

B BODY CONSTRUCTION

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## 1 OUTLINE

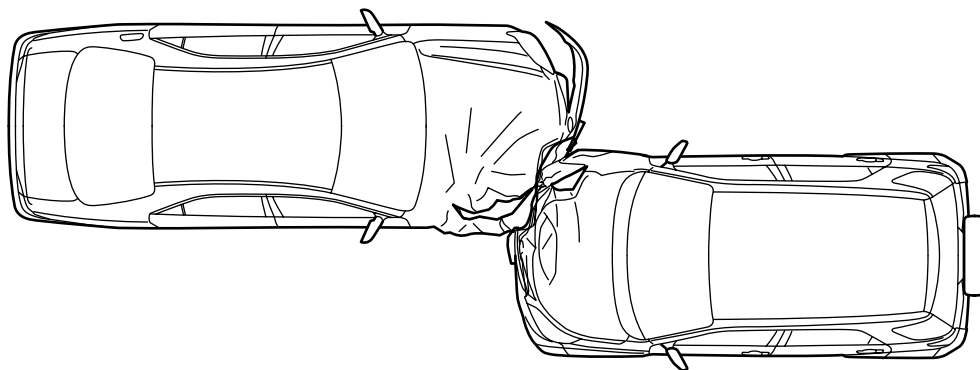
1. Using the impact safety body TAF \*1, based on Japanese safety standards \*2 and on European safety standards \*3, Daihatsu pursued the world top level of occupant protection performance. This class \*4 meets the very challenging objectives set independently by Daihatsu. Further, Daihatsu pursued safety enhancement from various aspects, including the head impact reduction system and the brake pedal reverse reduction system.
2. Improving further on the impact safety body TAF, Daihatsu implemented the all-direction compatibility body, in pursuit of mutual vehicle safety in the event of a collision between vehicles of different weights and heights. Through frontal, side, and rear collision testing of the Terios with vehicles of greater weight and height, Daihatsu is pursuing class \*4 world top level collision safety performance.

\*1: TAF is an abbreviation of Total Advanced Function, as it comprises a body with overall advanced functions.

\*2: Full lap frontal impact (50 km/h) and side impact (50 km/h)

\*3: 40% lap offset frontal impact (56 km/h)

\*4: Comparison of vehicles in the same engine displacement class.



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3. Based on the monocoque structure, the arrangement of components and connecting structures are optimised, the main frame is straightened, and high-tensile steel plates are actively implemented to yield a body with low vibration and noise reduction, and which is lightweight with high rigidity.
4. In the event of collision with a pedestrian, to reduce head injuries or other injuries to the pedestrian, an injury reduction body was implemented, which comprises a shock absorption system set throughout the front body.
5. Through improvements in precision body fittings, break line gaps between parts have been reduced and the sense of quality has been improved.

## 2 CONSTRUCTION AND OPERATION

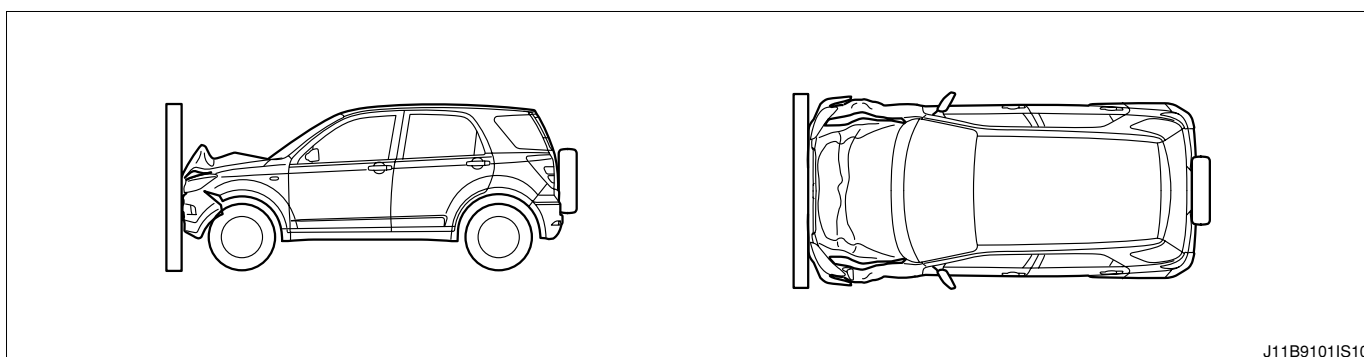
### 2-1 SAFETY PERFORMANCE

#### 2-1-1 DESCRIPTION

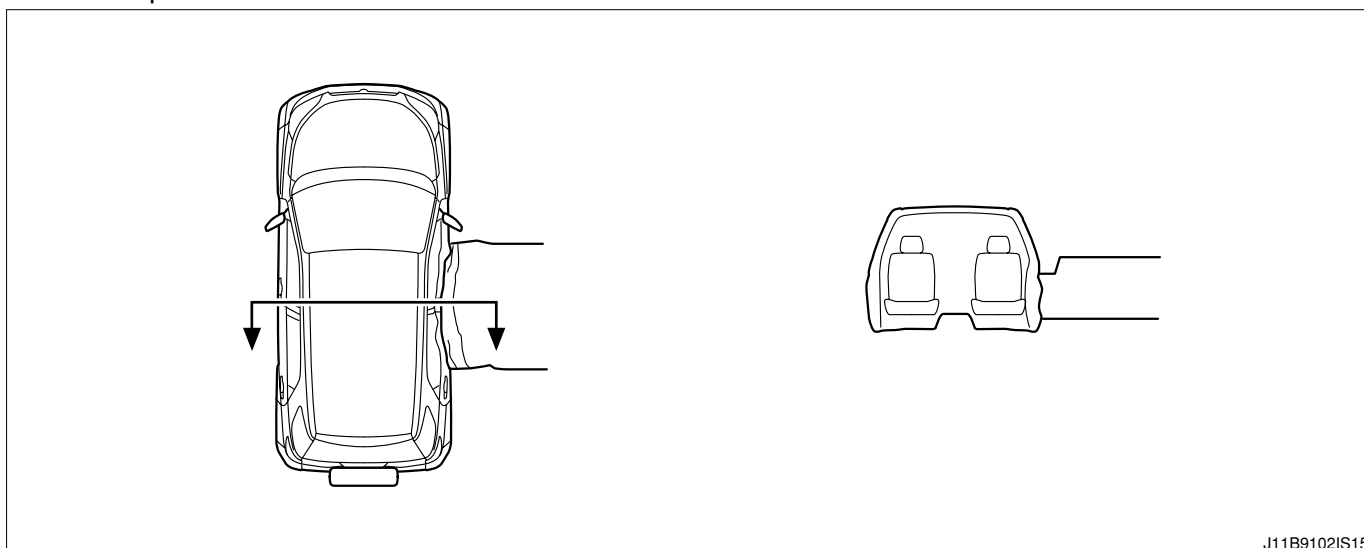
1. With the impact safety body TAF employed, it effectively absorbs and disperses energy during a collision by way of its front and rear crushable body and high-rigidity cabin, which minimizes deformation of the cabin.
2. An all-direction compatibility body structure is implemented. Daihatsu implemented this structure, which provides superior cabin protection in frontal, side, and rear collisions, in pursuit of world class top level collision safety performance\*.
3. Based on computer-generated collision simulations and numerous actual collision tests, Daihatsu implemented the ideal body structure for head-on and side collisions, in which impacts to only one side are offset more than before, even in frontal collisions, where collision energy is effectively absorbed and dispersed.

\* Comparison of vehicles in the same engine displacement class

#### For head-on collisions

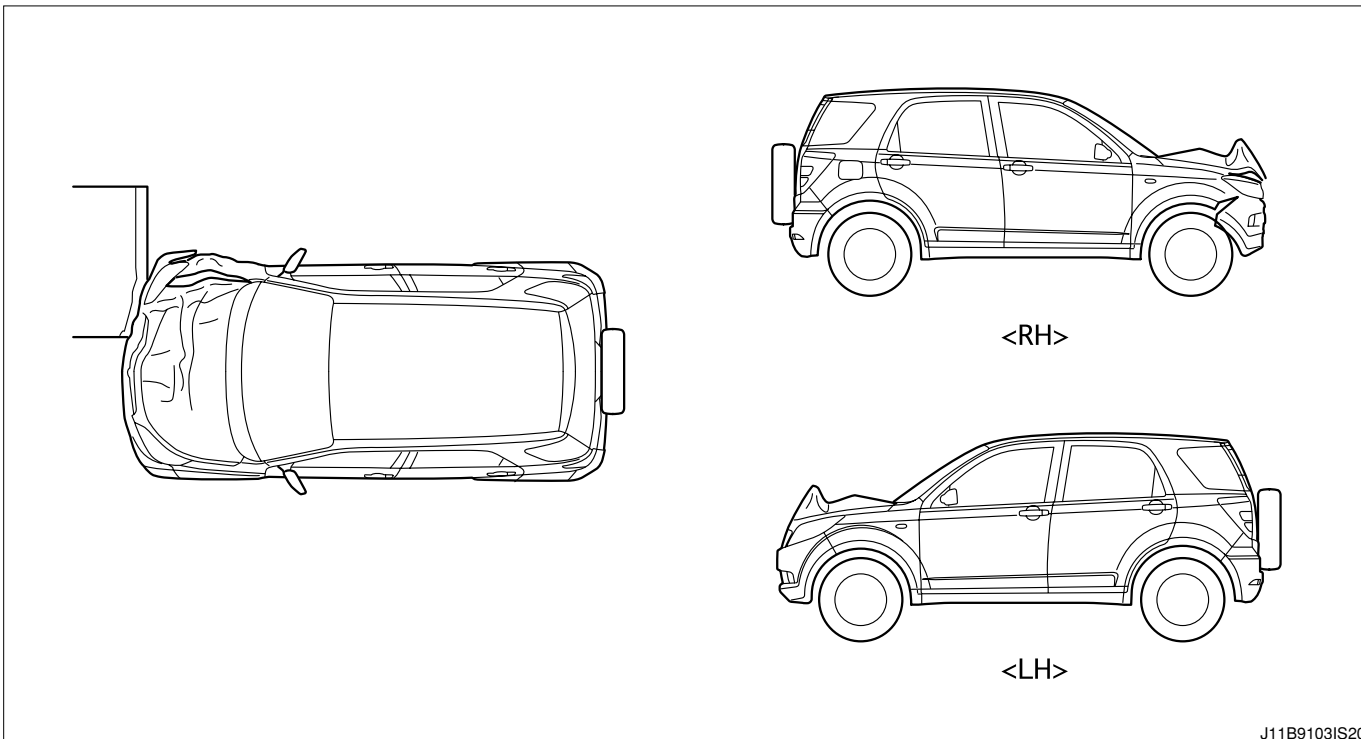


#### For side impact collisions

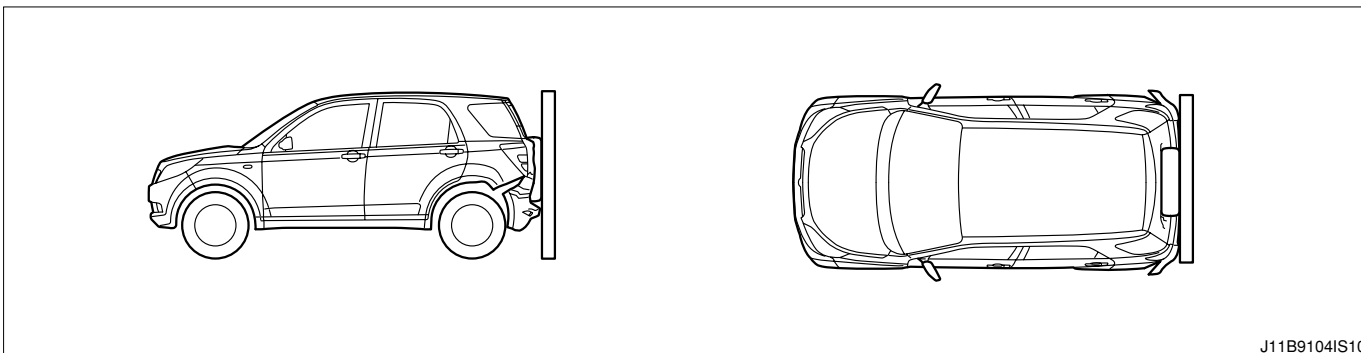


Illustrations were made based on collision test vehicles. In actual accidents, the speed and the impacted areas of the vehicle may differ from those in the illustration.

## For offset frontal collisions



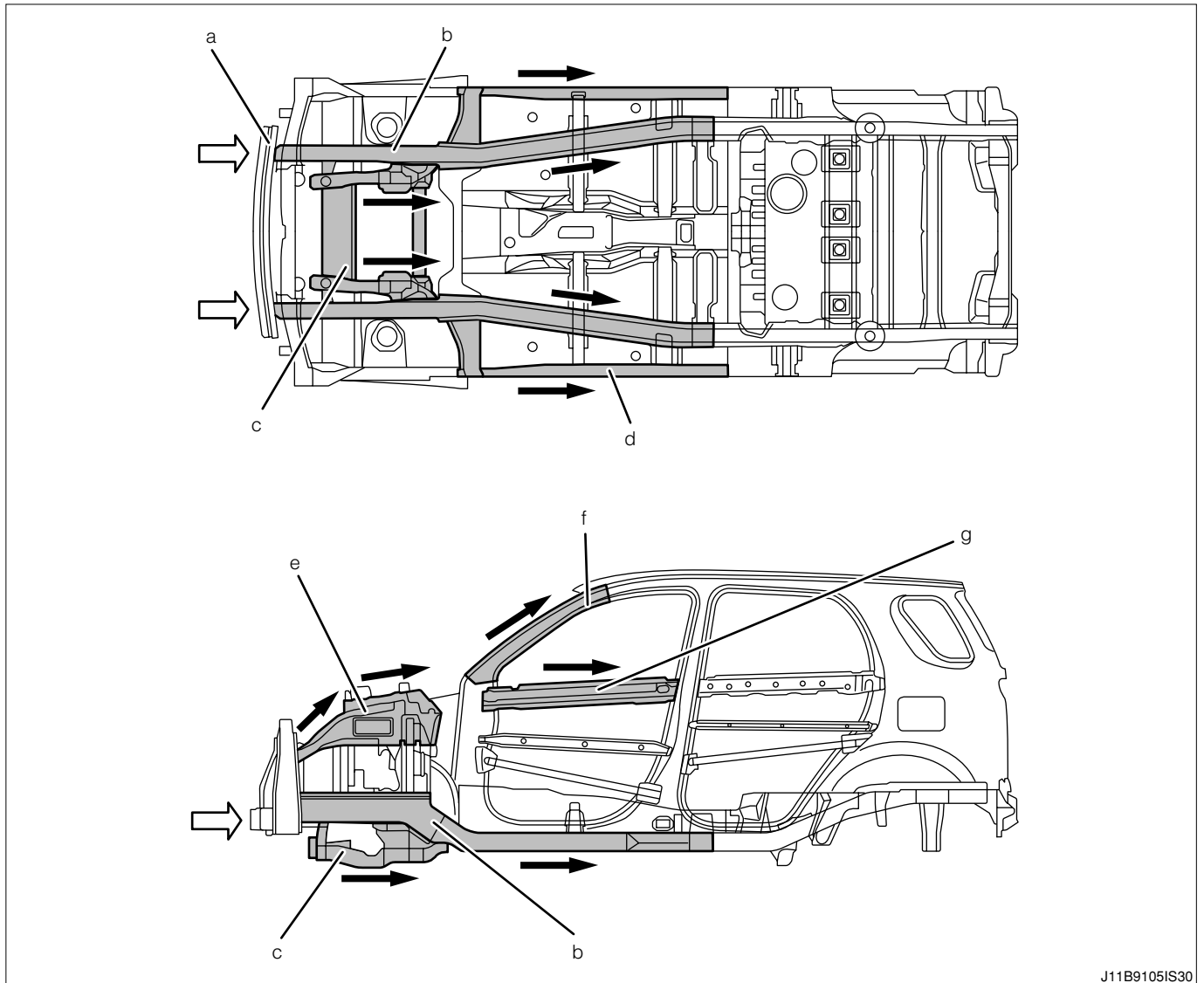
## For rear collisions





Illustrations were made based on collision test vehicles. In actual accidents, the speed and the impacted areas of the vehicle may differ from those the illustration.

## 2-1-2 FRONT ENERGY ABSORPTION CONSTRUCTION

The implemented structure efficiently disperses frontal collision energy in the front side member, front body inner pillar, and front side inner member, and suppresses cabin deformation.



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-  : Direction of collision  
 : Direction of absorption of collision energy (Conceptual)

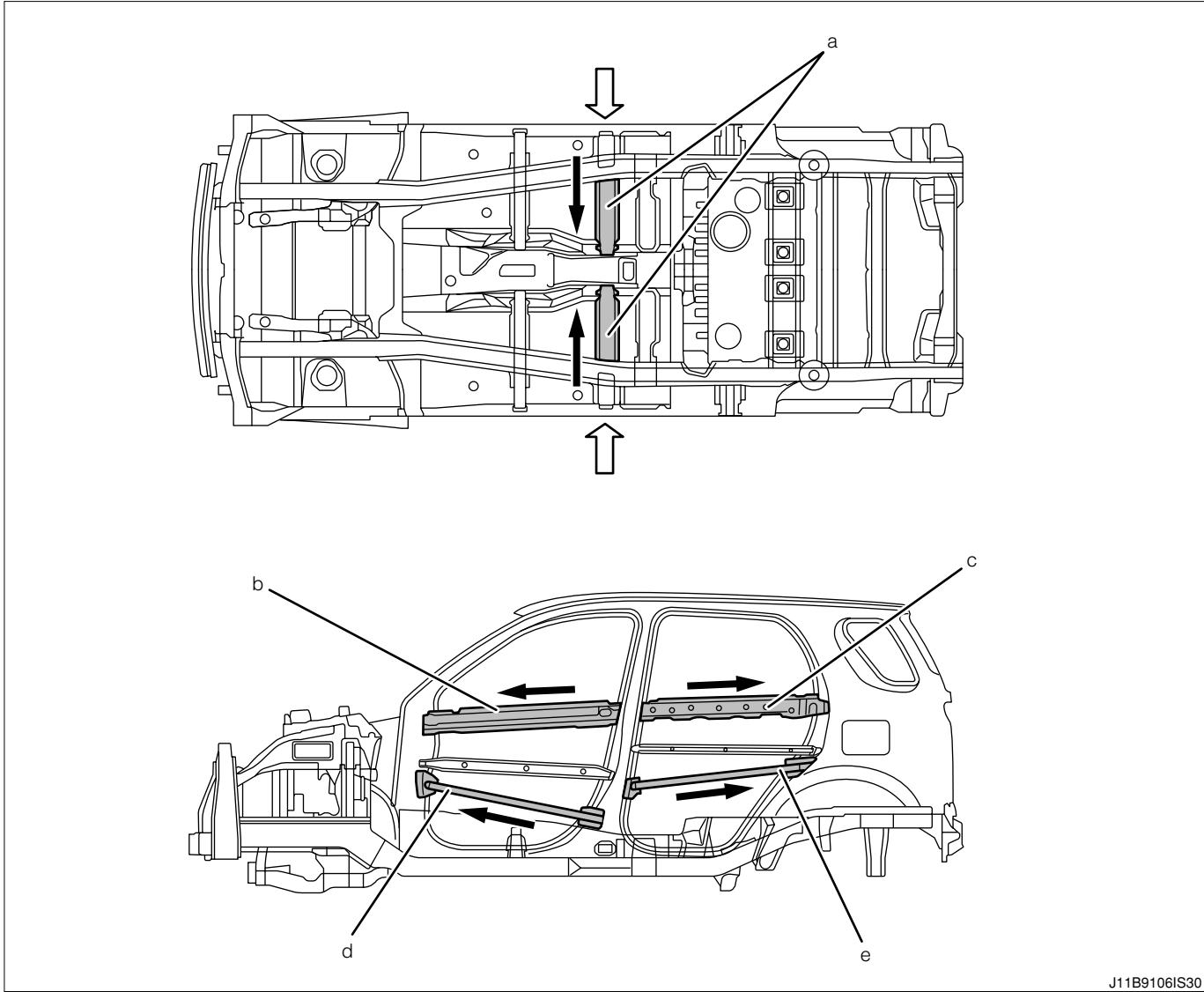
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The illustration is a graphic depiction. It differs slightly from the direction of actual collision energy absorption.

a	Front bumper reinforcement
b	Front side member
c	Front suspension member
d	Front side inner member
e	Apron upper member
f	Front body inner pillar
g	Front door panel inside reinforcement

2-1-3 SIDE ENERGY ABSORPTION CONSTRUCTION

The implemented structure efficiently disperses side collision energy through the center floor crossmember, front/rear door panel inside reinforcement, front/rear door side impact protection beam and suppresses cabin deformation.



J11B9106IS30

 : Direction of collision

 : Direction of absorption of collision energy (Conceptual)

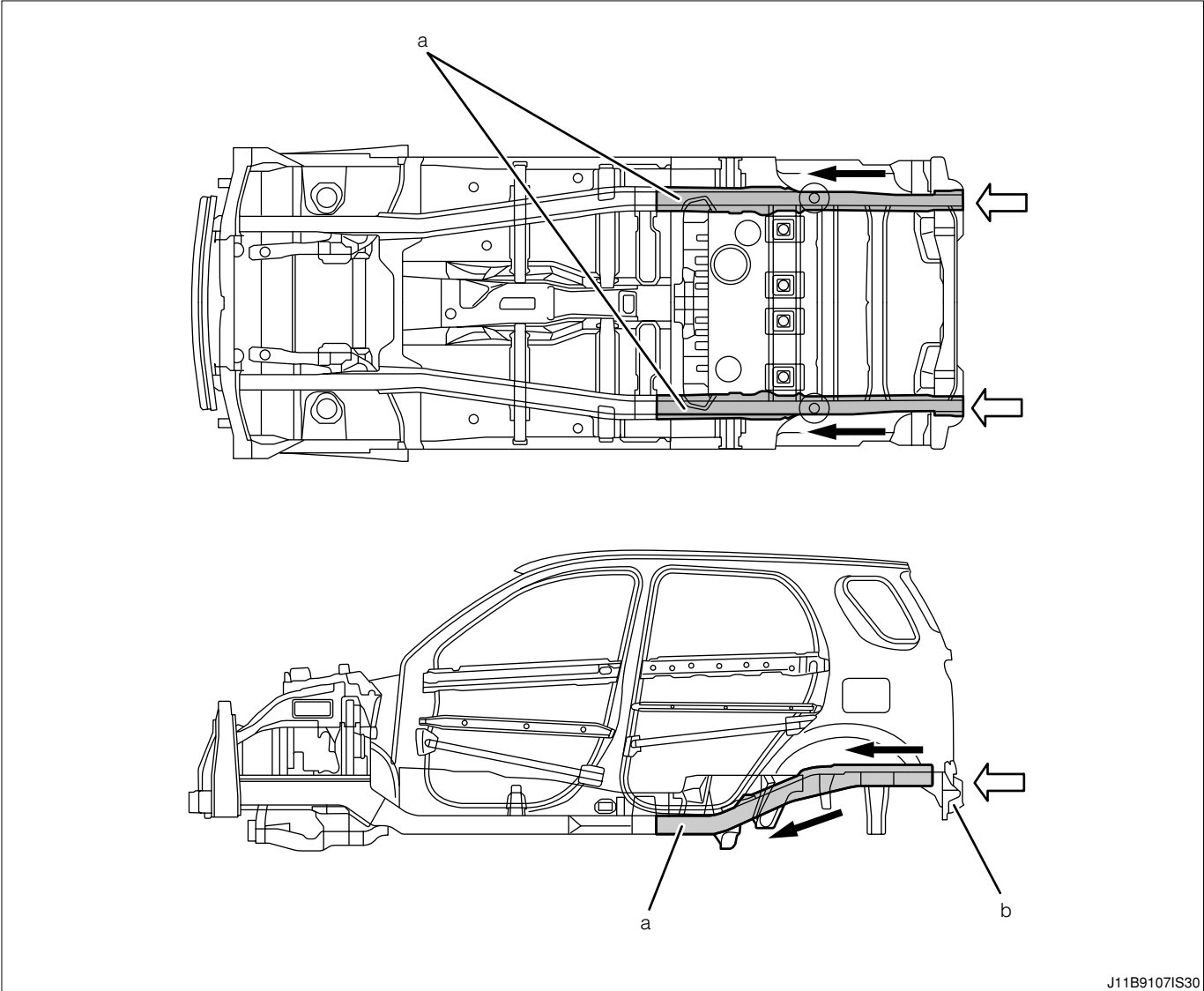
J11B9111IES05

The illustration is a graphic depiction. It differs slightly from the direction of actual collision energy absorption.

a	Center floor crossmember
b	Front door panel inside reinforcement
c	Rear door panel inside reinforcement
d	Front door side impact protection beam
e	Rear door side impact protection beam

2-1-4 REAR ENERGY ABSORPTION CONSTRUCTION

The implemented structure efficiently disperses rear collision energy through the high-rigidity rear floor side member and suppresses cabin deformation.



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: Direction of collision  
 : Direction of absorption of collision energy (Conceptual)

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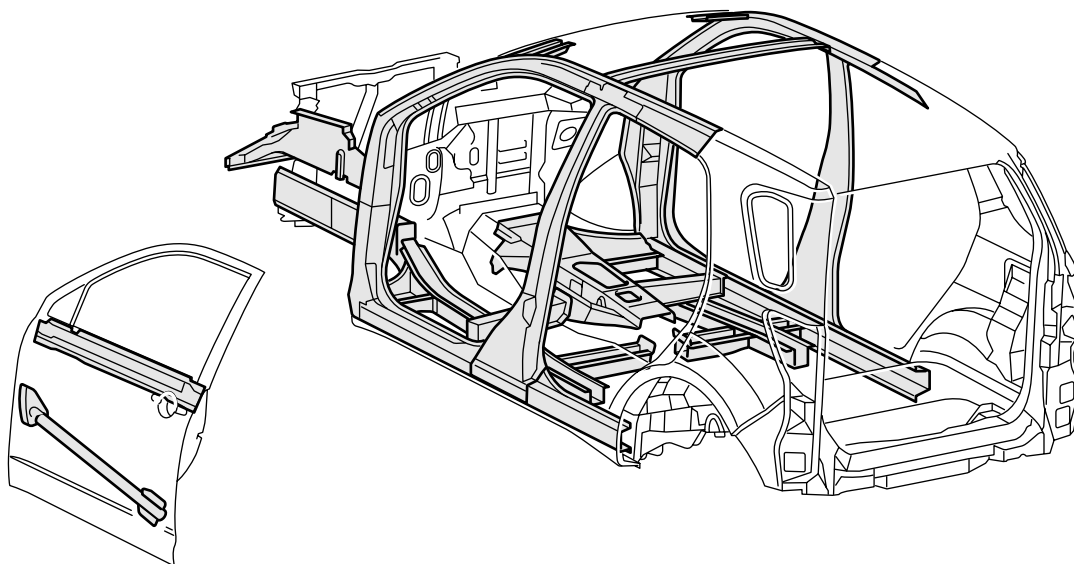
The illustration is a graphic depiction. It differs slightly from the direction of actual collision energy absorption.

a	Rear floor side member
b	Rear bumper reinforcement

## 2-2 BODY SHELL

### 2-2-1 PARTS WHERE HIGH-TENSILE STEEL SHEETS ARE USED

By incorporating high-tensile steel plates in body frame parts, they are made lightweight with high rigidity.



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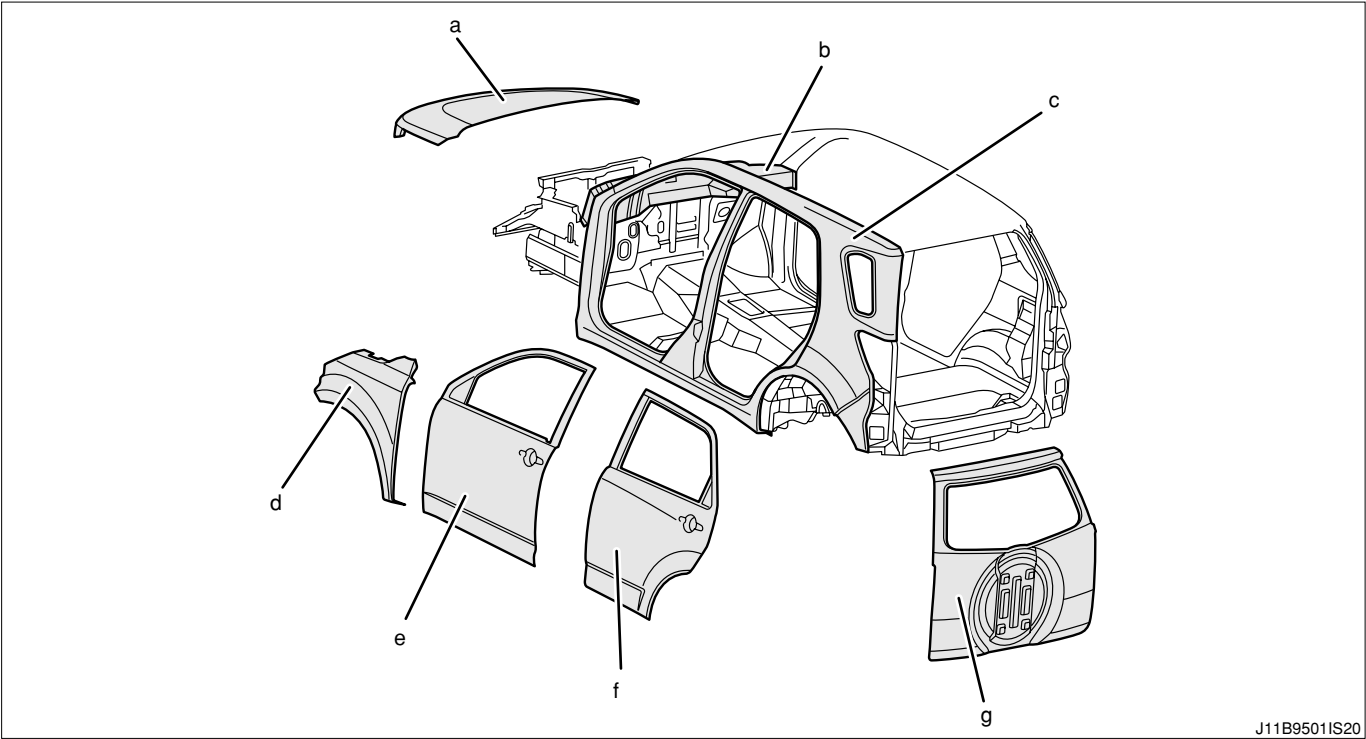
 : High Strength Sheet Steel

J11B9112IES05



2-2-2 PARTS WHERE ANTI-RUST STEEL SHEETS ARE USED

Anti-rust steel plates are used according to specifications in areas that are susceptible to rust and anti-rust performance is maintained.



: Anti-corrosion Sheet Steel

J11B9502IES05

a	Hood panel
b	Cowl top inner/outer panel
c	Side outer panel
d	Fender panel
e	Front door panel
f	Rear door panel
g	Back door panel