Formula SAE® Series
2016 Student Formula Japan
Event Guide
2016 9.6 TUE -10 SAT

Organized by Society of Automotive Engineers of Japan, Inc.
Ogasayama Sports Park - ECOPA
I would like to extend my heartfelt congratulations on the occasion of the 14th Student Formula Japan.

As the economic and social situation in Japan undergoes major changes, we are wrestling with various issues such as the aging of the population and the declining birthrate, as well as problems concerning resources and energy. In response to such issues and changes, strategic science and technology innovation is required to realize a prosperous society.

Consequently, the 5th Science and Technology Basic Plan formulated in January of this year designates the policy for science and technology innovation as a core economic, social and public policy. The Ministry of Education, Culture, Sports, Science and Technology and the Ministry of Economy, Trade and Industry have therefore established the Industry-Academia-Government Round-Table Council on Fostering Human Resources in Science and Technology. This roundtable will define a course for, and identify critical elements in, the strategic development of human resources in science and technology, who will play a central role in producing those innovations. Industry, academia, and the government will then join forces to advance the resulting initiatives.

In that context, this competition, where students hone their overall monozukuri skill by competing not only in terms of vehicle driving performance and production cost, but also on various aspects such as the design and presentation skill required to promote the vehicle they designed, offers an extremely significant contribution to the development of engineers with practical skills who will support Japan in the future.

I am convinced that the competition will provide students with a concrete opportunity to experience the wonders and fascination of monozukuri through the planning, designing and production of a racing car, as well as to learn about the importance of identifying and solving problems, project management, and leadership through communication with other team members. This represents a high-level challenge that goes beyond the knowledge of engineering they learn on a day-to-day basis, and will provide a valuable experience when they later join society to work as engineers.

This 14th edition of the competition, I am told, features a record combined total of 106 entrant teams, including 31 from outside Japan for the ICV and EV classes, while last year’s competition had a record total of 15,193 participants. This is a splendid testimonial to the recognition and regard enjoyed by this competition both in and outside Japan.

In closing, I would like to wish the best of luck to all participants, instructors, and educational institution staff, as well as express my respect and reiterate my congratulations to the Society of Automotive Engineers of Japan and all other parties engaged in the planning and running of the competition.

Welcome to the 2016 Student Formula Japan

106 teams (75 from inside Japan and 31 from outside Japan) have registered to enter this year’s 14th Student Formula Japan competition. By region, we have 1 team from Hokkaido, 2 from Tohoku, 30 from Kanto-Koshin’etsu, 16 from Tokai, Chubu and Hokuriku, 19 from Kansai, Chugoku and Shikoku, and 7 from Kyushu. From outside Japan, we have 6 from Thailand, 5 from China, 5 from India, 4 from Indonesia, 3 each from Taiwan and Malaysia, 1 each from Korea and Pakistan, 3 form Europe for a total of 31 teams. These include some world major teams we are very interested in. This event is gradually turning into the Asian hub for student formula competitions.

I hope that Japanese students will see this as a great opportunity to interact with students from many countries and actively engage them in technological and personal exchanges.

This competition was inaugurated in 2003 to provide training in practical monozukuri. Student teams compete over the full range of monozukuri proficiency, which encompasses conceptualizing and designing a vehicle, its performance in terms of acceleration, handling, and durability, its final concept and design, manufacturing, cost, and even presentation skills.

Experiencing the hardships, fascination, and enjoyment of monozukuri allows the students to cultivate team management and communication skills.

Over 15,000 students from the previous 13 competitions have benefited from that experience and are now active on the front lines of monozukuri. I fervently hope that in the future, society will come to recognize this competition as a springboard that brings talented people to the automotive industry.

Finally, I wish the best of luck to everyone on the participating teams. I would also like to express my sincere thanks to the representatives from industry, academia and government for their support, collaboration and sponsorship, to the organizers in the host cities of Kakegawa and Fukuroi in Shizuoka Prefecture, to the corporations and universities who dispatched staff members to help run the competition and, last but not least, to each and every one of those staff members.
1. Purpose of Competition

To develop human resources that, through the support of government, industry, and academia, will contribute to the development and promotion of both automobile technology and industry by having the students play the main role in planning, designing, and constructing an automobile on their own in a competition of comprehensive monozukuri skills.

2. Fundamental Policies of the Competition

As an engineering society, to provide students with an opportunity for monozukuri for the purpose of:

1) helping the students to independently develop their comprehensive monozukuri skills.

2) increasing the educational value of the experience by providing the students with an opportunity for the practical application of skills and knowledge that are connected to their classroom studies.

3. Operating Guidelines of the Competition

1) To be a place where monozukuri skills are verified while placing the highest priority on ensuring safety.

2) To conduct the competition in connection with representatives of industry, government, and academia.

3) To conduct the competition with a wide range of both individual and corporate volunteers.

4) To conduct the competition as a non-profit, public enterprise.

5) To build a network of student formula competition participants that will contribute to exchange between engineers that transcends corporate frameworks.
### ICV Class

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### EV Class

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## 2016 Student Formula Japan Event Schedule

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Sponsors

S Class
Toyota Motor Corporation
Nissan Motor Co., Ltd.
Honda Motor Co., Ltd.

A Class
Fuji Heavy Industries Ltd.
Mazda Motor Corporation
Mitsubishi Motors Corporation
Tamadico Co., Ltd.

B Class
NOK Corporation
Pacific Engineering Corporation
HORIBA, Ltd.
UD Trucks Corporation
Hino Motors, Ltd.
Bosch Corporation
dSPACE Japan
KYB Corporation
Mentor Automotive
NTN Corporation
TBK Co., Ltd.
AISIN AW CO., LTD.
AISIN SEIKI CO., LTD.
Altair Engineering, Inc.
ANSYS Japan K.K.
ETAS K.K.
Isuzu Motors Limited
AVL JAPAN
EXEDY Corporation
Autech Japan, Inc.
AUTOBACS SEVEN CO., LTD.
Calsonic Kansei Corporation
KYOUN S SEIKI K.K.
Kelihein Corporation
JTEKT Corporation
JATCO Ltd.
JATCO Engineering Ltd
Shin Nippon Tokki Co., LTD.
Sumitomo Wiring Systems, Ltd.
ZF Japan Co., Ltd.
Sensata Technologies Japan Limited
Software Cradle Co., Ltd.
SolidWorks Japan K.K.
Tyo Electronics Japan G.K.
Daihatsu Motor Co., Ltd.
Nifco Inc.
ESI Japan

B Class
NOK Corporation
Pacific Engineering Corporation
HORIBA, Ltd.
UD Trucks Corporation
Hino Motors, Ltd.
Bosch Corporation
dSPACE Japan
KYB Corporation
Mentor Automotive
NTN Corporation
TBK Co., Ltd.
AISIN AW CO., LTD.
AISIN SEIKI CO., LTD.
Altair Engineering, Inc.
ANSYS Japan K.K.
ETAS K.K.
Isuzu Motors Limited
AVL JAPAN
EXEDY Corporation
Autech Japan, Inc.
AUTOBACS SEVEN CO., LTD.
Calsonic Kansei Corporation
KYOUN S SEIKI K.K.
Kelihein Corporation
JTEKT Corporation
JATCO Ltd.
JATCO Engineering Ltd
Shin Nippon Tokki Co., LTD.
Sumitomo Wiring Systems, Ltd.
ZF Japan Co., Ltd.
Sensata Technologies Japan Limited
Software Cradle Co., Ltd.
SolidWorks Japan K.K.
Tyo Electronics Japan G.K.
Daihatsu Motor Co., Ltd.
Nifco Inc.
ESI Japan

C Class
ICHIKOH INDUSTRIES, LTD.

D Class
FUKUIRO CHAMBER OF COMMERCE AND INDUSTRY DRD Co., Ltd.

MathWorks Japan
AISAN INDUSTRY CO., LTD.
AISIN COMCruise CO., Ltd.
AISIN TAKAOKa CO., LTD
Akebono Brake Industry Co., Ltd.
ISUZU ENGINEERING Co., Ltd.
USUI KOKUSAI SANGYO KAISYA LTD.
UCHIYAMA MANUFACTURING CORP.
AW ENGINEERING CO., LTD.
A&D Company, Limited
OTICS Corporation
ORIX Auto Corporation.
KYOWA ELECTRONIC INSTRUMENTS CO., LTD.
KIRIU CORPORATION
Concurrent Computer Corporation
CK Engineering corporation.
CCI Corporation.
Jl Accident & Fire Insurance Co., Ltd.
SuzuyoCo., Ltd.
Soohsin
SMIC ISHIKAWA INC.
Taiseiplas co., Ltd
Pacific Industrial Co., Ltd
Tahco Kogyo Co., Ltd.
Takada kogyo
TACHI-S CO., LTD.
DAD co., Ltd.
TSUCHIYA CO., LTD.
TEIN, INC.
DEWE Japan Co., Ltd.
DENSO TECHNO CO., LTD.
TOKYO R&D Co., Ltd.
TOKYO R&D Composite Industry Co., Ltd.
Tokio Marine & Nichido Fire Insurance Co., Ltd.
TOKYO BOEKI TECNO-SYSTEM LTD.
TOHNICHI Mfg Co., Ltd.
Toyo Denso CO., LTD.
TORAY INDUSTRIES, INC
TODA RACING Co., Ltd.
Toyota Technical Development Corporation
TOYODA IRON WORKS CO., LTD.
TOYOTA PRODUCTION ENGINEERING CORPORATION
TOYOTA MODELLISTA INTERNATIONAL CORPORATION.
NANJO Auto Interior Co., Ltd
NISHIKAwa RUBBER CO., LTD.
NICHIRIN CO., LTD.
NISSAN ARC, LTD.
NISSAN KOGYO CO., LTD.
NITTAN VALVE CO., LTD.
Nippon Seiki Co., Ltd.
NGK SPARK PLUG Co., Ltd.
National Instruments Corporation.
Virtual Mechanics Corporation
PIOLAX, INC.
HAMANAKODENCO CO., LTD.
Bando Chemical Industries, Ltd.
PUES Corporation
FUJI OOXZ Inc.
FUJITSUCO SERVICE LTD.
Future Technology Co., Ltd.
FURUKAWA AUTOMOTIVE SYSTEMS INC.
PRESS KOGYO CO., LTD.
Magna International Inc.
YAMAHA MOTOR POWERED PRODUCTS CO., LTD.
RYOBI LIMITED

E Class
Toyko-to Jidousha Jigyö Kyökaik
Hattasan Meiatsus Dango
HOTEL KANZE
We appreciate your cooperation for assuring a safe and pleasant event.

[Attention]

⚠️ You must not enter the Dynamic Events Area ("Dynamic Events Area" on the map) (except team members and examiners in possession of a pass permitting entry to the area).

⚠️ Please watch the dynamic events and practices from the designated areas. To prevent accidents, do not use flash when taking pictures while vehicles are being driven.

⚠️ People without permission are not allowed to enter the Team Pit.

⚠️ Please smoke in the designated smoking areas only. It is prohibited to smoke anywhere other than the designated areas.

⚠️ Please sort and throw trash into the appropriate bins.

⚠️ In hot weather, please take sufficient liquids and pay attention to your physical condition. If you feel sick, contact event staff as soon as possible to receive treatment from the nurses and doctors on call at the First Aid Station.

⚠️ Do not approach hornets and snakes that live in the area around the site. If you are bitten or stung, please contact event staff nearby or the organizer's office.

⚠️ Please follow instructions given by competition staff members.

[Disclaimer Notice]

⚠️ The organizers and sponsors, co-sponsors do not take any responsibility for damages or losses.

⚠️ The organizers are not liable for any changes made to the program.
<table>
<thead>
<tr>
<th>Award Name</th>
<th>Outline</th>
<th>Place</th>
<th>Prize *10K JPY</th>
<th>Provided by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minister of Economy, Trade and Industry Award</td>
<td>Top finisher overall</td>
<td>1st</td>
<td>(Diploma)</td>
<td>Ministry of Economy, Trade and Industry</td>
</tr>
<tr>
<td>Minister of Land, Infrastructure, Transport and Tourism Award</td>
<td>Top team overall rating in safety, environmentally friendly and advanced technology</td>
<td>1st</td>
<td>(Diploma)</td>
<td>Ministry of Land, Infrastructure, Transport and Tourism</td>
</tr>
<tr>
<td>Governor of Shizuoka Prefecture Award</td>
<td>Top team overall rating in Static Events, Acceleration, Skid-pad, Autocross, Noise, Fuel Economy, Safety, and Weight Reduction</td>
<td>1st</td>
<td>(Goods)</td>
<td>Shizuoka Prefecture</td>
</tr>
<tr>
<td>Mayor of Fukuroi City Award</td>
<td>Top team overall rating in Static Events</td>
<td>1st</td>
<td>(Goods)</td>
<td>Fukuroi City</td>
</tr>
<tr>
<td>JAMA Chairman Awards</td>
<td>Teams accomplished all Static &amp; Dynamic Events (exc. penalized by Noise or document submission delay)</td>
<td>–</td>
<td>70 divided equally (w/ Goods)</td>
<td>Japan Automobile Manufacturers Industry</td>
</tr>
<tr>
<td>Spirit of Excellence Awards for ICV class</td>
<td>Top 6 finishers overall in ICV</td>
<td>1 – 6th</td>
<td>1st:10, 2nd:9, 3rd:8, 4th:6, 5th:5, 6th:4</td>
<td>ONO SOKKI</td>
</tr>
<tr>
<td>Spirit of Excellence Award for EV class</td>
<td>Top finisher overall in EV</td>
<td>1st</td>
<td>4 (w/ Goods)</td>
<td>PUSE Shizuoka Pref.</td>
</tr>
<tr>
<td>Cost Awards</td>
<td>Top 3 teams in Cost &amp; Manufacturing</td>
<td>1 – 3rd</td>
<td>1st:2.5, 2nd:1.3rd:0.5</td>
<td>DEWE Japan</td>
</tr>
<tr>
<td>Design Awards</td>
<td>Top 3 teams in Design</td>
<td>1 – 3rd</td>
<td>1st:5, 2nd:3, 3rd:2</td>
<td>Autech Japan</td>
</tr>
<tr>
<td>Presentation Awards</td>
<td>Top 3 teams in Presentation</td>
<td>1 – 3rd</td>
<td>1st:4, 2nd:3, 3rd:1</td>
<td>TOYO TIRE and RUBBER</td>
</tr>
<tr>
<td>Acceleration Awards</td>
<td>Top 3 teams in Acceleration</td>
<td>1 – 3rd</td>
<td>1st:5, 2nd:3, 3rd:2</td>
<td>Sumitomo Rubber Industries</td>
</tr>
<tr>
<td>Skid-Pad Awards</td>
<td>Top 3 teams in Skid-pad</td>
<td>1 – 3rd</td>
<td>1st:2.5, 2nd:1.3rd:0.5</td>
<td>THE YOKOHAMA RUBBER</td>
</tr>
<tr>
<td>Autocross Awards</td>
<td>Top 3 teams in Autocross</td>
<td>1 – 3rd</td>
<td>1st:4, 2nd:3, 3rd:1</td>
<td>Bridgestone</td>
</tr>
<tr>
<td>Endurance Awards</td>
<td>Top 3 teams in Endurance</td>
<td>1 – 3rd</td>
<td>(Goods)</td>
<td>MOTUL</td>
</tr>
<tr>
<td>Efficiency Awards</td>
<td>Top 3 teams in Fuel Economy</td>
<td>1 – 3rd</td>
<td>1st:5, 2nd:3, 3rd:2</td>
<td>Nihon Michelin Tire</td>
</tr>
<tr>
<td>Rookie Awards</td>
<td>Top teams from the SFJ first-timers</td>
<td>ICV1st &amp; EV1st</td>
<td>2 each</td>
<td>JI Accident &amp; Fire Insurance</td>
</tr>
<tr>
<td>CAE Awards</td>
<td>Top teams in terms of CAE in Design Event</td>
<td>1 – 3rd</td>
<td>1st:5, 2nd:3, 3rd:2</td>
<td>Altair Engineering</td>
</tr>
<tr>
<td>Lightweight Engineering Awards</td>
<td>The lightest vehicle attended whole events (exc. Endurance)</td>
<td>ICV1 ~ 3rd &amp; EV1st</td>
<td>1st:3, 2nd:2, 3rd:1 EV1st:2</td>
<td>FUKAI MFG.</td>
</tr>
<tr>
<td>Best Suspension Awards</td>
<td>Top teams in terms of suspension performance in Design Event</td>
<td>1 – 3rd</td>
<td>1st:3, 2nd:2, 3rd:1</td>
<td>ZF Japan</td>
</tr>
<tr>
<td>Best Improvement Awards</td>
<td>The most improving teams participated for these second consecutive year</td>
<td>1 – 3rd</td>
<td>(Goods)</td>
<td>Nicole Racing Japan, Fukuroi Chamber of Commerce and Industry</td>
</tr>
<tr>
<td>Best Three-View Drawing Award</td>
<td>Top team on Three-View Drawing</td>
<td>1st</td>
<td>5</td>
<td>TOKYO R&amp;D</td>
</tr>
<tr>
<td>Best Aerodynamics Award</td>
<td>Top team on Aerodynamics and Thermo-fluid analysis</td>
<td>1st</td>
<td>5</td>
<td>TOKYO R&amp;D</td>
</tr>
<tr>
<td>Best Lap Awards</td>
<td>Top three teams recorded the fastest lap in Endurance</td>
<td>3 teams</td>
<td>(Goods)</td>
<td>KYGNUS SEKIYU</td>
</tr>
<tr>
<td>Best Composite Award</td>
<td>Top team made high-quality composite parts</td>
<td>1st</td>
<td>5</td>
<td>TOKYO R&amp;D Composit</td>
</tr>
<tr>
<td>Best Electrical System Design Awards</td>
<td>Top teams in terms of Electrical System Design</td>
<td>1 – 3rd</td>
<td>1st:8, 2nd:4, 3rd:2</td>
<td>Mentor Automotive</td>
</tr>
</tbody>
</table>
2016 Student Formula Japan is
Organized by
Society of Automotive Engineers of Japan (JSAE)

Under the patronage of
Ministry of Education, Culture, Sports, Science and Technology; Ministry of Economy, Trade and Industry; Ministry of Land, Infrastructure and Transport; Shizuoka Prefecture; Fukuroi City; Kakugawa City Board of Education; Fukuroi City Board of Education; Japan Automobile Manufacturers Association; Japan Auto Parts Industries Association; NHK; Tokyo Broadcasting System; Shizuoka Broadcasting System; Shizuoka Asahi TV; Shizuoka Daiichi Television; Shizuoka Telecasting; Asahi Shimbu Publishing; The Yomiuri Shimbu; The Mainichi Newspapers; Nihon Keizai Shimbu; Nikkan Kogyo Shimbu; FujiSankei Business i.; The Shizuoka Shimbu; Nikkan Jidosha Shimbu

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SUZUKI MOTOR CORPORATION
Tokyo R&D
Tokyo R&D Composite Industry

Toyo Tire & Rubber
TOYOTA AUTO BODY
Toyota Industries Corporation
Toyota Motor Corporation
Toyota Motor East Japan
UD Trucks Corporation
Yamaha Motor
Yokohama Rubber
YOROZU CORPORATION
ZF Japan
Aichi Institute of Technology
Chubu University
Kanagawa Institute of Technology
Kanazawa University
Kokushikan University
Nihon University
Shizuoka Institute of Science and Technology
Shizuoka University
Yokohama National University
Volunteer
<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color(s)</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Gross Vehicle Mass</th>
<th>F/R Wheel Weight Dist.</th>
<th>Ground Clearance</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>TU Graz</td>
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<tr>
<td>2</td>
<td>Kyoto Institute of Technology</td>
<td>Ocean Blue</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>3160</td>
<td>1200</td>
<td></td>
<td></td>
<td>200 kg</td>
<td>45 - 55</td>
<td>40 mm</td>
</tr>
<tr>
<td>3</td>
<td>Nagoya Institute of Technology</td>
<td>Blue</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2998</td>
<td>1190</td>
<td></td>
<td></td>
<td>180 kg</td>
<td>45 - 55</td>
<td>29 mm</td>
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<tr>
<td>4</td>
<td>Doshisha University</td>
<td>Purple</td>
<td>Steel spaceframe</td>
<td></td>
<td>GFRP Double unequal length A-arm Push rod</td>
<td>2815</td>
<td>1135</td>
<td></td>
<td></td>
<td>250 kg</td>
<td>47 - 53</td>
<td>30 mm</td>
</tr>
<tr>
<td>5</td>
<td>Osaka University</td>
<td>Black</td>
<td>Steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>3000</td>
<td>1190</td>
<td></td>
<td></td>
<td>220 kg</td>
<td>49 - 51</td>
<td>35 mm</td>
</tr>
<tr>
<td>6</td>
<td>Nihon Automobile College</td>
<td>White</td>
<td>Steel spaceframe</td>
<td></td>
<td>GFRP Double unequal length A-arm Push rod</td>
<td>3003</td>
<td>1145</td>
<td></td>
<td></td>
<td>260 kg</td>
<td>48 - 52</td>
<td>40 mm</td>
</tr>
<tr>
<td>7</td>
<td>Tohoku University of Technology</td>
<td>Carbon Black</td>
<td>CFRP Monocoque &amp; spaceframe</td>
<td></td>
<td>Double unequal length A-arm Push rod</td>
<td>3005</td>
<td>1160</td>
<td></td>
<td></td>
<td>215 kg</td>
<td>45 - 55</td>
<td>30 mm</td>
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<tr>
<td>8</td>
<td>Kyushu Institute of Technology</td>
<td>Red</td>
<td>Steel spaceframe</td>
<td></td>
<td>GFRP Double unequal length A-arm Push rod</td>
<td>2722</td>
<td>1178</td>
<td></td>
<td></td>
<td>217 kg</td>
<td>45 - 55</td>
<td>45 mm</td>
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<tr>
<td>9</td>
<td>Nippon Institute of Technology</td>
<td>Pink</td>
<td>Steel Spaceframe</td>
<td></td>
<td>GFRP Double unequal length A-arm Push rod</td>
<td>2770</td>
<td>1262</td>
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<td></td>
<td>215 kg</td>
<td>51 - 49</td>
<td>35 mm</td>
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<tr>
<td>10</td>
<td>King Mongkut's University of Technology, Thonburi</td>
<td>Black &amp; Blue</td>
<td>Steel spaceframe</td>
<td>Carbon fiber by using prepreg and auto clave process</td>
<td>Double unequal length A-arm Push rod</td>
<td>2847.2</td>
<td>1192.5</td>
<td></td>
<td></td>
<td>220 kg</td>
<td>45.7 - 54.3</td>
<td>32.8 mm</td>
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<tr>
<td>11</td>
<td>Seikei University</td>
<td>Black</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2707</td>
<td>1164</td>
<td></td>
<td></td>
<td>305 kg</td>
<td>50 - 50</td>
<td>30 mm</td>
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<tr>
<td>12</td>
<td>Meijo University</td>
<td>Tricolor</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>3007</td>
<td>1195</td>
<td></td>
<td></td>
<td>200 kg</td>
<td>48 - 52</td>
<td>50 mm</td>
</tr>
<tr>
<td>13</td>
<td>Tongji University</td>
<td>Black &amp; white</td>
<td>Steel spaceframe</td>
<td></td>
<td>Double unequal length A-arm Push rod</td>
<td>2947.8</td>
<td>1232.9</td>
<td></td>
<td></td>
<td>203.83 kg</td>
<td>47.2 - 52.8</td>
<td>28 mm</td>
</tr>
<tr>
<td>14</td>
<td>Technical College Nagoya</td>
<td>Blue, White, Red</td>
<td>Steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2965</td>
<td>1217</td>
<td></td>
<td></td>
<td>253 kg</td>
<td>45 - 55</td>
<td>35 mm</td>
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<tr>
<td>15</td>
<td>Osaka Institute of Technology</td>
<td>Yellow white black</td>
<td>Steel spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>3011</td>
<td>1188</td>
<td></td>
<td></td>
<td>260 kg</td>
<td>51 - 49</td>
<td>50 mm</td>
</tr>
<tr>
<td>16</td>
<td>Yokohama National University</td>
<td>Wine red &amp; black</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2700</td>
<td>1210</td>
<td></td>
<td></td>
<td>220 kg</td>
<td>46 - 54</td>
<td>40 mm</td>
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<tr>
<td>17</td>
<td>Shizuoka Institute of Science and Technology</td>
<td>Light blue</td>
<td>Steel spaceframe</td>
<td></td>
<td>Double Wish born A-arm Push rod</td>
<td>2643</td>
<td>1054</td>
<td></td>
<td></td>
<td>200 kg</td>
<td>49 - 51</td>
<td>40 mm</td>
</tr>
<tr>
<td>18</td>
<td>Tokyo University of Agriculture and Technology</td>
<td>Black &amp; Blue</td>
<td>Steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2900</td>
<td>1140</td>
<td></td>
<td></td>
<td>220 kg</td>
<td>50 - 50</td>
<td>30 mm</td>
</tr>
<tr>
<td>19</td>
<td>Kanazawa Institute of Technology</td>
<td>Red/White</td>
<td>Steel Spaceframe</td>
<td></td>
<td>GFRP Double unequal length A-arm Push Rod</td>
<td>3079</td>
<td>1218</td>
<td></td>
<td></td>
<td>236 kg</td>
<td>45 - 55</td>
<td>30 mm</td>
</tr>
<tr>
<td>20</td>
<td>Nagoya University</td>
<td>Pearl White</td>
<td>Steel spaceframe</td>
<td></td>
<td>FRP Double wishbone, pushrod on</td>
<td>2918</td>
<td>1167</td>
<td></td>
<td></td>
<td>240 kg</td>
<td>46 - 54</td>
<td>35 mm</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine &amp; Displacement</td>
<td>Induction type &amp; max. power</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>10 inch Hooser 10.0-6.10</td>
<td>1 SUZUKI LT450R3</td>
<td>Naturally aspirated 3.2 L</td>
<td>Manual</td>
<td>Chain drive LSD</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Single piece machined rear bulkhead</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 inch Keizer WHEEL FR 18.0 × 7.0-10</td>
<td>1 YAMAHA WR450F-332E</td>
<td>Naturally aspirated 3.2 L</td>
<td>Manual</td>
<td>Chain drive &amp; F.C.C. Track</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Hi down force and light weight vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 × 7.0 Keizer 10.0-7.0R-255 Hooser</td>
<td>1 Kawasaki ZX600R-E40</td>
<td>Naturally aspirated 4.1 L</td>
<td>Manual</td>
<td>Chain Drive LSD</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch OZ Racing 20.0-7.5-13 Hooser R25B</td>
<td>1 Z60009F Kawasaki ZX-6R</td>
<td>Naturally aspirated 5.0 L</td>
<td>Semi-automatic</td>
<td>Drexier</td>
<td>1 Outboard 4 Pot Nissin calipers 2 Outboard 2 Pot Wilwood calipers</td>
<td>Paddle shift, Pneumatic shifter, Automatic clutch control, Traction control, Launch control</td>
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<tr>
<td>13 inch TWS20.5 × 7.0-13Hooser</td>
<td>1 PC40E HONDA CB600RR</td>
<td>Naturally aspirated 4.2 L</td>
<td>Electric Shifter</td>
<td>Chain Drive &amp; Drexier MotorSports LSD</td>
<td>2 outboard 2 outboard</td>
<td>Wilwood calipers Long Wheelbase and Safety</td>
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<tr>
<td>13 inch Rays TE37 R25B 20.5 × 7.0-13 Hooser Bias</td>
<td>1 PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.2 L</td>
<td>Manual</td>
<td>Chain Drive SURETRAC limited slip differential</td>
<td>2 outboard 2 outboard</td>
<td>Brembo calipers Carbon fiber monocoque</td>
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<tr>
<td>13 inch RS Wistanabe Hoosier 20.5/7.0-13 R25B</td>
<td>1 Kawasaki ZX600PE</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Chain Drive &amp; FCC TRAC</td>
<td>2 outboard brems calipers</td>
<td>Original steering rack</td>
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<tr>
<td>13 inch Rails TE37 &amp; 20.5 × 7.0-13 Hooser</td>
<td>1 PC44E HONDA CB500F</td>
<td>Naturally aspirated 3.0 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C. TRAC</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers shallow oil pan suitable drivability</td>
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<tr>
<td>13 inch Wistanabe Mug20.5-7.0-13 Hoosier</td>
<td>1 PC40E/Honda CB600RR</td>
<td>Naturally aspirated 6 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C.TRAC LSD</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers</td>
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<tr>
<td>10 inch Douglass wheel 6.0-18.0-10 Hoosier</td>
<td>1 YAMAHA WR450FW J32E</td>
<td>Naturally aspirated 3.8 L</td>
<td>Sequential Manual</td>
<td>Chain Drive LSD</td>
<td>1 outboard Nissin 2 outboard</td>
<td>Nissin calipers Aero device</td>
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<tr>
<td>10 × 7 inch, offset 1.5 inch, cast aluminium 8 × 6.0-10 LDC Hooser</td>
<td>1 Suzuki GSX-R600</td>
<td>Naturally aspirated 4.85 L</td>
<td>pneumatic paddle shifting Chain drive/CUSCO LSD Differential</td>
<td>Floating disk</td>
<td>Full set of aerodynamic package Launch Control Carbon fiber A-arms &amp; pull rod</td>
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<tr>
<td>13 inch OZ-Racing20.5 × 7.0-13Hooser R25B</td>
<td>1 Suzuki GSX-R600</td>
<td>Naturally aspirated 4.5 L</td>
<td>Pneumatic Shifter</td>
<td>Chain Drive/F.C.C TRAC</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Front/Rear Wing</td>
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<tr>
<td>10 inch BRAID STREETACE 10.0 × 7.5-10 Hoosier R25B</td>
<td>1 PC40E HONDA CB600RR</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>Electric Shifter</td>
<td>Shaft &amp; bevel gear drive Cam type LSD</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Unique design final drive unit, Aero Device</td>
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<tr>
<td>10 inch Keiser F / 6.0/18.0-10 R : 7.0/18.0-10Hooser</td>
<td>1 SUZUKI LT-R450</td>
<td>Turbo Charger 5 L</td>
<td>Manual</td>
<td>Chain Drive LSD</td>
<td>2 outboard</td>
<td>MR Dumper</td>
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<tr>
<td>10 inch RAYS TE37 20.5 × 7.3-13 Hooser Bias</td>
<td>1 PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.8 L</td>
<td>Electric semi automatic shifter</td>
<td>Chain Drive F.C.C TRAC</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Intake manifold shaped by 3D printer</td>
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<tr>
<td>13 inch TMS Mg Wheel 20.5 × 7.0-13 R25B Hooser</td>
<td>1 NT35 SUZUKI GSX-R600 K9</td>
<td>Naturally aspirated 5 L</td>
<td>Manual</td>
<td>Electric Servo Shifter/Manual</td>
<td>Chain Drive F.C.C. TRAC LSD</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers Twin radiator, Third damper</td>
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<tr>
<td>13 inch OZ Racing 205/510 20.5-7.0-13 Hoosier</td>
<td>1 PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.1 L</td>
<td>Manual</td>
<td>Chain DriveCarbon LSD (ATS)</td>
<td>2 outboard 2 outboard</td>
<td>Nissin calipers High Stiffness Chassis by Honeycomb Sandwich Panels, Traction Control, Aero device</td>
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<tr>
<td>Car No</td>
<td>School Name</td>
<td>Color/s</td>
<td>Frame</td>
<td>Body-work</td>
<td>Suspension</td>
<td>Overall Length</td>
<td>Gross Vehicle Mass</td>
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<td>① Front  ② Rear</td>
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<tr>
<td>21</td>
<td>Tokyo City University</td>
<td>black &amp; blue</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 3050 mm ② 1170 mm ③ 1600 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 270 kg ② 45 / 55 ③ 25 mm</td>
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<td>22</td>
<td>Shibaura Institute of Technology</td>
<td>Yellow</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2595 mm ② 1200 mm ③ 1620 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 220 kg ② 47 / 53 ③ 30 mm</td>
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<tr>
<td>23</td>
<td>Kyoto University</td>
<td>black, white &amp; navy</td>
<td>aluminum spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Upper locking arm and lower A-arm</td>
<td>① 3070 mm ② 1110 mm ③ 1700 mm ④ 1330 mm</td>
<td>① 180 kg ② 43 / 57 ③ 10 mm</td>
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<td>24</td>
<td>Aichi Institute of Technology</td>
<td>Black</td>
<td>Steel Spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2750 mm ② 1245 mm ③ 1572 mm ④ 1232 mm</td>
<td>① 256 kg ② 45 / 55 ③ 50 mm</td>
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<tr>
<td>25</td>
<td>Tokyo University of Science</td>
<td>black &amp; pink</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2915 mm ② 1189 mm ③ 1530 mm ④ 1180 mm ⑤ 1169 mm</td>
<td>① 242 kg ② 45 / 55 ③ 45 mm</td>
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<td>26</td>
<td>Kogakuin University</td>
<td>Blue</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 3205 mm ② 1249 mm ③ 1800 mm ④ 1350 mm ⑤ 1320 mm</td>
<td>① 240 kg ② 50 / 50 ③ 30 mm</td>
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<tr>
<td>27</td>
<td>Chiba University</td>
<td>Black &amp; Blue</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2480 mm ② 1180 mm ③ 1800 mm ④ 1275 mm ⑤ 1225 mm</td>
<td>① 285 kg ② 41 / 59 ③ 30 mm</td>
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<td>28</td>
<td>Institute of Technologists</td>
<td>Navy Blue</td>
<td>steel spaceframe</td>
<td>Carbon FRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2866 mm ② 1146 mm ③ 1650 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 240 kg ② 50 / 50 ③ 30 mm</td>
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<td>29</td>
<td>Universitas Negeri Yogyakarta</td>
<td>White &amp; Black With Red Line</td>
<td>Spaceframe</td>
<td>Carbon Fiber</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 3100 mm ② 1140 mm ③ 1600 mm ④ 1150 mm ⑤ 1050 mm</td>
<td>① 215 kg ② 45 / 55 ③ 45 mm</td>
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<td>30</td>
<td>Okayama University</td>
<td>Lime Green, Semi gloss Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2780 mm ② 1219 mm ③ 1650 mm ④ 1300 mm ⑤ 1300 mm</td>
<td>① 185 kg ② 50 / 50 ③ 30 mm</td>
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<td>31</td>
<td>Utsumomiya University</td>
<td>British Green</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2636 mm ② 1195 mm ③ 1600 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 230 kg ② 46 / 54 ③ 55 mm</td>
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<td>32</td>
<td>Tokai University</td>
<td>blue</td>
<td>CFRP Monocoque</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 3100 mm ② 1243 mm ③ 1600 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 210 kg ② 46 / 54 ③ 55 mm</td>
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<td>33</td>
<td>Niigata University</td>
<td>Deep green</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2870 mm ② 1221 mm ③ 1690 mm ④ 1220 mm ⑤ 1220 mm</td>
<td>① 250 kg ② 50 / 50 ③ 35 mm</td>
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<td>34</td>
<td>OSAKA SANGYO UNIVERSITY</td>
<td>red/black/white</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2960 mm ② 1172 mm ③ 1700 mm ④ 1240 mm ⑤ 1240 mm</td>
<td>① 305 kg ② 48 / 52 ③ 40 mm</td>
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<td>35</td>
<td>Kobe University</td>
<td>Black &amp; Blue</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2897 mm ② 1180 mm ③ 1550 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 230 kg ② 50 / 50 ③ 30 mm</td>
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<td>36</td>
<td>Hiroshima University</td>
<td>black &amp; purple</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2810 mm ② 1175 mm ③ 1560 mm ④ 1200 mm ⑤ 1160 mm</td>
<td>① 230 kg ② 43 / 57 ③ 35 mm</td>
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<td>37</td>
<td>Kurume institute of technology</td>
<td>White/Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2590 mm ② 1180 mm ③ 1540 mm ④ 1200 mm ⑤ 1200 mm</td>
<td>① 195 kg ② 49 / 51 ③ 30 mm</td>
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<td>38</td>
<td>Settsunan University</td>
<td>White</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2700 mm ② 1290 mm ③ 1620 mm ④ 1250 mm ⑤ 1200 mm</td>
<td>① 260 kg ② 46 / 54 ③ 50 mm</td>
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<td>39</td>
<td>Gifu University</td>
<td>black</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2700 mm ② 1150 mm ③ 1650 mm ④ 1200 mm ⑤ 1160 mm</td>
<td>① 220 kg ② 40 / 60 ③ 35 mm</td>
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<td>Shizuoka University</td>
<td>orange</td>
<td>steel spaceframe</td>
<td>Fiber-carbon</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2545 mm ② 1410 mm ③ 1750 mm ④ 1400 mm ⑤ 1400 mm</td>
<td>① 330 kg ② 46 / 54 ③ 30 mm</td>
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<td>41</td>
<td>Okayama University of Sience</td>
<td>White &amp; light green</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2802 mm ② 1035 mm ③ 1637 mm ④ 972 mm ⑤ 962 mm</td>
<td>① 210 kg ② 51 / 49 ③ 48 mm</td>
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<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Induction type</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
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<tr>
<td>13 inch Watarabe Mag EIGHT SPOKE20.5 x 7.0-13 Hoosier Bias</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive/Mechanical LSD</td>
<td>2 outboard</td>
<td>Front Wing &amp; Rear Wing</td>
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<tr>
<td>13 inch RAYSTE720.5/7.0-1355B Hoosier Bias</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.0 L</td>
<td>Sequential</td>
<td>Chain/Multi-plate clutch</td>
<td>2 outboard</td>
<td>2 outboard Willwood Calipers</td>
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<tr>
<td>10 inch Douglas ATV180.0/6.0-10 Hoosier Bias</td>
<td>YAMAHA WR450F</td>
<td>Supercharged 3.5 L</td>
<td>Semi-automatic</td>
<td>Shaft Drive &amp; ATS LSD</td>
<td>2 outboard</td>
<td>2 outboard Willwood Calipers</td>
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<tr>
<td>13 inch OZ Racing 7J of 22 Dunlop SUICK Radial 190/505R13</td>
<td>SGR YAMAHA Venture</td>
<td>Naturally aspirated 4.9L</td>
<td>CVT</td>
<td>Chain Drive Mechanical LSD</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
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<tr>
<td>13 inch center-locking 0 - 2 Wheel 205/470-13 Continental</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 3.5 L</td>
<td>Manual Paddle Shift</td>
<td>Chain Drive LSD (DREXLER)</td>
<td>2 semi inboard</td>
<td>2 outboard Nissin calipers</td>
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<tr>
<td>13 inch RAYS TE37 20.5/7.0-13 Hoosier Bias</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Cain Drive Carbon LSD</td>
<td>2 outboard</td>
<td>1 inboard Nissin calipers</td>
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<tr>
<td>10 inch Brid STURACE180.0 x 7.5-10 R25B Hoosier</td>
<td>YAMAHA YZF-R6 4 cylinder</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Chain Drive/FCTRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
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<tr>
<td>10inch RS Watarabe Eight Spoke 18.0/6.0-10 Hoosier</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual Electric Shifter</td>
<td>Chain Drive F.C.C TRAC LSD</td>
<td>2 outboard</td>
<td>2 outboard Willwood Calipers</td>
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<td>10 inch Keizer Front Tire HOOSIER 6.0/18.10 R 25B</td>
<td>HUSQVARNA SM 630 2011</td>
<td>Naturally aspirated 5 L</td>
<td>Manual stick and electric paddle shifter</td>
<td>Drive Chain with Dexter LSD</td>
<td>2 outboard</td>
<td>2 outboard WILWOOD calipers</td>
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<tr>
<td>10 inch DOUGLAS &amp; 18.0 x 6.0-10 R25B Hoosier</td>
<td>KLX450R</td>
<td>Naturally aspirated 3.5 L</td>
<td>Manual</td>
<td>Chain Drive &amp; F.C.C. Track</td>
<td>1 outboard</td>
<td>1 inboard Nissin calipers</td>
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<tr>
<td>13 inch OZ 205/60-13 Hoosier</td>
<td>PC40E HONDA CB600RR</td>
<td>Naturally aspirated 5 L</td>
<td>Manual</td>
<td>ChainDrive/ Carbon LSD (ATS)</td>
<td>4 outboard</td>
<td>2 outboard Nissin calipers</td>
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<tr>
<td>10 inch kaizer CL10 Hooser 18 x 7.5-10 R25B</td>
<td>SUZUKI SFV650 bore-down</td>
<td>Naturally aspirated 5.5 L</td>
<td>Pneumatic Shifter</td>
<td>Shaft Drive FCC TRAC</td>
<td>2 outboard with AP calipers</td>
<td>2 outboard with AP calipers</td>
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<tr>
<td>13 inch OZ Racing Magnesium 190/505_13 DUNLOP</td>
<td>SUZUKI GSX-R600 (KB)</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
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<tr>
<td>13 inch RAYS VULK TE-37 20.5/7.0 Hoosier Bias</td>
<td>KAWASAKI ZX600PE</td>
<td>Naturally aspirated 5.0 L</td>
<td>Electric acuated shift</td>
<td>Chain Drive &amp; FCTRAC limited slip differential</td>
<td>2 outboard Disk</td>
<td>2 outboard Disk Nissin Calipers</td>
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<td>13 inch Braid Aluminium Wheel 20.5/7.0-13 Hoosier Bias</td>
<td>ZX600SRF Kawasaki ZX-6R</td>
<td>Naturally aspirated 4.4 L</td>
<td>Manual</td>
<td>Chain Drive FCFTRAC</td>
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<td>13 inch RS Watarabe 180/520-13 Hoosier</td>
<td>Kawasaki/Ninja ZX-6R</td>
<td>Naturally aspirated</td>
<td>Manual</td>
<td>Chain Drive F.C.C LSD</td>
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<td>10 inch F-LTX450 R RS Watarabe Magnesium19.5 x 6.5-10 Hoosier Stick</td>
<td>SUZUKI LT-R450</td>
<td>Turbo charged 5 L</td>
<td>Manual</td>
<td>Chain drive, FCC TRAC LSD</td>
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<td>1 inboard Brembo calipers</td>
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<td>13 inch RAYS 180/520-13 Hoosier</td>
<td>L3 SUZUKI GSXR600</td>
<td>Naturally aspirated 3.0 L</td>
<td>Manual</td>
<td>Electromagnetic actuating shifter</td>
<td>Shaft Torsen</td>
<td>2 Pot NissinCalipers</td>
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<tr>
<td>13 inch RAYS TE37 20.5/7.0-13 Hoosier R25A</td>
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<td>Manual</td>
<td>F.C.C TRAC Chain Drive</td>
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<td>2 outboard Brembo calipers</td>
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<td>13 inch O.Z Racing Wheel Hoosier</td>
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<td>10 inch Douglas ATV 6.0/18.0-10 Hoosier Bias</td>
<td>KLX450 Kawasaki</td>
<td>Naturally aspirated 4 L</td>
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<td>Chain Drive F.C.C trac LSD</td>
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</tbody>
</table>

**Unique Features & Notes**:
- CVT
- Aero Device
- DrySump
- Launching & traction control CAN sensor
- Liftgate out system
- Semi monococque frame
- Traction Control & Telemetry
- Electric Actuated - F.C.C trac LSD
- Mechanical Paddle Shift & Launch & Traction Control
- Variable Intake System Front & Rear wing
- Step motor boost controller, Single cylinder Turbo Charged, Induction pod
<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color/s</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length Front</th>
<th>Overall Height Wheelbase</th>
<th>Front Track Rear Track</th>
<th>Gross Vehicle Mass Fr-Rr Weight Dist.</th>
<th>Ground Clearance</th>
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<td>42</td>
<td>University of Fukui</td>
<td>Orange &amp; Black</td>
<td>Steel spaceframe</td>
<td>GRP</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 3124 mm</td>
<td>① 1168 mm</td>
<td>① 1200 mm</td>
<td>① 314 kg</td>
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<td>43</td>
<td>Osaka City University</td>
<td>Black &amp; orange</td>
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<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2835 mm</td>
<td>① 1280 mm</td>
<td>① 1280 mm</td>
<td>① 230 kg</td>
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<td>Tokyo University of Science, Yamaguchi</td>
<td>Orange</td>
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<td>① 1200 mm</td>
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<td>Institut Teknologi Sepuluh Nopember</td>
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<td>Carbon Fiber</td>
<td>① Double unequal length A-arm Push rod</td>
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<td>① 1200 mm</td>
<td>① 210 kg</td>
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<td>Ritsumeikan University</td>
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<td>GRP</td>
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<td>① 1260 mm</td>
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<td>① 240 kg</td>
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<td>Kanazawa University</td>
<td>Black, Blue</td>
<td>Steel spaceframe</td>
<td>Wet lay-up GFR</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2800 mm</td>
<td>① 1030 mm</td>
<td>① 1030 mm</td>
<td>① 190 kg</td>
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<td>Sojo University</td>
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<td>Steel spaceframe</td>
<td>GRP</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2690 mm</td>
<td>① 1350 mm</td>
<td>① 1350 mm</td>
<td>① 300 kg</td>
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<td>Sophia University</td>
<td>Red &amp; Black &amp; White</td>
<td>Carbon monocoque</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2940 mm</td>
<td>① 1250 mm</td>
<td>① 1250 mm</td>
<td>① 236.5 kg</td>
<td>① 35 mm</td>
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<td>College of Science and Technology, Nihon University</td>
<td>Pink</td>
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<td>Fiber-glass</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2790 mm</td>
<td>① 1250 mm</td>
<td>① 1250 mm</td>
<td>① 212 kg</td>
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<td>Shizuoka Professional College of Automotive Technology</td>
<td>Yellow</td>
<td>Steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double wishbone A-arm Push rod</td>
<td>① 2850 mm</td>
<td>① 1350 mm</td>
<td>① 1350 mm</td>
<td>① 225 kg</td>
<td>① 55 mm</td>
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<td>Waseda University</td>
<td>Waseda Red &amp; Shigenobu, White</td>
<td>Steel Spaceframe</td>
<td>GRP</td>
<td>① Double Unequal Length A-arm Push Rod</td>
<td>① 2700 mm</td>
<td>① 1300 mm</td>
<td>① 1300 mm</td>
<td>① 245 kg</td>
<td>① 55 mm</td>
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<td>Honda Technical College Kansai</td>
<td>Blue</td>
<td>Steel spaceframe</td>
<td>polymer</td>
<td>① Double unequal length A-arm Direct damper</td>
<td>① 2800 mm</td>
<td>① 1050 mm</td>
<td>① 1050 mm</td>
<td>① 210 kg</td>
<td>① 80 - 60</td>
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<td>Hokkaido University</td>
<td>Green Pearl</td>
<td>Steel spaceframe</td>
<td>GRP</td>
<td>① Double unequal length A-arm Push rod</td>
<td>① 2810 mm</td>
<td>① 1150 mm</td>
<td>① 1150 mm</td>
<td>① 240 kg</td>
<td>① 48 mm</td>
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<td>Honda Technical College KANTO</td>
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<td>Spaceframe</td>
<td>PET</td>
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<td>① 2658 mm</td>
<td>① 1120 mm</td>
<td>① 1120 mm</td>
<td>① 170 kg</td>
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<td>GRP</td>
<td>① Double wishbone unequal length A-arm Push rod</td>
<td>① 2780 mm</td>
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<td>① 220 kg</td>
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<td>Black &amp; Red</td>
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<td>GRP</td>
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<td>Steel space pipe frame</td>
<td>Aluminium Alloy Plate</td>
<td>① Double Unequal Length A-arm Push Rod with Torsionbar</td>
<td>① 2400 mm</td>
<td>① 1100 mm</td>
<td>① 1100 mm</td>
<td>① 187 kg</td>
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<td>max.torque</td>
<td>Induction type</td>
<td>Fuel tank Volume</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
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<tr>
<td>13 inch RAYS 20.5 × 7.0-13 Hoosier R25B</td>
<td>SUZUKI GSX-R600</td>
<td>600 cc</td>
<td>95 kW/12000 rpm</td>
<td>53 Nm/10000 rpm</td>
<td>Naturally aspirated 5.2 L</td>
<td>Manual</td>
<td>1:2 outboard</td>
<td>1:2 outboard Nissin calipers</td>
<td>Intake System Made of GFRP, Low-Cost racing Car, NC Machined Upright Made of Steel</td>
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<tr>
<td>13 inch RAYS TE37 20.5 × 7.0-13 inchR25B Hoosier</td>
<td>PC40E HONDA CBR600RR</td>
<td>600 cc</td>
<td>75 ps/11500 rpm</td>
<td>6.4 kgf/7000 rpm</td>
<td>Naturally aspirated 6.5 L</td>
<td>Manual</td>
<td>SSURE TRAC Limited Slip Differential</td>
<td>1:2 opposing piston</td>
<td>1:2 opposing piston Nissin calipers</td>
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<tr>
<td>13 inch Enkei 20 × 7.5-13R25B A2500 Hoosier Radial</td>
<td>Husaberg FE450</td>
<td>450 cc</td>
<td>45 kgf/9000 rpm</td>
<td>4.3 Nm/7400 rpm</td>
<td>Electronic fuel injection 8 L</td>
<td>Manual</td>
<td>Limited Slip Differential</td>
<td>1:2 hydraulic discbrake double piston caliper</td>
<td>1:2 hydraulic discbrake double piston caliper</td>
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<tr>
<td>13 inch DZ racing 20.5 × 7.0-13 Hoosier</td>
<td>Kawasaki ZX-6R 09</td>
<td>599 cc</td>
<td>70 ps/10000 rpm</td>
<td>6.5 kgf/9000 rpm</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2:2 outboard</td>
<td>2:2 outboard Nissin calipers</td>
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<tr>
<td>10inch keiher 6J 2.0 slick 18.0 × 6.0-10 Hooser Bias rain 19.5 × 6.0-10 Hoosier Bias</td>
<td>Suzuki LT-R450</td>
<td>450cc</td>
<td>40ps/9000rpm</td>
<td>33.5N-m/3500rpm</td>
<td>Naturally aspirated 4.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2:2 outboard</td>
<td>2:2 outboard AP calipers</td>
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<tr>
<td>13 inch RAYS TE37 20.5/6.0-13 Hoosier Bias</td>
<td>PSC 2013 HONDA CR80R</td>
<td>4 cylinder</td>
<td>599 cc</td>
<td>75 ps/11500 rpm</td>
<td>Naturally aspirated7.8L</td>
<td>Manual</td>
<td>Chain Drive &amp; F.C.C. TRAC</td>
<td>1:2 outboard</td>
<td>1:2 outboard Brembo Calipers</td>
<td>Magnesium oilpan, 2-stage reduction chain drive</td>
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</tbody>
</table>

Keizer wheel, CL10 Forged center lock 6.0/18.0-10, LCO, Hoosier | YAMAHA WR450F | 450 cc | 50 ps/8000 rpm | 54 Nm/5000 rpm | Turbo charged 4.4 L | Manual | Chain Drive | 1:2 outboard | 2:2 outboard Nissin calipers | Turbo charger |

13 inch watanabe Biopake Mg 20.5 × 7.0 Hoosier R25B | YAMAHA YZF-R6 | 599 cc | 80 ps/11000 rpm | 5.5 kgf/9000 rpm | Naturally aspirated 5.5 L | Manual | Electric Shifter | Chain Drive LSD | 1:2 outboard | 2:2 outboard Brembo calipers | Electric water pump |

13 inch KUMHO ECSTA V700 175/60 VOLK RACING TE37 | SUZUKI LT-R450 KG 6A04 | 450 cc | 16.2 kw/8000 rpm | 26.8N-m/6000 rpm | Naturally aspirated 8.0 L | Manual | SUZUKI LT-A500F F.Differential | 1:2 outboard | 2:2 outboard Nissin calipers |

13 inch 0.2 Racing 7/20.5 × 7.0-13 Hoosier R25B | SUZUKI GSX-R600 L4 | 599 cc | 87 ps/11000 rpm | 5.5 kgf/7600 rpm | Naturally aspirated 7.0 L | 6-Speed Manual Sequential | Chain Drive | F.C.C. Trac LSD | 1:2 Outboard Brembo Calipers | 2:2 Outboard Brembo Calipers | Long Wheelbase, Wide Track Symmetrical Layout |

10 inch RS Watarane 180/60-10 Hoosier Bias | PC40HONDA CBR600RR | 599 cc | 80 ps/11000 rpm | 5.5 kgf/9000 rpm | Naturally aspirated 5.2 L | Manual | Chain Drive | 1:2 outboard | 1:2 outboard Nissin calipers | Compactvehiclesize |

10 × 6 RS Watarane 18.0 × 6.0-10 Hoosier R25B | PC40HONDA CBR600RR | 599 cc | 85 ps/10500 rpm | 6.0 kgf/8000 rpm | Naturally aspirated 5.5 L | Manual | Chain Drive | F.C.C. Trac | 1:2 outboard | 1:2 outboard Nissin calipers |

10 inch Hooser180.0 × 6.0-10Hoosier Bias | PE06 (HONDA CRF-450X) | 450 cc | 54.4 ps/7000 rpm | 4.9 kgf/5680 rpm | NA/4 L | Manual | Chain Drive | F.C.C. Trac | 1:2 outboard | 2:2 outboard Nissin calipers | very light PET cowl |


Hooser 4316 20.5 × 7.0-13 (C2500) KOSEI 1360FT | KAWASAKI (99model) | 599 cc | 94.1 kw/14000 rpm | 66.7N-m/11900 rpm | Naturally aspirated 6.0 L | Manual | Chain F.C.C. TRAC | 1:2 outboard | 1:2 outboard Nissin calipers |

13 inch Aluminium Wheel 180/10-13 & BRIDGESTONE Bias | Kawasaki ZX440AE (KLX450R) | 449 cc | 40 ps/9000 rpm | 4.0 kgf/7000 rpm | Naturally aspirated 7.5 L | Manual | Chain Drive & No Diff | 1:2 Outboard Steel Diskbrake | 1:2 Outboard Steel Diskbrake Nissin calipers | Torsionbar suspension/Aluminium Cowl |

13 inch Zeta Final Studi DULOP SUZuki (R19/GR6R13) Watarane TE37DULOP DREZKI 03S1786R3 | Kawasaki ZX600P7F | 599 cc | 80 ps/12000 rpm | 6.0 kgf/11500 rpm | Naturally aspirated 5.0 L | Manual | Chain Drive | F.C.C. Trac | 1:2 outboard | 1:2 outboard Nissin calipers |
<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color/s</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Gross Vehicle Mass</th>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>① Front</td>
<td>② Rear</td>
<td>① 250 kg</td>
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<td>62</td>
<td>ASO College of Automotive Engineering and Technology</td>
<td>Blue</td>
<td>Steel spaceframe</td>
<td>Fiberglass</td>
<td>① Double unequal length A-arm suspension</td>
<td>② Rear with fixed hard points</td>
<td>① 2800 mm</td>
</tr>
<tr>
<td>63</td>
<td>Kokushikan University</td>
<td></td>
<td></td>
<td></td>
<td>① Front</td>
<td>② Rear</td>
<td>① 240 kg</td>
</tr>
<tr>
<td>64</td>
<td>Aoyama Gakuin University</td>
<td>olive green</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2900 mm</td>
</tr>
<tr>
<td>65</td>
<td>University of Toyama</td>
<td>Yellow</td>
<td>Steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 3000 mm</td>
</tr>
<tr>
<td>66</td>
<td>Saitama Institute of Technology</td>
<td>white</td>
<td>Steel space frame</td>
<td>FRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2900 mm</td>
</tr>
<tr>
<td>67</td>
<td>National Taipei University of Technology</td>
<td>Carbon-Black, Red</td>
<td>Steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2985 mm</td>
</tr>
<tr>
<td>68</td>
<td>Chiba Institute of Technology</td>
<td>Blue &amp; White &amp; Black</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2967 mm</td>
</tr>
<tr>
<td>69</td>
<td>College of Industrial Technology,Nihon University</td>
<td>Black</td>
<td>Steel spaceframe</td>
<td>GFRP</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2290 mm</td>
</tr>
<tr>
<td>70</td>
<td>Ibaraki University Racing</td>
<td>White &amp; Red &amp; Black</td>
<td>steel spaceframe</td>
<td>Fiberglass</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 3000 mm</td>
</tr>
<tr>
<td>71</td>
<td>Meisei University</td>
<td>Black &amp; Red</td>
<td>Steel space frame</td>
<td>Styrene Board</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2750 mm</td>
</tr>
<tr>
<td>72</td>
<td>Tokyo Technical College Setagaya Campus</td>
<td></td>
<td></td>
<td></td>
<td>① Front</td>
<td>② Rear</td>
<td>① 210 kg</td>
</tr>
<tr>
<td>73</td>
<td>Harbin Institute of Technology at Weihai</td>
<td>black &amp; white</td>
<td>monocoque</td>
<td>carbon fiber</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2955 mm</td>
</tr>
<tr>
<td>74</td>
<td>Zhejiang University City College</td>
<td>blue</td>
<td>Steel pipe truss structure</td>
<td>Carbon fiber composite material</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2849 mm</td>
</tr>
<tr>
<td>75</td>
<td>Sebelas Maret University</td>
<td>black &amp; orange</td>
<td>steel spaceframe</td>
<td>Carbon fiber hybrid fiberglass</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2953 mm</td>
</tr>
<tr>
<td>76</td>
<td>Chulalongkorn University</td>
<td>Black- Purple</td>
<td>Steel Spaceframe</td>
<td>Carbon Fibre</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 3215 mm</td>
</tr>
<tr>
<td>77</td>
<td>Universitas Gadjah Mada</td>
<td>White with blue &amp; red strip</td>
<td>Steel spaceframe</td>
<td>Fiberglass</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 3120 mm</td>
</tr>
<tr>
<td>78</td>
<td>Universiti Putra Malaysia</td>
<td>Yellow, White</td>
<td>Seamless steel tube</td>
<td>Fiberglass</td>
<td>① Double equal length A-arm</td>
<td>② Double equal length A-arm</td>
<td>① 3142 mm</td>
</tr>
<tr>
<td>79</td>
<td>Ajou University</td>
<td>Red/Blue/White</td>
<td>steel spaceframe</td>
<td>Fiberglass</td>
<td>① Double unequal length A-arm</td>
<td>② Double unequal length A-arm</td>
<td>① 2730 mm</td>
</tr>
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<td>80</td>
<td>National Tsing Hua University</td>
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<td></td>
<td>① Front</td>
<td>② Rear</td>
<td>① 220 kg</td>
</tr>
<tr>
<td>81</td>
<td>Japan Motor Sports College</td>
<td></td>
<td></td>
<td></td>
<td>① Front</td>
<td>② Rear</td>
<td>① 240 kg</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</td>
<td>max.power</td>
<td>max.torque</td>
<td>Induction type</td>
<td>Fuel tank Volume</td>
<td>Shifter</td>
</tr>
<tr>
<td>----------------</td>
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<td>---------</td>
</tr>
<tr>
<td>13 inch RAYS TE37</td>
<td>① Suzuki LT-R450 K7</td>
<td>① 450 ps</td>
<td>① 4900 rpm</td>
<td>① 545 hp</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>ATV 用カメラ式によるトルク検知型</td>
</tr>
<tr>
<td>10 inch RS Watanabe Aluminum Eight SPOKE 165/70R10 YOKOHAMA ADVAN AO32R</td>
<td>① YAMAHA YZ250F J339E</td>
<td>① 449 cc</td>
<td>① 60 ps/9000 rpm</td>
<td>① 5.4 kgf/6500 rpm</td>
<td>Naturally aspirated 5 L</td>
<td>Manual</td>
<td>Shaft Drive &amp; FCTTRAC limited slip differential</td>
</tr>
<tr>
<td>13 inch TWAS WheelDry20.5/7.0-13 Rain21.0/6.5-13 R25 Toyama University</td>
<td>① PC40E HONDA CBR600RR</td>
<td>① 599 cc</td>
<td>① 75 ps/11500 rpm</td>
<td>① 6.2 kgf/7000 rpm</td>
<td>Naturally aspirated 70.0L</td>
<td>Manual</td>
<td>Chain drive &amp; LSD</td>
</tr>
<tr>
<td>13 inch Watanabe Mgp20.5 × 6.0-13 R25B Hoosier Bias</td>
<td>① PC40E HONDA CBR600RR</td>
<td>① 599 cc</td>
<td>① 75 ps/12000 rpm</td>
<td>① 5.3 kgf/10000 rpm</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain drive &amp; LSD</td>
</tr>
<tr>
<td>13 inch RAYS TE37 &amp; Hoosier 20.5 × 7.0-13 R25B</td>
<td>① PC37E HONDA CBR600RR</td>
<td>① 599 cc</td>
<td>① 85.7 ps/11000 rpm</td>
<td>① 6.0 Nm/7500 rpm</td>
<td>Naturally aspirated 5.4 L</td>
<td>Manual</td>
<td>Chain Drive &amp; LSD</td>
</tr>
<tr>
<td>20.5 × 7 R25B Hoosier 13 × 6.0 J M Wheel RS.WATANABE</td>
<td>① YAMAHA PHAZER RGCC2</td>
<td>① 500 cc</td>
<td>① 58 kw/11250 rpm</td>
<td>① 50 Nm/9000 rpm</td>
<td>Naturally aspirated 6.1 L</td>
<td>Manual</td>
<td>Chain Drive LSD (DREXLER)</td>
</tr>
<tr>
<td>13 inch RAYS YOKO 175/60-13 DNLOP DIREZZA03G</td>
<td>① PEDGE HONDA CRF450X</td>
<td>① 449 cc</td>
<td>① 49 ps/9000 rpm</td>
<td>① 4.2 kgf/5500 rpm</td>
<td>Naturally aspirated 3.6 L</td>
<td>Manual</td>
<td>Chain Drive LSD (DREXLER)</td>
</tr>
<tr>
<td>10&quot;0 keizer 18.0/7.5-10 R25B Hoosier</td>
<td>① GSX-600 L4</td>
<td>① 600 cc</td>
<td>① 84 ps/11000 rpm</td>
<td>① 6.5 kgf/8500 rpm</td>
<td>Naturally aspirated 6.1 L</td>
<td>Manual</td>
<td>Chain Drive LSD</td>
</tr>
<tr>
<td>13 inch RAYS TE37 160/55 VR13 YOKOHAMA ADVAN A005</td>
<td>① PEDGE HONDA CRF450X</td>
<td>① 449 cc</td>
<td>① 37.9 ps/8000 rpm</td>
<td>① 4.1 kgf/5500 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C. TRAC</td>
</tr>
<tr>
<td>10 inch keizer &amp; Hoosier 18.0/6.0-10</td>
<td>① ASIAWING LD196MR</td>
<td>① 449 cc</td>
<td>① 32.9 kw/9000 rpm</td>
<td>① 39 Nm/7500 rpm</td>
<td>Naturally aspirated 3.2 L</td>
<td>Pneumatic</td>
<td>ShaftOscso</td>
</tr>
<tr>
<td>Keizer 10 inches prefabricated aluminum alloy &amp; Hoosier 10 inches 18.0 × 6.0-10</td>
<td>① 283 MT</td>
<td>① 590cc</td>
<td>① 35 kw</td>
<td>① 6Nm/</td>
<td>Naturally air intake 5.2 L</td>
<td>6 manual gearbox/ Dial (electric)</td>
<td>Chain drive, the limit of Slip differential</td>
</tr>
<tr>
<td>10inch Keizer Wheel &amp; 10 inch Hoosier type</td>
<td>① KTM 450 SXF 2014</td>
<td>① 449.3 cc</td>
<td>① 42.45 kw/9400 rpm</td>
<td>① 45.98 Nm/7400 rpm</td>
<td>Naturally aspirated 7.5 L</td>
<td>Manual</td>
<td>Chain and Sprocket, Differential Clutch</td>
</tr>
<tr>
<td>13 inch Lenso wheels, Hoosier tire</td>
<td>① 2014 HONDA CBR550RR</td>
<td>① 599 cc</td>
<td>① 77 ps</td>
<td>① 5.68 kg</td>
<td>NA 4.5 L</td>
<td>Paddle Shift</td>
<td>Drexler Motorsport</td>
</tr>
<tr>
<td>O.Z. Racing Wheel/hoosier 20.5 × 7 × 13 R25B</td>
<td>① SUZUKI GSX-R600 K5</td>
<td>① 600 cc</td>
<td>① 128 ps/13000 rpm</td>
<td>① 7.1 kgf/10800 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Custom made open chain differential</td>
</tr>
<tr>
<td>13 inch PERODUA KANCIL &amp; 20.57 × 7.0-13 HOOSER Tires</td>
<td>① PC37E HONDA CBR600RR</td>
<td>① 600 cc</td>
<td>① 70 ps/11500 rpm</td>
<td>① 5.1 kgf/7000 rpm</td>
<td>Naturally aspirated 9 L</td>
<td>Manual &amp; Auto Paddle Shift using Arduino &amp; Air Cylinders</td>
<td>Cam</td>
</tr>
<tr>
<td>Car No</td>
<td>School Name</td>
<td>Color/s</td>
<td>Frame</td>
<td>Body-work</td>
<td>Suspension</td>
<td>Overall Length</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-------------------------------------------------</td>
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<tr>
<td>82</td>
<td>Kyushu University</td>
<td>white</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Front: Double unequal length A-arm</td>
<td>2765 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1660 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1250 mm</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>DHA Suffa University</td>
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</tr>
<tr>
<td>84</td>
<td>Southern Taiwan University of Science and Technology</td>
<td>orange &amp; black</td>
<td>steel spaceframe</td>
<td>carbon</td>
<td>Front: Double unequal length A-arm</td>
<td>2800 mm</td>
<td></td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1600 mm</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1310 mm</td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>Sinhgad Academy of Engineering</td>
<td>Black, Golden</td>
<td>Steel Spaceframe</td>
<td>Carbon fibre</td>
<td>Front: Double unequal length A-arm</td>
<td>2770 mm</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1524 mm</td>
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</tr>
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<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1270 mm</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>Sinhgad Technical Education Society</td>
<td>Black &amp; Electric Blue</td>
<td>Steel Spaceframe</td>
<td>CFRP</td>
<td>Front: Double unequal length A-arm</td>
<td>2562 mm</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1183 mm</td>
<td></td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1200 mm</td>
<td></td>
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<tr>
<td>87</td>
<td>AGH University of Science and Technology</td>
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<tr>
<td>88</td>
<td>Galgotias University</td>
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<tr>
<td>89</td>
<td>Manav Rachna International University</td>
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</tr>
<tr>
<td>90</td>
<td>Universiti Teknologi Malaysia (UTM)</td>
<td>Red &amp; White</td>
<td>Steel Spaceframe</td>
<td>Fiber-glass</td>
<td>Front: Double unequal length A-arm</td>
<td>3019 mm</td>
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<td>Rear: Double unequal length A-arm</td>
<td>1457 mm</td>
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<td>Push rod</td>
<td>1311.3 mm</td>
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<tr>
<td>91</td>
<td>Universiti Teknologi Malaysia Kuala Lumpur</td>
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<tr>
<td>92</td>
<td>Thai-Nichi Institute of Technology</td>
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</tr>
<tr>
<td>93</td>
<td>U.A.S. Graz</td>
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<td></td>
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</tr>
<tr>
<td>E1</td>
<td>shizuoka institute science and technology/ Nagoya university</td>
<td>Leyton Blue &amp; Pearl White</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Front: Double unequal length A-arm</td>
<td>2640 mm</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1725 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1300 mm</td>
<td></td>
</tr>
<tr>
<td>E2</td>
<td>Toyota Technical Collage Nagoya</td>
<td>Blue, White, Red</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Front: Double unequal length A-arm</td>
<td>2470 mm</td>
<td></td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1670 mm</td>
<td></td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>Push rod</td>
<td>1230 mm</td>
<td></td>
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<tr>
<td>E3</td>
<td>Tohoku University</td>
<td>white</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Front: Double unequal length A-arm</td>
<td>2750 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1650 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1250 mm</td>
<td></td>
</tr>
<tr>
<td>E4</td>
<td>Tongji University</td>
<td>black, white, red</td>
<td>carbon fiber monocoque</td>
<td>carbon fiber</td>
<td>Front: Double unequal length A-arm</td>
<td>2775 mm</td>
<td></td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1525 mm</td>
<td></td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1374 mm</td>
<td></td>
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<tr>
<td>E5</td>
<td>National Institute of Technology, Ichinosaki College/Iwate University/ Iwate Prefectural University</td>
<td>blue</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Front: Double unequal length A-arm</td>
<td>2900 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Rear: Double unequal length A-arm</td>
<td>1760 mm</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Push rod</td>
<td>1300 mm</td>
<td></td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</td>
<td>Fuel tank Volume</td>
<td>Induction type</td>
<td>Shifter</td>
<td>Final Drive</td>
<td>Brakes</td>
</tr>
<tr>
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</tr>
<tr>
<td>13 inch WATANABE190/505-13 DUNLOP DIREZZA 05G</td>
<td>PEUGEOT HONDA CRF450X</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C TRAC</td>
<td>2 outboard 1 inboard Nissin calipers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch BC racing RS42 20.5 × 6.5-13 hoosier</td>
<td>Honda cbr600F4i</td>
<td>Naturally aspirated 5.4 L</td>
<td>Manual</td>
<td>chain Drive F.C.C TRAC</td>
<td>2 outboard 2 outboard TRIONES Calipers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch Dr Aluminium Rims 205/60 R13 Semi Sticks (Soft Compound) Yokohama Advan 048</td>
<td>Yamaha YZF R6W</td>
<td>Fuel Pump Operated 11 L</td>
<td>Electromagnetic</td>
<td>Chain Drive, Clutch packed LSD Drexier V2</td>
<td>1 front outboard 2 rear outboard Sybre calipers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch 0.2 Racing Wheels Hoosier R25B</td>
<td>KTM 390</td>
<td>Naturally aspirated 6 L</td>
<td>Electric</td>
<td>Shaft &amp; Torsen</td>
<td>2 Outboard SyBre 4 Piston Calipers 2 Outboard SyBre 4 Piston Calipers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch PERODUA KANCIL165 × 60-13 GOODYEAR</td>
<td>2008 HONDA CBR 600 RR</td>
<td>Naturally aspirated 5.0 L + / - 0.1 L</td>
<td>Custom Electronic Shifter</td>
<td>Rear Wheel Drive (RWD)</td>
<td>Limited Slip Differential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch RAY'S TE37 20.5/6.0-13 Hoosier</td>
<td>永久鋸石型調整モーター（プラシレス）DAKIN Original 1個</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS A LAP 20.5 × 7.0-13 Hoosier</td>
<td>Hy-Performance, AC35-26.25, 1電</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 inch Keizer &amp; Hoosier 18.0 × 7.5-10</td>
<td>Permanent magnet synchronous (Non brush)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car No</td>
<td>School Name</td>
<td>Colors</td>
<td>Frame</td>
<td>Body-work</td>
<td>Suspension</td>
<td>Overall Length</td>
<td>Gross Vehicle Mass</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td>--------</td>
<td>-------</td>
<td>-----------</td>
<td>------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>E6</td>
<td>Kyushu Institute of Technology</td>
<td>blue</td>
<td>steel spaceframe</td>
<td>Fiberglass</td>
<td>Double unequal length A-arm Out board</td>
<td>① 2816 mm ② 1262 mm ③ 1600 mm ④ 1400 mm ⑤ 1400 mm</td>
<td>① 330 kg</td>
</tr>
<tr>
<td>E7</td>
<td>Chulalongkorn University</td>
<td>Jinda Blue</td>
<td>Steel spaceframe</td>
<td></td>
<td></td>
<td>① 2835 mm ② 1260 mm ③ 1650 mm ④ 1250 mm ⑤ 1250 mm</td>
<td>① 370 kg</td>
</tr>
<tr>
<td>E8</td>
<td>Kanagawa University</td>
<td>Orange/Silvery/Black</td>
<td>One Piece CFRP Monocoque</td>
<td></td>
<td></td>
<td>① 2880 mm ② 1200 mm ③ 1530 mm ④ 1160 mm ⑤ 1140 mm</td>
<td>① 220 kg</td>
</tr>
<tr>
<td>E9</td>
<td>Harbin Institute of Technology at Weihai</td>
<td>Blue</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm/ Pull Rod</td>
<td>① 2930 mm ② 1095.2 mm ③ 1700 mm ④ 1260 mm ⑤ 1240 mm</td>
<td>① 300 kg</td>
</tr>
<tr>
<td>E10</td>
<td>Kogakuin University</td>
<td>Blue</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>① 2400 mm ② 1730 mm ③ 1750 mm ④ 1380 mm ⑤ 1360 mm</td>
<td>① 240 kg</td>
</tr>
<tr>
<td>E11</td>
<td>Thai-Nichi Institute of Technology</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>① 2400 mm ② 1730 mm ③ 1750 mm ④ 1380 mm ⑤ 1360 mm</td>
<td>① 240 kg</td>
</tr>
<tr>
<td>E12</td>
<td>R V College of Engineering</td>
<td>Red &amp; Matt Black</td>
<td>Steel spaceframe</td>
<td>Fiberglass</td>
<td>Double Wishbone unequal length A-arm/ Pull rod</td>
<td>① 2880 mm ② 1200 mm ③ 1530 mm ④ 1160 mm ⑤ 1140 mm</td>
<td>① 220 kg</td>
</tr>
<tr>
<td>E13</td>
<td>Kanagawa Institute of Technology</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>① 2880 mm ② 1200 mm ③ 1530 mm ④ 1160 mm ⑤ 1140 mm</td>
<td>① 220 kg</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</td>
<td>max.power</td>
<td>max.torque</td>
<td>Induction type</td>
<td>Fuel cell type</td>
<td>Shifter</td>
</tr>
<tr>
<td>----------------</td>
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<td>-----------</td>
<td>------------</td>
<td>---------------</td>
<td>----------------</td>
<td>---------</td>
</tr>
<tr>
<td>4 inch SUZUKI ATV130/450-10 JUNLOP Bias</td>
<td>①永久磁石型同期モーター（ブラシレス）, MEO913.1 個 ② 128[kW] ③ 38[kW] ④ 90[Nm]</td>
<td>① Li-ion ② 76.8 V/96 V ③ 4.608 kWh/60 Ah</td>
<td>Nothing</td>
<td>Chain drive &amp; LSD</td>
<td>① 2 outboard ② 2 outboard AJP Calipers</td>
<td>Nothing</td>
<td></td>
</tr>
<tr>
<td>35W, 13” 1 Piece, RAYS, Volk TE37, Aluminum &amp; Tire, Hoosier, RS63, 13” 20.5 x 6.0</td>
<td>①永久磁石型同期モーター（ブラシレス）, 1 個 Permanent magnet synchronous (Non brush), 1unit ② 15[kW] ③ 36[kW] ④ 130[Nm]</td>
<td>① Li-ion ② 120 V/130 V ③ 8.45 kWh/65 Ah</td>
<td>Not installed</td>
<td>ShaftTorsen</td>
<td>① 2 outboard Brembo calipers ② 2 outboard Brembo calipers</td>
<td>2 stage deceleration system and battery container arranged in both sides</td>
<td></td>
</tr>
<tr>
<td>10 inch Keiser Wheel &amp; 18.0 x 6.0 -10 Hoosier 25SB</td>
<td>① Permanent magnet synchronous (Non brush), Emrax 258, 1unit ② 40[kW] ③ 100[kW] ④ 240[Nm]</td>
<td>① Lithium-Polymer ② 407 V/462 V ③ 6.7 kWh/1826 Ah</td>
<td>None</td>
<td>Single Chain Drive &amp; Limited Slip Differential</td>
<td>① 4 piston ② 2 piston ISR Calipers</td>
<td>One Piece CFRP Monocoque/Aerodynamic Device/Self-assembly Battery/Self-made ECU</td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS 20.5/7.0-13 Hooser Bias</td>
<td>① 三相交流同期モーター, EM57, 1 機 ② 38[kW] ③ 80[kW] ④ 250[Nm]</td>
<td>① Li-ion ② 355.2 V/403.2 V ③ 6.75kwh/19 Ah</td>
<td>None</td>
<td>Chain DriveFCC TRAC</td>
<td>① 2 outboard ② 2 outboard Brembo calipers</td>
<td>Traction control</td>
<td></td>
</tr>
<tr>
<td>13 inch BRIDGESTONE 75/60R13 77H</td>
<td>① HPEVs, AC20 motor ② 14.8 kW ③ 62.4 kW ④ 115 Nm</td>
<td>① LiFePO ② 3.2 V (each cell), 96 V (total voltage) ③ 60 Ah/5.8 kWh</td>
<td>None</td>
<td>Chain Drive &amp; LSD</td>
<td>① 2 outboard ② 2 outboard Wilwood Calipers</td>
<td>Regenerative Braking, Front Panel Display with Web Connectivity, Can Bus Network</td>
<td></td>
</tr>
</tbody>
</table>
1. TU Graz

Team Captain: FA
Faculty Advisor: MBR
Team Member: As of June 1, 2016

Members:
- Yasumasa Komaki
- Kenichi Yanagida
- Kotaro Nakatsuji
- Akio Hayashi
- Yusumasa Noguchi
- Minoru Ota
- Yojiro Ishino
- Kazuhiko Kitamura
- Yusuke Nakata
- Daisuke Iba
- Yasumasa Tasuku Morishita
- Takashi Tomida
- Faculty Advisor: Kenichi Yanagida, Kotaro Nakatsuji, Akio Hayashi, Yutaro Toru Fujii, Yuya Motokawa, Koichi Komaki

Team Information (Members and Sponsors)

We added the large improvement to powertrain and chassis. With the entire team working together, we aim at within third place.

Team sponsors:
- SUZUKI, HILTON, Daimler, Techno Center, Tango-Giken

2. Kyoto Institute of Technology

Members:
- Yusuke Nakata
- Minoru Ota
- Daisuke Iba
- Yasumasa Komaki
- Kenichi Yanagida
- Kotaro Nakatsuji
- Akio Hayashi
- Yusumasa Noguchi
- Minoru Ota
- Yojiro Ishino
- Kazuhiko Kitamura
- Yusuke Nakata
- Daisuke Iba
- Yasumasa Tasuku Morishita
- Takashi Tomida
- Faculty Advisor: Kenichi Yanagida, Kotaro Nakatsuji, Akio Hayashi, Yutaro Toru Fujii, Yuya Motokawa, Koichi Komaki

Car Features and Team Aspirations
4 years since our victory, this year we have made significant changes to our vehicle design. We have improved frame rigidity by installing single piece machined aluminum rear bulkhead. Also, in the pursuit of victory, we have done bore up of our engine. We are aiming to take back victory!

Team sponsors:
- SUZUKI, HILTON, Daimler, Techno Center, Tango-Giken

3. Nagoya Institute of Technology

Members:
- Takashi Tomida
- Kazuhiko Kitamura
- Yojiro Ishino
- Yusumasa Komaki
- Kenichi Yanagida
- Kotaro Nakatsuji
- Akio Hayashi
- Yusumasa Noguchi
- Minoru Ota
- Yojiro Ishino
- Kazuhiko Kitamura
- Yusuke Nakata
- Daisuke Iba
- Yasumasa Tasuku Morishita
- Takashi Tomida
- Faculty Advisor: Kenichi Yanagida, Kotaro Nakatsuji, Akio Hayashi, Yutaro Toru Fujii, Yuya Motokawa, Koichi Komaki

Car Features and Team Aspirations
N.I.T.-14 is the lightweight, low center of gravity and low inertia car. These three elements are the traditions of Nagoya Institute of Technology.

Team sponsors:
- Daimler, Techno Center, Tango-Giken

4. Doshisha University

Members:
- Tasuku Morishita
- Toru Fuji
- Yuya Motokawa
- Koichi Komaki
- Naoki Yoshioka
- Mina Watakabe
- Tatsuya Muto
- Faculty Advisor: Kenichi Yanagida, Kotaro Nakatsuji, Akio Hayashi, Yutaro Toru Fujii, Yuya Motokawa, Koichi Komaki

Car Features and Team Aspirations
*The car which is fast and has a nice drivability.*
This is the concept that we raise; so we tried to improve the drivability and exercise performance compatibal.
We are aiming the overall victory that is our earnest wish.

Team sponsors:
- Kawasaki, Heavy Industries, HORIZA, HIROMITSU, Kitoh Gear, Nissin Kogyo, KOSO
- Taiwaa, RAK ICT, CHEMICAL, Ishida Seisakusho, KOBELCO, Shinkei North, SolidWorks Japan, YANMER, EXEDY, OKAJIMA PM, SUNSTAR, Engineering, A factory, Little M, Kyowa

Seiko, Misumi, ATS, N.T., THK, PLOT, GSYUSA, NAK, Sumitomo Wiring Systems, Marusan, KYOWA ELUMIC, ANDARE, KYOWA KOGYO, Kogyo Enterprise, Vi-grade, Fukui, pro-tecta, Affair Engineering, RAC, ANSYS, DAIHATSU, Motor, Kyo, Thunderbolt, FUII SEIIMITSU, DUNOWAN, ICHIKO,TAIRI CS Components, KAM JAPAN, ENUMA CHAIN, TJEKT, Daido Radiator, Nippon Steel & Sumikin, Welding, NOK, MathWorks, Henkel, JNBkis: Doshisha Enterprise
CAR FEATURES AND TEAM ASPIRATIONS

In order to drivers to use the vehicle’s performance and complete all races, we design the vehicle to possess high reliability and high drivability. Our aim is to get good results in not only static but dynamic events, and to win the competition.

TEAM SPONSORS

In this season, our machine’s concept is “All for speed Pursuit of easy performance. We aim to stand on the podium by following machine of last year.” This year, our machine’s concept is “All for speed Pursuit of easy performance. We aim to stand on the podium by following machine of last year.”

TEAM SPONSORS

Our objective is to get good results not only in static but dynamic events, and ultimately our aim is to secure a podium finish. Finally, we will try our best to be the overall champion in this competition.

TEAM SPONSORS

Our objective is to get good results not only in static but dynamic events, and ultimately our aim is to secure a podium finish. Finally, we will try our best to be the overall champion in this competition.

TEAM SPONSORS

Our objective is to get good results not only in static but dynamic events, and ultimately our aim is to secure a podium finish. Finally, we will try our best to be the overall champion in this competition.
### 9 Nippon Institute of Technology

#### Members

|----|----------------------|--------------------|------------------------|

#### Car Features and Team Aspirations

Our machine concept is "The Pursuit of Amusement". We have made an evolution from our last year machine while having higher standards for safety to reach our goal of 10th place.

#### Team sponsors

- AZUMA STEEL, PIPE, ACTAIR ENGINEERING, HKS, NTT, F.C.C., KYOWA KOYO, Kondo Mill, Kobayashi Kikou, Sumitomo Wiring System, Dow Kakoh, THK, Tohoku Radiator, Nitta Gear, Nissin Kogyo, Nipa Kinzoku, Nifco, BG Japan, Fuji Seimitsu, FUTURE TECHNOLOGY.

### 10 King Mongkut's University of Technology Thonburi

#### Members

|----|-------------------------------|-----------------------------------|-------------------------------|

#### Car Features and Team Aspirations

The integration of the high performance system and assistance technologies to the racing car. We design and manufacture the racing car Not only for professional drivers but also inexperienced drivers.

#### Team sponsors


### 11 Seikei University

#### Members

|----|-----------------|---------------------|----------------------|

#### Car Features and Team Aspirations

Our machine concept is "The Pursuit of Amusement". We have made an evolution from our last year machine while having higher standards for safety to reach our goal of 10th place.

#### Team sponsors

- Honda Motor, MISUMI Group, Motobama, Yamanakagokin, Yutaka Giken, Seikei University department of science and engineering class reunion

### 12 Meijo University

#### Members

|----|----------------------|----------------------|----------------------|

#### Car Features and Team Aspirations

Last year, we finished the competition at 12th place that is the second in our team. We aim to take the place of top 10 with our car that take over last year's package and lose the weight.
13
Tongji University

Members
- Wang Da
- Zhou Dekuan
- Zhen Yujun
- Zhang Guangyuan
- Wang Bin
- Dai Wei
- Pan Lu
- Zhang Jianli
- Yuan Luyao
- Li Xiaojie
- Zhang Bo
- Zhao Xinyu
- Wei Yuehua
- Wang Honglong
- Bao Runqiu
- Guo Xueyuan
- Zhang Bin
- Feng Ye

Car Features and Team Aspirations
- Car Features: pneumatic paddle shifting
- Full set of aerodynamic package
- Launch Control
- Carbon fiber A-arms & pull rod
- Team Aspirations: Top 10

Team sponsors
- JTTEK, Continental AG, The MathWorks, KSPG AG, Boyetlamer, HDK, 2F Friedrichshafen AG, GIL, Magneti Marelli, Shanghai Fuan Industrial, Shanghai Kaifengli Bosch, Shanghai Fuel Cell Vehicle Powertrain Co., LTD, Shanghai Xinlian, Lemo Connectors, ANSYS, MSC Software, Altair Engineering

14
Toyota Technical College Nagoya

Members
- Masaru Takehara
- Tetsuya Hayakawa
- Hidenobu Miwa
- Shiro Kage
- Masaaki Satoh
- Kohki Fujita
- Tomohiro Zhou Dekuan
- Ryoyu Uematsu
- Hitoshi Imae
- Hirao Shiro
- Masahiro Kaga
- Yasukazu Sato
- Kazunari Kuwahara
- Zhen Yujun
- Hidenobu Suguru Matsuzawa
- Tetsuya Hayakawa
- Zhang

Car Features and Team Aspirations
- Car Features: pneumatic paddle shifting
- Full set of aerodynamic package
- Launch Control
- Carbon fiber A-arms & pull rod
- Team Aspirations: Top 10

Team sponsors

15
Osaka Institute of Technology

Members
- Katsuya Kubota
- Kazunari Kuwahara
- Hitoshi Imae
- Hiroko Takei
- Tatsuya Anraku
- Masaaki Satoh
- Kohki Fujita
- Tomohiro Zhou Dekuan
- Ryoyu Uematsu
- Hitoshi Imae
- Hirao Shiro
- Masahiro Kaga
- Yasukazu Sato
- Kazunari Kuwahara
- Zhen Yujun
- Hidenobu Suguru Matsuzawa
- Tetsuya Hayakawa
- Zhang

Car Features and Team Aspirations
- Our machine concept is "Circuit Eagle". We developed a machine combining 4-cylinder engine power and high turning performance, aimed for an Eagle's flight with high speed and swift turns. At the competition we will work as a whole to prove the speed of our machine and achieve highest placing in team's history.

Team sponsors

16
Yokohama National University

Members
- Ryoyu Uematsu
- Yasukazu Sato
- Suguru Matsuoka
- Yu Okamoto
- Rei Mitsui
- Takeyuki Fukuchi
- Shin'ya Seki
- Aki Nakata
- Naoki Hosokawa
- Masakazu Horii
- Yoshino Ryosei
- Keishi Mieda
- Takayuki Ichikawa
- Yutaro Suzuki
- Tomoaki Iwata
- Yuki Sibushi
- Yoshihiko Furusawa
- Mikito Kawase
- Kyosuke Nagabuchi
- Naoki Akiyama
- yuki takimoto

Car Features and Team Aspirations
- We produced a machine, YNF-16, baced on its concept "Drive at Will". The machine is aimed to show high performance stably under limited resources. We aim to win the championship in the Student Formula Japan.
17 Shizuoka Institute of Technology (Members and Sponsors)

● Members
- CP Kyosuke Suzuki
- FA Shinji Takabayad (!)
- FA Takashi Tsuchiya

● Car Features and Team Aspirations
SFP16 did a design and development with the goal of reduction of the improvement and the yaw moment of inertia of the power-to-weight ratio.

Therefore 10 inches of , worked to turbo reduction.
We aim to dynamic competition first place this year.

● Team sponsors
SUZUKI, Shindai Iron Works, SDL/WORKS, TORIUNION, NTN, DAYONA, DAIDO KOGYO, SEIKO, MOUNOKUCHI, THK, KOKYO KOGYO, Sensata Technologies, OETKER, Tyco Electronics, YAZAKI, IRS, OUSU, INDUSTRY, SHOWE, Fuki, MF, Yukaia Giken, Minebea, PROTAD, XAM JAPAN, giga, ISK, MUSUMI, Sumitomo Wiring Systems, KYO-1 Industrial, WEST RACING CARS, FUJI COMMUNICATIONS, KITO, Fuji, Kensei, Cartridges, TOSHIHISA, Shiyohi, Shizuoka System Technology, Suoyio Kanetsu, Shizuoka Bili Service, chubatu, Technic Manufacturing, Matl Works, ARTN, ERJNSIN KOGYO, Fuji, Semitsu, KURE Engineering, IDAJ, LORD, KINOJUKI, NHK SPRING, SHIBATA

18 Tokyo University of Agriculture and Technology (Members and Sponsors)

● Members

● Car Features and Team Aspirations
The concept of this year’s our machine is "Easy". We aim for running till the end of all dynamic events and achieving overall 10th place which is our highest position ever.

● Team sponsors

19 Kanazawa Institute of Technology (Members and Sponsors)

● Members

20 Nagoya University (Members and Sponsors)

● Members

● Car Features and Team Aspirations
Our new car “FEM-13” is designed as Formula Entertainment machine”. The main features of our car are high power and controllable 600cc engine and high stiffness chassis by honeycomb sandwich panel. We hope to win and play a revenge of last year.

● Team sponsors
Tokyo City University

- **Members**
  - Yuya Ishikawa
  - Yuji Mihara
  - Yuki Okamura
  - Daigo Shimpei
  - Inoue, Masafumi
  - Kei Yamaguchi
  - Tomohide Matsumura
  - Takahiro Yuhara
  - Kodai Sato

- **Car Features and Team Aspirations**
  This year’s vehicle M2016 inserted “pursuit of drivability” in a concept and we produced it which a driver was easy to treat it, and could run just as wanted. We aim to upper level with M2016 evolved equipped with a wing that becomes the team’s first.

Shibaura Institute of Technology

- **Members**
  - Kei Yamaguchi
  - Hiroyasu Saito
  - Dai Watanabe
  - Yuna Suzuki
  - Okawara, Yuta
  - Oosawa, Kaito
  - Kobayashi, Masaya
  - Kuroki, Inoue, Shotaro
  - Yamashita, Nao
  - Kazuya Matsumura
  - Hayato Otake, Yudai Igarashi, Akihisa Yoshino
  - Akari Nagakura, Yushi Suzuki, Kazuki Matsumiya
  - Kouhei Maruyama

- **Car Features and Team Aspirations**
  The concept for the vehicle we’ve built is “Pursuit of the basic performance”. We aimed at the performance enhancement of the vehicle by reviewing each specifications of the vehicle once again. Our team aim at within sixth place in a competition in Japan like a past project.

Kyoto University

- **Members**
  - Taito Matsutomo
  - Iwao Yamaji
  - Shimpei Inoue
  - Masafumi Suzuki
  - Aoi Nakamura
  - Kazuki Soo
  - Junichi Izawa
  - Kentaro Hayakawa
  - Kentaro Naragai
  - Kohei Horichi
  - Yoshio Uemura
  - Tsusabura Kitada

- **Car Features and Team Aspirations**
  KZ-R14 has High power supercharged single piston engine and High down force Twin Chasis. We promise to push on toward the next victory!

Aichi Institute of Technology

- **Members**
  - Naofumi Takai
  - Toshio Fujimura
  - Keohei Takeda
  - Tomohide Ide
  - Shinya Aoki
  - Kakeru Mizutani
  - Akira Jindo
  - Daiki Washizu

- **Car Features and Team Aspirations**
  We aimed to improve drivability and exterior designs on our machine that is based on AIT-15 this year. We redesigned many parts on the underbody, frame and intake system so that we aim to be in the top 15 and to complete on all events.
Kaito Oka, Yasuo Kawguchi, Hiroshi Okada, Misaki Kaga; Sakai: Giken, Kogyo, TECHNOD JAPAN DESIGN, Giken Middle Racing Association, Minebea Nippon Automotive, TOKYO KOGYO, S. Koizumi, T. Otani, T. Inoue

Honda, Mazda, Toyota Rental & Leasing, Japan Interior Design, Tien, Sato, Koita, Kaneko, Nishi, T, Mura, T, Satou, T, Otsuka, T, Kobayashi, Y, Koyama, T, Sakai, T, Ogasawara, Honda Meister, Chiba University

Takaya Hiyama, Koki Hiraoka, Otomo Mitsui, Tadashi Matsumoto, Yasuo Kawguchi, Hiroshi Okada, Kaoru Hara

Kaito Oka, Yasuo Kawguchi, Hiroshi Okada, Misaki Kaga; Sakai: Giken, Kogyo, TECHNOD JAPAN DESIGN, Giken Middle Racing Association, Minebea Nippon Automotive, TOKYO KOGYO, S. Koizumi, T. Otani, T. Inoue

Honda, Mazda, Toyota Rental & Leasing, Japan Interior Design, Tien, Sato, Koita, Kaneko, Nishi, T, Mura, T, Satou, T, Otsuka, T, Kobayashi, Y, Koyama, T, Sakai, T, Ogasawara, Honda Meister, Chiba University

Takaya Hiyama, Koki Hiraoka, Otomo Mitsui, Tadashi Matsumoto, Yasuo Kawguchi, Hiroshi Okada, Kaoru Hara

Car Features and Team Aspirations

The all Tokyo University of Science Formula Racing, our vehicle’s concept is high responsiveness and improvement of marginal performance. We have developed our vehicle that has a high grip at turning, eminent transitional responsiveness with braking and steering, and easy to deal with power capacity. With the entire team working together, we will aim for victory.

26 Kogakuin University

Members

Hiromune Miyazaki, Hiromi Nozaki, Kazuyoshi Kono, Hiromu Minouru, Tadashi Matsumoto, Yasuo Kawguchi, Hiroshi Okada, Kaoru Hara

Car Features and Team Aspirations

We’ve been developed the manageable power unit and the chassis which reacted quickly even for an instant in behalf of KRT16 which has concept of moving like arms and legs. We aim for within general 6th place by making use of our setting based on actual measurement as a weapon.

27 Chiba University

Members


Car Features and Team Aspirations

We’ve been developed the manageable power unit and the chassis which reacts quickly even for an instant in behalf of KRT16 which has concept of moving like arms and legs. We aim for within general 6th place by making use of our setting based on actual measurement as a weapon.

28 Institute of Technologists

Members

Tadashi Matsumoto, Kaoru Haru, Minoru Mitsu

Car Features and Team Aspirations

This year’s car concept is “Combing Machine”. We have corrected last year’s problems, focused on make it lighter and improve the engine’s power. Our team also aims to improve the amount of self-sufficient production, pay close attention to quality, and finish in the top fifteen. We will give our best.

25 Tokyo University of Science

Members

Kaito Oka, Yasuo Kawguchi, Hiroshi Okada, Misaki Kaga; Sakai: Giken, Kogyo, TECHNOD JAPAN DESIGN, Giken Middle Racing Association, Minebea Nippon Automotive, TOKYO KOGYO, S. Koizumi, T. Otani, T. Inoue

Honda, Mazda, Toyota Rental & Leasing, Japan Interior Design, Tien, Sato, Koita, Kaneko, Nishi, T, Mura, T, Satou, T, Otsuka, T, Kobayashi, Y, Koyama, T, Sakai, T, Ogasawara, Honda Meister, Chiba University

Takaya Hiyama, Koki Hiraoka, Otomo Mitsui, Tadashi Matsumoto, Yasuo Kawguchi, Hiroshi Okada, Kaoru Hara

Car Features and Team Aspirations

The all Tokyo University of Science Formula Racing, our vehicle’s concept is high responsiveness and improvement of marginal performance. We have developed our vehicle that has a high grip at turning, eminent transitional responsiveness with braking and steering, and easy to deal with power capacity. With the entire team working together, we will aim for victory.

26 Kogakuin University

Members


Car Features and Team Aspirations

We’ve been developed the manageable power unit and the chassis which reacted quickly even for an instant in behalf of KRT16 which has concept of moving like arms and legs. We aim for within general 6th place by making use of our setting based on actual measurement as a weapon.

27 Chiba University

Members


Car Features and Team Aspirations

Set the concept of “Car × Fun ~ attractive to participate in motor sport to more people~”, to the development goals of the “pursuit of basic exercise performance and drivability”, has undergone a significant update.

28 Institute of Technologists

Members

Tadashi Matsumoto, Kaoru Haru, Minoru Mitsu

Car Features and Team Aspirations

This year’s car concept is “Combing Machine”. We have corrected last year’s problems, focused on make it lighter and improve the engine’s power. Our team also aims to improve the amount of self-sufficient production, pay close attention to quality, and finish in the top fifteen. We will give our best.

25 Tokyo University of Science

Members

Kaito Oka, Yasuo Kawguchi, Hiroshi Okada, Misaki Kaga; Sakai: Giken, Kogyo, TECHNOD JAPAN DESIGN, Giken Middle Racing Association, Minebea Nippon Automotive, TOKYO KOGYO, S. Koizumi, T. Otani, T. Inoue

Honda, Mazda, Toyota Rental & Leasing, Japan Interior Design, Tien, Sato, Koita, Kaneko, Nishi, T, Mura, T, Satou, T, Otsuka, T, Kobayashi, Y, Koyama, T, Sakai, T, Ogasawara, Honda Meister, Chiba University

Takaya Hiyama, Koki Hiraoka, Otomo Mitsu
Universitas Negeri Yogyakarta

Members


Car Features and Team Aspirations

Our most features are easy handling car, a one cylinder 600 cc engine with integrated system controls. This is the second time our team comes to FSAE competition in the world and we hope to have a great finish with top top results. Ambition is a dream with Garuda UNY Racing Team. Bisimilahirmokhominarohimokhin.
**Team Information (Members and Sponsors)**

### 33

#### Members

#### Car Features and Team Aspirations
The concept of our car NU-16 is "Speed with reliability". We have spent effort completing our car early and familiarizing driver. Our goals are completing the all events and better order than 20th.

#### Team sponsors
- SUZUKI, NIGATA LOADING SYSTEMS, NISSIN KOGYO, SUMITOMO RUBBER INDUSTRIES, NITN, WAKO’S MISUMI, RACING SERVICE

### 34

#### Members

#### Car Features and Team Aspirations
- We worked to further improve the turning performance by longer wheelbase, lower center of gravity, and higher downforce than last year’s car. We do our best to get high score in both static events and dynamic events so that we can achieve a good result in overall ranking.

#### Team sponsors
- Osaka Sangyo University, Kawasaki, P sumy, Mass marks Japan, S towa p ilting industry, RS Tachi, Sumito machining systems, NITN, Daido Radiator industries, F.C.C. Ueda, Ewedy, B iene, Giken, Solid Works Japan, Alltech, Misumi, Moriyasu iron works, RAYS, A lterna Engineering, Takata, Nagahama factory, Shin Nippon Feather Core, West Racing Cars, Muru, Sunayama plant, Matsuda, W ake chemical, Kuni chemical, Nissin industrial, Tani iron works, Sports land, ikoma, Marchw, Morinoki Engineering

### 35

#### Members

#### Team sponsors
- RACING GEAR SHOP, IDAJI, ALT AIR ENGINEERING, IDEMTSUI, AIR LIQUE
  - Kogos, EXE, OYADO-PROTECT, NTK, F.C.C., OKAYAMA International Circuit, Kawasaki

#### Car Features and Team Aspirations
- We improved fundamental performance of cars. In addition, we try to improve drivability for endurance event which is problem to be solved. We aim to making a car which is easy to drive. In the competition, we bring out our best performance and hope to be in top 10.

#### Team sponsors
- Osaka Sangyo University, Kawasaki, Psumy, Massmarks Japan, Sotawa plating industry, RS Tachi, Sumitomo machining systems, NITN, Daido Radiator Industries, F.C.C. Ueda, Ewedy, Biene, Giken, Solid Works Japan, Alltech, Misumi, Moriyasu iron works, RAYS, Altair Engineering, Takata, Nagahama

### 36

#### Members

#### Car Features and Team Aspirations
This year, our formula car's concept is "The car to come to ride ~ Smart control, High performance ~ 1). We improved fundamental performance of cars. In addition, we try to improve drivability for endurance event which is problem to be solved. We aim to making a car which is easy to drive. In the competition, we bring out our best performance and hope to be in top 10.

#### Team sponsors
- Kawasaki Heavy Industries, SolidWorks Japan, Okudaira Pipe Co., F.C.C., RACING SERVICE

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30
Kurume Institute of Technology

● Members


● Car Features and Team Aspirations

Our team is equipped with a turbo in the single-cylinder engine. In the previous fiscal year it was able to get the data to take advantage of this year. This year, the all kind of races. That's going to have been 5 years since the all kind of races. We aim to complete the all kind of races. That's going to have been 5 years since the last races.

● Team sponsors

SUZUKI, Daussault Systemes, NTN, KHS, Honda TechnoFort, General Engineering, Nishijima

Setsunan University

● Members


● Car Features and Team Aspirations

Since our team was able to finish the first endurance after the last year team inauguration, this year and the total events finishers, we went further activities within 15 of the target. In order to achieve the goal, we review the suspension of the design from the beginning. I will do my best.

● Team sponsors

SUZUKI, NTN, Solid Works Japan, Raya, F.C.C., VSN, KOMATSU YUKINAGA Store, PLOT, Fuji Seimitsu, Yamasaikigenkou Industry, ISK, DENSO, TOUEI Moters, DSG, Setsunan University Booster

Gifu University

● Members


● Car Features and Team Aspirations

We give the main goal, "fast racing machine", to a vehicle development. We will reach subgoal, "reliability, lightweight, operability", and we aim to total 600 points or more.

● Team sponsors

SUZUKI, MOTOR, HIKARI, MANUFACTURE, Shinba Iron Works, GifuGEAR, MISUMI, Nissin Ko

Shizuoka University

● Members


● Car Features and Team Aspirations

We have changed midship this year from side engine layout which had been used until last year. We designed the layout to fit the engine with 4-cylinder 600cc into north-south engine. In the 14th competition, we aim to complete all kinds of races. That's going to have been 5 years since the last races.

● Team sponsors

41 Okayama University of Science

● Members

● Car Features and Team Aspirations
  Compactness of the rear can be seen in order to reduce the weight of the keel. Arm has been using an elliptical tube. The goal is we aim to within a comprehensive 20. We will continue to make every effort so that the results become a big step forward of OUSFP.

Team sponsors
Kawasaki, solidworks, hisumi, NTN, NISIN, THK, F.C.C.OKAYAMA International Circuit, KOHSE RACING SERVICE, Sanyo, Resin, Fuchimoto, it ao, RAYS, Okayama Harada steel pipe, KYOWA JAPAN, NSK, FOUR TECHNOds

42 University of Fukui

● Members

● Car Features and Team Aspirations
  Our vehicle concept is "Soul Beat Formula" this year. We have improved greatly our vehicle to achieve the concept. As for this year, we accomplish all event and we aim for top 20 by Soul Beat.

Team sponsors
AKIRAIX, AVG/MotEC JAPAN, WEST RACING CARS, unohaguruma, NMB Sales, NTN, ENUMA

43 Osaka City University

● Members

● Car Features and Team Aspirations
  We make our machine in some handicapped situations, but don’t give up trying new things. One of our objectives in this competition is to run till the end of it!

Team sponsors

44 University of Yamanashi

● Members
Tokyo University of Science, Yamaguchi

Members
- Takanori Kakihara
- Hirohisa Inui
- Atok Setiyawan
- Ikuhiro
- Fatih Nurudin
- Kazuki Saito
- Takuma Yamauchi
- Witantyo
- Takao Kijima
- Fumiya Koga
- Takahumi
- Daiki Yamamoto
- Makoto Chudo
- Keita Motoyama
- Kazuki
- Keiko Watanabe
- Noboru Hieda
- Kunio Uenishi
- Humihiro

Team sponsors
- RAYS, SUNLIGHT, VSN, WAKO CHEMICAL, TAKATA, WEST INDUSTRY

Car Features and Team Aspirations
Our newest machine, built upon our past achievements, has been designed with the fundamental goal of reaching the ultimate in linear controllability. We thoroughly adjusted our machine’s balance weight and appreciably lowered its center of gravity in order to attain the goal and achieve maximum success. We now feel confident that we can accomplish a complete run of the whole course, becoming one of the outstanding leaders of the competition.

Institut Teknologi Sepuluh Nopember Surabaya

Members
- Fatih Nurudin
- Atok Setiyawan
- Satria Bayu Mangkunegoro
- Ahsaan
- Rizkiardindil Wisho Prakoso
- Bagus Widodo
- Arinud  Adro P
- M Noor Gema T
- Moch Fitoeh Dzulqornain

Car Features and Team Aspirations
For this time, our car numbered 46. Our car has several features. We use steel as the material to form the chassis, double unequal length A-arm Pull rod for the front and rear suspension. For machinery, our latest drive and differential. Our car using the manual shifter system and adjustable setting chamber and king pin axis.

Ritsumeikan University

Members
- Takuma Yamauchi
- Keiko Watanabe
- Hirohisa Inui
- Ikuihro Ueshimo
- Daiki Yamamoto
- Makoto Chudo
- Keita Motoyama
- Kazuki Minato
- Shunichi Sugimoto
- Kouki Kawakami
- Kota Nagakawa
- Tsatsuki Oyabu
- Keita Togawa
- Kota Okamato
- Tetsuya Murata
- Naganawa Takahiro
- Ryo Tooyama
- Kouki Tamatani
- Naohisa Kuwabara
- Kazusa Nishio
- Tsuyoshi Aoyama
- Zunya Mutou
- Hayato Inoue
- Tomoyuki Rizki
- Vristanto Bimo Kusumad

Car Features and Team Aspirations
Machine concept of the RF-013 this year. We will aim to overall victory with the RF-013 this year.

Kanazawa University

Members
- Kazuki Saito
- Noboru Hieda
- Kunio Unishii
- Hiuhiro Hanazato
- Satoko Katagiri
- Kengo Inaba
- Koki Kogushi
- Hiroki Shinagawa
- Takumi Shimada
- Sho Tsuzuki
- Ryo Nakagawa
- Takau Matsumoto
- Yusuke Terasawa

Car Features and Team Aspirations
This year, our vehicle’s concept is “Comfortable driving”. By getting lighter and developing strength of vehicle, we tried to accomplish comfortable driving. We will participate in the competition aiming at a higher-ranking prize.

Team sponsors
- ALTECHNIO, Ishigami Seiki, SHISHARA-METAL MANUFACTURING, Uno Sanso, VAN WORKS, NTN, ENUMA CHAIN MFG, MSC software, Otsuka kikai, OKAJIMA PIPE, Kanazawa Kogyokai, Kanazawa University Technical Support Center, KINOKUNI ENTERPRISE, yusakougu, kusaimiraditatorworks,
**Team Information (Members and Sponsors)**

### 49. Sojo University

**Members**

- **CP** Mikihiro Masuda (FA) Iku ta yuki
donori (FA) Koji Uchida
- Tatsushi Okubo, Masaki Kotani, Yuya Okubo, Kohei Ito, Syogo Morita, Yumi Takamatsu, Tomohiro Sakamoto, Yunpei Mitsuda, Katsuya Matsushita, Tetsuro Minami, Daiti Yosidome, Keiitirou Yamashita, Nozomi Morio, Kazuki Sakamoto, Ryouhei Tosikawa, Hirotsu Tsunoda

**Car Features and Team Aspirations**

This year’s machine concept listed as “Improvement of Driveability”, gave a vehicle production with an emphasis on driving position, the steering characteristic, the responsiveness of the engine and the like. A target and all events finish, I will do my best in the whole team.

**Team sponsors**

- Honda Motor Co., Ltd.
- SOLIDWORKS Japan K.K.
- RAYS Co., Ltd.
- VSN Inc., KYowa Kogyo., Ltd.
- F.C.C Co., Ltd.

### 50. Kasetsart University

**Members**

- **CP** Mr. Juggarin Chutikusol (FA) Prapat Kunthong, Ph.D
- Jay-Tawee Pukruthpan, Ph.D
- Attapon Wisesint, D.Eng
- Supakit Anakamonti
- Patcharakorn Wattanapanon
- Yasinthorn Sibua sod, Pankawee Esa
- Jasvin Patheja, Akkaravee Vachirawat, Pongsak Sakulaew
- Chatatinn Teawattanasonok, Kunat Lertratavanon, Chokchai Jarungkran, Kawn Limjanon, Khongtip Khosawad, Pongsathorn Kusolpaly, Praguphun U-thasontorn

**Car Features and Team Aspirations**

The vehicle has stability whereas the driver itself doesn’t have to be a professional to drive it. The smart ECU box MOTEC M150 has the capability to evaluate and reclaim itself from the sensors at different places and situations and also the telemetry sends the Data logging as in real time. Our Team Aspirations is to acquire first place in Acceleration.

**Team sponsors**

- TOZZZIN, SKF, PSP, MARUTAISU MOLY
- I.D. WURTHERFLEX, SPSC, MORIN RACING, MC BICK LAND HOUSES, AKANA carbon, WLPRO, Nerja Shop

### 51. Sophia University

**Members**

- **CP** Yusaku Ohtsu (FA) Takashi Suzuki (MBR) Hironori Sasa i
- Ikuro Tanaka, Naoki Takamura, Yuri Murata, Mokoki Fukuda, Moe Matsui, Reo Saito, Nanami Kubota, Yuta Aishima, Yuki Ito, Hajime Sakai, Nako Watanabe, Naoya Kimata, Yuta Aishima, Yuki Ito, Hajime Sakai, Nako Watanabe, Naoya Kimata, Takumi Kimura, Makoto Horie, Alex Tsusbasa Tanaka, Kento Kajiki, Tomohiro Kubota, Ryota Eto, Koki Okamoto, Takafumi Endo

**Car Features and Team Aspirations**

Each member considered what to pursue as an ideal of the speed. As a result, we gathered extracts of everyones’ ideas for the word “Fractal”. This is our concept which includes 3 factors: light weight, high power and high downforce.

**Team sponsors**

- Yamaha Motor hitachi-ventecforwarding, okiturasen, Ultrack,taguchi-pattern-works, hiragaki-

### 52. College of Science and Technology, Nihon University

**Members**

- **CP** Izuru Ohtake (FA) Michihiko Hoshino (MBR) Ryo Ochiai, Yukihiro Shirahata, Taiki Kiyosho, Hiroki Kondo, Hayato Sugata, Junpei Minasuara, Kouhei Fujita, Mitsuhiro Mutou, Hiroki Takeda, Tomohiro Naruse, Tomohiro Tanaka, Yui Shibata, Akiyoshi Nakakura, Tomoki Taka hashi, Ryoochi Mikawa, Tsusbasa Ikenobe, Shinji Terashima, Takuya Yokoyama, Koya Tatsuta, Yota Otsuka, Masahiro Oda, Arata Muramatsu, Keisuke Ikeda, Narusawa Rui, Syota Yamamoto, Yuki Ueda, Yuto Imaiuzumi

**Car Features and Team Aspirations**

We designed our car “For all Drivers”. With reliability, handling, and stability in mind, we established the goal of entering Endurance on the last day, completing all dynamic events, and aiming at the 16-position.

**Team sponsors**

- Rangyomaki, SPS UNBRAKO, KINOKUNI ENTERPRISE, KOHARA GEAR INDUSTRY, koukendenka, sankyo material, CANNA PLATING INDUSTRY INCORPORATED COMPANY, SHIGEMATSU WORKS, JONAK-Key, Job Tessio, SUZUKI, Software Cradle, SolidWorks Japan, TAIYO PIPE BENDER, TAIYO OIL, Daido Metal, DEC K TOYO DENO, NISSAN MECH, NHK SPRING, NEWREGISTON, Fako MFG, FUTURE TECHNOLOGY, plus µ, PLOT, HONDA, Mitsubishi Mat eniis, MSUMI, Minebea, YAMAHA, RACING SERVICE Waterawa, WAKO CHEMICAL, braille BATTERY JAPAN, F.C.C., NOK, NTN, SEVENTH NIGHT, VSN
Shizuoka Professional College of Automobile Technology

- Members
  - CP: Takuro Iwane
  - FA: Warabe Sugimoto
  - MBR: Okada Kazuki, Yousuke Yushima, Kazuki Tanaka, Takaya Saito, Aoba Kurebayashi, Hiroki Yamada, Yuya Shinama

- Car Features and Team Aspirations
  This year’s vehicle was to develop “the pursuit of the ideal cornering attitude, lightweight, appropriate geometry” concept. In addition, since the last fiscal year was a retired by machine trouble, has decided to make with an emphasis on reliability. A significant improvement in addition to last year, the aim of all the events finish, which is the goal in a stable ride.

- Team sponsors
  S U Z U K I, SolidWorks, Maruyama Kogyo, uniform-center, UNIVANCE, Shizuoka Professional College of

Waseda University

- Members
  - CP: Keita Kamiira
  - FA: Tomoyuki Miyashita
  - FA: Izumi Ishii
  - MBR: Takafumi Imano, Fumiaki Saito, Ryota Sato, Tatsuya Endoh, Tae Hashimoto, Masato Kamo

- Car Features and Team Aspirations
  We set “Driving Pleasure” as the concept of WFP2016, and have worked for the improvements in drivability and reliability of the machine. We are aiming to complete all the events and goal within the 15th place on the overall result, for the first time in our team history.

- Team sponsors

Honda Technical college Kansai

- Members
  - CP: Harada Yuta
  - FA: Kimura Yasuyuki
  - FA: Kunihiko Jintsu
  - MBR: Hikaru Yama, Kenta Nozu, Kazuaki Nishimura, Noriyoshi Kita, Dai Ito, Tatsuya Endoh, Tae Hashimoto, Naoki Iguchi, Koichi Sato

- Car Features and Team Aspirations
  Our machine concept keyword is “Yonpact”. we lay out the four-cylinder engine in the compact frame in order to improve acceleration performance. We aim to all dynamic competition event finish and jump up award.

- Team sponsors
  Honda Motor, NTN, F.C.C., SANNO TEC, NISSIN KOGYO, HI-LEX CORPORATION, Fukai

Hokkaido University

- Members
  - CP: Hisayoshi Sasaki
  - FA: Hideyuki Ogawa
  - FA: Takemi Chikahisa
  - FA: Yutaka Tabo
  - MBR: Mitsuhiro Katoh
  - MBR: Ryoei Kukutsu, Takuya Kaimura, Ryoma Kinoshita, Seiji Saito, Koga Taisei, Nakamura Kohei, Kita Tatsuya, Tatsuku Fukuzato

- Car Features and Team Aspirations
  This year’s design concept is “Improving low/middle Cornering speed”. Our machine has the advantage in low/middle speed engine performance and chassis stiffness. Our team has participated this competition for 10 years. So this year is milestone. We will remember our original purpose, unite and aim for completing dynamic events.

- Team sponsors
  Honda Motor, AIS Hokkaido, TBK, Hokuai Veh., Shima Iron Works, NTN, DAIHEN Welding and
**Team Information (Members and Sponsors)**

### 57 Honda Technical College Kanto

**Members**


**Car Features and Team Aspirations**

Since the beginning, our efforts have focused on making a lightweight and compact machine. However, this year we decided to make reliability and durability the focus of our design process, which gave birth to new ideas and design mechanisms.

**Team sponsors**


### 58 Kindai University

**Members**

CP Tadamasa Fukuoka, Shinji Kajiwara, Soushiro Hanaki, Yosinori Yamazaki, Yuta Iriuchik, Naoya Kishimoto, Mari Sakai, Tomohito Honda, Yuji Yoneshima, Ren Yamada, Arisa Kono, Takumi Hiroi, Yoshida Masashi, Eguchi Takashi, Tsukuda Takai, Kentaro Kawasaki

**Car Features and Team Aspirations**

Takes over the low center of gravity this year, aiming to further improve the power and traction, was developing a “win in the race car.” Such as by lighter, Optimizing the dry sump, Adoption of Centrifugal supercharger, will aim to the top!

**Team sponsors**


### 59 Tottori University

**Members**

CP Yahiro Koyuya, kawamura naoki, Muramatsu ryuuji, Shoya Ueda, Yusuke Kubota, Toshihiko Ohdani, Nakamura tsukasa, Koutaro Nomura, Shunsuke Maeda, Yuta Ochiai, Koki Nakatsukasa, Yuki Ishii

**Car Features and Team Aspirations**

The 10th contest, our team’s concept is “evolution”. So change significant design in accordance with the concept by using the technology that’s 9-years. Our team’s goal is participation all events and get jump up award!

**Team sponsors**

kawasaki, NTN, THK, punatsukitak, NISSIN, MISUMI, Ayumi, Toda Mold Building, WAKO’S, Tottori University, SOLIDWORKS, Seki manufacluring Institute, Tez shop T2/m Parts, monocolle, Kisei, F.C.C

### 60 Hiroshima Institute of Technology

**Members**

CP Hisashi Yasunaga, Hisanori Nakane, Kenji Yoshida, Hiroki Oomitsu, Makoto Hiyake, Keigo Kii, Shiki Yoshimoto, Satsumi Mishima, Ikumi Yamamoto, Shota Hiroi, Yuuki Kubota

**Car Features and Team Aspirations**

Our target is mark best record with teamwork

**Team sponsors**

FC design, VSN, Solid Works JAPAN, sports land TAMADA, shindaiwa, Kawasaki Heavy Industries, LEA GARDEN, ABESE
The University of Kitakyusyu

Members

- CP Keisuke Mateu
- FA Sadami Yoshiyama
- FA Hiroki Cho
- FA Ryochi Matsunaga
- MBR Takashi Akamatsu, Yoji Nishimi, Yasuake Shimizu, Yasuake Awaata, Yuki Takase, Kazuki Uchiyama, Takuyo Nishitera, Takuto Araki, Hiroki Asano, Tomoya Ueda, Takehiro Ando, Naoya Inoshita, Takehito Nishida, Mitsutoshi Yaeshima, Masaki Hikamato, Yu Huzita, Ryota Hukunaga, Ren Shodai

Car Features and Team Aspirations

We utilize the former failure because who are making at concept of Original and at the dawn to early period a base vehicle. We aim at playing all events on the first in team history in competition.

Team sponsors

Kawasaki Heavy Industries, F.C.C, SolidWorks Japan, SUMITOMO RUBBER INDUSTRIES, Software Cradle, THK, TOYOTA Rent a Car Fukutsudaimae, WEST RACING FI G CARS, KINGKUNI

ASO College of Automotive Engineering and Technology

Members

- CP Masahiro Sawata
- FA Shigeo Imamura
- FA Toshifumi Sakaguchi
- MBR Takahi Tatsuzaki, Takahito Kasuya, Nobutaka Nakamura, Hiroaki Takata, Kaito Oikawa, Kosuke Takahashi, Kouhei Fujino, Yasuake Eijima, Takuyo Okimara, Yasutaka Uozumi, Yudai Katayama, Seiya Ishihasi, Yoriyuki Matsunaga, Masato Hiraoaka, Tsuchida Kazuki

Car Features and Team Aspirations

This year our vehicles is a newly designed frame. Suspension uprights are used Duralumin. The ambition of 14 times of meetings, It can be run to the end. Our place within the top 40.

Team sponsors


Kokushikan University

Members

- CP Hiroki Yasukawa
- FA kodama tomoaki
- MBR Shogo Wada, Terutaka Suzuki, Momoka Yujiro, Yuki Hataoka, Yuki Shirakura, Yuta Hukushi, Chihito Matut, Yuta Saneyoshi, Yoshiki Junnosuke

Car Features and Team Aspirations

The vehicle concept is Simple Mechanism. It is plan improvement of the reliability by doing design in order to avoid a complicated mechanism, and it’s an aim that possible to manufacture the high maintenance of being able to reliably running vehicle. Competition target is all events finish.

Team sponsors


Aoyama Gakuin University

Members

- CP Kazushi Nogami
- FA Hiroshi Sakuta
- FA A. Koichi Hayashi
- MBR Tetsuhito Kudo, Taki Fuji, Ryoga Ohtaki, Masaki Yamada, Masayoshi Okawa, Shoma Ujiie, Takuya Arima, Taichi Harasawa, Masataka Yamazaki, Asano Hiroto, Yutaro Misumi

Car Features and Team Aspirations

Our development has been carried out with the concept of “(R) evolution”. We develop human resource, such as revolutionize evolved from this machine.

Team sponsors

YAMAHA motor, DENSIO, NTN, PTC japan, alttech, Intercast, Quick Hanyu, F.C.C., Murata, WESTRACINGCARS, Cybernet systems, TAKATA, Kutida Gear Engineering, SAKAE KOKAN, Nagase Tool Mates, industry association of magnesium in IBARAKI, UPSHIFT, Gamado, Shigetsune Works, Altair Engineering, GONDA METAL
University of Toyama

Members
CPT Koya Fujita, FA Tetsuo Aida, MBR Mika Ashikawa, Ryo Hoshino, Tatsuki Atsumi, Shino Mikawa, Katsuya Yatsukura, Yoshinao Takahashi, Akinori Yamada, Ryo Ohashi, Yusuke Imai, Takumi Higashiyama, Ryota Asoano, Tetsuya Higashin, Ryota Tsuchida, Yasuharu Hokuho, Yuji Moriyama, Yoshiyuki Miyabe, Ruho Ikeda, Ryo Hirokawa, Yushi Kita, Mizuki Matsui, Matsuura seiyu, Yoshinori Natsu

Car Features and Team Aspirations
Our seniors were not achieved at the goal. Our car is not perfect. But, we are putting the strong feelings to the our car. We manufacture car at the goal for the entire team working together.

Team sponsors
Saitama Institute of Technology

Members
CPT Kazuaki Fujinami, FA Masataka Kosaka, FA Ryuji Muka, FA Shinsuke Nakamura, FA Yuuki Nakayama, Tomo Yama, Natuki Oyama, Kazuki Imai, Takuro Mito, Haru Kano, Tetsuro Kudo, Katuto Takanashi, Yusuke Kondo

Car Features and Team Aspirations
We aimed weight and high rigidity of each place with reference to the machine in the previous year. Shorten front bulkhead for space saving and Review of the power train around, realize the improvement in drivability and maneuverability.

Team sponsors
National Taipei University of Technology

Members

Car Features and Team Aspirations
We come from Taiwan, and it's the second time we compete in SFJ. With our great performance race car, which has pure carbon fiber outlook and variable aero package, we hope to get a great achievement this year.

Team sponsors
Chiba Institute of Technology

Members
CPT Masataka Izaki, FA Shigeru Murakoshi, MBR

Car Features and Team Aspirations
Employs a fluid analysis and optimal structure analysis in addition to the so far accumulated technology has been the experience in the tournament as a team founded his third tournament from , with an emphasis on lighter set a machine concept " pursuit of human cars on earth. " you look for in a performance recovery in FCITR-03 was .

Team sponsors
College of Industrial Technology, Nihon University

● Members


● Car Features and Team Aspirations

Our machine frame is lighter in order to take advantage of the engine of a single cylinder, it was designed and manufactured to improve the maintenance and reliability to the concept. In addition, efforts by all members of our best, what will aim to finish the race and win this year.

70 Ibaraki University

● Members


● Car Features and Team Aspirations

This year, our team has been set up for twelve years. The concept of the best, what will aim to finish the race and win this year.

71 Meisei University

● Members


● Car Features and Team Aspirations

We regretted that we could not build a vehicle by the deadline of the last year. Therefore we are attempting to keep the schedule of designing and building this year’s vehicle. Our vehicle’s features are as below.

1. Transverse mono shock absorber system :We have improved this system since 2011. This system has advantages for weight and component count.

2. Rear inboard brake : This system makes the unsprung weight lighter. In this competition, our team’s target is to get the better than 25th place by finishing the all dynamic events. It is challenging for us, because our team have never completed these events. So we are working hard as one.

● Team sponsors

Earth Engineering, Altecno, Ishikawa erasakuyou, West Racing Cars, Sakanishi Seiki, Sasakikogyo, Shinko Mechatronics, Dassault Systemes, Driverstand Fuchu, 2rnikan, Kuki MFG, Blenny Giken, Honda Motor, F.C.C., MYZ, NTN, RAC, YOKOHAMA, Meisei University Alumni Association Meiseikai, Ikuseikai, Meisei University Mechanical Engineering
Harbin Institute of Technology at Weihai

**Members**

- CP: Mengqi Liu, Jianfeng Wang, An Li, Huimin He, Wenqi Tang, Hanqing Pan, Zijie Wang, Xiaoyan Wang, Yuhai Liang, Jiadong Liu, Wenyuan Gu, Zhijian Wang, Zhun Zhu, Jiaping Gu, Yilong Zhu, Changbo Zhao, Weiming Chen, Chunran Li


- MBR: An Li, Huimin He, Wenqi Tang, Hanqing Pan, Zijie Wang, Xiaoyan Wang, Yuhai Liang, Jiadong Liu, Wenyuan Gu, Zhijian Wang, Zhun Zhu, Jiaping Gu, Yilong Zhu, Changbo Zhao, Weiming Chen, Chunran Li

**Car Features and Team Aspirations**

HRT was established in November 2009, and it is one of the national teams to participate in the first event of FSC. Based on domestic but look international, and two stations in SFJ and one in FSG showing the world Chinese FSAE style. Besides HRT is also the pioneer of the monocoque, carbon fiber axle, suspension, and one-piece full carbon fiber rim.

**Team sponsors**

Guangwei, Wanfeng, Ansys, MSC, TIRF, Henkel

Zhejiang University City College

**Members**


**Car Features and Team Aspirations**

Rui Ying team adhering to the spirit of “strives for realism the innovation” with the team concept of “Strive to do your best”. The team in the industrial center of the university as the background, to ensure the team have good hardware condition.

**Team sponsors**

Shenzhen No.1 Advanced Materials Americas Inc; Zhejiang Cfmoto Inc; Huaisan Xingu Inc; Hangzhou Yake Inc

Sebelas Maret University

**Members**


- FA: Sunhapos Chatranuwatham, Dr. Eko Pujianto, S.Si., M.T., Dr. Eng. Syamsul Hadi, S.T., Dr. Eng. Agung Tri Wijayanto, S.T., M.T., Sunhapos Chatranuwatham, Dr. Eko Pujianto, S.Si., M.T., Dr. Eng. Syamsul Hadi, S.T., Dr. Eng. Agung Tri Wijayanto, S.T., M.T.

- MBR: Talerpengpatt Pongpattappra, Peeraphat Darams, Chankan Jarumust, Chidchanok Amornman, Naruepol Boonhaicharoen, Thitjut Wittsoontorn, Wasurat Soontronchai

**Car Features and Team Aspirations**

Our cars are designed to be a Student Formula Car that concerned about security and performance. Lightweight body with carbon fiber, the design looks fast and classy, high acceleration, good handling, inexpensive manufacturing cost, and using environmentally friendly paint colorings.

**Team sponsors**

Toyota, Bank Indonesia, Osiso Foundation, ISTW, Hoosier, Keizer, Speedway, Indaco, Wilka, ProRock

Chulalongkorn University

**Members**

- CP: Itthiphat Laokwansatit, Nuksit Noomwong, Sunhapos Chatranuwatham, Talerpengpatt Pongpattappra, Peeraphat Darams, Chankan Jarumust, Chidchanok Amornman, Naruepol Boonhaicharoen, Thitjut Wittsoontorn, Wasurat Soontronchai

- FA: Itthiphat Laokwansatit, Nuksit Noomwong, Sunhapos Chatranuwatham, Talerpengpatt Pongpattappra, Peeraphat Darams, Chankan Jarumust, Chidchanok Amornman, Naruepol Boonhaicharoen, Thitjut Wittsoontorn, Wasurat Soontronchai

- MBR: Talerpengpatt Pongpattappra, Peeraphat Darams, Chankan Jarumust, Chidchanok Amornman, Naruepol Boonhaicharoen, Thitjut Wittsoontorn, Wasurat Soontronchai

**Car Features and Team Aspirations**

With all new design from scratch making use of high performance parts, we optimize the for the best suitability of the driver while maximizing performance of our car. This year, the car is lighter and more powerful than before, hoping to bring the team to the top in celebration of the 100th anniversary of our university.

**Team sponsors**

Singha, CCS Engineering, Exedy Friction Material, Osiso, Bangkok Bank, SKF, Solidworks, Tozzhin International, Toyota, Morin Racing, Rabbit Prototype, Veerasiam
Universitas Gadjah Mada

Members

Car Features and Team Aspirations
There's a significant reduction in weight compared to the previous manufacture. This is largely due to the replacement of the engine to 450cc-one-cylinder in order to optimize power at low RPM so we can get maximum acceleration. We are committed to design racing car vehicle that can compete in the international automotive industry. We hope our innovation will become a reference to develop and trigger Indonesia's automotive industry.

Team sponsors
Federal Oil, UPT Logam, Silk Air, PT YPTI, Bank Jabar Banten, Braille, Bank Nagari

Universiti Putra Malaysia

Members
CP Muhammad Ikliuddin Bin Ishak FA Associate Professor Ir. Dr. Mohd Kharol Anuar bin Mohd Ariff FA Dr. Mohd Idris Shah Ismail FA Dr. Che Nor Aiza Jaffa FA Dr. Eric Elaidy b. Super FA Syazril Amri bin Abdul Rahaman FA Rashid bin Ramli MBR Muhammad Reim Bin Ahmad, Cheng Mun Chun, Ahmad Iflan bin Zailani, Muhammad Ashar Bin Bagus, Mohd. Nizar Bin Mohd. Naim

Car Features and Team Aspirations
Our SAE car, Jebat is built from ground up. It features a compact steel spaceframe chassis. 600 cc Suzuki engine is paired to 6 sequential gears with wire driven shifter. Suspension is designed to reduce understeer. The aerodynamic design generates 2000N at 120 kph. Various engineering technology has been incorporate, including CNC, rapid prototyping and carbon fibre layup. Our ultimate goal is to finish dynamic event with respectable results.

Team sponsors
Kokka Trading Sdn. Bhd., Micro Precision Machining Sdn Bhd

Ajou University

Members
CP SIM KISEON FA JEON YONGHO MBER CHA SUHYUN, AN YORAN PARK BYONG EGN, BAE JEONG HUOJUNG WONG, JUNG CHANSIK, KIM TAE HUN, KWON YONGMIN

Car Features and Team Aspirations
1. We are the only one team participate in this competition at South Korea 2. We use Honda's CBR600rr (06) engine and apply drysump technology.3. We apply paddle shift using a Arduino module & air cylinders.4. We want to enjoy this competition with another university friends.

Team sponsors
Cass bear (ABInBev) & Ajou University, BMW Korea, F.C.C(LSD), Omega(engine oil), Dailley Engineering(Oil Pump), Dynojet(Power Commandor), Hoosier(Tires), Ajou univ Linc

National Tsing Hua University

Members
Japan Motor Sports College

Members
- Yudai Kato
- Osamu Morii
- Tatsuya Kawara
- Yoshinao Oeda
- Issie Manu
- Masaya Kato
- Takahumi Ota
- Kentaro Wada
- Maiki Hotta
- Tito Owaki
- Yuto Kajitani
- Soushi Oda
- Kengo Murakami
- Miwa Sueda
- Satoshi Takahashi
- LEE ChaeHyun
- Yudai Okawa
- Masashi Ikemi
- Mathiazhagan Akilan
- Takashi Kojima

Car Features and Team Aspirations
Kyushu University Student Formula will participate in the tournament for the first time this year. To kick off our University’s Formula career, the concept and design of our car is an easy to make car. Our goal is to participate and successfully compete in all events. We are doing our best as challengers to a new horizon.

Team sponsors
- Honda, Solid Works Japan, Mobitec, F.C.C, Nisin, Kyowa, West Racing Cars, Works

Kyushu University

Members
- Yudai Kato
- Osamu Morii
- Tatsuya Kawara
- Yoshinao Oeda
- Issie Manu
- Masaya Kato
- Takahumi Ota
- Kentaro Wada
- Maiki Hotta
- Tito Owaki
- Yuto Kajitani
- Soushi Oda
- Kengo Murakami
- Miwa Sueda
- Satoshi Takahashi
- LEE ChaeHyun
- Yudai Okawa
- Masashi Ikemi
- Mathiazhagan Akilan
- Takashi Kojima

DHA Suffa University

Members
- Syed Zabrain Arshad
- Dr. Bilal Ahmed Siddiqui
- Salman Khan
- Usama Syed
- Hamnad ur Rehman
- Zohair Khan
- Shaikh Muniruddin Nizami
- Saad bin Ishtiaq
- Hasan Ali Khan
- Adam Asif
- Hadeeqa Choudhry
- Bilal Mustafa Naqvi
- Muhammad Razza
- Haroon Iflikhar
- Ramish Hassan
- Anish Yashar
- Saad Alzai
- Mafat Khan
- Ahsan Arshad
- Hassan Iqbal
- Khurram Ahmed
- Umer Danish Bashir

Southern Taiwan University of Science and Technology

Members
- LIU, YI-XIU
- Wei-Chin Chang
- Cho-Yu Lee
- Ho, Kun-Chun
- JANG, HUA-LIN
- KHOR, BOON-HAU
- WU, CHUN-YI
- CHANG, HAN-JUNG,LU
- JUN-YU,WU
- WEI-HONG,CHEN
- BO-SYUN,CHANG
- FENG-HE,HUANG
- SHAO-YU,WU
- PEI-YING,CHEN
- TAI-YOU,CHEN
- ZONG-YOU,ZAI
- YUE-LIN

Car Features and Team Aspirations
ER-105 adopts 13" tires and a Honda 600cc engine, with a stream line carbon fiber body and rear wing, the car is powerful and ready to shine.

Team sponsors
- Taiwan BC-racing, founderland(逢 聯 ), Koso, SKF, Taiwan Electric Insulator (TEI), KYT, 聖 聖
- Beltanx, MAXXIS, formula2, NSK, 永和製造股份有限公司, Pro’s Kit, F.C.C(TAIWAN), F.A.R
Sinhgad Academy of Engineering

Members

- Himanshu Kolambe
- Ajay Kalmegh
- Darshil Shah
- Ashutosh Patil
- Shubham Chopade
- Abhishek kuyate
- Himanshu kolambe
- Aditya Mukherjee

Car Features and Team Aspirations

- Designed for overall performance with an upgraded KTM 390 engine
- Focus on keeping the car as lightweight as possible without compromising safety
- Competes in various events and maintains ranks in static events

Sinhgad Technical Education Society

Members

- Nilesh Bothra
- Amar Pandhare
- Dhananjay Khankal
- Kerman Cooper
- Tanay Shinde
- Tanveer Kaur Bagga
- Ankur Jain
- Ashwad Pandit
- Huchra Boid
- Madhura Borole
- Teusha Faria
- Devika Wagela
- Ninad Patil
- Sumit Goski
- Vaibhav Munsale
- Rohan Nimbaiker
- Pranav Darade
- Gaurish Shirodkar
- Sanmitra Salunke
- Deoraj Asane
- Rushikesh Dhanwate
- Sahil Shah
- Akash Dhotre
- Shubham Kakad
- Aapoora Nagarkar
- Priyush Biraje
- Abhishek Raut
- Rudresh Lonkar
- Utkarsh Khodke
- Saharsh Chandak
- Sanket Biramane
- Rishabh Dara
- Snehanjali Saste
- Nikunj Choudhary
- Sanjik Raikar
- Shubham Gaikwad
- Harsh Punjabi
- Neha Saste
- Kartik Panchal
- Mahesh Kawade
- Shahruch Parwez
- Parag Deotale
- Amey Keskar
- Dhanish Dhavgaye
- Aniket Kulkarni
- Pradnya Pawar
- Shounak Deo
- Karan Chitliore
- Amit Dandagavhal
- Mohammad Shumail Ansari
- Kishore Patil

Team sponsors

- Knorr Bermse
- DHL
- Lumetron
- JCB
- SetCo

AGH University of Science and Technology

Members

- Tomasz Biela
- Daniel Prusak
- Piotr Zawodny

Team sponsors

- Krish Barmie,
- DHL,
- Lumetron,
- JCB,
- SetCo

Galgotias University

Members

- Narendra Singh
- Dheer Singh
- Garvit Gupta
- Priyanka Das
- Sarthak Nigam
- Shubham Garg
- Rayan Iqbal Sheikh
- Shikhar Gupta
- Rajan Kumar Kewat
- Prashant Vats
- Dhruv Goel
- Shalu Tulsyan
- Bijoy Bainik
- Sambhav Tyagi
- Ahmad Hussain
- Suraj Kumar Mishra
- Shubham Kumar
- Apollo Maheshwari
- Sandeep Kumar Singh
- Vishak Pathak
- Santan Suman
- Utsav Garg
- Ishan Sharma
Team Information

**Manav Rachna International University**

**Members**
- AKSH SARKAR
- ABHISHEK CHAUHAN
- LAKSHAY SACHDEVA
- SAURAV BIRIR
- HIMANIK AMBASHTA
- ANMOL RATAN TUTEJA
- CHARANJEEV MEHANDITRA
- BHANUJ PAUL
- ANKUSH SARKAR
- DIVYANSHU SHARMA
- VIVEK SHARMA
- VIKAS DAHIYA
- Vivek Bhatia
- GULSHAN CHOUDHARY
- ABHISHEK DHIMAN
- Himanshu
- ASHISH CHAWLA
- UMANG GOYAL
- Rohit Raj
- VARUN TYAGI
- Himanshu Tolambia
- Rahul Taneja

**Car Features and Team Aspirations**
- Blue Star
- Fiat
- Honda
- Hks
- IAI
- BLW ENGINE VALVES
- General Automotive Society
- Pip4web

**Team sponsors**
- Yamaha R-6 Engine
- Trianga Colour
- steel spaceframe
- glass fibre body
- front double unequal length A-arm push rod
- rear double unequal length A-arm push rod
- length 2703mm
- height 1303mm
- wheelbase 1610mm
- weight 210kg
- ground clearance 2.2".

We always improve ourselves and our team and most important car. Over the past few months we are performing as a performance team of India. We are ready to stand on the podium NOW I BELIEVE I CAN.

**Universiti Teknologi Malaysia**

**Members**
- Muhammad Taufiq b. Mohd Zin
- Mohd Farid b. Muhamad Said
- Muhammad Haziq b. Zainal Abiddin, Shahdan bin Azman
- Muhammad Nur Syafiee bin Jamirian
- Peraveen A/L N Kannadasah
- Hafiz Fiko bin Hamzan
- Raju Muhamad Syaful Azri bin Raju Razman
- Muhammad Fitti bin Shamsul Bahr
- Nik Ahmad Faisal bin Mohd Kamarozaman
- Muhammad Khairul Niezarman bin Ismail
- Vairasivam A/L Karinsa Kumar
- Vinalathithan A/L Thandaihabuny
- Ahmad Sarf Abidullah bin Shahrin,
- Nazirah binti Adnan,
- Ahmad Hafiz bin Mohd Rozi,
- Zul Fahmi bin Khamiti,
- Luqman bin Othman,
- Mega Wati binti Hafiqi,
- Muhammad Heeere bin Mohamed Harif,
- Mohamad Iskandar Mirza bin Mustafa,
- Tey Kian Yoon,
- Heiiefarth Suffri bin Shamsuddin,
- Wan Ahmad Asyraf bin Wan Hanif

**Car Features and Team Aspirations**
- Space frame chassis with approximate 250kg total weight. Coloured in red and white to the theme of our logo. To be recognised by local and international teams as one of the greatest formula student team to ever compete. Be loyal to those who raise you up, have the courage in being different and respect others as you would wanted to.

**Universiti Teknologi Malaysia Kuala Lumpur**

**Members**
- MOHD IZZAT ASHRAFF BIN NAPIS
- SHAMSUL BIN SARIP
- MUHAMMAD ABU HANIFAH BIN SAUGI, NURUL FATIHA SHAHINA BINTI MOHD ZULKIFLI, SYAHIRAH BINTI SALAM, SYAMIL HAFIY BIN CHAIRIL ANWAR, MUHAMMAD YUSUF BIN MOHD DANI,
- MUHAMMAD ZIKRI BIN MOHD BAKRI, AMIRUL AMIN BIN AIZAR,
- MUHAMMAD ZULHANIP BIN MAZHAN,
- MUHAMAD AMIRUL ARIEFF BIN RUSLAN,
- MUHAMMAD ASHRAF BIN ZAIDIN,
- IMRAN BIN JEANNOT, NUR FATIHA BINTI CHE YON ROSNI,
- MUHAMMAD RAFI‘ UDDIN BIN KAMARUDDIN,
- NOR AMIRUL SYAZUAN BIN NOR AZMI,
- NOR ADDRY SHAH BIN NOR BADROL HISHAM,
- NOR ZAYIDSYAHMY BIN NORULHUDA,
- MUHAMMAD UZAIR BIN GHULAM HUSSAIN,
- MUHAMMAD HAMIZAN BIN MOHD SALLEH,
- AHMAD ASHRAF BIN AHMAD ZAIM,
- DANIEL ELSAAM BIN MANSOR,
- NOR NAIM SYAZWAN BIN MOHAMAD YUSMAN,
- MOHAMAD LUQMAN BIN MOHD ZAHID

**Thai-Nichi Institute of Technology**

**Members**
- Pherawat Aekbuncha
- Yoshida Yusaku
- Nitipat Yodpijit,
- Chatchana Rooraksri,
- Pattanapong Homdaung,
- Natthanan Anansthorn,
- Rapeepat Nanghrub,
- Kiattisak Promnaach,
- Tempiem Kopkhon,
- Takkapong Yuttaphichai,
- Phantumas, Kittitich Suvannakate,
- Sedtawut Wor, singhakahon, Bundit Thoraphising,
- Supasarun Thabki,
- Warot Thongwilai,
- Tarm Tadaktitlarn,
- Worarat Aumsarut,
- Yattara Wongpaph, Teerasit Sangsawat,
- Tachat Wittayapun,
- Preecha Lohaleritkit,
- Raviwas Nukulpudki,
- Athikom Distangthorn,
- Jaksawat Rattanamet,
- Thanawat Samanya,
- Rachapon Treeworawat
Shizuoka Institute of Science and Technology/Nagoya University EV

**Members**
Kazuya Matsumoto, Shinji Takabayashi, Tatsuya Suzuki, Takashi Tsuchiyama, Haruka Ishii, Kazuki Suzuki, Kyosuke Suzuki, Syungo Ueguchi, Yoshimasa Okura, Shougo Kinpara, Yudai Onishi, Kento Kubota, Taichi Shiro Kaga

**Car Features and Team Aspirations**
Making full use of the power train technology and Nagoya University University of chassis technology of the Shizuoka Institute of Science and Technology. All events finish, we aim to EV department 4 consecutive and comprehensive win.

**Team sponsors**

Toyota Technical College Nagoya

**Members**

**Car Features and Team Aspirations**
This year, calls for “of holds on top of the reliability driving fun, excitement vehicle to easily achieve a” concept, play to improve the reliability of the machine by early shookdown, the finish and the EV class victory of all dynamic events we aim.

**Team sponsors**
Yamaha Motor, Goodway Japan, TACTI, DAIDO, DAIKEN SANGYO, F.C.C., Faurecia Manufacturing, WATA PONDOMO, KOBAYASHI KOGYO, Yamaha Motor, ITTO, OKANO Electric, Gcke, Sanyo Electric, SHINMI INDUSTRY, Solar Works, Japan, TAKAI Manufacturing, Toyo Natural, TOYOTA COROLLA Azio, YOKOHAMA Japan, NISSIN CHEMICAL, Senswa Technologies Japan Limited, TAJIKI Corporation, KYOIKU SANGYO, asco AICH., EV-AICH., Tesla Motors

Tohoku University

**Members**
Akari Sawase, Kenji Nakamura, Hiroki Goto, Rajime Ishii, Yoshihisa Ayano, Haruka Kubota, Akira Matsui, Naoki Tashiro, Yuki Ishikawa, Hiro Abe, Shota Sawaishi, Shigeki Mori, Naohiro Kobayashi, Mizuki Konishi, Masaki Shimizu, Tomohiro Kondo, Reo Furuhashi, Yoshiyuki Suzuki, Hayato Nishimura, Ryo Watanabe, Shota Akasaka, Shinnoyuki Yasuda, Takuya Hashimoto, Takahiro hara

**Car Features and Team Aspirations**
Under the slogan of “Fast Light Tractable”, we focused on improving the P/W ratio by renewing our drivetrain and light-weighting our chassis, and we also tried to upgrade the maintainability based on our 3-year-experiences. Our goal is to be top of overall.

**Team sponsors**
Ichinokura Laboratory, Department of Electrical Engineering, Tohoku University, Neo Industry, Creation Hatchery Center, Tohoku University, Motomotoring WINDS, Micron System Integration Center, Auto Machine Works, Aubacorob, seven.MOD, TOYOTA MOTOR EAST JAPAN, Miyagi Toyota, Toyota Rent a Car Miyagi, Toyota Corolla Miyagi, Sendai Toyopet, Toyota Rent a Car Sendai, Netz Toyota Sendai, Netz Toyota Miyagi, Toyota Home Tohoku, Toyota L&P Miyagi, KADAN, Automotive Energy Supply, Elektricke Japan, Nippon Denshi, Sankougei, Umezawa Musen, SOLIDWORKS, Misumi, IACING CAR, NOK, IN NISSIN, KYOWA, KODAI ELECTRIC, YAZAKI, NTN, NOK, VFUKAI, BOENING, Senswa Technologies, NHK SPRING, GV Technologies, iZUMI Tech, Watabe Industry, KEHIN, NOODERIRA, IRON PROTRAD, Twinkle Pochei, NOK, TONE, Sumitomo Wiring Systems, National Instruments, TOYODENSO, 2F Japan, KUO ELECTRIC, JUICHIYA-BOLT, Tohoku Steel, PLUSu
Team Information

(Members and Sponsors)

**E4 Tongji University EV**

- **Members**
  - CP Ma Jiajun, FA Zhang Tong, DAI HAIFENG, MBR Zeng Yikai, SHEN JIAJIE, MA KUISHENG, CUI MINSHENG, FANG Wei, YU YIZE, LI JIE, XUE FENG, WANG JIAJIE, TANG JIANAN, CHEN XING, HUANG ZIYUAN, GU PENG, GAO SHUQI, YIN JUN, JIANG TAO, YAO YIWEI, WANG HAI CHENG

- **Team sponsors**
  - VW China, Sunshine Laser, Chroma, SAGW, SHEFFLER, Huabei Technologies, LEAM, Shanghai E-Drive

- **Car Features and Team Aspirations**
  - DRe16 is our first 4WD car, and also the first car with full monocoque. We downsized to 10'' rim and focused on lightweight. And for torque vectoring, traction control, we developed our own algorithm to improve the performance of DRe16.
  - DIAN Racing is a passionate Formula Student Electric team from Tongji University. Established in March 2013, the consists of 101 members.

**E5 National Institute Technology, Ichinoseki College/Iwate University/Iwate Prefectural University EV**

- **Members**
  - CP Toshiyuki Kikuchi, FA Kaoru Sawase, FA Yoshikazu ARAI, FA sho Inoue, FA Shigeto Kikuchi, FA Youichi Takeda, MBR Kota Sato, Wataru Tanooka, Takaya Muraki, Hiroki Komai, Kazuya Toppong, Daisuke Sasano, Sou Nakatsusaga, Saiko Koku, Takumi Abe

- **Team sponsors**

- **Car Features and Team Aspirations**
  - We aim to make a car that we be able to control it at will by the new technology "two motor Torque Difference Amplification TVD". Though reviewing last car, we made lighter chassis and more reliable electric system. We aim to finish all events and win EV class.

**E6 Kyushu Institute of Technology EV**

- **Members**
  - CP Shunya Ukeda, FA Naoki mori, MBR Yusuke Kakumoto, Yusuke Takeda, Katsutoshi Matsuda, Kouji Matsuila, Yuta Uezono, Yasuhiro Ohta, Yuta Kinoshitou, Kouhei Kuroda, Hayato Fukushima

- **Team sponsors**
  - KYOWA, ABC, Sensata Technologies, SOLID WORKS, SUN AREA, ONAMBA, Aumon Technology, F.C.C, NSCD, MOTOservice ANK, KITAKYUSHU INOVATION GALLERY & STUDIO, MISUMI, DUNLOP

- **Car Features and Team Aspirations**
  - We try to design the machine with simplicity and good maintainability. In this year, we strongly aim to pass the technical inspection and participate in dynamic events.

**E7 Chulalongkorn University EV**

- **Members**
  - CP Suttipong Roopraakaikesorn, FA Nuksit Noonmone, MBR Preedipat Ngamvalairat, Napat Supajanyawat, Kiattawin Chanchotanukul, Panitan Sakullaphasuk, Chanawut Porrakusawang

- **Team sponsors**
  - NO DATA
E8 Kanagawa University EV

- **Members**
  - CP: kento kawaguchi
  - FA: hiroki nakamura
  - MBR: Haruka Miura, Kevin Carazas, Kensho Tamura, Yohei Miyazaki, Naoya Uemura, Kanae Komatsu, Kasumi Shimada, kondo terutomo, Ryo Uijima, Kosuke Nakanishi, Takamasa Funaki, hiroki sugimoto, Rikuya Tanabe, chihaya nakame, Koudai Saitou, Shin Kuroda

- **Car Features and Team Aspirations**
  - We improved the electric system to countermeasure the noise and get an accurate control, plus we mainly considered the suspension geometry to design an optimum frame structure. This year, we are aiming to achieve our first victory not only by winning but finishing all the dynamic events.

E9 Harbin Institute of Technology at Weihai EV

- **Members**
  - CP: Jialei Shi
  - FA: Jianfeng Wang
  - MBR: Shengxiang Cao, Yuxiang Deng, Hui Song, Yujing Liu, Chen, Zehua Qin, Xin Tan, Zhongyu Chen, Yanyao Zhao, Zicheng Zhou, Xiaoyang Yu, Zhanpeng Ma, Yuhan Liang, Zijie Wang

- **Car Features and Team Aspirations**
  - CS-G-HRT Racing Team founded in 2013, our concept is 'Design to win, compete for victory', 16E is based on innovation, lightweight and reliability. We design one piece CFRP monocoque, and we design our aerodynamic devices based on CFD. As for the powertrain, the PMSM motor and Lithium-Polymer battery is used to realise high power density and efficiency. Self-designed ECU & data logger system are available.

E10 Kogakuin University EV

- **Members**
  - CP: Miyazaki Hiromune
  - FA: Hiroichii Nozaki
  - FA: Takashi Saika
  - MBR: Daigo Misaki

- **Car Features and Team Aspirations**
  - This is our debut into the FSAE EV class by using the KRT15’s chassis last year. We aim for first prize in the competition of acceleration with carrying on the genealogy of last year’s machine and by making use of the battery which pursue the profits of power and lightness as a weapon.

E11 Thai-Nichi Institute of Technology EV

- **Members**
  - CP: Nontakorn Saeng-on
  - FA: Yoshida Yusaku

- **Car Features and Team Aspirations**
  - There from the previous prototype studentformulaEV we collect the data for developing new one the Concept Design is ‘LEAF’ Light, Economy, Adaptation and Flexible at first we try to reduce wight that make less energy consume. Car Feature -1 Brushless motor wht chain drive -Digitalscreen show data -liquid cooling system

**Team sponsors**
**Team Information**

(Members and Sponsors)

---

**R V College of Engineering EV**

- **Members**
  - CP Ashad Farhan
  - FA Dr. Shanmukha Nagaraj
  - MBR ANIKETH

- **Car Features and Team Aspirations**
  Team Chimera is a Hybrid/Electric Research Project team in R. V. College of Engineering, Bangalore, with the purpose of advancing in "Hybrid/Electric Automotive Technology" in India. This year, we are going to build the cost effective Electric Race car with more powerful motor and advance features like Regenerative Braking, better suspension and power-train, LiFePO4 battery pack, Front panel Touch display with Web Connectivity.

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指定車両以外 車両通行止
Road Blocked Except Appointment Car

Endurance
Autocross
Skid-pad
オートクロス
エンデュランス

関係者以外禁止エリア
Off Limits Area

スタッフ関係者駐車場
Staff Parking

By Car

大阪
TOKYO

名古屋
OSAKA

掛川
NAKAOTA

静岡
静岡

ECOPA

9月10日(土)は掛川駅、愛野駅から無料シャトルバスがございます。

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