

The 39th

Passenger Cars & Motorcycles

TOKYO MOTOR SHOW 2005



News

vol. 16

November 4, 2005

第39回東京モーターショー2005

Passenger Cars & Motorcycles
乗用車・二輪車

"Driving Tomorrow!" from Tokyo みんながココロに描いてる、くるまのすべてに新提案。

Competing on Advanced Design

7 companies and 1 university have 15 cars at the Carrozzeria Exhibit

The Event Hall contains original and distinctive cars from the carrozzeria (car design studios). This is the second time for carrozzeria to exhibit at the Tokyo Motor Show. They made their first appearance at the 37th show in 2003. This year there are 15 cars on display, entered by seven companies and one university. Also in the Event Hall is the "Special Exhibit to Commemorate the 50 Years of the Tokyo Motor Show," providing an opportunity to compare the hottest designs of today with those of yesteryear.

● Keio University Electric Vehicle Laboratory

Carrozzeria

The street test version of the Eliica that set an amazing speed record of 370 kph in Italy



Keio University developed the Eliica 8-wheeled electric car from the ground up as part of a program to find fundamental solutions to environmental problems. The project is supported by grants from private-sector companies.

There are two versions on display, one of them having set a world's record speed of 370 kph in Italy in a competition for electric sedan vehicles. This Eliica stands out for its low center of gravity and 8-tire, 8-wheel-drive stability and comfort. It

also features excellent body rigidity and aerodynamics. The other version is designed for street testing. It seats four, has 640 hp, a maximum speed of 190 kph and can travel for 300 km per recharge. It is currently undergoing test runs, and the findings will provide the basis for development of the Eliica 2nd Prototype. The laboratory hopes to sell this in small volumes from 2008.

● Tokyo R&D

Carrozzeria

Tokyo R&D's development concept for the street-ready Vemac RD200 sports car was "pure, uncompromising driving pleasure." The lightweight 890 kg body houses a 2 L Honda i-VTEC engine mounted midship with a cross ratio 6-speed manual transmission and a 4-wheel double wishbone suspension to achieve the ultimate in driving pleasure.

The Vemac RD408H is a hybrid sports car concept model. For its hybrid system it employs an M-TEC MF408S engine (4 L V-8) and PUES twin motors. The system has maximum output of 590 kW (802 ps). As development progresses, the company plans to enter its cars in races and produce small volumes of sports cars.



Vemac RD408H hybrid sports car concept



Vemac RD200 is designed for the ultimate in handling and pleasure

● Saleen

Carrozzeria

Saleen is a US company participating for the first time in the show. It handles the development and production of racing machines for Ford, and it displays two models this year in Tokyo: the Saleen S7 Twin Turbo, its flagship model, and the Saleen S281 high-performance model based on the Ford Mustang.

With a 7000 cc V-8 engine, the S7 is a pure sports machine with an excellent track record at the Le Mans 24-hour endurance race and similar events. The 2005 model comes with a twin turbo.

The S281 comes in three grades depending on engine output. It will be imported and sold in Japan beginning this year.



The Saleen S7 Twin Turbo is the fastest market vehicle in the US

● Sivax

Carrozzeria

The XTILE, making its debut in Japan, is the second in Sivax's KIRA series of sports-car-like street cars. The keywords for the designers were "blending." This embodies a variety of blends, for example, the front and rear body, the exterior and interior, and the mechanical details and sensual form. This is very much "car design as fashion." The first KIRA model is also on display.



The XTILE (front) was also shown at the 2004 Paris Motor Show

● Suzusho

Carrozzeria

This is Suzusho's Tokyo Motor Show debut. Its booth features the Supasse-C, a new street-spec sports model.



Supasse-C is light and nimble

The car comes with a domestic 2 L engine, and its 4-wheel suspension uses a push-rod, double wishbone layout. The body has also been switched from FRP to carbon.

● Ohno Car Craft

Carrozzeria

The New NAOMI II is a remake of the street-spec sports car NAOMI II that was shown at the 2001 Geneva International Motor Show. Based on Mazda's RX-7 FD 3 S rotary sports car, its long nose and short body gives it a beautifully fluid form.



The New NAOMI II recalls the design of sports cars in their heyday

● Phiaro Corporation

Carrozzeria

The P67b ETERNITY is the next generation in three-wheelers, complete with a 660 cc engine and two seats. It has a DVC system for its tilt mechanism that automatically controls body tilt depending upon speed and steering angle. The ride feels completely different from any other vehicle. This is Phiaro's first carrozzeria exhibit.



P67b ETERNITY three-wheeler prototype

● Doken

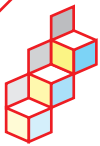
Carrozzeria

The Touch-Down S is a "city commuter" that addresses some of the major faults of the ordinary motorcycle. It does not need a kickstand to remain up even when stopped, and it has a roof, so you do not get wet even if it rains. In fact, it is part four-wheeler, part two-wheeler; extra wheels come in and out when it starts off.

The other Doken exhibit is Touch-Down for BMW K1200 LT, which adds the same system to an ordinary BMW K1200LT bike. Sales start next year.



The Touch-Down S is a variable two/four-wheel commuter



Barrier-Free Vehicles: Opening Roads Together

Automakers become more creative and innovative

Japanese society is no longer “aging;” it has “aged.” This, together with the steady increase in the number of traffic accidents, is raising new demand for barrier-free vehicles. All of the major domestic automakers have exhibits to show how they are addressing these needs. We toured the booths to find out what was new.

● Toyota calls its barrier-free vehicles “Welcab,” and of particular interest is its reference exhibit, the Porte Welcab with an A-Type detachable side access seat. The detachable wheelchair user can get in and out of the passenger seat without ever leaving the wheelchair. The Ractis Welcab wheelchair spec type II allows hand-pushed wheelchairs to move from the back of the car to the passenger seat area, and is designed for physically-challenged children.



Ractis Welcab
Wheelchair Spec
Type II 1.3 X

● The Honda ALMAS lineup of barrier-free vehicles includes the STEP WGN with a side lift-up seat. Its key features are a large sliding door and a fully powered seat for boarding and deboarding. Wheelchairs can be folded up and stored in the rear. The car seats seven comfortably, so there is never a lull in the conversation. The Fit Franz System is an order-made car that is equipped with Honda’s unique feet-only driving-assistance system.



Step Wgn side lift-up seat



● Suzuki’s New Every Wagon wheelchair spec (with rear seat, 4WD/AT) is a reference exhibit. Wheelchair users can get on and off without ever leaving their chairs. The car includes a power winch and a remote control. It seats four.



New Every Wagon
Wheelchair Spec with
Rear Seat

● Nissan’s ELGRAND Rider Enchante uses a slide-up seat on the passenger side. Switches are arrayed on both the left and the right sides of the slide-up seat so that it can be operated by either the care-giver or the physically-challenged person himself while in the car. This ease of use has earned high praise.



The passenger side
slide-up seat on the
Elgrande Rider
Enchante

● With its Demio-i slope wheelchair transport, Mazda tried to create a car that was “easier” and allowed “more freedom.” It has a number of functions designed to improve the safety and peace of mind of wheelchair users and care-givers alike, including an ELR belt system to prevent the wheelchair from rolling backwards when boarding and hand-rails inside to assist wheelchair users.



Demio i Slope Wheelchair Transport

● The Daihatsu Mira Selfmatic is the first minicar designed exclusively for driving by the physically-challenged. It uses special wheelchairs that meet official safety standards and a remote control boarding system to enable the wheelchair to occupy the driver’s seat. There is an array of driving assistance units that can be selected according to the individual’s needs.



The Mira Selfmatic is designed to be driven by the physically-challenged



● Subaru exhibits its Impreza Sport Wagon 1.5iG Package TransCare Wingseat. The wingseat on the passenger side rotates for smooth boarding and deboarding, and a powered wheelchair storage unit is available as a manufacturer’s option.



Impreza Sport Wagon 1.5iG
Package TransCare Wingseat

● One of the big hits at the show is the Mitsubishi reference exhibit of its Colt Plus Self-transporter. It is equipped with a robot arm for loading and unloading wheelchairs, which are carried in the rear luggage compartment. The entire operation can be controlled at the touch of a switch to transport the wheelchair back and forth from the driver’s seat to the rear, and there are audible beeps to indicate when the arm is moving. In the driver’s seat, both the accelerator and brake can be controlled manually, which is great news for drivers with weak legs. This represents the ultimate in Mitsubishi’s Hearty Run series of barrier-free vehicles.



Colt Plus Self-transporter

The 6th Traffic Safety Symposium

—Assessing Traffic Safety Program Effectiveness and Formulating Programs for the Future—



Speakers/Panelists

Kenji Wani, Director, International Affairs Office, Road Transport Bureau, Ministry of Land, Infrastructure and Transport
 Sadao Horino, Associate Professor, Faculty of Engineering, Kanagawa University
 Norio Kamei, Chief Researcher, Mitsubishi Research Institute
 Sunao Chikamori, Professor, Faculty of Engineering, Shibaura Institute of Technology
 Kazunori Iwakoshi, President, JAFMATE Co., Ltd.
 Rumiko Iwasada, Motor Journalist
 Toshimi Yamanoi, Chairman of the Safety Subcommittee, Safety & Environmental Technology Committee, JAMA
 Tetsuo Taniguchi, Director of Automotive Safety Research Department, National Traffic Safety and Environment Laboratory

Coordinator

Kenichi Yoshimoto, Honorary Professor, University of Tokyo

Sponsor: Ministry of Land, Infrastructure and Transport

The first part of this symposium heard reports on recent trends in automotive safety, discussed findings from traffic accident analyses, highlighted future issues and evaluated major programs of the past. All three speakers brought unique expertise to their presentations.

Kenji Wani discussed the introduction of collision safety standards, presenting estimates that the number of annual fatalities have been reduced by approximately 1,000 in 2003. Compared to the goal of a 1,200-fatality reduction by 2010, he concluded that programs were steadily producing results. He also announced that the Council for Transport Policy had been asked on October 19 to produce a new report on vehicle safety programs.

Sadao Horino presented findings from an analysis of traffic accidents, one of the key components in the safety policy cycle. His

presentation was extremely enlightening. For example, he noted that while vehicle measures were effective, one could also achieve significant reductions in accidents by better installing curve mirrors along streets so as to eliminate blind spots.

Norio Kamei reported that there has been a reduction of 872 traffic-fatalities since June 1999 when the Council for Transport Technology issued a report calling for the introduction of full-wrap frontal head-on collision standards and side collision standards.

During the panel discussion in Part 2, Tetsuo Taniguchi commented on the development of driving simulators and drive recorders to test preventative safety technology and measure its effectiveness. He also spoke about the limits of these technologies. In contrast, Sunao Chikamori emphasized the development of simulators able to reproduce traffic environments. Toshimi Yamanoi noted the speed with which automakers were developing technologies and advocated the establishment of methodologies to evaluate automakers' safety measures prior to forming regulations. This point resulted in heated discussion.

Kenichi Yoshimoto pointed out the importance of linkage between the driver in the vehicle and Kazunori Iwakoshi said that if preventative safety was going to enter the arena of actual driving, the driver must be provided with guarantees that safety devices will function.

SPECIAL EVENT

Music and Dance!

Chiba Prefectural Police Band

The Chiba Prefectural Police Band performed for the Tokyo Motor Show on the afternoon of November 3. The band was created as an outreach program between the police and the local community and is celebrating its 35th anniversary this year.

The program began with the John Philip Sousa "The Thunderer," which was followed by "Disney Princess Medley," "Soran-bushi Rock Version," "Sazae-san" and "Matsuken Samba II." The program showed off the band's repertory with its combination of wind ensemble classics and popular favorites. The brightly-costumed "Color Guard" provided a dance performance to further enthrall the audience.



Festival Park (West Rest Zone)

TOPICS ASTROVISION Enhances Events

Festival Park is the site of many of the Tokyo Motor Show's diverse events. Helping to make it all possible is the ASTROVISION movable, large-screen display provided by Panasonic Communications. The screen provides close-ups of stage performances and is also used to display information.

An enormous 170 inches in size, the ASTROVISION uses an LED system for its display. It is built into a 4WD truck that "can go anywhere, no matter how snowy or bumpy the road," according to a member of the operations staff. It also comes with an "Astro" price tag; the vehicle and video equipment are approximately ¥120 million.



Today's EVENTS

4-Nov-05 (Fri)

* Juggling Performance

12:00~12:30

13:30~14:00

14:45~15:15

Festival Park in the West Rest Zone

* Clean Energy Vehicle Test Rides

10:30~16:30

Special course in Makuhari Seaside Park

* Schedules subject to change depending on weather.

ON DEMAND PUBLISHER C-51N

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Imaging is the foundation of modern business. It is the process of capturing and reproducing visual information. In the context of printing, it involves the conversion of digital data into a physical form that can be viewed and touched. This process is essential for the production of high-quality, consistent output across a wide range of applications, from small-scale business cards to large-scale commercial printing. The Konica Minolta on-demand printing system is designed to meet the needs of businesses that require fast, reliable, and cost-effective printing solutions. It offers a range of features and capabilities that make it an ideal choice for a wide range of applications, from small-scale business cards to large-scale commercial printing.

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 Email odi-info@bj.konicaminolta.jp
 URL <http://www.ebook-print.com>

TOKYO MOTOR SHOW 2005

November 3 visitors **152,600 persons**
 Total visitors **1,182,700 persons**

Tokyo Motor Show News Vol.16 November 4, 2005

Publisher: Public Relations Office

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