Preventing global warming requires that we cut back on the generation and emission of the greenhouse gases like carbon dioxide that cause it. Obviously, one of the most effective ways to reduce CO₂ emissions is to improve vehicle fuel economy. This symposium focused on “eco-driving”—simple, effective measures that anyone can take to reduce CO₂. Eco-driving is also a great budget-helper as gasoline prices soar. Naoki Hosaka has experience as a race car driver and suggests that people “turn off their car air-conditioning switches as much as possible.” Eri Hasegawa, an avid driver, confessed that she “had not paid much attention to that,” but she had her own techniques for making driving more eco-friendly. Everyone at the symposium was encouraged to join the “Team Minus 6%” campaign to prevent global warming.

Fujimura encouraged older drivers to turn the lights on early because their vision declines quickly at twilight. Fujimura warned that it was dangerous for motorcycles to weave through traffic and discussed the need for both cars and motorcycles to be aware of each other. Takeoka commented that we should be aware that petite women have narrower field of vision from the driver’s seat. "Crossover" Creates New Value

Fuji Heavy Industries’ theme for the 39th Tokyo Motor Show is “Think. Feel. Drive.—Creating new value through the crossover concept.” The exhibit highlights Subaru’s core attraction of “pleasurable driving,” and combines it with an ambitious focus on “very high safety” and “excellent environmental performance.” Located in the East Hall, the booth has a simple, clean design, with the main stage illuminated by fluorescent lights. The border with the Central Hall passageway is covered with a new experience, you can also climb aboard an Impreza with the same specs as used in rallies and try your hand at Subaru’s driving simulator “Subaru Rally Challenge.”

Japan Premiers include the new B9 Tribeca crossover (North American specs) and the Impreza WRC 2006 Prototype (TPH) system. In the technology corner, the IVX-equipped with Subaru’s proprietary Turbo Parallel Hybrid system. In the clean energy vehicle test rides, the company brings 17 cars with it to the exhibit, including the Subaru 360 (reference exhibit) and the R1e electric car that is used in the clean energy vehicle test rides. Making its world premiere is the B5-TPH concept car equipped with Subaru’s proprietary Turbo Parallel Hybrid (TPH) system. In the technology corner, the IXV-II represents the next generation in intelligent vehicle concepts with its advanced fusion of “driving” and “safety.” For those who want a new experience, you can also climb aboard an Impreza with the same specs as used in rallies and try your hand at Subaru’s driving simulator “Subaru Rally Challenge.”

Japan Premiers include the new B9 Tribeca crossover (North American specs) and the Impreza WRC 2006 Prototype that is scheduled to debut at the WRC Monte Carlo rally. Much attention is being paid to Subaru, which has developed its own presence in the world with its unique horizontally-opposed engine-driven AWD system.
Driving Pleasure, Safety, Environmental Performance

The Subaru booth illustrates the new functions and enjoyments that can be created when differing and sometimes opposing values are fused together. Symbolizing the use "crossover" concepts is the B5-TPH concept car on the left side of the main stage. Subaru's theme for this car is "a short trip for two," and it comes equipped with the company's unique hybrid system with driving pleasure and great environmental performance as well. This vehicle is full of crossover fusions: "horizontally-opposed six-cylinder engine gives it the driving performance and environmental performance as well. And so, the result of this mixture is a sporty, middle-class specialty car that offers the driver both functionality and comfort. The B9 Tribeca reference exhibit on the right side of the main stage has garnered a great deal of attention. It was developed as a "revolutionary SUV" that represents the next generation in Subaru crossovers. The large cabin seats seven and the horizontally-opposed six-cylinder engine gives it the driving performance of an SUV with the refined, stable ride of a passenger car. The car also illustrates Subaru's meticulous design. In addition to the third row of seats and other functional enhancements, it has a sporty, athletic exterior and an interior designed for fun, relaxing driving. The model on display has North American specs and was launched there in June. Subaru is considering launching it in Japan next year. Fuji Heavy Industries President Kyoji Takenaka emphasizes, "This car is at the top of the class in terms of safety technology. It earned the highest score in US collision tests." Subaru's technology exhibit also highlights its safety and environmental performance. Center stage in the booth is a cutaway model of the IVX-II system. Guides are on hand to provide explanations, and lamps flash to highlight the unique frontal recognition system that combines stereo cameras with milliwave radars, making this advanced technology very easy to understand. It is a revolutionary step forward in safety technology. During ordinary driving, the system helps to improve driving comfort and stability, but if it senses danger, it steps in and takes automatic avoidance maneuvers.

The most popular spot in the Subaru booth, however, is the motorsports corner, headlined by the Impreza WRC 2006 Prototype. The area literally overflows with "Subarists," those passionate fans of the Subaru brand. The Impreza WRC 2006 Prototype will be heading to the WRC rally circuit. The IVX-II is the next generation in intelligent vehicle concepts. The futuristic NEOS-3 CUV concept car provides explanations, and lamps flash to highlight the unique environmental performance. Center stage in the booth is a "crossover utility vehicle" (CUV) that seems to fuse an SUV with a private jet. Equipped with a 4.6 L V-8 engine and a body that looks like it stepped right out of a science-fiction movie, the car's simple, spindle-shaped form is accentuated by sharp, oval lines. Its three rows of seats provide room for six, and it comes replete with futuristic intelligent safety equipment and lots of excitement around the front seat. The Grandeur executive sedan is making its first appearance in Japan. It offers a 3.3 L V-6 engine and 5-speed automatic transmission housed in a dynamic exterior and a refined, tasteful interior. Hyundai plans to launch it in Japan next year.

Mitsubishi

The Supercar Orochi, with Gull-Wing Doors and Open Top

Mitsubishi has displayed its Orochi design study concept supcar at three motor shows running, and this year it includes a World Premiere of an open-top version called the Orochi Nude-Top Roadster. Based on the previous road version prototype Orochi, this year’s model has an open design and gull-wing doors, and its glamorous body has been sharpened to create a "beautiful but cool" silhouette. It is another example of Mitsubishi’s ability to make dreams into reality. Also at the booth are three original, classical sedans already on the market: Vexist, NOUERA and Galnce. There are also reference exhibits of the K-3 kit and the completed MICRO-TYPE-F.

Hyundai

CUV Concept Model Steps Out of a Science-Fiction Movie

The World Premiere NEOS-3 concept model is a "crossover utility vehicle" (CUV) that seems to fuse an SUV with a private jet. Equipped with a 4.6 L V-8 engine and a body that looks like it stepped right out of a science-fiction movie, the car’s simple, spindle-shaped form is accentuated by sharp, oval lines. Its three rows of seats provide room for six, and it comes replete with futuristic intelligent safety equipment and lots of excitement around the front seat. The Grandeur executive sedan is making its first appearance in Japan. It offers a 3.3 L V-6 engine and 5-speed automatic transmission housed in a dynamic exterior and a refined, tasteful interior. Hyundai plans to launch it in Japan next year.

Porsche

The Traditional Boxster and a New Version of 911 Carrera

The lead exhibit in the Porsche booth is the Cayman S, a coupe model of the open-top, two-seater Boxster. With a newly designed 3.4 L horizontally-opposed 6-cylinder engine, it goes from 0 to 100 kph in just 5.4 seconds. The car has a maximum speed of 275 kph, but with the engine located mid-ship and the two-seater coupe body, it offers the driver extraordinary stability and performance. Also attractive are the large 410 L trunk and the wide-opening rear lid.

The other focus of the Porsche booth is the 911 Carrera 4S Cabriolet, an open-top 4WD version of the long-standing 911 Carrera. Like all 911 models, it comes equipped with an automatic driver assist system and the highest levels of safety technology. Both the Boxster and the 911 Cabriolet are Japan Premiers. Porsche also brings examples of its 911 Carrera 4 Coupé and 911 GT 3 Cup racing machine.
Driving Pleasure, Safety, Environmental Performance

The Subaru booth illustrates the new functions and enjoyments that can be created when differing and sometimes opposing values are fused together. Symbolizing the use “crossover” concepts is the B5-THP concept car on the left side of the main stage. Subaru’s theme for this car is “a short trip for two,” and it comes equipped with the company’s unique hybrid system with symmetrical AWD (all-wheel-drive) technology, for driving pleasure and great environmental performance as well. This vehicle is full of crossover fusions: “horizontally-opposed turbo gasoline engines and electric motors,” “sports wagons and SUVs”. The result of this mixture is a sporty, middle-class specialty car that offers the driver both functionality and comfort. The B9 Tribeca reference exhibit on the right side of the main stage has garnered a great deal of attention. It was developed as a “revolutionary SUV” that represents the next generation in Subaru crossovers. The large cabin seats seven and the horizontally-opposed six-cylinder engine gives it the driving performance of an SUV with the refined, stable ride of a passenger car. The car also illustrates Subaru’s meticulous design. In addition to the third row of seats and other functional enhancements, it has a sporty, athletic exterior and an interior designed for fun, relaxing driving. The model on display has North American specs and was launched there in June. Subaru is considering launching it in Japan next year. Fuji Heavy Industries President Kyoji Takenaka emphasizes, "This car is at the top of the class in terms of safety technology. It earned the highest score in US collision tests."

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Hyundai

The next generation of Grandeur sedan

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The Supercar Orochi, with Gull-Wing Doors and Open Top

The superb Forester "Edge" Style shows another direction for the crossover

The Impreza WRC 2006 Prototype will be heading to the WRC rally circuit

Impreza WRC 2006 Prototype

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“Surprises and Discoveries: The Unbelievable Simplicity of Eco-Driving”

Mayuko Suzuki (Tokyo FM personality)
Jun Shitaka (eco-personality/Tokyo FM personality)

Guests
Naoki Hosaka (actor)
Eri Hasegawa (model/Tokyo FM personality)
Kiyoji Komoda (motor journalist/JAF Safety Committee)
Yuki Wada (budget-minded housewife)

Sponsor: Ministry of the Environment
Japan Automobile Manufacturers Association, Inc., The Energy Conservation Center, Japan, Environmental Restoration and Conservation Agency

Even with 40 people puffing away in the room, the air still feels clean. Preventing global warming requires that we cut back on the generation and emission of the greenhouse gases like carbon dioxide that cause it. Obviously, one of the most effective ways to reduce CO2 emissions is to improve vehicle fuel economy. This symposium focused on “eco-driving”—simple, effective measures that anyone can take to reduce CO2. Eco-driving is also a great budget-helper as gasoline prices soar. Naoki Hosaka has experience as a race car driver and suggests that people “turn off their car air-conditioning switches as much as possible.” Eri Hasegawa, an avid driver, confessed that she “had not paid much attention to that,” but she had her own techniques for making driving more eco-friendly. Everyone at the symposium was encouraged to join the “Team Minus 6%” campaign to prevent global warming.

There are three smoking areas installed on the back wall, and each has a capacity of 2,600 m3 per hour. The ventilators come with excellent ventilation. The smoking areas are equipped with ashtrays, three air cleaning systems and space to accommodate 24. The smoking areas were newly installed in April and come with excellent ventilation. The ventilators are installed on the back wall, and each has a capacity of 2,600 m3 per hour. Even with 40 people puffing away in the room, the air still feels clean. Preventing global warming requires that we cut back on the generation and emission of the greenhouse gases like carbon dioxide that cause it. Obviously, one of the most effective ways to reduce CO2 emissions is to improve vehicle fuel economy. This symposium focused on “eco-driving”—simple, effective measures that anyone can take to reduce CO2. Eco-driving is also a great budget-helper as gasoline prices soar. Naoki Hosaka has experience as a race car driver and suggests that people “turn off their car air-conditioning switches as much as possible.” Eri Hasegawa, an avid driver, confessed that she “had not paid much attention to that,” but she had her own techniques for making driving more eco-friendly. Everyone at the symposium was encouraged to join the “Team Minus 6%” campaign to prevent global warming.

Corners in the Central Mall
Three Comfortable Smoking Corners in the Central Mall

There are three smoking corners within the facilities located across from the Nos. 3, 4 and 8 exits on the second floor Central Mall. All of them are glass-enclosed 28 m2 areas equipped with ashtrays, three air cleaning systems and space to accommodate 24. The smoking areas were newly installed in April and come with excellent ventilation. The ventilators are installed on the back wall, and each has a capacity of 2,600 m3 per hour. Even with 40 people puffing away in the room, the air still feels clean. Preventing global warming requires that we cut back on the generation and emission of the greenhouse gases like carbon dioxide that cause it. Obviously, one of the most effective ways to reduce CO2 emissions is to improve vehicle fuel economy. This symposium focused on “eco-driving”—simple, effective measures that anyone can take to reduce CO2. Eco-driving is also a great budget-helper as gasoline prices soar. Naoki Hosaka has experience as a race car driver and suggests that people “turn off their car air-conditioning switches as much as possible.” Eri Hasegawa, an avid driver, confessed that she “had not paid much attention to that,” but she had her own techniques for making driving more eco-friendly. Everyone at the symposium was encouraged to join the “Team Minus 6%” campaign to prevent global warming.

October 30 visitors 146,200 persons
Total visitors 811,500 persons

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- Juggling Performance
- Clean Energy Vehicle Test Rides

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