

For the Environment



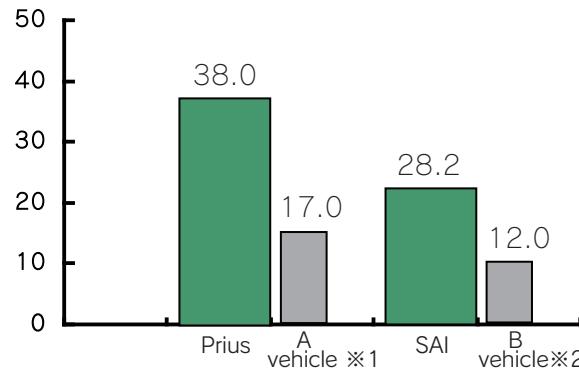
Energy and Global Warming

Improve vehicle aerodynamic performance and weight reduction that contribute to improving fuel efficiency

We at Toyota Auto Body are making efforts to achieve aerodynamic performance and reduce body weight as design to improve fuel efficiency.

Hybrid vehicle fuel consumption ratio

(10 and 15 mode driving the Ministry of Land Infrastructure and Transport survey values)
(Km/L)



※ 1 Same class gasoline vehicle (Total emissions 1.8 L)
※ 2 Same class gasoline vehicle (Total emissions 1.5 L)



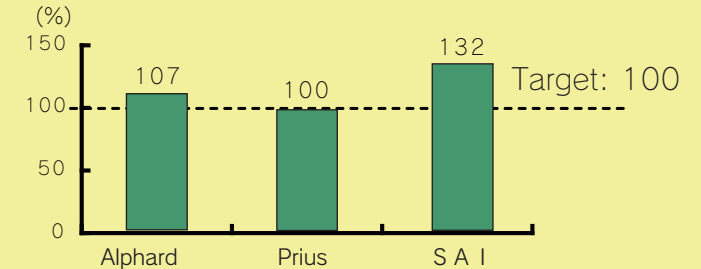
SAI :
As the next hybrid car after the Prius, this new model was designed and developed by Toyota Motor Corporation and Toyota Auto Body and is being produced at Toyota Motor Kyushu, Inc.

For other efforts
click → "Case Example of Eco-Plastic Interior Parts"

Weight reduction by using high-strength steel sheets and aluminum

We are achieving weight reductions through continuing to ensure collision safety performance by using many high-strength steel sheets and aluminum in outer panels and the body frame.

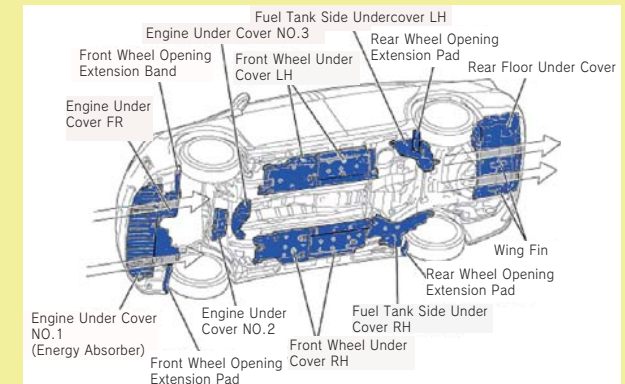
Ratio of weight reduction targets achieved (at Toyota Auto Body)



Ensuring superior aerodynamic performance

Superior aerodynamic performance has contributed to improved fuel efficiency by ensuring a flattening of the area under the cabin floor and situating all air flow parts that guide the air flow of the area under the cabin floor in the underbody and flush surface of the upper body.

Underbody rectifier parts location points (SAI)



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CO₂ Reducing Countermeasures in Production Activities

FY2009 Global CO₂ Reduction Activity Performance

Our CO₂ reduction activities involve all employees at Toyota Auto Body working in unison to actively promote “the introduction of new technology in production processes,” “more efficient production method *kaizen*(improvement) and line summarization,” and “decrease energy losses during days production plants are closed and for period of non-operation.”

We are achieving our emissions per sales unit and total emissions volume targets for the FY2010 Fourth Environmental Action Plan amidst reductions in production units in these hard economic conditions.

Hereafter as well, we are progressing in reducing CO₂ through promoting the introduction of production technology to lower levels of CO₂ emission and we are also pursuing efficient production methods.

(Note)

From the previous completed vehicle process target of FY2008(10% decrease compared to FY1990), we changed to a target that includes all production processes such as the chassis newly equipped process from Toyota Motor Corporation.

(Refer to P28 in the “Environment and Social Report 2009”)

CO₂ Reduction Efforts in Production Processes

 [\[Case Example 1\]](#)

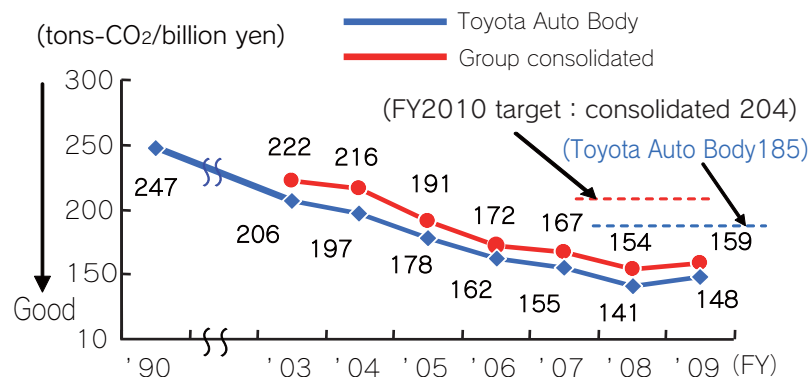
 [\[Case Example 2\]](#)

CO₂ Emissions Per Sales Unit

[FY2010 target]

Toyota Auto Body : Less than 185 tons-CO₂/billion yen
(10% decrease compared to FY2003)

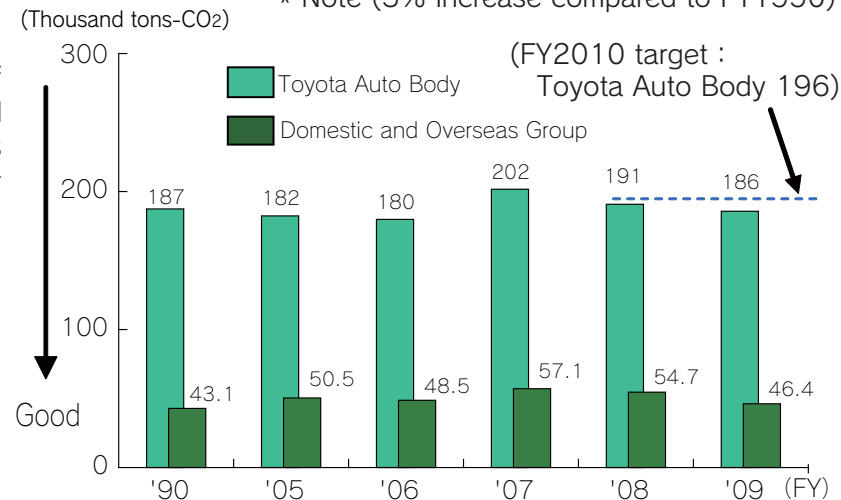
Group consolidated: Less than 204 tons-CO₂/billion yen
(8% decrease compared to FY2003)



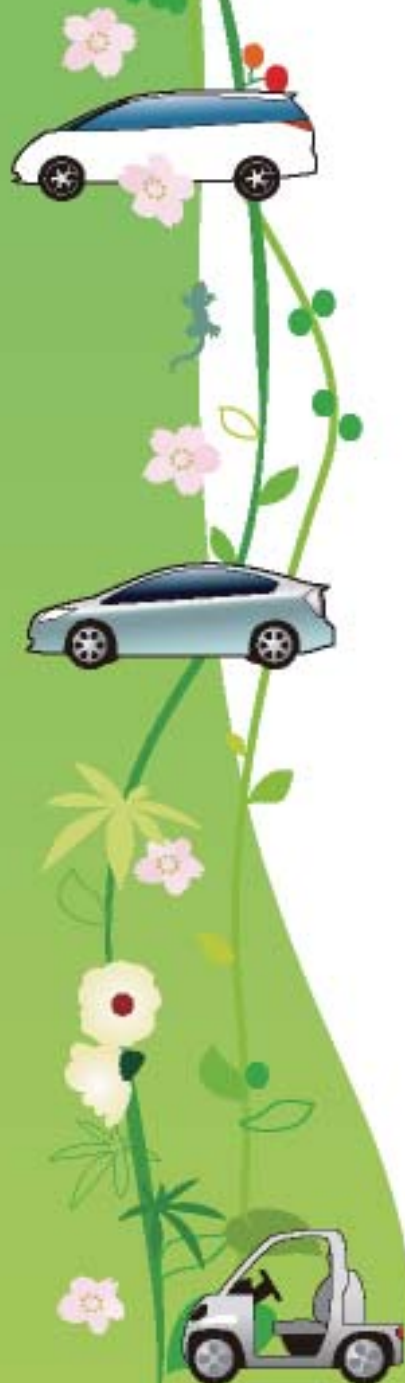
CO₂ total emissions volume in production processes

[FY2010 target : Less than 196 thousand tons-CO₂]

* Note (5% increase compared to FY1990)



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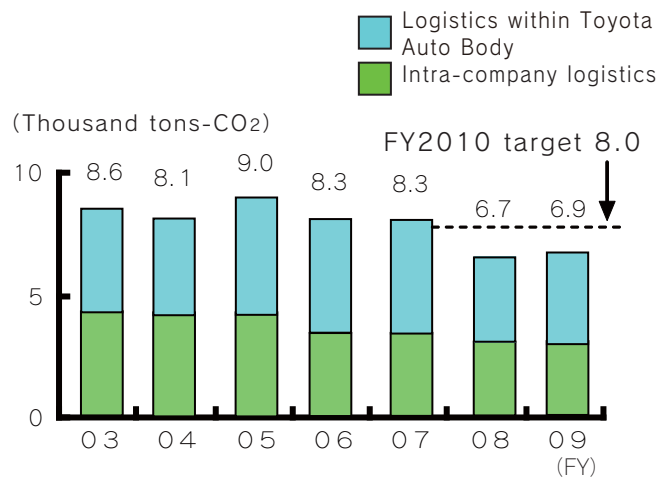


Energy and Global Warming

CO₂ Emissions Volume Reduction in Logistics

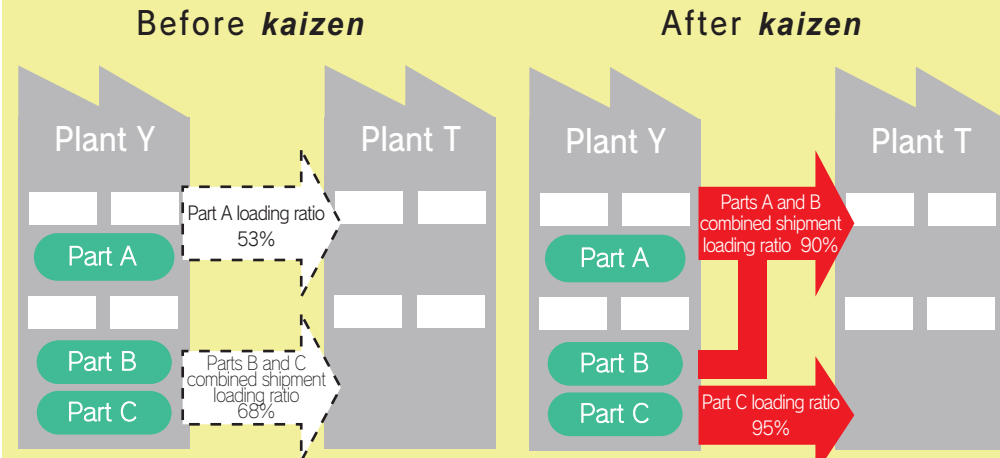
We are promoting CO₂ reductions for emissions generated from within Toyota Auto Body and also in logistics between our plants.

CO₂ Emissions Volume in Logistics [FY2010 target: Less than 8,000 tons-CO₂] (10% decrease compared to FY2003)



CO₂ Logistics Case Example

Even for parts shipments between plants, we are reducing CO₂ emissions relating to logistics by performing *kaizen* of shipping routes and shipping methods that reduced the number of shipments.



(Example of a modified loading method)



Rack installation

Reduced number of transport truck shipments

28 shipments/day
→ 24 shipments/day

《Impact of CO₂ reduction in logistics》

Decrease of 172 tons-CO₂/year