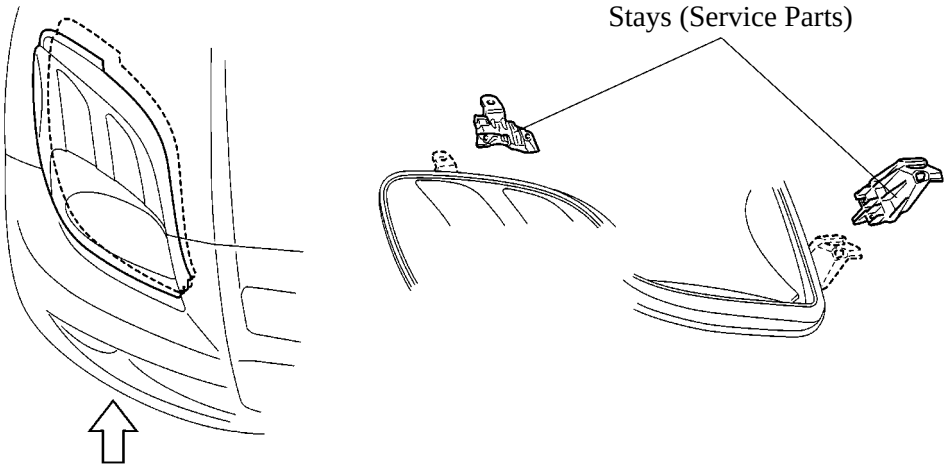
- A tab joint is used to install the bumper to the retainer, reducing the damage caused to the front fender or rear side outer panel by the front or rear bumper during a collision, and thus reducing repair costs.



00RBO31Y

2. Headlight

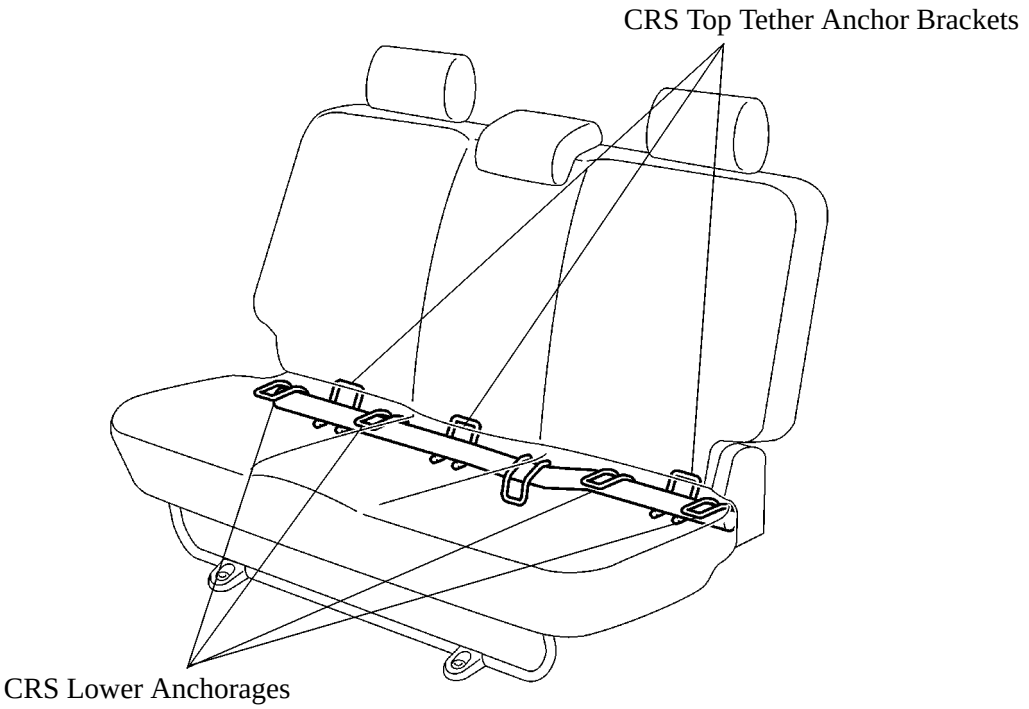
- Retaining stay for the headlights have been provided separately from the headlights housing to help protect them from severe damage in a minor collision.
- Retaining stays have been made available as service parts. The replacement stay is secured with the screws.
- The headlights housing can be reused by replacing the damaged retaining stay with a new one.
- For details on the retaining stay replacement, refer to the 2006 Yaris Repair Manual (Pub. No. RM00R0U).



00RBO32Y

■REAR SEAT

- CRS (Child Restraint System) lower anchorages for securing child seats are provided under the cushions of the single-unit retractable type rear seat.
- Three CRS top tether anchor brackets are provided on the back of the rear seat. In addition, seat slide is possible even if a child seat is installed, making the seat easy to use.



00RBO33Y

■SEAT BELT

1. General

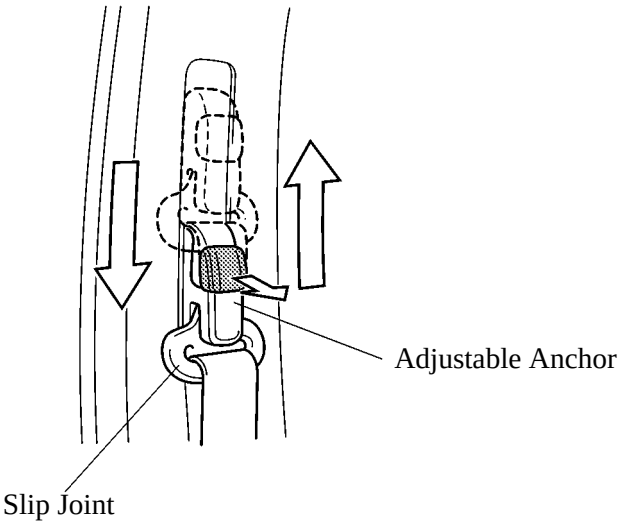
- The following types of seat belts are provided.

Seat	Seat Belt Type	Remarks
Driver	3-Point ELR*1	Electrical Sensing type Pretensioner & Force Limiter
Front Passenger	3-Point ELR&ALR*2	
Rear Seat	3-Point ELR&ALR x 3	—

*1: Emergency Locking Retractor
*2: Automatic Locking Retractor

Front Seat Belt

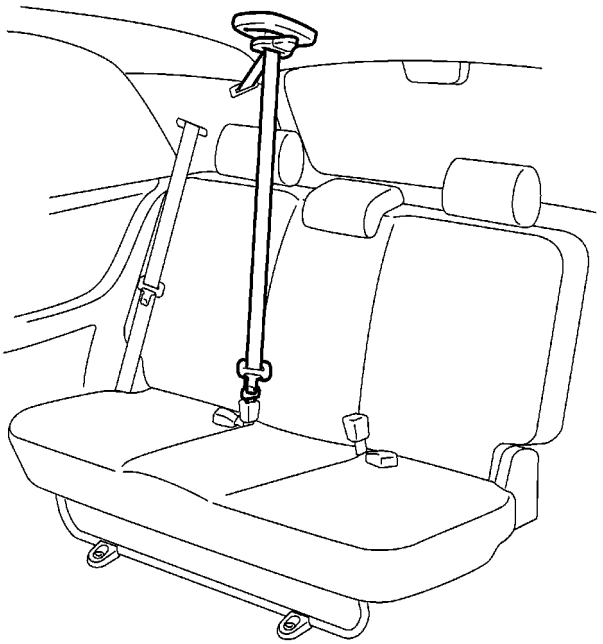
- A new type of compact and lightweight retractor is used in the front seat belt.
- An open clutch mechanism is used in the pretensioner and force limiter mechanism. The open clutch mechanism joins the pretensioner mechanism and spool only when the pretensioner is operating. The open clutch mechanism separates the pretensioner mechanism and spool when the force limiter is operating, thus making it possible to obtain a constant force limiter load.
- A compact slip joint with chrome plating is used in the belt return section of the slip joint.
- On the models equipped with SRS curtain shield airbags, an adjustable anchor with a new design is used to prevent the airbags from catching on the slip joint when the airbags are deployed.



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Rear Seat Belt

A 3-point seat belt is provided for the rear center seat, with the slip joint and belt retraction box located in the roof, thus realizing an excellent appearance and the usability of the seat when the seat belt is not used.



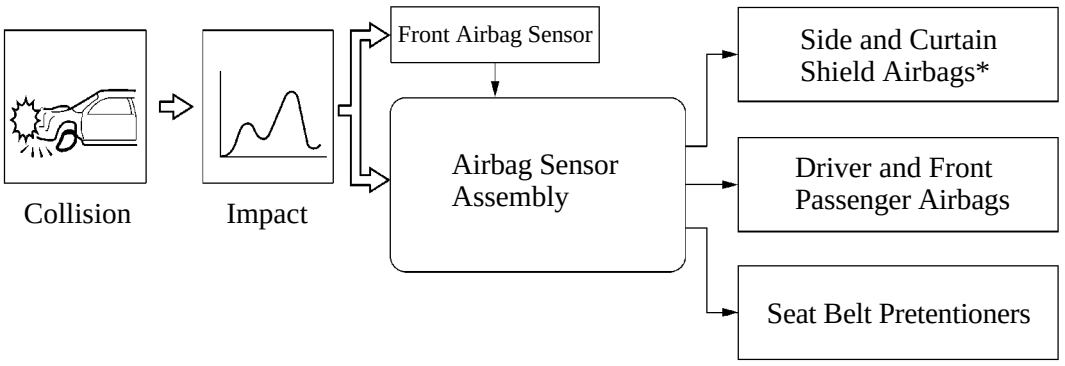
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2. Seat Belt Comfort Guide

A rear seat belt hanger is provided so that the seat belt does not obstruct the operation of the rear seat.

3. Pretensioner and Force Limiter

In accordance with the ignition signal from the airbag sensor assembly, the seat belt pretensioner activates simultaneously with the deployment of SRS airbag for the driver and front passenger.
In the beginning of the collision if the tension of the seat belt applied to the occupant reaches a predetermined level, the force limiter activates to control the force.



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*: Optional equipment