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Celebrating the 15th Student Formula Japan

I would like to extend my heartfelt congratulations on the occasion of the 15th Student Formula Japan. 

As innovation progresses at a breakneck pace and technology makes bewildering advances, it is necessary to nurture the talent to spur the structural industrial reforms that will aid technological breakthroughs such as artificial intelligence, big data, or the Internet of things (IoT) into the fabric of society and move us closer to the fourth industrial revolution and the "super smart society" (Society 5.0).

In light of the rising expectations placed on the engineering-related education provided by universities playing a central role in that respect, the Ministry of Education, Culture, Sports, Science and Technology established an internal review committee on approaches to engineering-related education at the university level in January 2017. After studying the educational framework and processes at faculties and graduate schools for future engineering-related education, approaches to industry-academia cooperative education, and other issues, the committee prepared an interim report on university-level approaches to that education. The next step will involve finishing assessments of concrete system reforms by the end of the current fiscal year. These reforms will be gradually applied starting in the next fiscal year and fully implemented by 2019.

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 15th edition of the competition, I am told, features a combined total of 98 entrant teams, including 24 from outside Japan for the ICV and EV classes, while last year’s competition had a record total of 18,071 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 2017 Student Formula Japan

118 teams (77 from inside Japan and 41 from outside Japan) have applied for 2017 Student Formula Japan. There are 98 official registered teams from that. We have 1 team from Hokkaido, 2 from Tohoku, 31 from Kanto-Koshin’etsu, 16 from Tokai, Chubu and Hokuriku, 17 from Kansai, Chugoku and Shikoku, and 7 from Kyushu by region. From outside Japan, we have 4 from Thailand, 6 from China, 2 from India, 1 from Bangladesh, 7 from Indonesia, 3 from Taiwan, 1 from Europe. 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 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.
## Registered Teams

### <ICV Class>

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**E1** National Institute of Technology, Bihesia College / Iwate University / Iwate Prefectural University
**E2** TOYOTA TECHNICAL COLLEGE NAGOYA
**E3** Tohoku University
**E4** Harbin Institute of Technology at Weihai
**E5** Nagoya University
**E6** Shizuoka Institute of Science and Technology
**E7** Kanagawa University
**E8** R V College of Engineering
**E9** Tongji University
**E10** Liaoning University of Technology
**E11** King Mongkut's University of Technology Thonburi
**E12** Universitas Gadjah Mada
**E13** Universitas Islam Indonesia
**E14** Toyota Technical College
**E15** Universitas Indonesia
**E16** Universitas Indonesia
**E17** Universitas Indonesia
## 2017 Student Formula Japan Event Schedule

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**Venue**

- Stadium Reception
- Stadium
- Dynamic Area
- Arena

### Notes
- **FINAL** 6:00-7:00
- **Design** Final 8:00-9:00
- **Award** 18:00-19:00
- Dynamic Practice 9:00-10:00
- Autocross 8:00-9:00
Sponsors

**S Class**
- Toyota Motor Corporation
- Nissan Motor Co., Ltd.
- Honda Motor Co., Ltd.
- Hitachi Metals, Ltd.

**A Class**
- Fuji Heavy Industries Ltd.
- Mazda Motor Corporation
- Mitsubishi Motors Corporation
- Tamadic Co., Ltd.
- IPG Automotive K.K.
- NSK Corporation
- VSN, Inc.
- AISIN SEIKI Co., LTD.
- HKS Co., Ltd.
- Kawasaki Heavy Industries, Ltd.
- SUZUKI MOTOR CORPORATION
- DENSO CORPORATION
- DOME.,Co., LTD.
- NSK Ltd.
- Hitachi Automotive Systems, Ltd.
- Honda Techno Fort Co., Ltd.
- Yamaha Motor Co., Ltd.

**B Class**
- HORIBA, Ltd.
- YOROZU Corporation.
- UD Truck Corporation
- Nifco Inc.
- Hino Motors, Ltd.
- Bosch Corporation
- dSPACE Japan
- KYB Corporation
- MAGNETI MARELLI JAPAN K.K.
- NTN Corporation
- Siemens-Mentor Automotive
- TBK Co., Ltd.
- AISIN AW CO., LTD.
- ADVICS Co., LTD.
- Altair Engineering, Inc.
- ANSYS Japan K.K.
- ETAS K.K.
- Isuzu Motors Limited
- InterTechno Co., Ltd.
- AVL JAPAN
- EXEDY Corporation
- Autech Japan, Inc.
- AutoTechnicJapan Co., Ltd.
- AUTOBAICS SEVEN Co., LTD.
- Calsonic Kansei Corporation
- KYGNUS SEKIYU K.K.
- Catalyst Corporation
- Keihin Corporation
- JTEXT Corporation
- JATCO Ltd.
- JATCO Engineering Ltd
- Shin Nippon Tokki Co., LTD.
- Sumitomo Wiring Systems., Ltd.
- ZF Japan Co., Ltd.
- Senstech Technologies Japan Limited
- Software Cradle Co., Ltd.
- SolidWorks Japan K.K.
- Tyco Electronics Japan G.K.
- Daihatsu Motor Co., Ltd.
- Toyota Industries Corporation
- Nissan Shatai Co., Ltd.
- Hino Seiko Co., Ltd.
- ESI Japan
- HARADA INDUSTRY CO., LTD.
- FORCIA, Inc.
- Fujikura Ltd.
- MAHLE Japan Ltd.
- Mitsubishi Electric Corporation
- YANASE & CO., LTD.

**C Class**
- ICHIKOH INDUSTRIES, LTD.
- Origin Electric Co., Ltd.
- TAISEISHA LTD.
- Toyota Industries Corporation
- IPX co., Ltd.
- VT HOLDINGS CO., LTD.
- Wittenmann Japan K.K.
- ASMO Co., Ltd.
- Idemitsu Kosan Co., Ltd.
- Valeo Japan Co., Ltd.
- H-one Co., LTD.
- ATS Japan
- F.C.C. Co., Ltd.
- FT Techno, Inc.
- OILES CORPORATION
- OKITISURASEN Co., LTD.
- SANNO TEC CO., LTD.
- JBM Corporation.
- General Engineering Co., Ltd.
- DaiyoNishikawa Corporation
- TMC Co., LTD.
- Toyota Motor East Japan, Inc.
- TOYOTA AUTO BODY CO., LTD.
- Toyota Boshoku Corporation
- Nabtesco Automotive Corporation
- Nissinbo Brake Inc.
- Japan Automobile Research Institute
- Japan Auto Parts Industries Association
- NHKSPRINGCO., LTD.
- PERSEL RESEARCH & DEVELOPMENT CO., LTD.
- Primearth EV Energy Co., Ltd.
- BRIDE CO., LTD
- BorgWarner Morse Systems Japan K.K.
- Mitsubishi Automotive Engineering Co., Ltd.
- MITSUBOSHI BELTING LTD.
- Musashi Seimitsu Industry Co., Ltd.
- YAZAKI Corporation
- YAMADA MANUFACTURING CO., LTD.
- UNIVANCE CORPORATION
- G sense
- GS Yuasa International Ltd.
- HPC SYSTEMS Inc.
- JTB CHUBU Corp.
- JX Nippon Oil & Energy Corporation
- NSK-Warner K.K.
- SUBARU TECHNO-SERVICE Co., LTD.
- THK RHYTHM CO., LTD.
- TPR CO., LTD.
- Aichi Machine Industry Co., Ltd.
- ALPS ELECTRIC CO., LTD.
- igus k.k.
- ISUZU ADVANCED ENGINEERING CENTER, LTD.
- Autoviv Inc.
- OKAYA & CO., LTD.
- ONO SOKKI CO., LTD.
- Kyosei Driving School
- THine Electronics, Inc.
- SANGO Co., Ltd.
- CK Engineering corporation.
- SHINBA IRON WORKS CO., LTD.
- Sumitomo Rubber Industries., Ltd.
- TS TECH CO., LTD.
- TEIN, Inc.
- TOKAIRIKAI Co., LTD
- Toyo Tire & Rubber Co., Ltd.
- Total Technical Solutions
- TOYODA Gosei Co., LTD.
- NISSAN TECHNO CO., LTD.
- NISSIN KOGYO CO., LTD.
- Delphi Automotive Systems Japan, Ltd.
- Nihon Michelin Tire Co., Ltd.
- HINO Hutech
- FUKAI MFG. CO., LTD.
- Bridgestone Corporation
- Magna Powertrain Magna International Japan Inc.
- Mazda Engineering & Technology Co., LTD.
- MOBITEC CO., LTD.
- Yashika Body Company, Ltd
- YANMAR Co., Ltd.

**D Class**
- FUKUROI CHAMBER OF COMMERCE AND INDUSTRY
- MathWorks Japan
- AISAN INDUSTRY CO., LTD.
- AISIN TAKAOKA Co., LTD
- AKASHI KIKAI INDUSTRY Co., Ltd.
- Acaterial
- Akebono Brake Industry Co., Ltd.
- ISHIHARA-METAL MANUFACTURING co., Ltd.
- ISUZU ENGINEERING Co., Ltd.
- Iwafuji Industrial Co., Ltd.
- USUI KOKUSAI SANGYO KAISYA LTD.
- UCHIYAMA MANUFACTURING CORP.
- AW ENGINEERING CO., LTD.
- A&D Company, Limited
- OTICS Corporation
- KINOKUNI Enterprise co., ltd.
- Gifu Auto Body Co., Ltd.
- KYOWA KOGYO CO., LTD.
- KIRIU CORPORATION
- CHROMA ATE INC.
- Sankin Corporation
- Global Active Technology Co., Ltd.(GAT)
- CCI Corporation.
- JI Accident &Fire Insurance Co., Ltd.
- SHOWA CORPORATION
- Suzuki & Co., Ltd.
- Sohshin
- Taiseiplas co., ltd
- DAIKO METAL CO., LTD.
- Pacific Industrial Co., Ltd
- Pacific Engineering Corporation.
- Taho Kogyo Co., Ltd.
- Takada kogyo
- TACHI-S Co., LTD.
- DAD co., ltd.
- TANAKA SEIMITSU KOGYO CO., LTD.
- TSUCHIYA CO., LTD.
- DEWE Japan Co., Ltd.
- DENSO TECHNO CO., LTD.
- Tokyo R&D Co., Ltd.
- TOKYO R&D Composite Industry Co., Ltd.
- Tokyo Gasket Industry Co., Ltd.
- TOKYO BOEKI TECHNO-SYSTEM LTD.
- TOHINICHI Mfg Co., Ltd.
- Toyo Denso Co., LTD.
- TOTEC AMENITY LIMITED
- TODA RACING Co., Ltd.
- TOYODA IRON WORKS CO., LTD.
- TOYOTA MODELLISTA INTERNATIONAL CORPORATION.
- NANJO Auto Interior Co., Ltd.
- NISHIKAWA RUBBER CO., LTD.
- NICHRIN Co., LTD.
- Nippon Seiko Co., Ltd.
- NGK SPARK PLUG Co., Ltd.
- National Instruments Corporation.
- Virtual Mechanics Corporation
- PIOLAX, INC.
- HAMANAKODENSO CO., LTD.
- Bando Chemical Industries, Ltd.
- PUES Corporation
- FUJITSU TEN LIMITED
- PRESS KOGYO CO., LTD.
- MIYACO HYDRAULIC BRAKE MFG. Co., LTD
- Yamaha Motor Engineering Co., Ltd.
- YAMAHA MOTOR POWERED PRODUCTS CO., LTD.
- The Yokohama Rubber Company, Limited
- RYOBI CORPORATION
- Resonic
- WATANABE INDUSTRIAL Co., Ltd.

**E Class**
- Tokyo-to Jidousha Jigyo Kyokai
- Hattasan Meibutsu Dango
- Yutaka Giken Company Limited.
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>
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<tbody>
<tr>
<td>Awards</td>
<td></td>
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<td></td>
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<tr>
<td><strong>Outstanding Performance Awards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ministry 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>Ministry 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 Kakegawa City Award</td>
<td>Top team overall rating in Dynamic Events</td>
<td>1st</td>
<td>(Goods)</td>
<td>Kakegawa City</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>
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<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</td>
<td>Japan Automobile Manufacturers Industry</td>
</tr>
<tr>
<td>JAPIA Chairman Awards</td>
<td>Top team overall rating in Cost &amp; Manufacturing, Presentation, and Weight Reduction in all teams which accomplished Endurance</td>
<td>1st</td>
<td>5</td>
<td>Japanese Auto Parts Industries Association</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</td>
<td>(w/Goods) 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><strong>Categorized Awards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rookie Awards</td>
<td>Top teams from the SFJ first-timers</td>
<td>I CV1st &amp; EV1st</td>
<td>2 each</td>
<td>JI Accident &amp; Fire Insurance</td>
</tr>
<tr>
<td>CAE Awards</td>
<td>Top 3 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 3 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 the 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 3 teams recorded the fastest lap in Endurance</td>
<td>3 teams</td>
<td>1st:3, 2nd:3, 3rd:2</td>
<td>KYGNUS SEKIYU</td>
</tr>
<tr>
<td>Best Composit Award</td>
<td>Top team made high-quality composit parts</td>
<td>1st</td>
<td>5</td>
<td>TOKYO R&amp;D Composit</td>
</tr>
<tr>
<td>Best Electrical System Awards</td>
<td>Candidates from top tier of Static Design,(Bonus points for EV)</td>
<td>1 ~ 3rd</td>
<td>1st:8, 2nd:4, 3rd:2</td>
<td>Siemens-Mentor Automotive</td>
</tr>
<tr>
<td>Ergonomics Awards</td>
<td>Top 3 teams who achieve superior ergonomic design as a racing car. (Driving position, steering/ pedal maneuverability, instruments visibility, etc)</td>
<td>1 ~ 3rd</td>
<td>1st:3, 2nd:2, 3rd:1</td>
<td>BRIDE</td>
</tr>
</tbody>
</table>
2017 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; Kakageawa City; Fukuroi City; Kakageawa Chamber of Commerce and Industry; Japan Automobile Manufacturers Association; Japan Auto Parts Industries Association; NHK; Tokyo Broadcasting System Television; Shizuoka Broadcasting System; Shizuoka Asahi TV; Shizuoka Daiichi Television; Shizuoka Telecasting; Shizuoka FM Broadcasting; Asahi Shim bun Publishing; The Yomiuri Shim bun; The Mainichi Newspapers; Nihon Keizai Shim bun; Nikkan Kogyo Shim bun; Fuji Sankei Business i.; The Shizuoka Shim bun; Nikkan Jidosha Shim bun

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Yasuhiko Honda Kokushikan University
Yoshiiro Masuda ZEST Co., Ltd.
Takanari Matsuura HORIBA, Ltd.
Yasushi Matsumoto Toyota Motor Corporation
Kouichi Yamagishi Toyota Motor Corporation
Takashi Yamamoto DENSO CORPORATION
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<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color(s)</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension Front</th>
<th>Suspension Rear</th>
<th>Overall Length Front</th>
<th>Overall Height</th>
<th>Overall Weight</th>
<th>Gross Vehicle Mass</th>
<th>Fr.Rr Weight Dist.</th>
<th>Ground Clearance</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Kyoto Institute of Technology</td>
<td>GDF Blue</td>
<td>Steel spaceframe</td>
<td>CFRP</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>3150 mm</td>
<td>1180 mm</td>
<td>1250 mm</td>
<td>190 kg</td>
<td>45 - 55</td>
<td>40 mm</td>
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<tr>
<td>2</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>✄ Double unequal length A-arm Push rod</td>
<td>2775 mm</td>
<td>1145 mm</td>
<td>1270 mm</td>
<td>198 kg</td>
<td>45 - 55</td>
<td>27 mm</td>
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<td>3</td>
<td>Nagoya Institute of Technology</td>
<td>Blue</td>
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<td>Fiber-glass</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>3100 mm</td>
<td>1162 mm</td>
<td>1300 mm</td>
<td>190 kg</td>
<td>50 - 50</td>
<td>20 mm</td>
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<td>4</td>
<td>Nihon Automobile College</td>
<td>Sky Blue</td>
<td>Steel spaceframe</td>
<td>GFRP</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>3025 mm</td>
<td>1145 mm</td>
<td>1200 mm</td>
<td>260 kg</td>
<td>49 - 51</td>
<td>40 mm</td>
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<td>5</td>
<td>Doshisha University</td>
<td>Black &amp; Blue</td>
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<td>GFRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>2987 mm</td>
<td>1180 mm</td>
<td>1200 mm</td>
<td>230 kg</td>
<td>50 - 50</td>
<td>30 mm</td>
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<td>6</td>
<td>Kobe University</td>
<td>Black &amp; Navy</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>3000 mm</td>
<td>1200 mm</td>
<td>1275 mm</td>
<td>295 kg</td>
<td>42 - 58</td>
<td>30 mm</td>
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<td>7</td>
<td>Shibaura Institute of Technology</td>
<td>Black/Red/White</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>2775 mm</td>
<td>1283 mm</td>
<td>1250 mm</td>
<td>222 kg</td>
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<td>31 mm</td>
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<td>8</td>
<td>Chiba University</td>
<td>Blue</td>
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<td>Fiber-glass</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>3040 mm</td>
<td>1240 mm</td>
<td>1200 mm</td>
<td>240 kg</td>
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<td>9</td>
<td>Ritsumeikan University</td>
<td>Pink</td>
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<td>GFRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
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<td>1178 mm</td>
<td>1200 mm</td>
<td>240 kg</td>
<td>47 - 53</td>
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<td>10</td>
<td>Nippon Institute of Technology</td>
<td>Black/ Metallic</td>
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<td>GFRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>3210 mm</td>
<td>1190 mm</td>
<td>1250 mm</td>
<td>235 kg</td>
<td>47 - 53</td>
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<td>11</td>
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<td>Red</td>
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<td>GFRP</td>
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<td>3100 mm</td>
<td>1162 mm</td>
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<td>210 kg</td>
<td>45 - 55</td>
<td>35 mm</td>
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<tr>
<td>12</td>
<td>Kyushu Institute of Technology</td>
<td>Navy blue &amp; White</td>
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<td>Fiber-glass</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>3035 mm</td>
<td>1230 mm</td>
<td>1250 mm</td>
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<td>45 - 55</td>
<td>30 mm</td>
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<td>13</td>
<td>Ibaraki University</td>
<td>British Green</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>2795 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>230 kg</td>
<td>45 - 55</td>
<td>35 mm</td>
</tr>
<tr>
<td>14</td>
<td>Utsunomiya University</td>
<td>Crimson &amp; White</td>
<td>Steel Spaceframe</td>
<td>GFRP</td>
<td>✄ Double Unequal Length A-arm, Pull Rod</td>
<td>✄ Double Unequal Length A-arm, Push Rod</td>
<td>2800 mm</td>
<td>1075 mm</td>
<td>1300 mm</td>
<td>235 kg</td>
<td>48.4: 5.6</td>
<td>30 mm</td>
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<td>15</td>
<td>Waseda University</td>
<td>black &amp; white</td>
<td>steel spaceframe</td>
<td>monocoque</td>
<td>✄ Double unequal length A-arm Anti roll bar</td>
<td>✄ Double unequal length A-arm Anti roll bar</td>
<td>3017 mm</td>
<td>1183 mm</td>
<td>1215 mm</td>
<td>210 kg</td>
<td>45 - 55</td>
<td>30 mm</td>
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<tr>
<td>16</td>
<td>Tongji University</td>
<td>Blue, White, Red</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>2835 mm</td>
<td>1180 mm</td>
<td>1300 mm</td>
<td>280 kg</td>
<td>44 - 56</td>
<td>50 mm</td>
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<tr>
<td>17</td>
<td>Toyota Technical College Nagoya</td>
<td>Orange</td>
<td>Steel Spaceframe</td>
<td>GFRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>2695 mm</td>
<td>1160 mm</td>
<td>1200 mm</td>
<td>245 kg</td>
<td>47 - 53</td>
<td>42 mm</td>
</tr>
<tr>
<td>18</td>
<td>University of Science, Yamaguchi</td>
<td>Black &amp; Pink</td>
<td>Steel Spaceframe</td>
<td>Fiber-glass</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>3086 mm</td>
<td>1195 mm</td>
<td>1220 mm</td>
<td>236 kg</td>
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<td>35 mm</td>
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<tr>
<td>19</td>
<td>University of Science</td>
<td>Blue</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>✄ Double unequal length A-arm Pull rod</td>
<td>2900 mm</td>
<td>1270 mm</td>
<td>1240 mm</td>
<td>270 kg</td>
<td>40 - 60</td>
<td>30 mm</td>
</tr>
<tr>
<td>20</td>
<td>Gifu University</td>
<td>black</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>✄ Double unequal length A-arm Push rod</td>
<td>2981 mm</td>
<td>1161 mm</td>
<td>1200 mm</td>
<td>225 kg</td>
<td>48 - 52</td>
<td>36.4 mm</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</td>
<td>Power</td>
<td>Torque</td>
<td>Induction Type</td>
<td>Fuel Tank Volume</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Front</td>
<td>Rear</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>10 inch Hooser 18.0 × 6.0-10</td>
<td>SUZUKI LT-R450 K6 L404 bore up</td>
<td>474 cc</td>
<td>42.51 kW/9300 rpm</td>
<td>5.3 Nm/6000 rpm</td>
<td>Naturally aspirated 3.2 L</td>
<td>Manual</td>
<td>Chain drive LSD</td>
<td>① 2 outboard</td>
<td>② 2 outboard Nissin calipers</td>
<td>Single-piece machined rear bulkhead and front/rear wing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 inch BRAID STURACE 10.0 × 7.5-10 Hooser R25B</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>77 ps/11400 rpm</td>
<td>6.3 kgf/8500 rpm</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>① 2 outboard</td>
<td>② 2 outboard Nissin calipers</td>
<td>Removable and replaceable seat</td>
<td></td>
</tr>
<tr>
<td>10 inch KEIZER WHEEL R 18.0 × 7.0-10 R18.0 × 7.0-10 Hooser</td>
<td>YAMAHA YZ450FX</td>
<td>449 cc</td>
<td>50 PS/9500 rpm</td>
<td>4.6 kgf/7500 rpm</td>
<td>Naturally aspirated 3.5 L</td>
<td>Manual</td>
<td>Shaft &amp; F.C.C Track</td>
<td>① 2 outboard</td>
<td>② 2 outboard Wilwood calipers</td>
<td>Hi down force and Light weight vehicle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch TWS 20.0 × 7.5-13 Hooser</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>78.6 ps/9415 rpm</td>
<td>5.6 kgf/9155 rpm</td>
<td>Naturally aspirated 4.2 L</td>
<td>Electric Shifter</td>
<td>Chain Drive &amp; Drexler Motorsport LSD</td>
<td>① 2 outboard</td>
<td>② 2 outboard Wilwood calipers</td>
<td>Long Wheelbase and Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch Braide Aluminum 20.5/7-0.10 Hooser Bias</td>
<td>ZX600PSF Kawasaki ZX-6R</td>
<td>599 cc</td>
<td>75 ps/11000 rpm</td>
<td>5.4 kgf/9000 rpm</td>
<td>Naturally aspirated 3.8 L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C Trac LSD</td>
<td>① 2 outboard</td>
<td>② 2 outboard Nissin calipers</td>
<td>Front &amp; Rear Wing</td>
<td></td>
</tr>
<tr>
<td>13 inch OZ Racing Continental</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>73 ps/11000 rpm</td>
<td>5.5 kgf/9000 rpm</td>
<td>Naturally aspirated 4.5 L</td>
<td>Sequential</td>
<td>Chain Drive &amp; Locking Differential</td>
<td>① 2 outboard</td>
<td>① 1 inboard</td>
<td>Mechanical Paddle Shift Launch &amp; Traction Control</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 × 7.0 Keiser 18.0 × 7.5-10 R25B Hooser</td>
<td>SUZUKI GSX-R750</td>
<td>636 cc</td>
<td>88 ps/12000 rpm</td>
<td>6.3 kgf/8000 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Pneumatic Shifter</td>
<td>Chain Drive 3.3 : 1 Clutch-type Drexler L.S.D.</td>
<td>① 2 outboard</td>
<td>② 2 outboard Wilwood GP500 calipers</td>
<td>Variable Stabilizer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch RS Watanabe Hooser 20.5/7.0-13 R25B</td>
<td>Kawasaki Z900RPE</td>
<td>599 cc</td>
<td>69 ps/11000 rpm</td>
<td>5.3 kgf/9000 rpm</td>
<td>Naturally aspirated 5.3 L</td>
<td>Manual</td>
<td>Chain Drive &amp; FCC TRAC</td>
<td>① 2 outboard</td>
<td>② 2 outboard Wilwood calipers</td>
<td>Ignition Cut</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 × 8.0 Keiser 18.0 × 7.5-10 R25B Hooser</td>
<td>Husqvarna 701 supermoto</td>
<td>692 cc</td>
<td>49 kw/7500 rpm</td>
<td>65 Nm/5500 rpm</td>
<td>Naturally aspirated 4.2 L</td>
<td>Manual</td>
<td>Chain Drive LSD (DREXLER)</td>
<td>① 2 outboard</td>
<td>② 2 outboard Nissin calipers</td>
<td>Variable Stabilizer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch OZ 205/60-13 Hooser</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>71.5 ps/12000 rpm</td>
<td>5.2 kgf/7500 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Chain Drive/Carbon LSD (ATS)</td>
<td>① 2 outboard</td>
<td>② 2 outboard Nissin calipers</td>
<td>DrySump - Intake manifold</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch OZ Racing 7J 20.5 × 7.0-13 Hooser R25B, Bias</td>
<td>SUZUKI GSX-R600 L4</td>
<td>599 cc</td>
<td>61 ps/8800 rpm</td>
<td>5.7 kgf/7400 rpm</td>
<td>Naturally aspirated 4.6 L</td>
<td>6-Speed Sequential</td>
<td>Chain Drive F.C.C TRAC LSD, Cam &amp; Pawl</td>
<td>① 2 outboard, Bremba Calipers</td>
<td>② 2 outboard, Bremba Calipers</td>
<td>Full Stainless-Steel Tubing Brake Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 × 7 inch, offset 2.0 inch, cast aluminium18×6.0-10 LC0</td>
<td>SUZUKI GSX-R600</td>
<td>599 cc</td>
<td>55 kw/12000 rpm</td>
<td>49 Nm/7500 rpm</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>pneumatic paddle shifting</td>
<td>Chain drive CUSCO LSD Differential</td>
<td>① Floating disk</td>
<td>② Floating disk ISR Calipers</td>
<td>Full set of aerodynamic package Launch Control Monocoupe Electronic Throttle 3rd Spring</td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS TE37 20.5 × 7.0-13 inch R25B Hooser</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>75 ps/11500 rpm</td>
<td>5.8 kgf/8000 rpm</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C LSD</td>
<td>① 2 outboard Advics Nissin calipers</td>
<td>② 2 outboard Advics Nissin calipers</td>
<td>variable length intake runner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 inch Center-Locking 2.0 Wheel</td>
<td>PC4E HONDA CBR600RR</td>
<td>599 cc</td>
<td>65 ps/10000 rpm</td>
<td>5.4 kgf/6000 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>SSURE TRAC Limited Slip Differential Gear</td>
<td>① 2 opposing piston Nissin calipers</td>
<td>② 2 opposing piston Nissin calipers</td>
<td>Front Foor is made of a bended square pipe</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOLK TE37 13 × 6.0J + 42 CNC processed 20.5 × 6.0-13 R25A Hooser</td>
<td>SUZUKI GSX-R 600</td>
<td>599 cc</td>
<td>80 kw/11000 rpm</td>
<td>5.6kgf-m/8000 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Electric actuated shift</td>
<td>Bevel Geardrive LSD</td>
<td>① 2 outboard</td>
<td>② 2 outboard</td>
<td>Front &amp; Rear</td>
<td></td>
<td></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>Overall Height</td>
<td>凤凰网</td>
<td>Front Track</td>
<td>Rear Track</td>
<td>Gross Vehicle Mass</td>
<td>Fr.Rt Weight Dist.</td>
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</tr>
<tr>
<td>23</td>
<td>Kyoto University</td>
<td>black, white &amp; navy</td>
<td>carbon monocoque &amp; 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 3053 mm ② 1700 mm ③ 1350 mm</td>
<td>① 185 kg</td>
<td>② 45 - 55</td>
<td>③ 28 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Universitas Gadjah Mada</td>
<td>Red and White</td>
<td>Steel Spaceframe</td>
<td>Vacuum Infused CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2057 mm ② 1536 mm ③ 1150 mm</td>
<td>① 220 kg</td>
<td>② 50 - 50</td>
<td>③ 60 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Institut Teknologi Sepuluh Nopember</td>
<td>Blue and Black</td>
<td>steel spaceframe</td>
<td>Fiber-carbon</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Push rod</td>
<td>① 2189 mm ② 1730 mm ③ 1260 mm ④ 1250 mm</td>
<td>① 250 kg</td>
<td>② 50 - 50</td>
<td>③ 40 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<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 Pull rod ② Double unequal length A-arm Push rod</td>
<td>① 2800 mm ② 1600 mm ③ 1250 mm ④ 1250 mm</td>
<td>① 186 kg</td>
<td>② 48 - 52</td>
<td>③ 30 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>UNIVERSITAS NEGERI YOGYAKARTA</td>
<td>White &amp; Black with Blue Lines</td>
<td>steel 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 2800 mm ② 1600 mm ③ 1140 mm ④ 1150 mm</td>
<td>① 210 kg</td>
<td>② 45 - 55</td>
<td>③ 68 mm</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>28</td>
<td>Toyohashi University of Technology</td>
<td>Carbon Black</td>
<td>CFRP Monocoque and 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 3032 mm ② 1700 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 215 kg</td>
<td>② 45 - 55</td>
<td>③ 30 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<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 ② Double unequal length A-arm Push rod</td>
<td>① 2940 mm ② 1550 mm ③ 1200 mm ④ 1180 mm</td>
<td>① 235 kg</td>
<td>② 47 - 50</td>
<td>③ 25 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Tokyo City University</td>
<td>black &amp; 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 3130 mm ② 1700 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 265 kg</td>
<td>② 45 - 55</td>
<td>③ 30 mm</td>
<td></td>
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<td></td>
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<tr>
<td>31</td>
<td>Shizuoka Institute of Science and Technology</td>
<td>keiyan blue</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Pull rod</td>
<td>① 2796 mm ② 1578 mm ③ 1217 mm ④ 1200 mm</td>
<td>① 180 kg</td>
<td>② 45 - 55</td>
<td>③ 40 mm</td>
<td></td>
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<tr>
<td>32</td>
<td>King Mongkut’s University of Technology Thonburi</td>
<td>Black and Blue</td>
<td>Hybrid Chassis</td>
<td>Carbon Fiber</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Pull rod</td>
<td>① 2750 mm ② 1550 mm ③ 1260 mm ④ 1210 mm</td>
<td>① 200 kg</td>
<td>② 45.7 - 54.3</td>
<td>③ 32 mm</td>
<td></td>
<td></td>
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<tr>
<td>33</td>
<td>College of Industrial Technology, Nihon University</td>
<td>Navy Yellow White</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Push rod</td>
<td>① 2870 mm ② 1600 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 230 kg</td>
<td>② 45 - 55</td>
<td>③ 40 mm</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>34</td>
<td>Institute of Technologists</td>
<td>dark 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 2779 mm ② 1650 mm ③ 1240 mm ④ 1240 mm</td>
<td>① 240 kg</td>
<td>② 50 - 50</td>
<td>③ 20 mm</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>35</td>
<td>Tokai University</td>
<td>White and Blue</td>
<td>Full CFRP Monocoque</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Pull rod</td>
<td>① 3080 mm ② 1700 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 220 kg</td>
<td>② 50 - 50</td>
<td>③ 35 mm</td>
<td></td>
<td></td>
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<tr>
<td>36</td>
<td>University of Fukui</td>
<td>Orange &amp; Black</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>① Double unequal length A-arm Pull rod ② Double unequal length A-arm Pull rod</td>
<td>① 2600 mm ② 1800 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 250 kg</td>
<td>② 43 - 57</td>
<td>③ 35 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Okayama University of Science</td>
<td>Gray &amp; Green, orange line</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 3040 mm ② 1700 mm ③ 1300 mm ④ 1300 mm</td>
<td>① 250 kg</td>
<td>② 45 - 55</td>
<td>③ 50 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Kanazawa Institute of Technology</td>
<td>Red &amp; 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 2979 mm ② 1550 mm ③ 1200 mm ④ 1200 mm</td>
<td>① 225 kg</td>
<td>② 48 - 52</td>
<td>③ 30 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Meijo University</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 2958 mm ② 1550mm ③ 1250 mm ④ 1250 mm</td>
<td>① 200 kg</td>
<td>② 45 - 55</td>
<td>③ 30 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Tokyo University of Agriculture and Technology</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 2950 mm ② 1650 mm ③ 1260 mm ④ 1260 mm</td>
<td>① 245 kg</td>
<td>② 45 - 55</td>
<td>③ 30 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>Osaka Institute of Technology</td>
<td>Blue &amp; Black</td>
<td>Steel Spaceframe</td>
<td>CFRP and GFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 3092 mm ② 1500 mm ③ 1400 mm ④ 1400 mm</td>
<td>① 320 kg</td>
<td>② 50 - 50</td>
<td>③ 50 mm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>42</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 2650 mm ② 1700 mm ③ 1240 mm ④ 1240 mm</td>
<td>① 315 kg</td>
<td>② 45 - 55</td>
<td>③ 40 mm</td>
<td></td>
<td></td>
<td></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>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
<td></td>
<td></td>
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<tr>
<td>10 inch Douglas ATV 18.0/6.0-10 Hoosier bias</td>
<td>YAMAHA WR450F</td>
<td>2.49 cc</td>
<td>46 ps/9000 rpm</td>
<td>3.9 kgf/7200 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Semi-automatic</td>
<td>Shaft Drive &amp; ATS LSD</td>
<td>2 outboard Frando Calipers</td>
<td>2 outboard Wilwood Calipers</td>
<td>Seamless Transmission</td>
<td></td>
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<tr>
<td>10&quot; Keizer Aluminum Wheels, Hoosier 6.0/18.0-10 LCO</td>
<td>KTM 450 SX-F</td>
<td>2.45 cc</td>
<td>31.23 kW/11500 rpm</td>
<td>32.42 Nm/9100 rpm</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>Drexler Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard AP Racing Calipers</td>
<td>Rekluse Auto Clutch with Gear Change Ignition Cut</td>
<td></td>
<td></td>
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<tr>
<td>10 inch Keizer HOOSIER 80/60-10 Road Racing</td>
<td>Kawasaki ZX6R</td>
<td>1.616 cc/12500 rpm</td>
<td>85.6 Nm/10000 rpm</td>
<td>3335 L</td>
<td>Naturally aspirated 5.8 L</td>
<td>Manual</td>
<td>Trd Sport</td>
<td>1 outboard</td>
<td>1 outboard AP calipers</td>
<td>Adjustable Ackerman</td>
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<tr>
<td>10 inch Keizer6.2 slick 18.0 x 6.0-10 Hoosier bias rain 19.5 x 6.5-10 Hoosier Bias</td>
<td>SUZUKI LT-R450</td>
<td>2.45 cc</td>
<td>40 ps/9000 rpm</td>
<td>33.5 L</td>
<td>Naturally aspirated 4.0 L</td>
<td>Manual</td>
<td>Chain Drive, Mechanical LSD</td>
<td>2 outboard</td>
<td>2 outboard AP calipers</td>
<td>Carbon fiber monocoque</td>
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<td></td>
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<tr>
<td>10 inch Douglas 7.0/18.0-10 Hoosier</td>
<td>2012 Yamaha YZF-R6</td>
<td>2.568 cc</td>
<td>45.6 kW/10000 rpm</td>
<td>58.8 mm</td>
<td>Naturally aspirated 5.2 L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Brema calipers</td>
<td>Carbon fiber monocoque</td>
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<tr>
<td>10 inch Radius, 8 inch wide, Hoosier 18.0 x 7.5-10, R25B</td>
<td>2012 SUZUKI RM-Z450</td>
<td>2.49 cc</td>
<td>48 ps/9000 rpm</td>
<td>4.2 kgf/5500 rpm</td>
<td>Naturally aspirated 3.5 L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Rear Wing &amp; Rear Wing</td>
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<tr>
<td>10 inch RAY'S TE37 R25B 20.5 x 7.0-13 Hoosier Bias</td>
<td>1905.3</td>
<td>10 inch Keizer Aluminum 18.0 x 7.5-10 Hoosier 915 x 10.5</td>
<td>2.606 cc</td>
<td>73 ps/9500 rpm</td>
<td>Naturally aspirated 7.5 L</td>
<td>Manual and Pneumatic shifter</td>
<td>Paddle Shift by Air</td>
<td>Shaft Drive &amp; Drexler Motorsport LSD</td>
<td>2 outboard</td>
<td>2 outboard AP Racing calipers</td>
<td>Full CFRP Monocoque Student designed original Bore-up piston zero jack up suspension Geometry</td>
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<tr>
<td>10 inch Douglas 7.0/18.0-10 Hoosier</td>
<td>LE50A versys 650</td>
<td>2.65 cc</td>
<td>50 ps/7500 rpm</td>
<td>5.2 kgf/5500 rpm</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>Electric Shifter</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>Fuel Injection Debut</td>
<td></td>
<td></td>
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<tr>
<td>10 inch TWS Mx Wheel, 20.5 x 7.0-13 R25B Hoosier</td>
<td>7355 Suzuki GSX-R600 K9</td>
<td>2.599 cc</td>
<td>80 ps/8400 rpm</td>
<td>17.0 kgf/6900 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive, F.C.C. TRAC, LSD</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Full Aerodynamic</td>
<td></td>
<td></td>
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<tr>
<td>13 inch RAY'S 175/60-13 DUNLOP DIREXX33</td>
<td>TARMAC 7500</td>
<td>2.606 cc</td>
<td>73 ps/9500 rpm</td>
<td>4.9 kgf/5500 rpm</td>
<td>Naturally aspirated 6.2 L</td>
<td>Manual</td>
<td>chain F.C.C. TRAC</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Accumulator Oil Sump System</td>
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<td></td>
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<tr>
<td>10 inch RS Watanabe EIGHT SPOKE Hoosier FORMULA S.A.E. Slick</td>
<td>2011 SUZUKI SV650</td>
<td>2.606 cc</td>
<td>73 ps/9500 rpm</td>
<td>4.9 kgf/5500 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Wilwood calipers</td>
<td>Fuel Injection Debut</td>
<td></td>
<td></td>
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<tr>
<td>10 inch Kaizer and Daigas ATV 6.0/18.0-10 Hoosier Bias LCO</td>
<td>10 inch Keizer Aluminum 18.0 x 7.5-10 Hoosier 915 x 10.5</td>
<td>2.606 cc</td>
<td>73 ps/9500 rpm</td>
<td>4.9 kgf/5500 rpm</td>
<td>Naturally aspirated 6.2 L</td>
<td>Manual</td>
<td>chain F.C.C. TRAC</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Fuel Injection Debut</td>
<td></td>
<td></td>
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<tr>
<td>13 inch RAY'S 175/60-13 DUNLOP DIREXX33</td>
<td>7355 Suzuki GSX-R600 K9</td>
<td>2.599 cc</td>
<td>80 ps/8400 rpm</td>
<td>17.0 kgf/6900 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive, F.C.C. TRAC, LSD</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Full Aerodynamic</td>
<td></td>
<td></td>
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<tr>
<td>13 inch OZ Racing 150/50S-13 Dunlop SLICK Radial</td>
<td>YAMAHA WR450F</td>
<td>2.49 cc</td>
<td>33.1 kW/7800 rpm</td>
<td>38.4 Nm/7000 rpm</td>
<td>Naturally aspirated 3.8 L</td>
<td>Manual</td>
<td>Chain Drive LSD</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>Aero device High compression engine</td>
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<tr>
<td>13 inch OZ Racing 20.5 x 7.0-13 Hoosier R25B</td>
<td>SUZUKI GSX-R600</td>
<td>2.599 cc</td>
<td>78 ps/12000 rpm</td>
<td>5.8 kgf/8000 rpm</td>
<td>Naturally aspirated 4.0 L</td>
<td>Manual</td>
<td>Electric semi automatic shifter</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>3D Printed Intake System, Electric Assisted Water Pump</td>
<td></td>
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<tr>
<td>13 inch RAY'S VOLK TE37 20.5/7.0-13 Hoosier Bias</td>
<td>KAWASAKI ZX636E</td>
<td>2.636 cc</td>
<td>131 ps/13500 rpm</td>
<td>6.2 kgf/10800 rpm</td>
<td>Naturally aspirated 5.0 L</td>
<td>Electric activated shift</td>
<td>Chain Drive &amp; FCCTRAK limited slip differential</td>
<td>2 outboard</td>
<td>2 outboard</td>
<td>2 outboard Disk</td>
<td>2 outboard</td>
<td>2 outboard</td>
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# Team Information (Vehicle Specifications)

<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension Front</th>
<th>Rear</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Wheelbase</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Gross Vehicle Mass</th>
<th>Fr/Rr Weight Dist.</th>
<th>Ground Clearance</th>
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<tbody>
<tr>
<td>43</td>
<td>Harbin Institute of Technology at Weihai</td>
<td></td>
<td>Semi-monocoque &amp; frame</td>
<td>Carbon fiber</td>
<td>Double unequal length A-arm Push rod</td>
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<td>1160 mm</td>
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<td>210 kg</td>
<td>47 - 53</td>
<td>35 mm</td>
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<td>44</td>
<td>Kasetsart University</td>
<td>White-green</td>
<td>Steel spaceframe</td>
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<td>3265 mm</td>
<td>1215 mm</td>
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<td>45 - 55</td>
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<td>2590 mm</td>
<td>1390 mm</td>
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<td>46</td>
<td>Niigata University</td>
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<td>1168 mm</td>
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<td>Double unequal length A-arm Push rod</td>
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<td>52</td>
<td>College of Science and Technology, Nihon University</td>
<td>Navy blue &amp; pink</td>
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<td>Fiber-glass</td>
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<td>53</td>
<td>Meisei University</td>
<td>Black &amp; Yellow</td>
<td>Steel space frame</td>
<td>Styrene Board</td>
<td>Double unequal length A-arm Push rod</td>
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<td>2780 mm</td>
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<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</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>10 inch Kei &amp; Hoisier 18.0, 7.5</td>
<td>1.0 SUZUKI GSX-R600</td>
<td>Naturally aspirated 5 L</td>
<td>Pneumatic</td>
<td>Shaft &amp; Drexler</td>
<td>③ 4 piston</td>
<td>Monocoke, carbon fiber suspension</td>
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<td>10 inch SSR Hoisier Tires</td>
<td>1.0 YAMAHA YZF-R6</td>
<td>Naturally aspirated 5 L</td>
<td>Pneumatic Shifter</td>
<td>drevier limited slip differential formula student</td>
<td>③ Willwood PS-1 calipers</td>
<td>Unique suspension system</td>
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<td>13 inch O.Z Racing Wheel Hoisier</td>
<td>1.0 SUZUKI GSX-R600 L5</td>
<td>Naturally aspirated 6.5 L</td>
<td>Manual</td>
<td>Shaft Torsen</td>
<td>② 2 outboard</td>
<td>Low center of gravity &amp; long Wheelbase</td>
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<td>13 inch DOUGLAS &amp; 18.0 × 6.0-10 R25B Hoisier</td>
<td>1.0 SUZUKI GSX-R600 L5</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive &amp; ATS</td>
<td>② 2 outboard Nissin calipers</td>
<td>② 2 outboards AP racing calipers</td>
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<tr>
<td>Front 10 inch Suzuki ATV Rear 10 inch Watanabe competition only 10-6.0 Hoisier R25B</td>
<td>1.0 L404 Suzuki LT-R450</td>
<td>Turbo charged 5.0 L</td>
<td>Manual</td>
<td>Chain Drive trac type</td>
<td>③ 2 outboard</td>
<td>Boost controlled steering motor</td>
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<td>10 inch watanabe Mt 20.5/7.0 Hoisier</td>
<td>1.0 PC40E HONDA CBR600RR</td>
<td>Naturally aspirated 5.4 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C Track</td>
<td>② 2 outboards Nissin calipers</td>
<td>② 2 outboards Nissin calipers</td>
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<td>10 × 6 RS Watanabe 18.0 × 6.0-10 Hoisier R25B</td>
<td>1.0 PC40E HONDA CBR600RR</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C LSD</td>
<td>③ 2 outboard</td>
<td>shallow oil pan suitable drivability</td>
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<tr>
<td>13 inch watanabe Bikeo Mt20.5 × 7.0 Hoisier R25B</td>
<td>1.0 PE06E HONDA CRF450X</td>
<td>Naturally aspirated 4.8 L</td>
<td>Manual</td>
<td>Chain Drive Mechanical LSD</td>
<td>③ 2 outboard</td>
<td>Carburetor F &amp; R Mono shock</td>
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<td>13 inch RAYS T37F 160/S5VR13 YOKOHAMA ADVAN A005</td>
<td>1.0 YAMAHA YZF-R6</td>
<td>Naturally aspirated 5.0 L</td>
<td>Manual</td>
<td>Electric shift</td>
<td>③ 2 outboard</td>
<td>Electric water pump</td>
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<td>10inch Hoisier 18.0 × 6.0-10 Hoisier Bias</td>
<td>1.0 PE07 (HONDA CRF450X)</td>
<td>Naturally aspirated 4.0 L</td>
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<td>Chain Drive F.C.C TRAC</td>
<td>③ 2 outboard</td>
<td>very light PET Cowl</td>
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<td>RAYS 13+6 width inch, Aluminum, Forged 1pc, 38 mm offset Front Hoisier 20.5 × 6.0-13 Rear Hoisier 20.5 × 7.0-13</td>
<td>1.0 wakasahi E96h</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>limited slip differential</td>
<td>③ 2 outboard</td>
<td>Titanium A-arms</td>
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<td>KOSEI 1360FT Hoisier 3416 20.5 × 7.0-13 (C2500)</td>
<td>1.0 KAWASAKI ZX600R</td>
<td>Naturally aspirated 6.0 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C TRAC</td>
<td>③ 2 outboard</td>
<td>③ 2 outboard Nissin calipers</td>
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<td>10 inch RS Watanabe A10-60 Mg Wheel Hoisier 6.0/18.0-10 LCO</td>
<td>1.0 PE05 HONDA CRF450X</td>
<td>Naturally aspirated 3.3 L</td>
<td>Manual</td>
<td>Paddle Shift</td>
<td>③ 2 outboard</td>
<td>Paddle shift carburetor</td>
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<td>13 inch O.Z Racing 20.5 × 7.0-13 Hoisier R25</td>
<td>1.0 PC40E HONDA CBR600RR</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C TRAC</td>
<td>③ 2 outboard</td>
<td>③ 1 inboard Genesis Calipers</td>
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<td>13 inch O.Z Racing Hoisier R25</td>
<td>1.0 YAMAHA Light &amp; Thin</td>
<td>Naturally aspirated 5.6 L</td>
<td>Manual</td>
<td>ChainDrive F.C.C TRAC</td>
<td>② 2 outboard</td>
<td>② 2 outboards Nissin calipers</td>
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<td>13 inch WATANABE 190/505-13 DUNLOP DIREZZA 32G</td>
<td>1.0 PE06EHONDA CRF450X</td>
<td>Naturally aspirated 4.5 L</td>
<td>Manual</td>
<td>Chain Drive F.C.C TRAC</td>
<td>③ 2 outboard</td>
<td>③ 1 inboard Genesis Calipers</td>
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<tr>
<td>13 inch RS watanabe Hoisier 20.5 × 7.0-13 R25</td>
<td>1.0 YAMMAH Venture Multi P-RF250R</td>
<td>Naturally aspirated 7.1 L</td>
<td>Manual</td>
<td>CVT</td>
<td>③ 4 piston</td>
<td>③ 2 outboards</td>
<td>③ 1 inboard Genesis calipers</td>
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**Notes:**
- **Shift:**
  - Manual
  - Paddle Shift

- **Final Drive & Differential:**
  - Shaft & Drexler
  - Chain Drive

- **Brakes:**
  - 2 outboard
  - 2 outboards Nissin calipers

- **Shifter:**
  - Shaft Torsen
  - Manual Shift

- **Differential:**
  - Limited slip differential

- **Tires & Rims:**
  - 15 inch RAYS T37F 160/S5VR13 YOKOHAMA ADVAN A005
  - 13 inch watanabe Bikeo Mt20.5 × 7.0 Hoisier R25B
  - 10 × 6 RS Watanabe 18.0 × 6.0-10 Hoisier R25B
  - 10 × 6 RS Watanabe 18.0 × 6.0-10 Hoisier R25B
  - 10 × 6 RS Watanabe 18.0 × 6.0-10 Hoisier R25B

- **Rear Track:**
  - 1595 mm
  - 1620 mm
  - 1324.3 mm

- **Overall Height:**
  - 35 mm
  - 40 mm
  - 30 mm

- **Overall Length:**
  - 95 mm
  - 45:55
  - 2780 mm

- **Weight Distribution:**
  - 170 kg
  - 185 kg
  - 230 kg

- **Engine:**
  - SUZUKI GSX-R600
  - HONDA CRF450X
  - HONDA CRF450X
  - HONDA CRF450X

- **Displacement:**
  - 600 cc
  - 750 cc
  - 2750 mm

- **Torque:**
  - 5.5 kgf/7000 rpm
  - 5.4 kgf/9000 rpm
<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Wheelbase</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Gross Vehicle Mass</th>
<th>Fr.Rr Weight Dist.</th>
<th>Ground Clearance</th>
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<td>63</td>
<td>Kinki University</td>
<td>black</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>① Double wishbone unequal length A-arm Pushrod</td>
<td>① 2780 mm</td>
<td>① 1135 mm</td>
<td>① 1600 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 220 kg</td>
<td>② 43: 57</td>
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<td>① Double wishbone, coil over suspension, push-rod type</td>
<td>① 2800 mm</td>
<td>① 1250 mm</td>
<td>① 1580 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 180 kg</td>
<td>② 45: 55</td>
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<td>① 240 kg</td>
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<td>ASM College of Automotive Engineering and Technology</td>
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<td>aluminum</td>
<td>Suspension</td>
<td>① Double unequal length A-arm Pushrod</td>
<td>① 2830 mm</td>
<td>① 1198 mm</td>
<td>① 1700 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 1200 mm</td>
<td>① 250 kg</td>
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<td>① Double wishbone A-arm Pushrod</td>
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<td>① 250 kg</td>
<td>② 40: 60</td>
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<td>① 1200 mm</td>
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<td>① 225 kg</td>
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<td>① 185 kg</td>
<td>② 47: 53</td>
<td>③ 39: 3 mm</td>
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<td>① 270 kg</td>
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<td>Navy Blue</td>
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<td>GFRP</td>
<td>① Double unequal length A-arm Pushrod</td>
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<td>① 1304 mm</td>
<td>① 1412 mm</td>
<td>① 1412 mm</td>
<td>① 280 kg</td>
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<td>Fiber-glass &amp; Fiber-carbon</td>
<td>① Double unequal length A-arm Pushrod</td>
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<td>① 240 kg</td>
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<td>① 200 kg</td>
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<td>① 1255.1 mm</td>
<td>① 321.5 kg</td>
<td>② 58.5: 41.5</td>
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<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>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
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<tr>
<td>13 inch RAYS RACING 175/60R13 YOKOHAMA ADVAN</td>
<td>Honda PC40E CBR600RR</td>
<td>645 cc</td>
<td>5.2 kgf/7500 rpm</td>
<td>Naturally aspirated 4.2 L</td>
<td>Electric Shifter</td>
<td>Chain Drive</td>
<td>F.C.C LSD</td>
<td>2 outboard</td>
<td>Triones calipers</td>
<td>Notes</td>
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<tr>
<td>13 inch RAYS VOLK RACING 175/60R13 YOKOHAMA ADVAN</td>
<td>Suzuki PC40E HONDA CBR600RR</td>
<td>599 cc</td>
<td>3.8 kgf/7500 rpm</td>
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<td>Manual</td>
<td>Chain Drive &amp; LSD</td>
<td>2 outboard</td>
<td>Brembo calipers</td>
<td>Variable Intake System (Plenum)</td>
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<td>13 inch RAYS TE37 Hoosier 20.5/7.0/13 R25B</td>
<td>Honda 1ER40BE</td>
<td>399 cc</td>
<td>2.5 kgf/7500 rpm</td>
<td>Naturally aspirated 4.2 L</td>
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<td>Chain Drive &amp; LSD</td>
<td>2 outboard</td>
<td>Nissin calipers</td>
<td>pneumatic paddle shift, vehicle data acquisition, high efficiency aerodynamics kits</td>
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<tr>
<td>10 inch Hooisier Drag slick &amp; WRS-2</td>
<td>Bajaj 150 cc</td>
<td>50 ps/6,250 rpm</td>
<td>Naturally aspirated 7.5 L</td>
<td>Manual Electrical shifter</td>
<td>Shaft Torsen</td>
<td>2 outboard</td>
<td>1 inboard Nissin calipers</td>
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<td>Keizer 10 inch aluminium alloy rims &amp; Hoosier 18.0 × 7.5-10</td>
<td>Honda CBR600 F4</td>
<td>5.3 kgf/7000 rpm</td>
<td>Naturally aspirated 6.2 L</td>
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<td>Chain Drive &amp; LSD</td>
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<td>Nissin calipers</td>
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<tr>
<td>10 inch YAMAHA ATV 18.0 × 6.0-10 R25B</td>
<td>Suzuki PS15SUZUKI DL650</td>
<td>50 ps/6,250 rpm</td>
<td>Naturally aspirated 4.2 L</td>
<td>Manual</td>
<td>Shaft &amp; FCCTRAC</td>
<td>2 outboard</td>
<td>Nissin calipers</td>
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<tr>
<td>13 inch 175/60/13 DUNLOP DIREZZA03G</td>
<td>Honda PC40E HONDA CBR600RR</td>
<td>599 cc</td>
<td>5.5 kgf/7000 rpm</td>
<td>Naturally aspirated 6.0 L</td>
<td>1-6TH Speed</td>
<td>Manual Mission</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 Outboard</td>
<td>We have challenge spirits.</td>
<td></td>
<td></td>
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<tr>
<td>13 inch 0Z Racing Hoosier 205-60-13</td>
<td>Suzuki PC40E HONDA CBR600RR</td>
<td>599 cc</td>
<td>5.0 kgf/8000 rpm</td>
<td>Naturally aspirated 5.5 L</td>
<td>Manual</td>
<td>Chain Drive LSD</td>
<td>2 outboard</td>
<td>Nissin calipers</td>
<td>High in house production ratio</td>
<td></td>
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<tr>
<td>10 inch RS WATANABE 6.0/18.0-10 Hoosier Racing Tire</td>
<td>Honda PC37E HONDA CBR600RR</td>
<td>600 cc</td>
<td>6.5 kgf/7500 rpm</td>
<td>Naturally aspirated 10.0 L</td>
<td>Manual</td>
<td>FCCTRAC limited slip differential</td>
<td>2 outboard</td>
<td>2 outboard Frondo calipers</td>
<td>Flat bottom Frame</td>
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<tr>
<td>13 inch RS Watanabe DUNLOP DIREZZA 03G</td>
<td>Suzuki Kawasaki VERSYS650AB</td>
<td>649 cc</td>
<td>4.5 kgf/6500 rpm</td>
<td>Naturally aspirated 4.8 L</td>
<td>Manual</td>
<td>Chain Drive &amp; FCG TRAC</td>
<td>2 outboard</td>
<td>1 inboard Nissin calipers</td>
<td></td>
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<tr>
<td>13 inch Hoosier 20.7/5.13, R25</td>
<td>HONDA CBR600RR</td>
<td>600 cc</td>
<td>118 hp/13500 rpm</td>
<td>Naturally aspirated 10 L</td>
<td>Manual</td>
<td>Shaft Torsen</td>
<td>2 outboard</td>
<td>1 inboard Bajaj 150 cc DTS-I calipers</td>
<td>N/A</td>
<td></td>
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</table>
## Team Information (Vehicle Specifications)

<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Colors</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Wheelbase</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Gross Vehicle Mass</th>
<th>Fr.Rt Weight Dist</th>
<th>Ground Clearance</th>
</tr>
</thead>
<tbody>
<tr>
<td>96</td>
<td>Universitas Indonesia</td>
<td></td>
<td>steel spaceframe</td>
<td>Carbon Fiber</td>
<td>① Double Wishbone with adjustable shock absorber ② Double Wishbone</td>
<td>① 2880 mm ② 1075 mm ③ 1590 mm ④ 1200 mm ⑤ 1180 mm</td>
<td>① 225 kg ② 40 - 60 ③ 70 mm</td>
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<tr>
<td>98</td>
<td>Prince of Songkla University</td>
<td>Black</td>
<td>Tubular spaceframe</td>
<td>Carbon fiber</td>
<td>① Double unequal length A-arm. Push rod actuated horizontal spring, and damper ② Double unequal length A-arm. Push rod actuated horizontal spring, and damper</td>
<td>① 2680 mm ② 1400 mm ③ 1760 mm ④ 1300 mm ⑤ 1200 mm</td>
<td>① 415 kg ② 30 - 70 ③ 40 mm</td>
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<tr>
<td>E1</td>
<td>National Institute of Technology,</td>
<td>blue</td>
<td>steel spaceframe</td>
<td>GFPR</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2492.5 mm ② 1490 mm ③ 1756 mm ④ 1311.5 mm ⑤ 1243 mm</td>
<td>① 340 kg ② 40 - 60 ③ 55 mm</td>
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<tr>
<td>E2</td>
<td>Toyota Technical College Nagoya</td>
<td>blue, white, red</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 2800 mm ② 1250 mm ③ 1700 mm ④ 1300 mm ⑤ 1200 mm</td>
<td>① 330 kg ② 42 - 58 ③ 40 mm</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>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2950 mm ② 1200 mm ③ 1530 mm ④ 1180 mm ⑤ 1160 mm</td>
<td>① 200 kg ② 44 - 56 ③ 30 mm</td>
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<tr>
<td>E4</td>
<td>Harbin Institute of Technology at Weihai</td>
<td>Orange/ Silver/ Black</td>
<td>One Piece CFRP Monocoque</td>
<td>CFRP</td>
<td>Double Unequal Length A-arm/ Pull Rod ② Double Unequal Length A-arm/ Pull Rod</td>
<td>① 2950 mm ② 1200 mm ③ 1530 mm ④ 1180 mm ⑤ 1160 mm</td>
<td>① 200 kg ② 44 - 56 ③ 30 mm</td>
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<tr>
<td>E5</td>
<td>Nagoya University</td>
<td>White Pearl and Black Line</td>
<td>steel spaceframe</td>
<td>CFPR</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2963 mm ② 1263 mm ③ 1650 mm ④ 1350 mm ⑤ 1300 mm</td>
<td>① 395 kg (with 60 kg driver) ② 45 - 55 ③ 32 mm</td>
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<tr>
<td>E6</td>
<td>Shizuoka Institute of Science and Technology</td>
<td>Leyton Blue</td>
<td>steel spaceframe</td>
<td>CFPR</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2640 mm ② 1170 mm ③ 1650 mm ④ 1300 mm ⑤ 1200 mm</td>
<td>① 310 kg ② 49 - 51 ③ 50 mm</td>
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<tr>
<td>E8</td>
<td>Kanagawa University</td>
<td>Jindai’ 17 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 2730 mm ② 1222 mm ③ 1650 mm ④ 1250 mm ⑤ 1200 mm</td>
<td>① 340 kg ② 49 - 51 ③ 40 mm</td>
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<tr>
<td>E9</td>
<td>R V College of Engineering</td>
<td>Red and black</td>
<td>AISI 4130 spaceframe</td>
<td>Fiber glass</td>
<td>① Double wishbone Push rod ② Double wishbone Push rod</td>
<td>① 2828 mm ② 1200 mm ③ 1550 mm ④ 1250 mm ⑤ 1200 mm</td>
<td>① 230 kg ② 40 - 60 ③ 70 mm</td>
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<tr>
<td>E10</td>
<td>Tongji University</td>
<td>black, white</td>
<td>carbon fiber monocoque</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 2776 mm ② 1076 mm ③ 1525 mm ④ 1436 mm ⑤ 1374 mm</td>
<td>① 244 kg ② 45 - 55 ③ 30 mm</td>
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<tr>
<td>E11</td>
<td>Liaoning University of Technology</td>
<td>White blue</td>
<td>steel 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 2646.7 mm ② 1178.6 mm ③ 1550 mm ④ 1220 mm ⑤ 1200 mm</td>
<td>① 219 kg ② 45 - 55 ③ 50 mm</td>
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<tr>
<td>E12</td>
<td>King Mongkut’s University of Technology Thonburi</td>
<td>black and blue</td>
<td>Hybrid chassis (Carbon fiber monocoque and rear steel space frame)</td>
<td>Carbon fiber reinforced polymer or CFRP</td>
<td>① Double unequal length A-arm Push rod ② Double unequal length A-arm Push rod</td>
<td>① 2800 mm ② 1172 mm ③ 1500 mm ④ 1250 mm ⑤ 1200 mm</td>
<td>① 280 kg ② 45 - 55 ③ 30 mm</td>
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<tr>
<td>E13</td>
<td>Universitas Gadjah Mada</td>
<td>Blue + Orange Stripe</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 2965 mm ② 1280 mm ③ 1545 mm ④ 1100 mm ⑤ 1100 mm</td>
<td>① 300 kg ② 60 - 40 ③ 60 mm</td>
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<tr>
<td>E14</td>
<td>Niigata Inst of Technology</td>
<td>red</td>
<td>Alumi spaceframe</td>
<td>Fiber glass</td>
<td>① Double Wishbone with Push rod ② Double Wishbone with Push rod</td>
<td>① 2570 mm ② 1150 mm ③ 1824 mm ④ 1300 mm ⑤ 1300 mm</td>
<td>① 293 kg ② 46 - 54 ③ 40 mm</td>
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<td>E15</td>
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<td>E16</td>
<td>Universitas Islam Indonesia</td>
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</tbody>
</table>

**Note:** The specifications include various details such as frame material, bodywork materials, suspension types, overall and track measurements, gross vehicle mass, etc. Each team has its unique features and specifications tailored to their vehicle design and performance goals.
<table>
<thead>
<tr>
<th>Wheels &amp; Tires</th>
<th>Engine</th>
<th>Displacement</th>
<th>max. power</th>
<th>max.torque</th>
<th>Induction type</th>
<th>Fuel tank Volume</th>
<th>Shifter</th>
<th>Final Drive &amp; Differential</th>
<th>Brakes 1</th>
<th>Brakes 2</th>
<th>Unique Features &amp; Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>14” aluminum wheels</td>
<td>Kawasaki Ninja 650</td>
<td>2-649 cc</td>
<td>52 kW</td>
<td>8/500 rpm</td>
<td>64 Nm</td>
<td>Naturally aspirated</td>
<td>3 liter</td>
<td>Manual</td>
<td>limited slip differential</td>
<td>1 Disc Brake with ventilated disc</td>
<td>Turbocharger system</td>
</tr>
<tr>
<td>10 inch BRAID/Strancure, Aluminum/Tire, Hoosier, R25B, 10”18.0” X 7.5</td>
<td>Suzuki d650, 2 Cylinder</td>
<td>2-645cc</td>
<td>49 hp/7500 rpm</td>
<td>50 Nm</td>
<td>6/200 rpm</td>
<td>None</td>
<td>Electric</td>
<td>Shaft Torsen</td>
<td>2 outboard</td>
<td>2 outboard Brembo caliper</td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS TE37 20.5” X 6.0-6.325A &amp; 20.5” X 7.0-13R25A Hoosier</td>
<td>Mitsubishi SR Motor X 2</td>
<td>2-4[w]</td>
<td>16[kW]</td>
<td>45[Nm]</td>
<td>1 Li-ion</td>
<td>1 74.8/82 V</td>
<td>2 7.4 kwh/50 Ah</td>
<td>N/A</td>
<td>Torque Difference Amplification Differential</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>13 inch OZ Racing 20.5” X 7.0-13 Hoosier R25B</td>
<td>Permanent magnet synchronous (Non brush), Emmax 207, 2unit</td>
<td>1-27</td>
<td>37[kW]</td>
<td>148[Nm]</td>
<td>1 Li-ion</td>
<td>1 327.6/382.2 V</td>
<td>2 4.3 kwh/13 Ah</td>
<td>N/A</td>
<td>None</td>
<td>Single Reduction Helical Gears &amp; Electronic Differential</td>
<td>2 outboard</td>
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<tr>
<td>10 inch Keizer Wheel &amp; 180” X 7.5-10 Hoosier R25B</td>
<td>Permanent magnet synchronous (Brush), Emax 207, 2unit</td>
<td>1-15</td>
<td>38[kW]</td>
<td>256[Nm]</td>
<td>1 Li-ion</td>
<td>1 90/100 V</td>
<td>2 5.7 kwh/65 Ah</td>
<td>None</td>
<td>Chain Drive, Carbon LSD (ATS)</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>10 inch OZ Racing 205/510 &amp; 20.5-7.5-13 Hooser R25B</td>
<td>Permanent magnet synchronous (Non brush), Motorenergy, 1unit</td>
<td>1-15</td>
<td>38[kW]</td>
<td>256[Nm]</td>
<td>1 Li-ion</td>
<td>1 90/100 V</td>
<td>2 5.7 kwh/65 Ah</td>
<td>None</td>
<td>Chain Drive, Carbon LSD (ATS)</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>13 inch RAYS TE37 20.5” X 6.0-13 Hoosier</td>
<td>Permanent magnet synchronous (Non brush), DAIKIN Original, 1 unit</td>
<td>1-27</td>
<td>37[kW]</td>
<td>148[Nm]</td>
<td>1 Li-ion</td>
<td>1 327.6/382.2 V</td>
<td>2 4.3 kwh/13 Ah</td>
<td>N/A</td>
<td>None</td>
<td>Direct shaft LSD</td>
<td>2 outboard</td>
</tr>
<tr>
<td>13 inch Rays VOLK TE37 Hoosier 20.5 inch</td>
<td>1 HPEVs AC20 3 phase Induction Motor, 1unit</td>
<td>1-68[kW]</td>
<td>62.4[kW]</td>
<td>111[Nm]</td>
<td>1 Li-Ion Phosphate</td>
<td>1 3.2 V/3.65 V</td>
<td>2 5.76 kwh/60 Ah</td>
<td>No shifter</td>
<td>Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>13 inch 176/60 R13 77H Bridgestone Wets</td>
<td>Permanent magnet synchronous (Non brush), EC2045A01, 4 unit</td>
<td>2-10</td>
<td>20[kW]</td>
<td>40[Nm]</td>
<td>1 Li-ion</td>
<td>1 532/600 V</td>
<td>2 6.7 kwh/12.6 Ah</td>
<td>N/A</td>
<td>Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>10 inch Keizer &amp; Hoosier 180” X 7.5-10</td>
<td>Permanent magnet synchronous (Non brush), Emax 228, 2unit</td>
<td>2-10</td>
<td>20[kW]</td>
<td>40[Nm]</td>
<td>1 Li-ion</td>
<td>1 532/600 V</td>
<td>2 6.7 kwh/12.6 Ah</td>
<td>N/A</td>
<td>Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>10 inch Keizer Aluminum alloy rims &amp; Hoosier 4315</td>
<td>1 Permanent magnet synchronous (Non brush), Emax 228, 2unit</td>
<td>2-10</td>
<td>20[kW]</td>
<td>40[Nm]</td>
<td>1 Li-ion</td>
<td>1 532/600 V</td>
<td>2 6.7 kwh/12.6 Ah</td>
<td>N/A</td>
<td>Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard NISSIN calipers</td>
</tr>
<tr>
<td>13 inch Hoosier R20.5” X 7.13 R25B</td>
<td>1 Advanced Axial Flux Permanent synchronous motors, EMFAX 228, 1unit</td>
<td>2-35[kW]</td>
<td>100[kW]</td>
<td>240[Nm]</td>
<td>1 Li-ion</td>
<td>1 380/372 V</td>
<td>2 7.406 kwh/19.3 Ah</td>
<td>Fixed planetary gearbox</td>
<td>None</td>
<td>Fixed planetary gearbox</td>
<td>2 BREMBRA PZ 34 mm brake pads/sintered metal</td>
</tr>
<tr>
<td>13 inch Keizer Wheels 20-5” X 7.0-13 Hoosier tires</td>
<td>1 Axial Flux Permanent synchronous 3-Phase AC Motor, Emmax 208, 1unit</td>
<td>2-20-32[kW]</td>
<td>88.8/100.8 V</td>
<td>6.66 kwh/75 Ah</td>
<td>1 Li-ion</td>
<td>1 88.8/100.8 V</td>
<td>2 6.66 kwh/75 Ah</td>
<td>None</td>
<td>Drive chain &amp; Limited Slip Differential</td>
<td>2 outboard</td>
<td>2 outboard APRacing</td>
</tr>
<tr>
<td>13 inch SJ + 35 175/60R13 YOKOHAMA ADVANCE A050</td>
<td>1 3 Phase Brushless Synchronous motor, MITSUBA, 4units</td>
<td>2 1.2[kW]</td>
<td>20[kW]</td>
<td>24[Nm]</td>
<td>1 Li-ion</td>
<td>1 75 V/82 V</td>
<td>2 4.5 kwh/60 Ah</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>2 outboard</td>
</tr>
</tbody>
</table>
Team Information (Members and Sponsors)

1. Kyoto Institute of Technology

- **Members**
  - Shohiei Nobuchi [FA]
  - Minoru Ota [FA]
  - Daisuke Ibin [FA]
  - Yasumasa Komaki [MBR]
  - Kenichi Yanagida
  - Kotaro Nakatani
  - Akio Hayata
  - Yuuto Nagai
  - Shunshu Akihori
  - Hikaru Matsuyama
  - Nobuyuki Miyaoa
  - Kazuo Takemura
  - Takashi Miyake
  - Koichi Hasegawa
  - Masahiro Itani,
  - Yuma Ishihara,
  - Yoshiaki Isobe
  - Masahiro Ueda
  - Ryosuke Minami
  - Keiichi Yoshikawa
  - Kanta Nakata
  - Yuki Inagaki
  - Mio Hatakenaka
  - Mio Omori
  - Junpei Kishi
  - Kosuke Shimizu
  - Maki Nakaguchi
  - Naoki Higashine
  - Tatsuki Furukawa,
  - Hidenori Miyatake,
  - Genji Yamamaka
  - Naoki Yoshikawa
  - Tatsuya Muto,
  - Ryosuke Yokoyama,
  - Mao Kawanai
  - Hikari Miyaki
  - Ritsu Gomi,
  - Kureha Takasaki
  - Yoshifumi Saji
  - Kensho Nishizaki
  - Ryo Nishiyama,
  - Ryutichi Nakajima,
  - Yayoi Tadaki,
  - Ryo Watanabe,
  - Daki Doi,
  - Takayuki Zukawa,
  - Saki Kinoshita,
  - Yusuke Kinura,
  - Shunpei Noike,
  - Yuhi Kudo
  - Ryota Takaoka,
  - Masaya Daimon,
  - Tatsushi Hirano,
  - Takuya Tani,
  - Ryoa Maruyama

- **Car Features and Team Aspirations**

  Last year, we could achieve overall victory with successful design change of a machine. But there were many parts where we were not able to harness out the design. This year, we will do our best aiming for 2nd consecutive win and the third time for our team with brush up on the winning machine!

- **Team sponsors**
  - SUZUKI: HILLTOP, Tango Techno-Center, Osaka Institute, Tango-Oken, EXEY, Project, Nissha Kogyo, Blawan Sports Land
  - MITSUBISHI: GAT, Fui Sanaiu, Sunrono Wing Systems, NITEC Japan, Henkel Japan, Kyowa Kogyo, Techno Manufacturing,
  - SEIKISU PLASTICS: Naohiro Manufacturing, Nakano Kunst, NIK, Cybernet Systems, JFE Steel, Highlight Labs LLC, Kinokura Enterprise,
  - Daido Kogyo, Daito Radiator, Nicholas Racing Japan, HIX, MC, Kyodo Racing, Kyoko Sato, Mitsu, Kyoko Sato, Kyoka Car Rental Service,
  - TAMASIC: KIT Engineering, Vi-grade Japan, iiot, PPM Japan, Fukuoka Manufacturing, uniha, TAKATA

2. Yokohama National University

- **Members**
  - Takeyuki Fukuchi [FA]
  - Yasukazu Sato [FA]
  - Suguru Matsuwa [FA]
  - Akihiro Sakakida [MBR]
  - Naoki Hanawa
  - Yusuke Shibashi
  - Kentaro Nishikawa
  - Hiroaki Sugiyama
  - Shunta Otsawa
  - Mayu Tanaka
  - Akito Yoshida,
  - Sakiho Imoto,
  - aoyama hirotsugu,
  - Tomoya Suzuki
  - Yuki Yokoyama
  - Yoshikatsu Furusawa,
  - Yusuke Miyakawa
  - Yukito Takimoto,
  - Fukuda Shotaro,
  - Takayuki Ichikawa,
  - Mikito Kawase
  - Yasuto Tanaka
  - Haruho Shinomiya
  - Aki Nakata
  - Naoki Akiyama

- **Car Features and Team Aspirations**

Based on the concept of YNF—17, “Pleasure to be an owner”, we set up a person figure of customer target, and we aimed to produce a vehicle that has the performance to satisfy the desires of the people. We aim to win the championship in the Student Formula Japan.

3. Nagoya Institute of Technology

- **Members**
  - Seiji Hattori [FA]
  - Kauzuhiko Kitamura [FA]
  - Youjirou Ishino [FA]
  - Shinya Hayakawa [MBR]
  - Hayato Demura
  - Kouta Yamamoto,
  - Takero Hikichi,
  - Kouichiro Yoshikawa,
  - Yu Otuka,
  - Yu Yoshida,
  - Takaaki Sawada,
  - Hirohumi Yamaguchi,
  - Asuka Shinoda,
  - Miyu Shibasawa
  - Kanta Imazu,
  - Hirokuni Shinmizu,
  - Syo Kikuchi,
  - Yoshiaki Taguchi,
  - Yuko Sakamoto,
  - Yusuke Yoshiyasu,
  - Akihumi Kawai
  - Kenzai Kawai,
  - Takaya Saito
  - Miharu Yahata,
  - Kosuke Banino
  - Humili Hayashi,
  - Kazuo Kobayashi
  - Kanami Uemura,
  - Ami Ogiso,
  - Hayato Nakagawa,
  - Yuta Fujiwara
  - Toshihiro Masaki,
  - Daishi Katagiri

- **Car Features and Team Aspirations**

N.I.T-15 is the lightweight, low center of gravity and low inertia car. Furthermore, we introduce new technology for high power and cornering speed with the entire team working together, we aim at victory.

- **Team sponsors**
  - ONODA, INI, INE Corporation,
  - Aisan, Kayouza, ACDIS
  - JAPES INC., AIPAL, adedex, ATEC,
  - ISHIKAWA, ISOSA, INDEMETU,
  - Ika Akira Satoya,
  - IBID CELL,
  - ISHIKAWA Radiator, etc.,
  - TOYOKURA, NIK,
  - NTT, FC design, F.C.
  - OTSUBA Factory,
  - OTSUBA PIPE,
  - AUTOPARTS,
  - KOTORA, CAREER CLINIC,
  - CARWIN, KIKUKO Steel
  - GPF ukasais,
  - GPF GEAR, KYODAI KODA,
  - KODA ENG., Kaya Electronic Instruments, Kure Engineering, KOTO MANUFACTURING,
  - ZEL by TSUYABAN
  - SAKE DAIKYO, SAKAIDO KOGYO,
  - SUKKE, ISHIO, SUZUKI, FORLIFT,
  - SAIZEI Hanyo
  - SHIBUN, 110, SERVING
  - Shizuku Wing System,
  - SEIKISU PLASTICS, Samado,
  - Sansaito Technologies Japan,
  - Softland Cradle,
  - CADET METAL, Calvin Lighting & Mechanism System,
  - DOW, TAKATA, TAIHO, Press, HIKI, TAIHO Manufacturing,
  - TOTSEC, TOMASUKI, TOMASUKI,
  - NOKAI, NOKAI, NOKAI, ASAKURA, DAIKYO,
  - NAGANO, WOJOSHI
  - KYODO, KYODO, NIKAI, NIKAI, NIKAI,
  - NIKON, NIKON,
  - NIKKO, NIKKO, NIKKO

4. Nihon Automobile College

- **Members**
  - Yuuta Iyama [FA]
  - Yuichi Uwai [FA]
  - Mitsuomi Yabe [FA]
  - Makoto Kanai [FA]
  - Hiroki Okawa [FA]
  - Motoaki Waki [FA]
  - Hiroshi KADONO [FA]
  - Shinichi Azuma [FA]
  - Keisuke Hidaka [MBR]
  - Yusuke Aoki,
  - Ryo Agata,
  - Daisuke Igarashi,
  - Syohei Otaki,
  - Takumi Omori
  - Yoshiaki Okino,
  - Yuki Osakabe,
  - Osamu Onodera,
  - Tetsuya Kimura,
  - Syota Shiba,
  - Tatsuhiko Suzuki,
  - Tomohiro Takahashi,
  - Yo Takahara,
  - Rui Tanaka,
  - Ryota Tsuchiya,
  - Yuki Fujino,
  - Yoshikio Hosaoka,
  - Fumiaki Yanaka,
  - Atsushi Watanabe,
  - Ryosuke Owada,
  - Kaisuyu Kikugawa,
  - Yuj Kobayashi,
  - Akio Takeuchi,
  - Yuki Hishinuma,
  - Yusuke Yamaguchi,
  - Tomoya Ueno,
  - Hirotsuna Tada,
  - Shouta Yanagihori,
  - Takumi Tadokoro

- **Car Features and Team Aspirations**

"Deepening of turning characteristics" is the primary concept and “Enjoyable, drive friendly machine for all” is the secondary concept. Under these banners, FOFN-08 features more enhanced cornering performance than previous machine, as a result its drivability has been improved. In order to accomplish overall victory, our earnest wish, we will try the competition with the team as one.

- **Team sponsors**
  - IRS, A-A, RAC, WEST RACING CARS, AVO / MoToC Japan, KINOKUNI Enterprise, Software Cradle,
  - WFN, TAN-EI-SYA WHEEL SUPPLY, TMC, NISSAN PARTS CHIBA SALES, FUKAI
  - Honda, Motor, Honda Techno Fort, MAC MECHANICS TOOLS, Morikawa Engineering,
  - Uinaito, WAKO CHEMICAL
Doshisha University

Members
CP Hiroki Seguchi, Kazuya Okubo, Hiroki Seguchi, Ryunosuke Kikui, Kaoru Wada, Ryusei Okuyama, Daiki Murai

Car Features and Team Aspirations

Team sponsors

Kobe University

Members

Car Features and Team Aspirations

Team sponsors

Shibaura Institute of Technology

Members

Car Features and Team Aspirations

Our vehicle “S014” of this fiscal year had “The Goblin” as its concept and brought out a greatly new model.SHIBA-4 will try our best for OVERALL VICTORY.

Team sponsors

Chiba University

Members
CP Yuya Ishiduka, Yasuo Moriyoshi, Kazuyskono, Kazuoka, Takumi Nagashima, Naoto Yoshida, Takahiro Ito, Yousuke Kanesaka, Tomoya Watanabe, Akari Matsufumi, Tomoki Okawa, Shigeya Kubota, Tomohiro Shimizu, Masato Yamagishi, Ryuthei Ueki, Naruki Ezawa, Ryunosuke Ogane, Kazuhiro Okada, Riku Fukagawa, Akira Motomiya

Car Features and Team Aspirations

Set the concept of “Make A Wish “Always evolving to fulfill hope””, to the development goals of the “pursuit of cornering performance and traction”, had updated based on last year machine. Aiming for a podium in the team’s first overall ranking, the team will challenge the tournament.

Team sponsors

Doshisha University

Members
CP Hiroki Seguchi, Kazuya Okubo, Hiroki Seguchi, Ryunosuke Kikui, Kaoru Wada, Ryusei Okuyama, Daiki Murai

Car Features and Team Aspirations

Team sponsors

Kobe University

Members

Car Features and Team Aspirations

Team sponsors

Shibaura Institute of Technology

Members

Car Features and Team Aspirations

Our vehicle “S014” of this fiscal year had “The Goblin” as its concept and brought out a greatly new model.SHIBA-4 will try our best for OVERALL VICTORY.

Team sponsors

Chiba University

Members
CP Yuya Ishiduka, Yasuo Moriyoshi, Kazuyskono, Kazuoka, Takumi Nagashima, Naoto Yoshida, Takahiro Ito, Yousuke Kanesaka, Tomoya Watanabe, Akari Matsufumi, Tomoki Okawa, Shigeya Kubota, Tomohiro Shimizu, Masato Yamagishi, Ryuthei Ueki, Naruki Ezawa, Ryunosuke Ogane, Kazuhiro Okada, Riku Fukagawa, Akira Motomiya

Car Features and Team Aspirations

Set the concept of “Make A Wish “Always evolving to fulfill hope””, to the development goals of the “pursuit of cornering performance and traction”, had updated based on last year machine. Aiming for a podium in the team’s first overall ranking, the team will challenge the tournament.

Team sponsors

Idemitsu Kosan, NMB, NTN, NICHIRIN, NISSIN KOYO, NHK SPRING, HI-LEX CORPORATION, Vi-grade Japan, FUKAI MFG, Fuji Kasei Kogyo, frontz, MITSUMI, Minebea, YAMATO-SCALE, ROCK PAINT, WAKO CHEMICAL
10 Ritsumeikan University

**Members**
- Tatsuki Oyabu [FA]
- Keiko Watanabe [MBR]
- Keta Togawa, Koji Okamoto, Naohisa Kuwabara, Tsuyoshi Aoyama, Junya Muto, Ryota Morimasa, Koshin Obayashi, Taiga Nishimura, Kei Tomie, Kuniaki Neshi, Daiki Tanaka, Ryoya Higashiyama

**Car Features and Team Aspirations**
In this season, we completed RF-014 machine on the basis of our concept [Moving Emotion]. We will fight by our machine brushed up from last. We aim to win this competition.

**Team sponsors**
- Kawasaki Heavy Industries, NTN, KYOWA, Solid Works Japan, Daishitsu Motor, Z.A.M JAPAN, West Racing Cars, Misumi, Biwako Sport Land, Bike Koubou INAKI, ISHARA Radiator, ARAYA INDUSTRIAL, YAMAHA-Ki, Body Shop NAKAJIMA, TECHNOIL JAPON, Nissein Kogyo, KOBELCO, JIN, Chemtec, TANADIC, IAI, Abar Engineer-
ing, FUKAN MFG, NMB, Works Bell, Pul's µ, ENUMA CHAIN MFG, TAKATA, NHK SPRING, GANSAN, EWP-JAPAN, CAR KOBBOU YAMANAKA, ATSystem, OKANO BLAST, Kind Heart Theracology, NHK, NOK, Heraw Hataya Industry, HOPEC, Ota, DAINES Industrial Art Technol-
yogy, Yamamoto Racing, BEAR, JRC, AVO/MUSC JAPAN, Nihon Parkerizing, Sumitomo Wiring Systems, Nifco, CAST, Henkel Japan, SOLIZE Products, TOKUSHIMA CAM, HI-LEX CORPO-
RATION, THE DVD CHEMICAL, Software Cradle, DAIKEN, UEMURA Giken, ACCEL

11 Nippon Institute of Technology

**Members**
- Minami Tadenuma [FA]
- Michio Nakano [FA]
- Toshiyuki Yasuhara [MBR]
- Motohiro Inage, Takenari Miyachi, Tatsuya Sakai, Satoru Takazawa, Taiga Matsumoto, Takuma Fuse, Kosuke Monzen, Koichi Sonoda, Yuki Amemiya, Kaigai Honda, Fumiya Kawashima, Takumi Tomatsu, Shunichi Tsuchiya, kiichi Takano, Arata Sato, Shunsuke Suzuki, Taiki Maejima, Akihoro Tsuruta, Takumi Tojo, Akimasa Hamaguchi, masahiko Obana

**Car Features and Team Aspirations**
In order to achieve the two goals of performance and reliability improvement this fiscal year, we have been actively working with V-shaped process for both vehicle design and management. We aim to win the tournament as a culmination of the process.

**Team sponsors**
- IDAJ, Altair Engineering, Aoki, Atechne, RS Components, Ionabi Industrial, Ueda, F.C.C, NTN, FT Techno, Osaka University, FCC, Otsi, KANE, Keizo KHI, KINOKU- ni Enterprise, Kyowa UJ, Kubota, Keihin, KOBELKO, Kokyudohbunco, Komatsu, Cy-
berneticsystem, Senyo Chemical Industries, CKD, JVC KENWOOD, Signal, Nippon Steel & Sumitomo Metal, Sumitomo Electric Hardmetal, Sumitomo Wireg Systems, 3M Japan, Software Cradle, Solidenken Japan, Tiger Se-
sakuyo, Taiseispan, Daizo Radiator, Daishitsu Motor, THK, TOHINICHI, Tokyo R&D, Tohaguyuki, Nikkai, Nissein kogyo, Nippon Welding Rod, VI-Grade Japan, Nippon Oil Pump, NHK Spring, NGK Spark Plug, BHN Japan, Fujio Seimitsu, Bienen Giken, HOPEC, Matsumura, Magna International Japan, Marubeni Information Systems, MISUMI, MITSUI KINZOKU ACT, MITSUYASU, Minabea, NMB, Mitate Koto, MITSUBOSHI BELTING, Minatogawa, MUTHO EN-
GINEERING, UNI AUTO PLANNING, WAKO Chemical, WACHO, TSURUGA, DAIHEN, EVANS-
JAPAN, Henkel Japan, KOTORA, ARTNER

12 Osaka University

**Members**
- Shogo Kaji [FA]
- Hisashi Ishihara [FA]
- Daigo Izumi [FA]
- Shoji Tsushima [MBR]
- Takuto Ishida, Hiroyuki Inoue, Shuhei Ikeda, Sena Harada, Yui Mitsuhashi, Syuhei Suzuki, Kentaro Okada, Yutaro Kitano, Yoshihori Kobayashi, Yikinobu Naya, Nodoka Nishimura, Taichi Matsui, Yusuke Matsuoka, Kazuki Imanura

**Car Features and Team Aspirations**
In order to achieve the two goals of performance and reliability improvement this fiscal year, we have been actively working with V-shaped process for both vehicle design and management. We aim to win the tournament as a culmination of the process.

**Team sponsors**
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ni Enterprise, Kyowa UJ, Kubota, Keihin, KOBELKO, Kokyudohbunco, Komatsu, Cy-
berneticsystem, Senyo Chemical Industries, CKD, JVC KENWOOD, Signal, Nippon Steel & Sumitomo Metal, Sumitomo Electric Hardmetal, Sumitomo Wireg Systems, 3M Japan, Software Cradle, Solidenken Japan, Tiger Se-
sakuyo, Taiseispan, Daizo Radiator, Daishitsu Motor, THK, TOHINICHI, Tokyo R&D, Tohaguyuki, Nikkai, Nissein kogyo, Nippon Welding Rod, VI-Grade Japan, Nippon Oil Pump, NHK Spring, NGK Spark Plug, BHN Japan, Fujio Seimitsu, Bienen Giken, HOPEC, Matsumura, Magna International Japan, Marubeni Information Systems, MISUMI, MITSUI KINZOKU ACT, MITSUYASU, Minabea, NMB, Mitate Koto, MITSUBOSHI BELTING, Minatogawa, MUTHO EN-
GINEERING, UNI AUTO PLANNING, WAKO Chemical, WACHO, TSURUGA, DAIHEN, EVANS-
JAPAN, Henkel Japan, KOTORA, ARTNER

13 Kyushu Institute of Technology

**Members**
- Shunsuke Yamaguchi [FA]
- Toru Kawabe [FA]
- Naoki Toyohashi [FA]

**Car Features and Team Aspirations**
We have developed new machine and charenged new system. We would like to get single car number again so we will do our best.

**Team sponsors**
14 Ibaraki University

**Members**

**Car Features and Team Aspirations**
The concept of the machine is “fastest with ease” for anyone who can drive it fast and easily. Along with regulation change, we are installing a new single cylinder engine from this year. We aim for victory!

**Team sponsors**

15 Utsunomiya University

**Members**

**Car Features and Team Aspirations**
This year the vehicle UF-15 has developed “Multi Enjoyment” as a concept. We will do my best aiming for the 6th overall prize and Endurance final.

**Team sponsors**

16 Waseda University

**Members**

**Car Features and Team Aspirations**
WFP2017 is the successor to the concept of WFP2016, “Driving Pleasure.” We have worked for the improvements in performance including re-designed suspension system, and achieved a 30kg reduction in GVM. We are aiming to complete all the events and finish within 10th place on the overall result.

**Team sponsors**

17 Tongji University

**Members**

**Car Features and Team Aspirations**
Car Features: pneumatic paddle shifting Full set of aerodynamic package Launch Control Monocoque Electronic Throttle

**Team sponsors**
JTEKT, Continental AG, KSPG AG, BorgWarner, NSK, ZF Friedrichshafen AG, AVL, Axalta, Magneti Marelli, Shanghai Fuan Industral, Shanghai Kartworld, Bosch, Shanghai Fuel Cell Vehicle Powertrain Co., LTD, Shanghai Xin’an, Lemo Connectors, ANSYS, MSC Software, Altair Engineering
18 TOYOTA TECHNICAL COLLEGE NAGOYA

Members
- Shuhei Aidachi
- Tetuya Hayakawa
- Kazuaki Takahashi
- Kenichi Kubota
- Shiro Kage
- Hidenobu Miwa
- Keisuke Yamashita
- Masaharu Murakami
- Ryota Yasuda
- Yusuke Kaneko
- Yuichiro Ura
- Hiroki Nakazono
- Kenji Koyama
- Shotaro Nakajima
- Yuta Asaoka
- Yuto Kuroki
- Kazuaki Takeda
- Kenji Nakai
- Ryuki Teshima
- Seiichi Matsumoto
- Seicho Yamaguchi
- Takahiro Sakai
- Daichi Okano
- Sinnei Inamoto
- Akiko Miyata
- Yudai Wada
- Daita Tanaka
- Taisi Ito
- Toru Hatahaya
- Ryusei Oishi
- Chihaya Ishiguro
- Shingo Sakai
- Yusuke Moriyama
- Takahide Sasaki
- Yuki Takamasa
- Shuiya Muto
- Kenta Goto
- Kazuki Oshima
- Koya Yamaguchi
- Yuki Kawamura
- Tukasa Kitagami
- Tatsuya Sakai
- Toshiki Suzuki
- Soya Suzuki
- Kosuke Nakamura
- Ken'ichi Hashimoto
- Syoki Terakawa
- Daikichi Sato
- Renn Onishi
- Koutaro Honma
- Tomohiko Akaya
- Koya Motono
- Yuma Shiga
- Takashi Sasaki
- Shinya Simo
- Morishita Hiroo
- Toyohiro Hayashi
- Genndai Kawamura
- Naoya Nismura
- Daichi Itti

Car Features and Team Aspirations
The concept this year is, ‘based on ergonomics, improvement of the operability’. We make a car is, first point easy to operation of the driver. Therefore we aim for inside of tenth.

19 Tokyo University of Science, Yamaguchi

Members
- Naoto Koka
- Takao Kijima
- Gai Murakami
- Sugae Yuji
- Nishi Tetsuhito
- Taiga Uchida
- ohashi yukata
- Ita Tanaka
- Shougo Yamaguchi
- Satoshi Kawasai
- Yuya Ohtani
- Kazuaki Murakami
- Shinichiro Nagahama
- urahiroshi
- yutaiagem
- Riku Takeda
- Koutaro Sakai
- Wataru Nagai
- Takuma Fukura
- Shinya Waseda
- Takumi Negoro
- Naohiko Nakashima
- Naoto Nakashima
- Komei Matano
- Masakazu Fujihara
- Taiga Uemori
- Kenta Tayakama
- Katsujir Kinjo
- Yuya Namekawa

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.

19 Tokyo University of Science

Members
- Yuto Mori
- Yasuo Kikawaga
- Ryosuke Matsuzaki
- Hiroshi Okada
- Kanata Kawakami
- Takumi Hiroaka
- Yoshihoto Utaka
- Shigesato Okumura
- Tatsuharu Kobayashi
- Yusuke Koyama
- Tomoki Sakata
- Taisei Hayama
- Sorachi Fujimoto
- Sena Yanagisawa
- Ei Takahashi
- Mitsuaki Naito
- Akito Fukui
- Morikis Inamine
- Takumi Otomo
- Shingo Ochiai
- Hirotaka Saito
- Morinobu Shoji
- Taisei Tadachi
- Fumito Taninaka
- Kenji Nakamura
- Ryotaro Namiki

Car Features and Team Aspirations
Inheriting the foundation of TFR 12, we developed a vehicle that can maximize the potential of the driver. We will aim for the podium which we could not fulfill, with the car with the most sophisticated packaging layout in the history of TFR.

20 University of Yamanashi

Members
- Shogo Nakamata
- Hirokuni Watanabe
- Tsutomu Tanizawa
- Yoshihito Oda
- Ken'ichi Shimizu
- Sho Iwabuchi
- Hiroto Marukawa
- Yuiki Imai
- Masayoshi Yanagisawa
- Ryoki Misawa
- Ryota Komiyama
- Saya Nagata
- Takumi Watanabe
- Syuto Hatanaka
- Yoshinori Hukuda
- Tomomi Yoneyama
- Toshiyuki Kawai
- Kiyokawa Hiroaka
- Haru Sakai
- Toko Miyata

Car Features and Team Aspirations
We aimed at “ZINSYA ITTAI” of the machine concept, optimized the suspension geometry, improved main frame rigidity, and created a handy car. We aim to further improve the ranking by improving the overall score.
22 Gifu University

**Members**

- Yusuke Ochiai [FA]

**Car Features and Team Aspirations**

Our concept is high congress and accleration performance. For this concept, we try two new things. First is putting defuser on the machine. And second is using longitudinal engine layout. We’ll try to finish all races and move up our ranking.

23 Kyoto University

**Members**


**Car Features and Team Aspirations**

KZ-F15 has newly introduced Carbon Monocque Body and Original Seamless Transmission. We promise to push on toward the victory.

24 Universitas Gadjah Mada

**Members**


**Car Features and Team Aspirations**

As one of the delegation of Indonesia, we hope to achieve an independent National Automotive industry to further boost the country’s economy. Lightweight, Swift, Ergonomic and Efficient. Those are the vehicle concept we hope to fulfill by introducing a new aerodynamic package, a new bodywork material, traction control, and other major features.

25 Institut Teknologi Sepuluh Nopember

**Members**


**Car Features and Team Aspirations**

As one of the most prestigious event in the world, Formula Student Indonesia is our place to show our team’s skill in creating a great formula car and achieving our goal, which are being recognized by people around the world and also winning the competition in order to bring Indonesia to the same level with other countries.

**Team sponsors**


**Team sponsors**

26

**Kanazawa University**

**Members**
- Katsuaki Saito [FA]
- Norbum Hieda [MBR]
- Kuniyo Unenishi, Fumihiro Hanazato, Satoko Katagiri, Koki Kosugi, Ksenia Inaba, Sho Tsuzuki, Ryo Nakagawa, Hiroki Shinagawa, Ryuhki Owa, Kotoro Kushima, Kaname Kume, Yuki Sawamoto, Yoshilomo Shimeno, Naoya Higashi, Ryoichi Mochiduki, Yoshikazu Yokoyama, Gaku Shimoyama

**Car Features and Team Aspirations**
This year, our concept of vehicle is "Fun to Run". We attached importance to weight saving and aerodynamic analysis, tried to produce lighter and more compact vehicle. We will give “The vehicle we can enjoy everything about it” at competition.

**Team sponsors**

27

**UNIVERSITAS NEGERI YOGAKARTA**

**Members**
- TEGUH ARIFIN FA [M.B.
- Dr. Zainal Arifin, M.T. [FA]
- Prof. Dr. Sutrisna Wibawans, M.Pd [MBR]
- Deni Restu Widodo, Mustafit Septian, Robi Febriant, Rizki Arrumming Tyas, Eun Juliani, Sultan Gunawan, Suratiljo, Chahyo Handoko, Ardi Maulana Mubarak, Dwi Agung Yulianto, Agung Priyono, Erwin Hanari Subarno, Elga Fajur Kurniawan, Prabasta Berlian Putra, Rizal Hardiyanto, Dicky Putra Kurniawan

**Car Features and Team Aspirations**
Formula Garuda 17 (FG17) is the third generation of our Formula Student Car. We commit to use single cylinder 600 cc engine with integrated control system to reach our goals these are lighter than previous car, easy handling, ergonomic, cost efficiency, and have a great finish on Top 20 overall. Telemeteri and data acquisition used to improve Vehicle tuning. Ambition is a dream with Garuda UNY Racing Team, Bismillahirrahmanirahimkhair.

**Team sponsors**
- KEMENRINGEKDIKTI, Metin Indonesia, Hossier, K2W Precision Inc, PT. Indonesia Steel Tube Works (ISTW), PT. Paratek, Rilon, IAKATO, Manual Tech, Bies Injection, Bengkel Ideal, PT. Yussa Battery, PT. Igius Indonesia, PT. NSK Bearings Manufacturing Indonesia, Dassault System, Yamaha Motor Manufacturing Indonesia, Megawarharjo International Stadium, PT. Citra Jogi Kresna, C-Maxi Alloys Cast, Embrella, Fukai, Jogja Ististana, U2I MGT, Shift Engineering, GNP, Kedaulatan Piyakat

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**Toyohashi University of Technology**

**Members**
- Takanori Kodera [FA]
- Hideki Yanada [FA]
- Toshiaki Yasui [FA]
- Akhiko Mitsuishi [MBR]
- Takeru Okano, Yuya Sugawara, Masaki Takamizawa, Takeshi Matsushita, Shion Tachihana, Takahiro Miyachi, Kenta Tanaka, Yoshikazu Yamazaki, Yuto Hayakawa, Mitsuhiro Haritani, Ryohei Tanaka, Ryogo Kishimoto, Keiya Oguri, Natno Ayuda, Kohji Nagao, Takuru Seki, Yuto Naito, Takahiro Yamashita, Yoshihiko Yato, Tsunaten Miya, Tetsuya Mizoguchi, Kento Kimura, Yuta Ueda, Souichiro Moriyama, Ryuhki Kobayashi, Takahisa Sasayama, Koki Tamekuni, Chiba Shogo, Masashi Masuda, Yuto Mochizuki, Nagamasa Kametani, Tasuku Miki, Takumi Yahmata, Tsubasa Nimura, Ryota Hamana, Mabuo Yukih, Shoma Tanaka, Sato Takeru

**Car Features and Team Aspirations**
Our vehicle for this season is developed under the concept of “Improvement of coming speed”. We will achieve this concept by a complete overview of the vehicle, including the output characteristics of the engine and steering stability of our vehicle. Ultimately our aim is to secure a podium finish.

**Team sponsors**
- Mushi Seki Industry, MUSIBHI CHEMICAL, OKA, Masakazu MATUSUKI 5ZOKI ACT, MAKE, SHIMA Kogyo, MLANT, JAPAN INSULATION, ME, Daito & Co Metal Solution, HONDA Motor, Harald Japan, TAKAZAI KOGA, WIKES, Aisin ASIAN, NIPPON POP KITETSU AND FASTENER, SOLID WORKS JAPAN, MISUMI, HOEI Industry, Tsuge Plassa, etc, JDN, ICHINO CHEMICAL, AUTO STUDY SKILL, DESK, SHINA AIRCRAFT INDUSTRIE, TAKUMUURA PATTERN, Sumitomo Wiring Systems, OSSO, DAIYAN, Exonma Chain, Fuji Seimitsu, CDC Tech, Takazato, Minou, NHI SPRING, NEX, YAMASHI SPORTS PLAZA, Suh-Tayohashi LS, SATO MANUFACTURING, Toyohashi University of Technology CRCF, Toyohashi University of Technology Frontier Forming System Laboratory, SAWKY RADIATOR, Toyohashi University of Technology Information and Media Center

29

**Sophia University**

**Members**
- Yusaku Ohtsuka [FA]
- Takashi Suzuki [MBR]
- Hironori Sasai, Ikuro Tanaka, Yuji Murata, Tomohiro Kubota, Yuta Aishima, Koki Okamato, Yuiko Itto, Takafumi Endo, Hajime Sakai, Reo Saito, Naoki Takamura, Motoki Fukuda, Moe Matsu, Takumi Kimura, Alex Tsubasa Tanaka, Makoto Horie, Kento Kajiki, Haruki Matsumoto, Nanumi Arikitake, Masayuki Osada, Huka Kato

**Car Features and Team Aspirations**
Since Formula SAE kicked off in Japan, Sophia Racing has been participating in every single tournament. Throughout our career, we’ve had our golden ages, winning multiple titles back to back, and experienced dramatic turnarounds losing momentum. This year’s model is packed with years of experience and support from our loyal sponsors; a renowned worldwide trend focused on: lightweight, compact, and a big aero package. Sophia Racing aims at reclaiming the throne.

**Team sponsors**
Tokyo City University

- **Members**
  - Yuusuke Matsunura [FA]
  - Yui Mihara [MBR]
  - Koyo Kimura, Yuri Gomi, Takayuki Shiba, Shunsuke Soematsu, Akira Nakayama, Masatohi Horitjuchi, Takahiro Yuhara, Koda Sato, Tatayua Yachi, Naoto Kawano, Daisuke Hukuhara, Yuuki Hirata, Yusuke Sakamoto, Yuuki Hunsae, Hikari Nagami, Syouhei Wada, Kelsuke Kodama, Syuhei Kobyayashi, Tatsunori Murata, Burata Takaese, Ryosuke Wada, Riki Chida

- **Car Features and Team Aspirations**
  This year’s vehicle M2017 inserted “The sharp movement” in a concept and we aim for the top.

- **Team sponsors**

Shizuoka Institute of Science and Technology

- **Members**
  - Shun Makino [FA]
  - Takashi Nozaki [FA]
  - Zhu Ning [MBR]

- **Car Features and Team Aspirations**
  - We planned this year’s car what was lighter than last year’s car, especially we consciously lightened that yaw inertia moment. And we got downforce from aeroparts. We gained enough power so we aim for within sixth place.

- **Team sponsors**
  - SUZUKI, DAIKIN, Shinko Iron Works, SOLIDWORKS, TORII, UNIVANCE, NTN, DAYTONA, DAIDO KOGYO, SEIKIMONOBUKI, THK, KYOWA KOGYO, Sensusa Technologies, OETIKER,

King Mongkut’s University of Technology Thonburi

- **Members**
  - Tawan Thongmanagoon [FA]
  - Surachate Chutima [FA]
  - Asst. Prof. Anak Khantachawan [FA]
  - Asst.Prof.Chawin Chantaraseanawong [FA]
  - Danai Phoohuruansilp [MBR]

- **Car Features and Team Aspirations**
  - The high performance racing car with the assistive driver We design and manufacturing the race car for every driver can be drive.

- **Team sponsors**

College of Industrial Technology, Nihon University

- **Members**
  - Isssei Tsunoe [FA]
  - Susumu Takahashi [FA]
  - Yoshikio Obata [MBR]

- **Car Features and Team Aspirations**
  - Our machine has good maintainability as a top priority, realizing improved drivability and low center of gravity. We aim to complete all kinds of events by making use of the lightness of adopting suport tire and single cylinder engine.

- **Team sponsors**
  - HONDA, NISSIN, Solid Works Japan, Sakata Designers, Tohoku Radiator, RAC, Keiyu Bend, AUTOLAND TECHNO, Sumitomo Rubber Industries, STAUBLI, Nippon Dry-Chemical, RS EMA, Vigrade, Hard Rock Industry, Ancar, NIK, NJ-CAR, NMB Sales company, IPG Automotive, World Walk, DENSO, KOBELCO, Mot’s
34 Institute of Technologists

Members
- Yoshimichi Sato [FA]
- Kaoru Hara [FA]
- Minoru Mitsui [MBR]
- Takuya Hshimoto
- Shohei Noguchhi
- Daigo Kasai
- Takuma Yamabayashi
- Kohei Takahashi
- Soichi Narita
- Kengo Miyazawa
- Kosuke Yasunaga
- Tomotaka Yoshizawa
- Hiromu Ishiguchi
- Hiroto Shindo
- Atsuki Imamura
- Toru Kawai
- Shohei Taninaga
- Seiya Takada
- Naoya Takahashi
- Keichi Sato
- Ryoya Anashige
- Kenichiro Kakizawa
- Tomoaki Nishimura
- Takuya Igarashi

Car Features and Team Aspirations
We improved the problems of the last fiscal year with the goal of improving drivability. Aiming at the early completion of the vehicle, we also focused on learning of vehicles and drivers. We will strive to improve in-house production ratio and quality, and aim for within 15th overall ranking.

35 Tokai University

Members
- Ryota Arai [FA]
- Masashi Yoshihara [FA]
- Takashi Yamamoto [MBR]
- Yo Sugisaka
- Takumi Ogat
- Daiki Hayashi
- Nozomi Takano
- Yusuke Watan
- Wataru Oike
-Syunsuke Noduki
- Kohei Sudo
- Kaori Sato
- Hayato Minari
- Keisuke Oda
- Shun Ito
- Mizuki Nishiyama
- Kyuji Ohashi
- Yohsuke Honda
- Tomohito Inoue
- Kohei Sasaage
- Hiroki Nakamichi
- Yuto Kubota
- Taiga Kuromat
- Kouta Yamamoto
- Ryotaro Murata
- Shohei Simizu
- Shinya Kasai
- Shou Tomi
- Toshiya Mura
- Gouta Maeda
- Yukio Ooe
- Ryo Suzuki
- Jun Sato
- Raito Yamastis
- Keisuke Koji
- Motoshi Shizu
- Reo Sakata
- Kohei Nairkawa
- Yuta Tsuchimura
- Hiroyuki Fuji
- Kento Nishiyama
- Nozomi Miura
- Yuto Hiroi
- Chaun Kei
- Daki Sato

Car Features and Team Aspirations
Our goal is to win the overall victory at the 15th JSAE competition “to win all dynamic events”. The concept of the vehicle is “Improvement of engine response and steering stability”, by trying less weight and improve production precision.

36 University of Fukui

Members
- Reo Obara [FA]
- Masaorin Shintani [FA]
- Takatoshi Kawasak [MBR]
- Masahiro Hirota
- Wataru Yagi
- Gen Niimi
- Takasaki Mabuchi
- Hiroto Fujita
- Shohei Shimizu
- Takeshi Ishikomo
- Akutomi Otomo
- Naouki Arai
- Keiemi Kuriki
- Shinya Ishiue
- Takumi Sakata
- Takumi Yamada
- Ryo Takakura
- Hiroki Sakakibara
- Masaki Nambu
- Takuya Yamamoto
- Tatsumi Imai
- Katsuhiko Hayashi
- Shintaro Yoshida
- Yuki Harashim
- Yasutomo Asakara

Car Features and Team Aspirations
The concept of this this year is “pursuit of turning performance and drivability”. We will approach turning performance from approach, steady turning, escape and weight saving and drivability from easy to work engine and cockpit.

37 Okayama University of Science

Members
- Takumi Wakisimoto [FA]
- Chihiro Kondo [FA]
- Toshiaki Kaneses [MBR]
- Hiroki Koijima
- Keita Unaghi
- Kenta Inoue
- Naoto Tsuchihata
- Takayuki Yamamoto
- Naoya Yoshida
- Takeru Ishihara
- Kazuaki Urate
- Yuichi Yoshunobe
- Ryo Katayama
- Sakichi Kailhra
- Suupen Ueda
- Kotaro Yamamoto
- Ryota Kanamoto

Car Features and Team Aspirations
This year’s concept is “Shape Controls Performace”. While utilizing past data, we will promote vehicle development forcing on all part. We will focus on all Dynamic Events and Static Events and aim to improve overall ranking.

Team sponsors

Team sponsors
- SUZUKI, DENSO, TOTAL JAPAN, MUKIN, N.A.C.T, INOUE BORING, TAN-EI-SHA WHEEL SUPPLY, VIEWTEC JAPAN, Okawa Sekisui, MUTO KOGYO, PLASTIC TOTAL PRODUCE, VALCANDO, KOYO, Kazekazakai, toyota BATTERY JAPAN, NESN KOGYO, cnc, Fuji MFG, MARUBENI INFORMATION SYSTEMS, AVO/McID JAPAN, MISUMI, Takakuri, SOLIDWORKS, NFO, TAKA SEK, SAIPOCHI XEO, Kanbi, NE, HPC SYSTEMS, os-master racing kart Land, Takagaki Sanyu, SUZUKI SEIKI, NTT, MARUHAYA RADIATOR, Fukukiza Taxi Service, ISHIMAYA METAL, MAHAPACT armor, zhin Nippon Feather Core, WEST RACING CARS, RENL, suzuki sekisui, Herlei Japan, Right Logic, CHIBET, DALI KWI PRECISION, adams, LANDWORK TECHNOLOGY, KANEKO GEAR MFG, Vi-gea Japan, OAST, NTT, TOSHIBA MACHINE, VSN, Tokai University Challenge Center

Team sponsors

Team sponsors
38 Kanazawa Institute of Technology

- **Members**
  - Motoki Watanabe [FA]
  - Hajime Gontani [MBR]

- **Car Features and Team Aspirations**
  - This year, our team reviewed the geometry and weight reducing to fulfill the new KIT-Model vehicle concept “Improvemen of centering ability”. Our goal is to finish all events completely and win in the top 9 teams at overall ranking.

39 Meijo University

- **Members**
  - Kouta Morishima [FA]
  - Hidetoshi Hayafuji [MBR]

- **Car Features and Team Aspirations**
  - Last year, we finished the competition at 42th place. So we are sorry about this place. We aim the place of top 10 teams with our car that take over last year’s package, problem solving and new challenge.

40 Tokyo University of Agriculture and Technology

- **Members**
  - Yuta Hisihuruma [FA]
  - Kamada Takayoshi [FA]
  - Keisuke Kazama [MBR]

- **Car Features and Team Aspirations**
  - We've developed our machine with better drivability based on the track character. We hope to complete the competition and get 15th place with enough effort and preparation.

41 Osaka Institute of Technology

- **Members**
  - Mikiya Fujii [FA]
  - Kazunari Kuwahara [FA]
  - Yukitoshi Inoue [FA]
  - Miki Kazuki [MBR]

- **Car Features and Team Aspirations**
  - This year, “Uplifting Car” was adopted as the vehicle concept, aiming for vehicle with improved performance based on the vehicle from last year. In addition to unreached last year's goal of autoscross time in 59.999 seconds, we will aim to be a team that can always be named in the upper-ranking schools, with the team’s goal to improve all events rankings.

- **Team sponsors**
Team Information (Members and Sponsors)

42 Osaka Sangyou University

- **Members**
  - Yuuta Inoue [FA]
  - Hiroyuki Ueda [MBR]
  - Kazuya Inui, Reiya Fujikawa, Ryoichi Wada, Masato Nakajima, Hiroaki Goto, Mana Murata, Shingo Sakurai, Ryo Isomura, Koichi Kawai

- **Car Features and Team Aspirations**
  We refined the detail of our vehicle based on last year’s specification to improve the vehicle performance. We also completed the manufacturing of the vehicle early by thorough schedule control and conducted running tests in order to secure reliability. We aim to achieve a good result in every event and overall ranking.

- **Team sponsors**

43 Harbin Institute of Technology at Weihai

- **Members**
  - Azhun Zhu [FA]
  - Jianfeng Wang [MBR]
  - Jiadong Liu, Jingwei Yan, Jinmiao Cui, Kaiyu Wang, Sixun Huang, Xue Li, Yang Liu, Lei Yin, Haoran Liu, Sha Li, Yuxiang Tang, Zhilai Huang, Beihong Liao, Shengkai Gao, Peng He, Mingyu Huang, Bohan Yang, Tangmiao Hui, Guoyi Zhang, Zijie Wang, Changbo Zhao

- **Car Features and Team Aspirations**
  HRT was established in November 2019, and it is one of the national teams to participate in the first event of FSC. Based on domestic but look international, and three 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**
  Mecachrome, Guangwei, Wanfeng, MITSUBISHI MOTORS

44 Kasetsart University

- **Members**
  - Juggarin Chutikusol [FA]
  - Prapot Kunthong, Ph.D [FA]
  - Jay-Tawee Pukrushpar [MBR]
  - Chokcha Jarunongkran, Chuttari Teenawattanason, Patcharawat Wattanapan, Yasinthorn Sibusaod, Pongsakorn Suklakaw, Kunat Lertrattanarak, Kaew Limjanon, Kottapat Kaewsrisat, Pattarapol Pattaraumpochai, Natawat Sunjitto

- **Car Features and Team Aspirations**
  Unique suspension with six damper, full aerodynamic package, MOTeC M150, Real time long length telemetry data For this year we hopefully to finish all event completely and perfectly.

- **Team sponsors**
  BOSCH, SKF, Okuma, Toyota Motor Thailand, WELPRO, Thakita, AEROFLIX, LIQUI MOLY, POWER LAB, COBRA International, Nippon Cargo Airline, Pearl Logistics, Merin Racing, EURO Racing, WURTH, D.I.D, SPSC, D Square, CC Auto parts, Dyno Revspec, Sticker GT Shop, BORIN TO RACE, H&R, Dhawat Technology Systems

45 Shizuoka University

- **Members**
  - Takeo Kura [FA]
  - Masaaki Motozawa [FA]
  - Mitsuhiro Fukuda [MBR]

- **Car Features and Team Aspirations**
  It was passed two years since we changed machine’s layout. We aim to all events finish with so sophisticated “HAMAKAZE” to use the experience obtained last year.

- **Team sponsors**
46  Niigata University

**Members**
- Shunsuke Ohye [FA]
- Takeo Tamura [FA]
- Takiji Haneda [MBR]
- Daiki Takahashi, Yoshiki Maeda, Riku Kagaya, takumi shimizu, Sat0 Kazuhito, Takeru Kimura, Ryo yamanouchi, Yuki Yoshida, Kashi Miyakawa, Koumei Kobayashi, Yuta Kasahara, Ryoma Suzuki, Mei Masutani, Kazuki Yamaga, Ryo mukainakano, Kazuki Ichikawa, hayato hondo, Yuki Obara, Narumi Asakawa, Tasaki Katsuhiko, Yuta Hojo, Kazunori Yahata

**Team sponsors**

**Car Features and Team Aspirations**
The concept of our car NU-17 is “Reliability”. We have solved some problems of NU-16. Our goals are completing the all events and better order than 20th.

47  Okayama University

**Members**
- Saki Kotani [FA]
- Nobuyuki Kawahara [FA]
- Yoshihiko Tamura [FA]
- Hirokuki Hirokawa [MBR]
- Nobuyoshi Genba, Keitaro Nakata, Akira Okuno, Koudai Namba, Kazuma Okamoto, Takuya Hirai, Toshihiko Kawai, Tsuyoshi Fukuuchi, Akhiro Kawashima, Yutaka Hiruma, Yuka Takenaka, Yuto Hijashide, Daiki Mitake, Kohe Miyake, Yu Miyazaki, Tsususa Uehara, Masayuka Tsuo, Koichiro Ikemizu

**Team sponsors**
- Uchiyama manufacturing, OKAYAMA International Circuit, Kawasaki Heavy Industries, RAC, IDAI, Gamma Technologies, artdion, ALTAR ENGINEERING, iqs, iahe Radiator, AVO / MoteC JAPAN, NSK, NTT, F.C.C, FC Design, OSG, OKAYAMA KAGISEN, Okada-sa pipe-kogyo, Opimum, lab-CAST, KYOWA KOYO, KURASHIKI KAIK, K-MAX SPEED, Kube Saiki, SAIPOH ENGINEERING, Sanyo Resin Industries, JX Nippon Oil & Energy, SHINSEI SANGO, SUZUKI MOTOR, Sumitomo Wiring Systems, SOLIDWORKS JAPAN, DAHATSU MOTOR, TAKE OFF, TOHINCHI Mfg, Tokyo Sokki Kenkyu, TOYO CORK MANUFACTURING, TODA RACING, NAKASHIMA PROPELLER, NISSIN KIKAI, NISSIN KOYO, HIRANO, Vi-grade Japan, FukuShima Kako, FUXU, plus-myu, FL9T, MKUNI INDUSTRIE, MISUMI, Mitsu Engineering & Shipbuilding, Mitsubishi Motors, MOTO, YASDA PRECISION TOOLS, LIGHT DENGOY, RIDE ON OKAYAMA, Le Strada, RAYS, ROCK PAINT, Works Bell, Okayama University Faculty of Engineering, Okayama University Engineering Work Center

**Car Features and Team Aspirations**
Our car powered by turbo in the single-cylinder engine and controlled boost. This year’s competition, We aiming all Examination Accomplishment and the lightest weight award, Acceleration First place.

48  Kurume Institute of Technology

**Members**
- Atsushi Naito [FA]
- Daisuke Azuma [FA]
- Ikeda Shigeru [FA]
- Kouchi Kajiyama [MBR]
- Yuki Adachi, Yuki Oga, Takahiro Kihara, Akinori Sat0, FredericSalio Bektak, Taiki Miyamoto, Hirokuki Yoko, Naoya Mada, Go Fukukawa, Ryosuke Hirokawa, Yuki Hatottor, Takumi Nakai, Yusuke Kumegegata, Takuma Ono, Tuyoshi Okuda, Kiyoshi Tanaka, Yoshino Sato, Hiroto Tanishima, Yuto Tanaka

**Team sponsors**

**Car Features and Team Aspirations**
Our powered by turbo in the single-cylinder engine and controlled boost. This year’s competition, We aiming all Examination Accomplishment and the lightest weight award, Acceleration First place.

49  Seike University

**Members**
- Kouta Mochinaga [FA]
- Junji Horiguchi [MBR]
- Youtarou Tsuchiya, Ohno Naoto, Okada Masatsugu, Ohba Seiya, Suzuki Nozomi, Suzuki Hayate, Tsukamoto Syouta, Nomura Kouki, Nomura Takuya, Fukuda Kahori, Hori Hayato, Tsukamoto Kenzi, Ogino Hideo, Tamura Tomoya, Hashimoto Yuki

**Team sponsors**
- AZUMA STEEL PIPE, ALT AIR ENGINEERING, HKS, NTT, F.C.C., KYOWA KOYO, Kondo MIL, Utsushi Kikou, SUZUKI, Sumitomo Wiring System, Dow Kako, THK, Tohoku Radiator, Nillaka Gear, Nisssin Kings, Nippa Kinoko, NICO, BG Japan, Fukui Mill, Fuji Seimitsu, FUTURE TECHNOLOGY, Honda Motor, MISUMI Group, Motorbasa, Yamakawasga, Yutaka Gilen, Seike University department of science and engineering class reunion

**Car Features and Team Aspirations**
In SFT 11, one word called “Gaku” was put in the concept. We design and production with pursuing three performances, motility, operability, maintenance. We will aim for the achievement+ of all events we could not fulfill last year. Thank you for your support.
Team Information (Members and Sponsors)

50 Setsunan University

**Members**
- Yuusuke Ima [FA]
- Masaaki Horin [FA]
- Kuwata Toshiki [FA]
- Hashimoto Masaharu [MBR]

**Car Features and Team Aspirations**
This fiscal year I have been engaged in activities with the goal of completing all kinds of events for the second consecutive year. For that purpose, we reviewed each part from in first designing and processing, and tried to understand and improve the motor performance of the machine. We will achieve the target and aim for the top prize.

51 Hokkaido University/Hokkaido University of Science

**Members**
- Kazuya Ito [FA]
- Hideyuki Ogawa [FA]
- Takemi Chikahisa [FA]
- Yutaka Tabata [MBR]
- Takuya Kainuma, Naoki Iguchi, Ryoma Kinoshita, Takuya Imai, Ryohelukuku, Seiji Saito, Takuma Matsuo, Hisayoshi Sasaki, Miu Kanno, Tomu Hirasawa, Bunta Kouda, Yuya Watanabe, Tomoya Tsukiyama, Yuta Tamura, Yusuke Ishimatsu, Akihide Takano, Haruki Morinaka, Shusei Ueda

**Car Features and Team Aspirations**
We think this year as important year to recover our position. This year Students of Hokkaido University of Science have belonged to our team. We aim to get good results though speeding creating and drastic test run. Furthermore, We frequently upload our HP, so please access it.

52 Nihon University College of science and technology

**Members**
- Yuji Shibata [FA]
- Michihiko Hoshino [MBR]

**Car Features and Team Aspirations**
"Light and Response" is the concept of NU-CST/015. And we designed parts in setting them low center of gravity. This is the year that our car receives the checkered flag.

53 Meisei University

**Members**
- Ogura Youhei [FA]
- Takahito Kawahara [FA]
- Nobuaki Kamei [FA]
- Masashi Koyama [MBR]
- Suyunsuke Adachi, Kazato Ossanai, Kousuke Sasaki, Yudai Dewa, Satoshi Naka, Hirofumi Ishiguro, Tatsunobu Yamada, Seiya Kamiyama, Hikaru Usunaga, Mai Harada, Masaki Izumi, Yutaru Ara, Sakura Koyanastu, Tomoki Negishi

**Car Features and Team Aspirations**
My resolution is to completing dynamic events. Our vehicle’s features are transverse mono shock absorber system: We have improved this system since 2011. This system has advantages for weight and component count.
**Aichi Institute of Technology**

- **Members**
  - Shinya Aoki (FA) Toshib Fujiwara (MBR) Kakeru Mizutani, Akira Jindo, Takahiro Hirata, Daiki Aoyama, Tomohide Ide, Naofumi Taki, Yuya Ota, Asuka Shimizu, Ruka Funazaki

- **Car Features and Team Aspirations**
  - Our team will eliminate the 500 cc 2 cylinder engine from this fiscal year and will challenge the competition with a machine equipped with a 450 cc single cylinder engine. It is a machine that takes advantage of the considerable weight saving of the power train and aims for a good result in the first year of single cylinder engine.

**Honda Technical College Kanto**

- **Members**

- **Car Features and Team Aspirations**
  - This year, we have designed and manufactured our machine under the concept "FIT", setting our goal to improve the driving ability. We have also mounted a new engine which has solved the problem we had on our ignition system last year. We are aiming for the top record in this tournament.

**National Tsing Hua University**

- **Members**
  - Wu, Chunch-Siin (FA) Lin, Chao An (MBR) Lin, Zhan Jun, Chen, Yu Ting, Kao, Chu Yu, Poie, Williams, Hsia, Sheng Han, Li, Yuan Chun, Liu, Yu Wei, Tsai, Tsang Ting, Lin, Yi Hsiang, Chen, Po Hsuan, Lin, Zhi Da, Hsu, Cheng Huan, Chen, Yuan Ying, Wu, Jie Ying, Liu, Li Yin, Wang, Xiu Yu, Hu, Ming Hsuan, Wu, Da Shan, Chang, Chun Hao, Lin, Wei Ting, Ma, Jie Yun, Luo, You Wen, Tsai, Nian Hsuan, Chen, Chun Ju, Chen, Cheng Chuan, Cheng, Hsiang Yu, Chen, Ting Sheng Lin, Zhan Jun, Chen, Yu Ting, Kao, Chu Yu, Poie, Williams, Hsia, Sheng Han, Li, Yuan Chun, Liu, Yu Wei, Tsai, Tsang Ting, Lin, Yi Hsiang, Chen, Po Hsuan, Lin, Zhi Da, Hsu, Cheng Huan, Chen, Yuan Ying, Wu, Jie Ying, Liu, Li Yin, Wang, Xiu Yu, Hu, Ming Hsuan, Wu, Da Shan, Chang, Chun Hao, Lin, Wei Ting, Ma, Jie Yun, Luo, You Wen, Tsai, Nian Hsuan, Chen, Chun Ju, Chen, Cheng Chuan, Cheng, Hsiang Yu, Chen, Ting Sheng

- **Car Features and Team Aspirations**
  - This year's second we attend to SJF event. Comparing with last year car, 2017 edition had lots of improvement. In addition, the most significant improvement is weight loss, we almost loss 30% weight by using carbon fiber, aluminum alloy and titanium instead of steel. Moreover, as result of the reducing of wheelbase and redesigned Ackerman geometry, 2017 car can have much more accurate steering directly.

**Tottori University**

- **Members**
  - Yuta Ochiai (FA) Naoki Kawamura (FA) Takashi Muramatsu (MBR) Yusuke Kubota, Toshihiko Odhara, Shoya Ueda, Mahiro Yoshii, Makabe Kei, Junpei Yamane, Tomohiro Itou, Moeto Oshima, Hidenori Okamoto, Asami Doi, Tomoya Naknishi

- **Car Features and Team Aspirations**
  - This year’s machine aimed at a fighting machine by “optimization” various places by making full use of the finished early that has been done. We will do our best as a team with all members finishing the goal and completing the overall ranking of 30th and more.
58 Honda Technical college Kansai

- Members

- Car Features and Team Aspirations
  The concept of our team is "EASY FASTRUM". We reduced the weight of the machine and lowered the center of gravity target user Beginner racer to realize fast speed. The goal of the team is to aim for dynamic event completion, skit pad 5seconds, jump up prize.

59 Sojo University

- Members
  - Katsuya Matsuhashi [FA], Kouji Ichida [FA], Yukinori Ikuta [MBR], Mikihiro Masuda, Kohei Ito, Yuya Okubo, Hikaru Tsunoda, Kazuki Sakamoto, Nozomi Morioka, Ryosuke Tsukiwaka, Tetsuro Minami, Shogo Morita, Keichiro Yamashita, Daichi Yoshidome, Junpei Mitsuoda, Yuma Akahoshi, Hiroto Nakayama, Shinosuke Takahashi

- Car Features and Team Aspirations
  Our team, named SPF-14 determined a concept of promoting speed and improving drivability of our car, about the same as a last year. We tried to improve an accelerating, traveling, turning, and braking performance that a driver wants. Also, we tried to participate in an endurance event that we could not do because we did not fulfill a requirement to enter it.

60 The University of Kitakyushu

- Members
  - Takehito Nishida [FA], Sadami Yoshiyama [FA], Hiroki Cho [MBR], Kazuki Uchiyama, Takashi Akamatsu, Keisuke Matsuo, Yusuke Awata, Naoya Inoshita, Hiroki Asano, Takuto Araki, Tomoya Ueda, Takehiro Ando, Mitsuoshi Yasashima, Masaki Hakamato, Yu Fujita, Ryota Fukuenga, Ren Shiodai, Takeshi Isomoto, Atsushi Yamaji, Tomohiro Chuganji, Masatora Yamaguchi, Kazuki Sumi, Kazuki Watanabe, Tomoki Miyajima

- Car Features and Team Aspirations
  Our concept is "Pursue the speed". Our car are designed to improvement drivability and car performance. We aim for all events.

61 Kyushu University

- Members
  - Masashi Ikemi [FA], Osamu Morish [MBR], Yuto Kajitani, Yudai Kato, Miwa Sueda, Takafumi Onita

- Car Features and Team Aspirations
  Our team participate in this competition for the second time. Many parts are lighter than the last year’s, so our car of this year is stylish. Our goal is all events completed.

- Team sponsors
  - Aizahkasei, Atai Design, Atai, Iga, INTREPID JAPAN, West Racing Cars, NOK, NTN, FRP- KOUDA, FPC, KOTORA, KESHI, SHIGEMATSU, DENSO, FUKAI, MISUMI, MOBITEC, UAC, YOSHIDA SANSO, La Strada, KYO-EI, KYOWA, KKH, DUNLOP, Suntomo Wiring Systems, SOLIDWORKS, THK, D-GARAGE, MOTUL, NISIN, NSK, NHK SPRING, Fuji Seimitsu, HONDA, WORKS BELL, AUTOBACS SEVEN
Chiba Institute of Technology

Members
Kousuke Kawai [FA], Shigeru Murakoshi [MBR], Takuto Ito, Nobuyuki Sohniya, Tatsuya Kaito, Junichi Wada, Yuma Takai, Tomohiro Tanaka, Honoka Atsushi, Yudai Usugi, Daiki Kamagata, Yuri Takada, Masataka Izaki, Shiori Ito, Chihiro Kai, Naoki Kitakaze, Tomorou Yazawa, Masayuki Nakayama, Ryota Kezuka, Yuto Suzuki, Mamoru Wada, Norihisa Wada, Kotaro Kawamura

Car Features and Team Aspirations
The design concept of this car is "Easy for Drive". So the biggest responsibility of each team members is achieving designs for controllable and responsible car. We keep using CVT as we did last year. Also we use FEA more to optimize design and its material for weight saving. The goal for this year is having more test to find out the errors and finishing the endurance event in competition.

Team sponsors
NTN, TET'S RV CENTER, VSN

Kindai University

Members
Tadamasa Fukukai [FA], Shintaro Kamiyama, [FA], Atsutoshi Ikeda [MBR], Arisa Kono, Takashi Eguchi, Tasuku Tamaoka, Yuji Yonemicha, Yuta Irie, Yuta Hari, Yuma Ito, Yuki Watanabe, Sota Nakahara, Motoki Takebe, Ryoga Murakami, Taichi Fukumoto, Takafumi Shibuya

Car Features and Team Aspirations
This fiscal year we installed a 2-cylinder 650 cc engine and made a full model change. In addition, we focused on aerodynamic development, we installed variable wing and side wing. We do not compromise on vehicle development, we aim to advance to the top.

Team sponsors

Sinhagad Technical Education Society

Members

Car Features and Team Aspirations
SR17 is a basic non-aero, 1C type FS Car with sound vehicle handling and above average performance in terms of Acceleration and Efficiency. Focus is more on the safety and elegance of the Car. The team this year aspires to complete all the dynamic events successfully and to see ourselves in the top 15 overall rankings at the end of the competition.

Team sponsors
Wirewood, Piascore, Kajado Laser, SolidWorks, Arun 3D Labs, Euro hose India, Hoosier, QZ Racing, Killer Jeans, Stanley, ChassisSim, OptimumG

Aoyama Gakuin University

Members
Hiroto Asano [FA], Hiroshi Sakuta [MBR], Harasawa Taichi, Masaki Yamada, Ryoga Otaki, Masataka Yamazaki, Takuya Arima, Shoma Ujile

Car Features and Team Aspirations
Our team aims towards a machine where the driver can drive with confidence.

Team sponsors
YAMAHA, PTC Japan, Attach, HORIBA, NTN, Nisshin Kogyo, Quick Hanyo, TAISHO, HANEDA PIPE WORKS, CYBERNET SYSTEMS, SHIGENATSU WORKS, miro zekai, Fine Tech, Murata, UPHSHIFT, FUKAI MFG
Team Information (Members and Sponsors)

67 Kokushikan university

- Members
  - CP Chihiro Matsui [FA] Tomoaki Kodama [MR]

- Car Features and Team Aspirations

- Team sponsors

68 Aso College of Automotive Engineering and Technology

- Members
  - CP Takuya Okimura [FA] sakaguchi [MR] Seiya Isibasi, Masahiro Sawata, Takahiro Katsuragi

- Car Features and Team Aspirations
  This fiscal year we introduced a new power train and optimized the frame accordingly. Last year I cried in the engine trouble during the tournament, so this year I will try to make a ridiculous vehicle making, I will aim for the tournament final ranking and all the competition finish.

- Team sponsors

69 Shizuoka Professional College of Automobile Technology

- Members

- Car Features and Team Aspirations
  This year we challenged our first chain drive and pursued the appropriate reduction gear ratio. We will do my best for all dynamic examination finish.

- Team sponsors
  SUZUKI, NTN, SOLIDWORKS, NISSIN, YUTAKA, RS TAICHI, F.C.C, KUMHO, THK, TOKUBEN, SANKIN, DAYTONA, KYOWA, UNIVANCE,

70 Southern Taiwan University of Science & Technology/Xiamen University of Technology

- Members
  - CP Huang, Shao Yu [FA] Wei-Chin Chang [MR] Chen Tai-You, CHEN, BO-SYUN, CHEN, ZONG-YOU

- Car Features and Team Aspirations

- Team sponsors

NO DATA
71 National Taipei University of Technology

- **Members**
  - PO-SIANG, CHANG, JIA-Shiun, CHEN, PO-SIANG, CHANG, ZONG-XUAN, WU, CHENG-TA, TSAI, KE-QUN, HSIEH, PO-HUA, WANG, MING-CHIEH, HSIEH, SU-YUAN-ZOU, CHOU, CHUAN-YU, YAN, YANG-CHU, HONG, CHUNG-CHIA, YANG, TZU-YI, CHUANG, ZHOU-EN, ZHENG, TING, MAI, BAI-CHEN, JIAN, CHENG-SHIAN, YANG, SHUN-WEI, HUNG, CHENG-YING, HSIEH

- **Car Features and Team Aspirations**
  "Stable & Light" is this year new racing car's design target! We correct the suspension error, do more tests and correct before competition. "Racing for Dreams", our team's spirit. The past two years failure did not defeat us, we will bring our new racing car to Formula Student Japan and get the honor, Top 30 overall!

72 Hiroshima Institute of Technology

- **Members**

- **Car Features and Team Aspirations**
  For our team, this year is the first year of the three years program to win the competition. All team members are studying and working hard to grow up to be good engineer. Our vehicle of this year is developed focusing on the Skid pad event. The torsion bar suspension system is introduced to achieve the center of gravity lower. We are working very hard to get Completing all of the events!

73 University of Toyama

- **Members**
  - Akinori Yamada, Tetsuo Aida, Yoshinobu Miyabe, Yoshitomo Notsu, Yasuhide Shita, Koki Ide, Kochi Okada, Koki Yamashita, Hiroki Inoue, Yuki Hasegawa, Yuki Hasegawa, Ryota Kato, Taiga Yuge, Seiji Matsuoka, Tatsuki Atsumi, Yuya Takayama, Ryosuke Yokoyama

- **Team sponsors**
  - Honda, SolidWorks-Japan, TAN-El-SYA, DENSO, MISUMI, Fukai MFG, Okajima Pipe, NTT, NACHI-FUJIKOSHI, FC design, IDX-AROSA, Ichigata Saki, F.I.C., Taisai, SKY, FINECS, TOYAMA SHIMBUN

- **Car Features and Team Aspirations**
  Last year we achieved the first car inspection pass of the team, but dynamic examination failed to leave what we expected. "TF-02" which made its weight a lot lighter due to its regret. We will do our best for end the endurance with this machine.

74 Tokyo Technical College Setagaya Campus

- **Members**
  - Yoshikazu Takahashi, Motohiro Matsuda, Keiichi Asai, Takeshi Sibuya, Akira Takeshi, Makoto Tane, Hosen Oh, Ryota Shimizu, Go Fujimori, Tetsuto Hiyoka, Syungo Yamazaki, Daiki Sato, Yuki Fukushima, Tomohiro Miyajima, Yuki Aoyama, Motoki Seida, Hiroyuki Saishu, Atsuhiko Wada, Shoichiro Nakatani, Kai Makabe, Oba Shoki, Kouki Kamizuru, Yosefu Shiraishi, Motoki Takizawa, Masato Hada, Ryuchi Morutama, Hiroshi Minakata, Naoki Otsubo, Win Kanno, Kouhei Sahara, Daiki Mutou, Wasato Watanabe, Keiichiro Yutani

- **Car Features and Team Aspirations**
  The concept of the vehicle in 2017 is "easy-to-handle vehicles." Easy to handle, we are making cars considering easy-to-drive vehicles, easy-to-maintain vehicles, etc. This year we are trying hard to complete the entire game I will.

- **Team sponsors**
  - Tokyo Suzuki, Tokyo Mazda sales, Eye Tex, Tokyo Toyopet, Isuzu Toyota metropolitan area, Niss Toyota Yokohama, Miyazone import car sales, Yokohama Hino Motors
76 Sebelas Maret University

- **Members**

- **Car Features and Team Aspirations**
  This car uses an electrical shifter and failure mode (manual) shifter. It also uses a fuel adjuster to set the fuel debit, creating a convenient combustion. The air supply of this car uses a plenum chamber because it has a restriction in the intake manifold. We are aiming to acquire much knowledge from this competition and looking forward to achieve at least one title.

- **Team sponsors**
  - Indonesia Steel Tube Works (ISTW), Hoosier Tires, Velcro, Procrack Engineering.

77 Hubei University Of Automotive Technology

- **Members**
  - BP Jia Minghao (FA), Shi Zhen (MBR), Lin Chenli, Bai Kai, Wang Keke, Zhao Xinlin, Liu Qiang, Zhao Shiyuan, Wang Rufen, Ye Qinghua, Chen Zhen, Tao Li, Zhou Haojin, Yue Libei, Bai Yu, Zhang Zinan, Li Chang, Chen Xiaoli, Guo Yuqi, Chen Xiaowei, Liu Ningyuan, Cai Wei.

- **Car Features and Team Aspirations**
  1. DRS, pneumatic shift, adjustable parameters, intelligent operation; 2. Dongfeng HUAT racing team was established in March 2011. Has been adhering to the "strive to the upper reaches, create the future" purposes. Dongfeng HUAT fleet of oil vehicles have participated in the Fifth China and a German race, a Japanese race. For four consecutive years won the domestic top five, two championship.

78 Graz Technical University

- **Members**
  - CP Stefan Rameseder (FA), Johannes Lassacher (MBR), Stefan Peter Jurec.

- **Car Features and Team Aspirations**
  - NO DATA.

- **Team sponsors**
  - NO DATA.

79 The University of Tokyo

- **Members**
  - CP Daichi Okazaki (FA), Kohei Kusaka (MBR), Toshiki Maeda, Asahi Ueda, Shunjuo Azuma, Yutaro Kofuji, Yoshihito Murakami, Takuya Miyachi, Kei Kato, Takahiro Inokuchi.

- **Car Features and Team Aspirations**
  This year's UTFF16 is our third machine with a compact 10-inch wheel, V-twin engine, shaft-driven package. With a completely new team consisting mainly of first and second year students, we will do our best to bring our machine to the finish line.

- **Team sponsors**
  - NO DATA.
80 Saitama University

● Members
  Yuta Kobayashi [FA], Hiroaki Hirahara [FA], Kazuyuki Kojima [FA], Yohei Yamada [MBR], Koki Kubota, miyu inagaki, Tomotaka Uemura, Shota Akimoto, Atsuhiko Tmegai, Ryusei Homma, Keita Takahashi, Toru Kobayashi, Yuki Suzuki, Ryota Takahashi, Kaito Kobayashi, akimoto yuki, Taira Ishikawa, Hayato Takagi, Yusuke Oosuki, Taku Kojima, Koki Murakami, Chon Hyoun, Makoto Funada, Yuki Takeuchi

● Car Features and Team Aspirations
  This year's machine, which will be our first appearance, has been designing and producing under the concept of a single car. There are many things that we do not understand for the first time in anything but everyone has solved it one by one. We will try hard so that I can run as hard as we can in the competition!

82 Teikyo University

● Members
  Keita Sasaki [FA], Koji Sorimachi [FA], Masanori Takano [FA], Makoto Shinozaka [FA], Yoshitsugu Ito [MBA], Yuki Yoshida, Masakage Sunouchi, Hoshino Kaito, Shunpei Takashima, Kaito Otake, hiraishi daiichi, Naoki Hayashi, kodai mitsuhashi

● Car Features and Team Aspirations
  Our team tries to participate in competition, FSAE at first time. We hope to be running the race and to win rookie prize.

● Team sponsors
  HONDA, TEIKYO, Honda Techno Fort, USAMI, Attack, FUWAI, NTN, RS★R, SEWA INDUSTRY INCORPORATED, F.I.C., watanabe-kizuku

83 Nishinippon Institute of Technology

● Members
  Shigemaru Hayashi [FA], Atsushi Sanada [MBR], Masaoki Ogata, Ryoutaro Tateyama, Matsusita Akihito, Mizuki Sakamoto, Koki Nakamura, Takumi Iwanaga

● Car Features and Team Aspirations
  We are FSAE team of Nishinippon Institute of Technology. This tournament will be the first competition. The car was made considering ease of production and playful design. I am eager to have fun with the first studentformula competition, the whole team.

● Team sponsors
  Driver’s Cafe FOREST, Racing Garage ENOMOTO, FCC, Robex, MISUMI, X.A.M JAPAN, FUWAI MFG, HONDA SHOP LIFE, MITSUWA Swai, TURNING FACTORY BUOYA

85 Osaka Prefecture University

● Members
  Kosei Hatanaka [FA], Daisuke Segawa [FA], Nobuhiko Sugimura [FA], Hidefumi Kataoka [MBR], Ryo Omura, Tomoki Tani, Shin Kusuda, Masanao Fujimoto, Yuya Teraura, Kouki Tatebe, Takuya Yamaguchi, Akihito shidara, Yuki Igarashi, Kou Bunchou, Fumiaki Hayashi, Yuto Murata

● Car Features and Team Aspirations
  We will participate in the Student Formula Japan for the first time in five years. Our vehicle concept is “Low Complexity Low Weight Low Risk”. We designed and manufactured a simple structure vehicle. Because of the first experience of all the members, we aim to pass the technical inspection and complete all kinds of events.

● Team sponsors
  Kawasaki Heavy Industries, Mitsuboshi, FCC, Solidworks Japan, Nissin, Misumi, Motoliberty, Takata, Dow chemical, West Racingcars, Sumitomo Wiring Systems, PLOT

NO DATA
RAJSHAHI UNIVERSITY OF ENGINEERING & TECHNOLOGY

Members

CP: SUMIT KUMAR KARMOKER [FA] MD. SAIFUL ISLAM [FA] Prof.

Car Features and Team Aspirations

- Colour: Black with green and Red Wheelbase 1501.23mm Suspension is Double A-arm Pushrod both rear and front. Gross vehicle mass is 321.5kg. Stainless Steel spaceframe is used. Our Team aspiration is to introduce technology to general people. Specially those who are deprived of technological advances. Also to acquire Knowidge and establishing communication between different cultural background people. Engine is Honda CBR600RR with Maxpower of 118 hp and top speed of 158.6 mph overlength 2566.56mm

Team sponsors

RJET, Keysplit, Runner Automobile Limited

Universitas Indonesia

Members


Car Features and Team Aspirations

- Features: Aerodynamic body, Robust chassis and components for safety reason. This year is our first participation in Student Formula Japan (SFJ). We hope that we can participate this race successfully, get a good results and have a chance to participate again in the future.

Team sponsors

N/A

Prince of Songkla University

Members


Car Features and Team Aspirations

- Car Features: The car include a rigidity frame, gripping, electric shifter, and turbocharger. Our car was designed for suitable at all conditions and make a good performance. Team Aspirations: Our soul is for benefit of mankind

Team sponsors

ENG. PSU ALUMNI TOZZHIN NSK HONDA ARDUNOTHAI

National Institute of Technology, Ichinoskei College / Iwate University / Iwate Prefectural University

Members


Car Features and Team Aspirations

- It will participate in vehicles equipped with the world’s first technology “2 motor torque difference amplification type TVD”. The SkidPad first place, sixth overall, EV 2 consecutive championship is the goal of the team. We aim for our total goal of 700 points!

Team sponsors

National Institute of Technology, Ichinoskei College/Iwate University/Iwate Prefectural University, ICHIKOH INDUSTRIES, Iwaii Jyogo Souzou Capital, Iwate Industrial Research Institute, Iwate Automobile Dealer Association, South Iwate Research Center of Technology, Iwate Industry Promotion Center, Faculty of Science and Engineering, Iwate University, NKN, KYOWA KOGYO, Itoh lab.SAHARA, Sanke Gear Industries, Society of Automotive Engineers of Japan Tohoku Branch, Shinnyo Auto(SHINRYO RACING TEAM), TOYOTA MOTOR EAST JAPAN, Nissin Kogyo, MIKUNI, MITSUBA, MODI, Lithium Energy Japan, Takumi, Chida Seimitsu Industry, Nagahama Plant, Iwafu Industry, Hirose Electric, Prime Earth EV Energy, NPR, Suzuki Electric, ELEVIX, Fukui Works, MISUMI, EJ service


**E2**

**TOYOTA TECHNICAL COLLEGE NAGOYA**

- **Members**
  - Onishi Ren [FA]
  - Yatsuya Hayakawa [FA]
  - Kazunari Takahashi [FA]
  - Kenvichi Kubota [FA]
  - Hiroshi Kaga [FA]
  - Hidenobu Miwa [FA]
  - Keisuke Yamashita [FA]
  - Masaharu Murakami [MBR]

- **Car Features and Team Aspirations**

**E3**

**Tohoku University**

- **Members**
  - Yutaro Ishikawa [FA]
  - Kenji Nakamura [FA]
  - Koichiro Kamata [MBR]
  - Akira Matsui, Shotaro Sawatani, Naoki Tashiro, Mizuki Konishi, Ayano Yoshida, Haruka Kubota, Tomohiro Kondo, Hayato Nishimura, Taichi Nagaseku, Kenta Shishido, Hiroki Suzuki

- **Car Features and Team Aspirations**

**E4**

**Harbin Institute of Technology at Weihai**

- **Members**
  - Xin Tan [FA]
  - Jianfeng Wang [MBR]
  - Zehua Qin

- **Car Features and Team Aspirations**

**E5**

**Nagoya University**

- **Members**
  - Teruki Shibaayama [FA]
  - Tatsuya Suzuki [FA]
  - Hiroyuki Okuda [FA]
  - Eiji Abe [MBR]

- **Car Features and Team Aspirations**

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**Team sponsors**

- **Yamaha Motor, TOYOTA GOSAI, GOODYEAR Japan, WAKO CHEMICAL, TACTI, SOLIDWORKS Japan, F.C.C., DAD, FUKAI, KYOVO KOYO, azonix AICHI, TOYOTA COROLLA AICHI, SHINMEI INDUSTRY, IWATA FUKUSHI, Sakaya Brewery, DAISEN-SANGYO, Vicor Japan, OKANO ELECTRONICS, Nippon Group, Takagi Mfg, EV-AICHI, YAZAKI, Sansatca Technologies, KYOVO SANGYO, Koyo/Kitto Daigaiku, NÔMURA MACHINE, FT TECHNOLOGY**

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**E2**

**TOYOTA TECHNICAL COLLEGE NAGOYA**

- **Members**
  - Onishi Ren [FA]
  - Yatsuya Hayakawa [FA]
  - Kazunari Takahashi [FA]
  - Kenvichi Kubota [FA]
  - Hiroshi Kaga [FA]
  - Hidenobu Miwa [FA]
  - Keisuke Yamashita [FA]
  - Masaharu Murakami [MBR]

- **Car Features and Team Aspirations**

**E3**

**Tohoku University**

- **Members**
  - Yutaro Ishikawa [FA]
  - Kenji Nakamura [FA]
  - Koichiro Kamata [MBR]
  - Akira Matsui, Shotaro Sawatani, Naoki Tashiro, Mizuki Konishi, Ayano Yoshida, Haruka Kubota, Tomohiro Kondo, Hayato Nishimura, Taichi Nagaseku, Kenta Shishido, Hiroki Suzuki

- **Car Features and Team Aspirations**

**E4**

**Harbin Institute of Technology at Weihai**

- **Members**
  - Xin Tan [FA]
  - Jianfeng Wang [MBR]
  - Zehua Qin

- **Car Features and Team Aspirations**

**E5**

**Nagoya University**

- **Members**
  - Teruki Shibaayama [FA]
  - Tatsuya Suzuki [FA]
  - Hiroyuki Okuda [FA]
  - Eiji Abe [MBR]

- **Car Features and Team Aspirations**

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**Team sponsors**

- **Yamaha Motor, TOYOTA GOSAI, GOODYEAR Japan, WAKO CHEMICAL, TACTI, SOLIDWORKS Japan, F.C.C., DAD, FUKAI, KYOVO KOYO, azonix AICHI, TOYOTA COROLLA AICHI, SHINMEI INDUSTRY, IWATA FUKUSHI, Sakaya Brewery, DAISEN-SANGYO, Vicor Japan, OKANO ELECTRONICS, Nippon Group, Takagi Mfg, EV-AICHI, YAZAKI, Sansatca Technologies, KYOVO SANGYO, Koyo/Kitto Daigaiku, NÔMURA MACHINE, FT TECHNOLOGY**

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**Team Information (Members and Sponsors)**

**E6 Shizuoka Institute of Science and Technology**

- **Members**
  - Never finished dynamic events until, but we will do our best and complete all of the dynamic events.

- **Team sponsors**

**E8 Kanagawa University**

- **Members**
  - Of “Development”, We will do our best to accomplish our objective which is to participate all of the dynamic events.

- **Team sponsors**

**E9 R V College of Engineering**

- **Members**
  - 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 and interactive dashboard.

- **Team sponsors**
  - BEMIL, HP Coop Ltd, Tonade, Sansata, Mahindra Reva, Allium, Matlab, Accord Lasers, General Industries, JSW, Curtis

**E10 Tongji University**

- **Members**
  - CP Ma Ruisheng [FA] Dai Haifeng [MBR] Ma Jiajun, Shen Lvyu, Li Peizheng, Zeng Yikai, Li Yiming, Gu Mingkang, Gu Peng, Chen Hoxiang, Song Shijiao, Xiao Hongyu, Liu Mengxuan, Bao Zhengyu, Li Qianhao, Yue Feng, Zhang Qingyi, Yang Zhifei, Li Junxing, Wu Wei, Li Zwen, Jiang Tao, Wu Jiepei, Yin Jun, Huang Luying, Ge Yixin, Sandro Busse, Yin Ding

- **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

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

**E10 Tongji University**

- **Members**
  - CP Ma Ruisheng [FA] Dai Haifeng [MBR] Ma Jiajun, Shen Lvyu, Li Peizheng, Zeng Yikai, Li Yiming, Gu Mingkang, Gu Peng, Chen Hoxiang, Song Shijiao, Xiao Hongyu, Liu Mengxuan, Bao Zhengyu, Li Qianhao, Yue Feng, Zhang Qingyi, Yang Zhifei, Li Junxing, Wu Wei, Li Zwen, Jiang Tao, Wu Jiepei, Yin Jun, Huang Luying, Ge Yixin, Sandro Busse, Yin Ding

- **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

- **Team sponsors**
  - VW China, Sunshine Laser, Chroma, SAGW, SHEFFLER, Huashai Technologies, LEMO, Shanghai E-Drive
**E11 Liaoning University of Technology**

**Members**

- Chengbiao Song
- Gang Li
- Guoliang Wu
- Chenhui Xu
- Haobo Zhang
- Yinghao Ma
- Siyuan Tang
- Zengliang Guo
- Yang Li
- Lining Wang
- Na Li
- Hongshuang Lang
- Sai Liu
- Youfu Zhang
- Mingzhong Liu
- Hongchen Xu
- Yuxiang Lv
- Xiaohui Song
- Zhicheng Chen
- Yiming Chen

**Car Features and Team Aspirations**

Features: Carbon fiber suspension & Independent development of vehicle controller Team Aspirations: We regard Respect, Gratitude, Solidarity, Creativity as our principles. Respect team pay. Be active and innovative. Make full efforts to build a pure electric formula car with excellent performance and to be one of the top class teams.

**Team sponsors**

- Wonder Auto Group Limited
- Yiche.com
- NEXTEV: Auto Charity Foundation
- Jinzhou Jinheng Auto Motive Safety System
- Shenzhen Kiclear Technology Co., Ltd
- Jiangsu LOPAI Tech Co., Ltd
- YATO: Shandong Changfu Tools Co., Ltd
- Ips Energychain Systems and Bearings and Warehouse and Trade (Shanghai) Co., Ltd
- Shenzhen Lang Bowen Advanced Material Co., Ltd
- Shenzhen City Hua Jiaxin Circuit Technology Co. Ltd
- Lufty Technology
- BENDER: ANSYS
- Mascolware: Ningbo Bellun Admelt Industry and Trade Co., Ltd
- Suzhou CNP M&E Technology Co., Ltd
- Sensata Technology Management (Shanghai) Co. Ltd
- Luoyang Xingbang lithium battery technology Co., Ltd
- Beijing Jinzhou Huahai Technology Co., Ltd
- Suzhou Bonui extract fire protection science and Technology Co., Ltd

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**E12 King Mongkut’s University of Technology Thonburi**

**Members**

- Tawan Thongmanagoon
- Surachate Chutima
- Asst. Prof.
- Anak Khantachawati
- Asst. Prof. Chawin Chantarasenawong
- Danai Phocharuhanashan
- Thanakrit Rattanamongkol
- Supanat Moungplian
- Patthawadee Nuchthapho
- Thanaphon Phonalpanun
- Chanatip Chaiorawan
- Romeo Mahaduljan
- Chayaphon Taisanakarn
- Jirawit Putvisri
- Thanaporn Sukjai
- Teerut Kusri
- Banjong Zionkl
- Nattawut Seesai
- Jirayu Auychai
- Anawat Tien-ngam
- Jirakit Chitaungsom
- Pattarakit Jainom
- Thaya Jangprajak
- Apisit Thanee
- Warunchit Chueprasert
- Meekaradeeka Kalantandan
- Anakorn Kanokspit
- Phunyawat Thongnual

**Car Features and Team Aspirations**

The Black Pearl EV is a first electric vehicle Formula SAE of KMUTT

**Team sponsors**

- KMUTT: VOLTH, Tozzhin, Pasho
- CHUTIMA: COCARE, SMART lab
- BENDER: EMMAX
- UNIETEK: OKISO, NTS
- Exco: CAC

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**E13 Universitas Gadjah Mada**

**Members**

- luqman adi prasetyo
- Muslim Mahardika
- Farid Ibrahim

**Car Features and Team Aspirations**

We are Arjuna UGM proudly present our first ever formula electric car from Indonesia, The Arjuna IPC. Our car adheres to the principle of zero incident and zero accident. The main purpose of our electric car is to create a formula car that is environmentally friendly and also safe to drive. Our main goal in 2017 Japan FSAE is to pass all the static test and become the best rookie

**Team sponsors**

- PT. Indonesia Kandarasa Terminal
- PT. PJB
- ISTW, PT.
- UNISEM, Bender

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**E15 Niigata Institute of Technology**

**Members**

- Shouya Oofuchi
- Koji Kodomatsu
- Chikara Kaneshita
- Kousuke Mimura
- Ryuuya Sasaki
- Takumi Watanabe
- Yao Yi
- Hirofumi Hashimoto

**Car Features and Team Aspirations**

Our Veichle is AWD with in-wheel motors. We succeeded in maintaining the power as it is and reducing the weight of the car body. We effort to get a higher rank.

**Team sponsors**

- Shinagin, Limit, Corona, Sakai tec
- KondoDenkiShoukai, Dainichi
- Wako Chemical, Hokueitsu Industries, Todoroki Sangyo, Niko Sangyo
- c, HakuyoKouki, Niigata Yokohama Tire, Koizumi Hajime
- Arisawa Eichi, Kondo Hitosi, Yazu, Protrad, SolidWorksJapan
- Sensata Technology Japan et cetera
Team Information (Members and Sponsors)

**E16 Toyota Technical College Tokyo**

- **Members**
  - CP Tatsuki Saito [FA] Syuuii Mori [FA] Yusuke Hishinuma [MBR]
  - Fumiki Iida, Daiki Yamasita, Ryota Tsujii, Koudai Kazurayama, Sho Ooki, Naoki Tabata, Kenta Tazawa, MYEONG SEHOOON, Atsuhiyo Otomo, Yuta Asai, Syunji Yamamoto, Ryo Yamazaki, Shirya Onodera, Sosshi Kikuchi

- **Car Features and Team Aspirations**

- **Team sponsors**

**E17 Universitas Islam Indonesia**

- **Members**
  - CP Kristamayu [FA] Yanuar Anaba Wahyuesa [MBR]

- **Car Features and Team Aspirations**

- **Team sponsors**