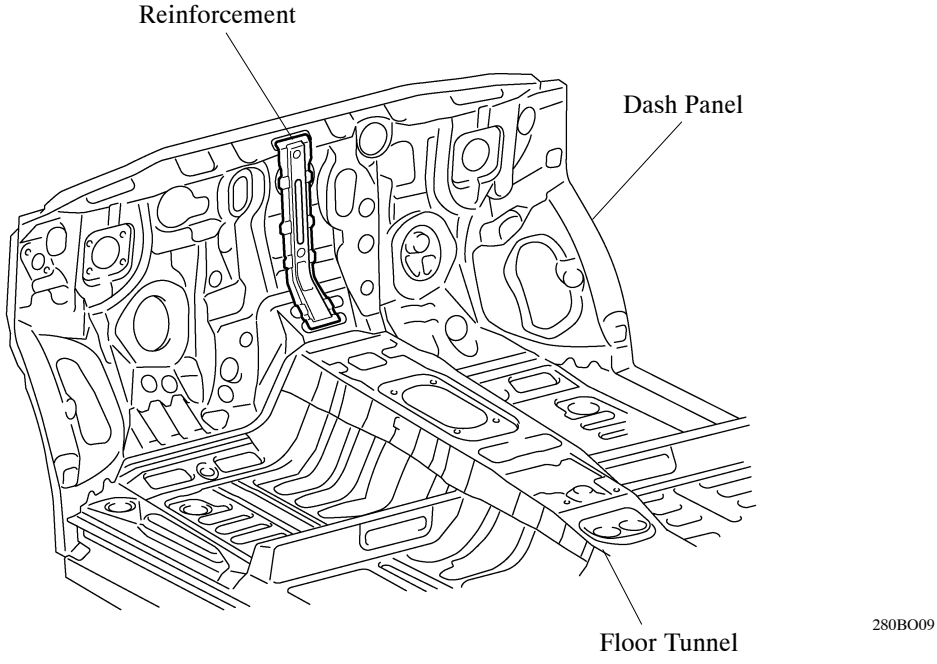
## ■ LOW VIBRATION AND LOW NOISE BODY

### 1. General

An effective application of vibration damping and noise insulation materials reduces engine and road noise.

### 2. Body Shell Construction

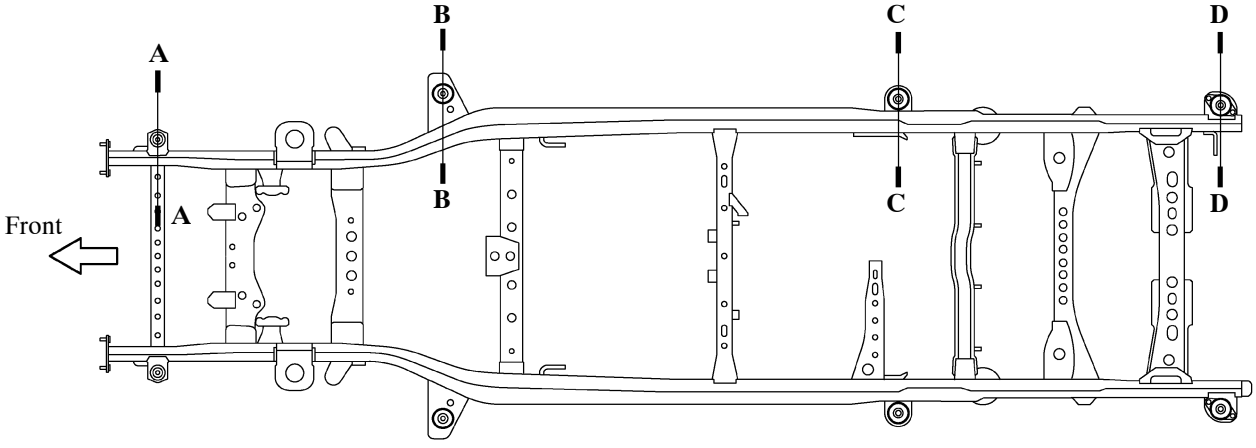
Reinforcement has been provided to connect the dash panel and the top of the floor tunnel in order to minimize the vibration of the dash panel.

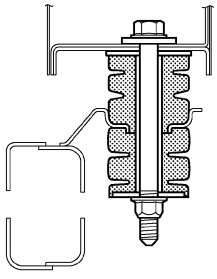



**LHD Model**

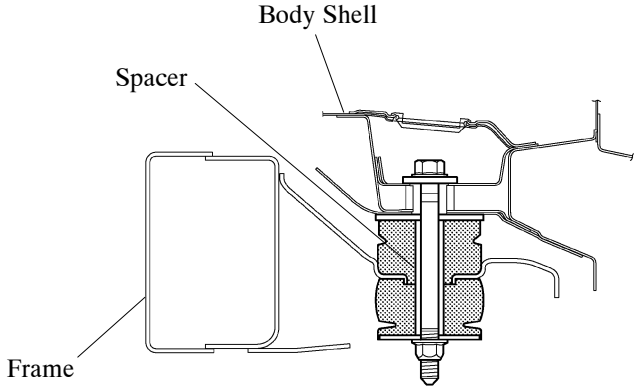
## 3. Body Mount

The areas on which the cab mounts are mounted use spacers to form a box-shaped construction in order to increase rigidity and minimize the transmission of vibration to the body.

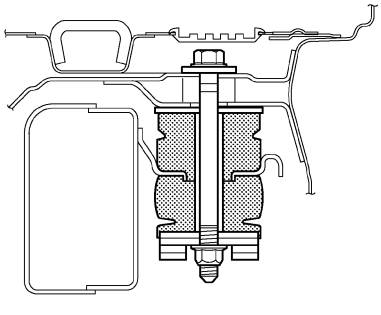


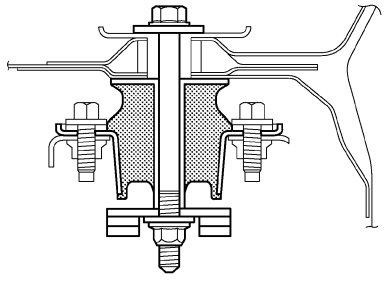
**A - A Cross Section**




**B - B Cross Section**



**C - C Cross Section**

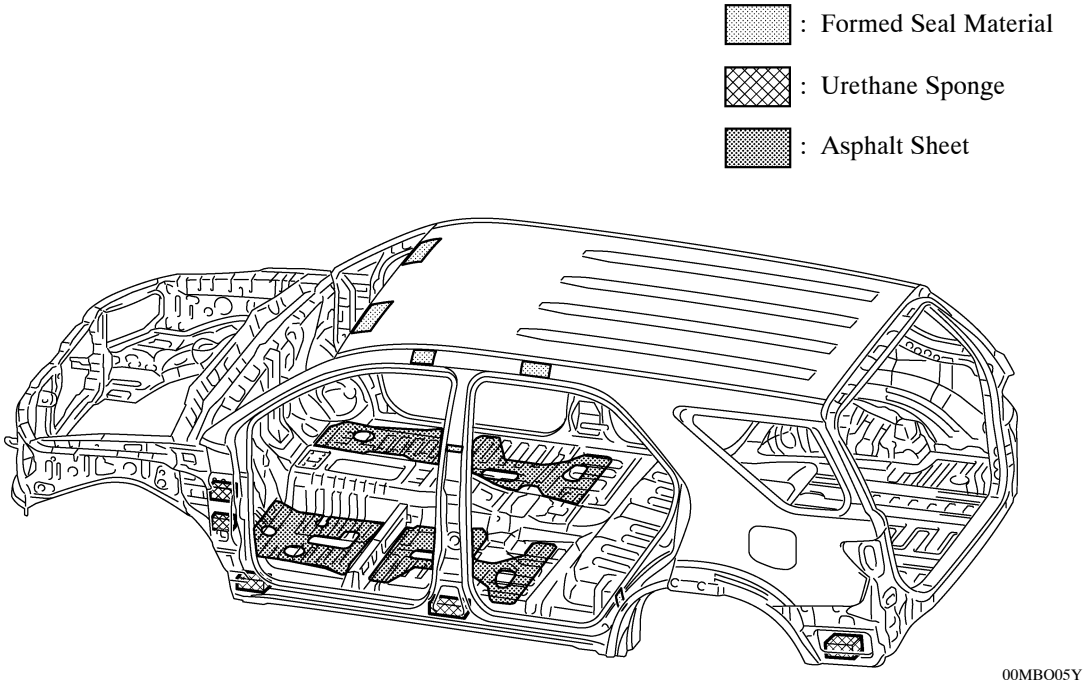


**D - D Cross Section**

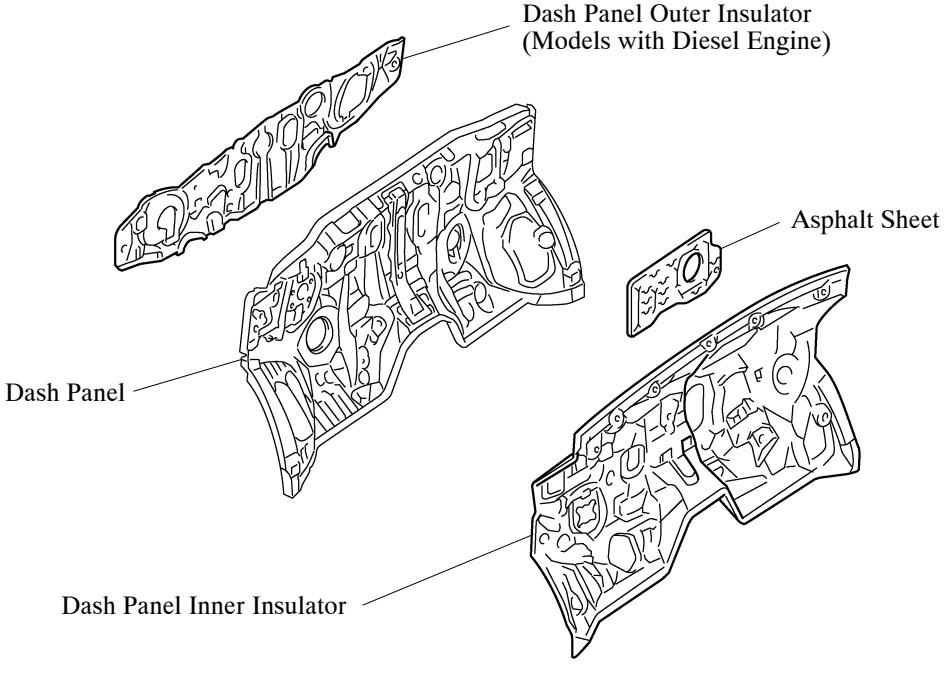
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## 4. Sound Absorbing and Vibration Damping Materials

- An asphalt sheets are used to reduce engine and road noise.
- Urethane sponge and foamed seal material are applied to the roof panel and pillars to reduce wind and road noise.



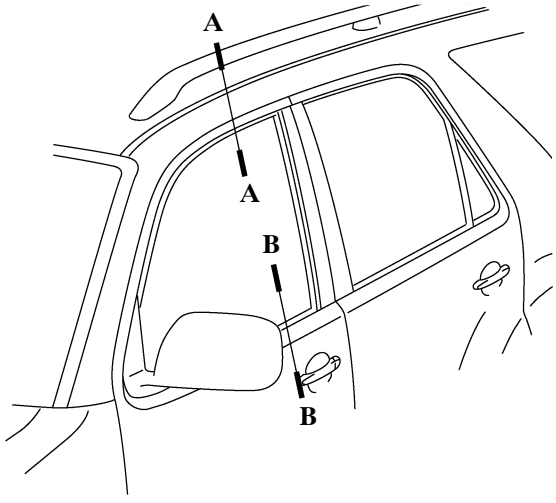

- Use of a dash panel insulator and an asphalt sheet has reduced engine and road noise to improve the quietness in the compartment.

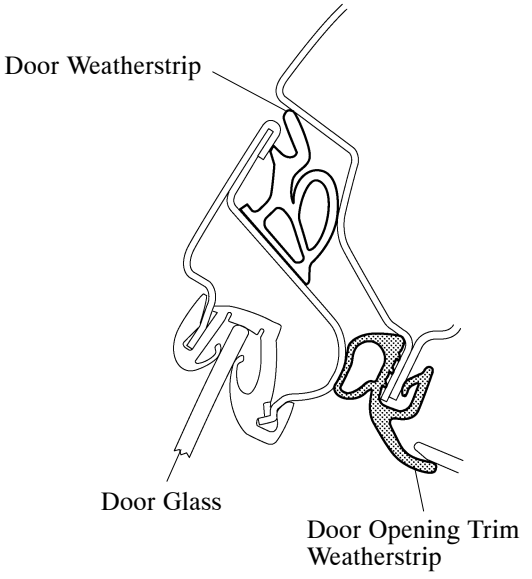



**LHD Model**

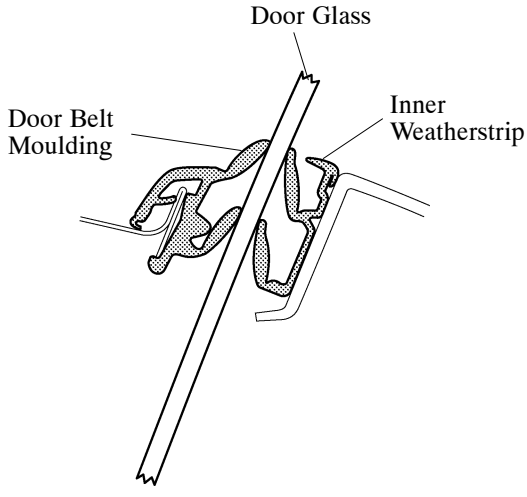
## 5. Weatherstrip

- Two layers of inner weatherstrips and door belt mouldings are used on the front and rear doors to improve sound insulation performance.
- Door opening trim weatherstrips have been placed along the entire opening of the front and rear doors to ensure stable sound isolation performance.




**A - A Cross Section**



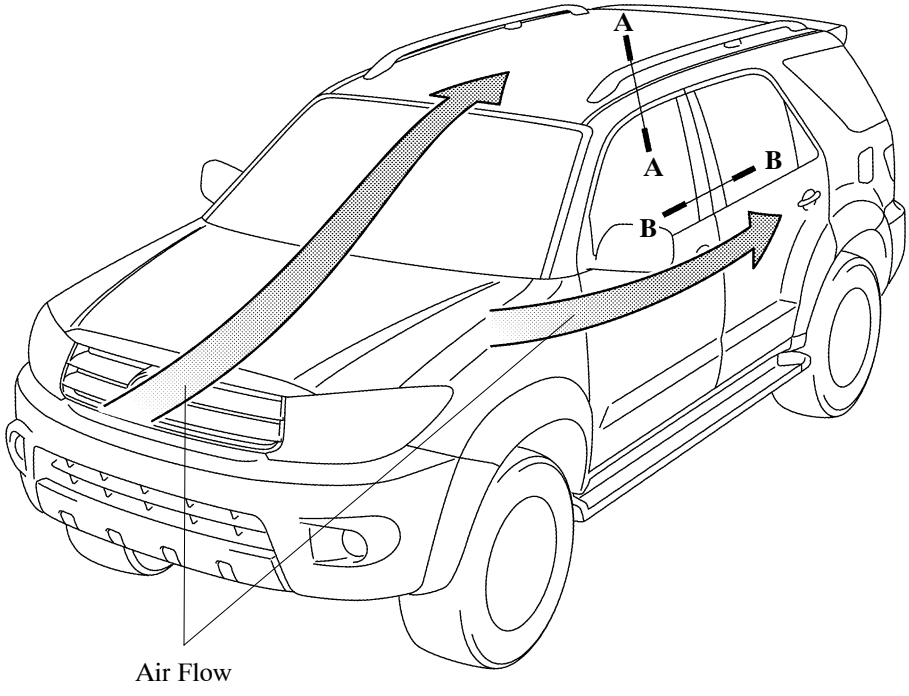

**B - B Cross Section**

280BO13

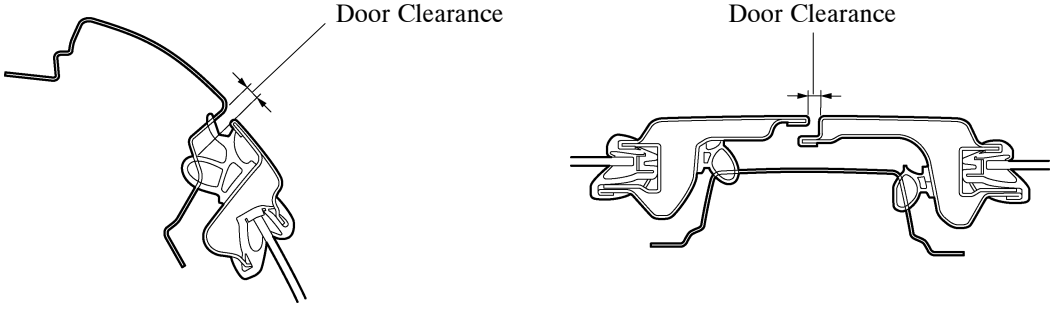
## 6. Reducing Wind Noise

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

- The installation angle of the front windshield has been optimized to ensure smooth airflow.
- The clearance between the door and the door panel has been reduced.
- The outside rear view mirror has been optimally shaped.




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**A - A Cross Section** **B - B Cross Section**

280BO14