

HINO IN DAKAR

Dakar Rally 2014 HINO500 Series



MEMBERS

Achieves a 1-2 finish with his Son. Drives his Truck Powered by a New Engine to the Finish Line Unscathed.

Yoshimasa SUGAWARA
●Team director & driver of Car 1
Born 1941



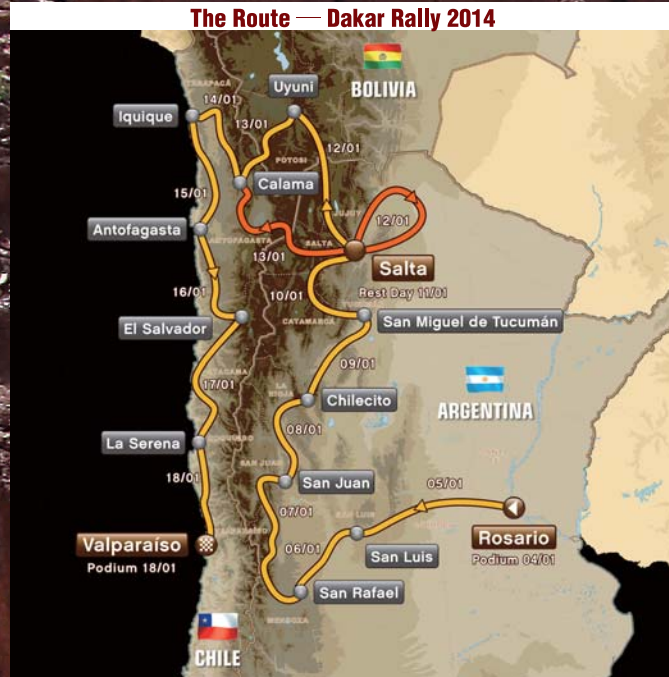
After racing in numerous races in Japan and making expeditions including a trans-Sahara Desert run, Yoshimasa started in the Dakar Rally (known then as the Paris-Dakar Rally) for the first time in 1983 (age 41) in the Bikes category. Since then, he has raced in the Bikes category for 7 events, and has been racing HINO500 Series trucks since 1992. He has had six 2nd place finishes in the Trucks category, and has won 7 championships in the Under 10-litre Class. He holds the Dakar Rally record for 32 consecutive starts. His records "Most Consecutive Finishes in the Dakar Rally at 20 Finishes" and "Most Consecutive Entries in the Dakar Rally at 30 Entries" have been recognized in the Guinness Book of world records (2012). Yoshimasa Sugawara is the chairman of Japan Racing Management Co., Ltd.

Puts Up a Great Fight Against Formidable Oversized Rivals. Clocks Best-In-Class Times in All Special Stages.

Teruhito SUGAWARA
●Driver of Car 2
Born 1972



Teruhito Sugawara first joined the Dakar Rally team in 1998 as a mechanic, and subsequently navigated for his father, Yoshimasa Sugawara. During this time, he also gained racing experience in off-road races in Japan, as well as in Rally Mongolia. In 2003, he raced a HINO500 Series truck to a Trucks category win in the Pharaoh Rally (Egypt). He began racing alongside his father in a 2-truck lineup in the Dakar Rally in 2005, and won his first championship in the Under 10-litre Class in 2007. His 2014 win was his 5th straight championship in the Class. Teruhito Sugawara is the president of Japan Racing Management Co., Ltd.



■HINO TEAM SUGAWARA■

Team Achieves 1-2 Finish for its 5th Straight Championship in the Under 10-litre Class



Katsumi HAMURA
●Navigator of Car 1
President, Just Speed



Hiroyuki SUGIURA
●Navigator of Car 2
Japan Racing Management Co., Ltd.

Seiichi SUZUKI
●Mechanic leader
Japan Racing Management Co., Ltd.



Takeshi SUENAGA
●Mechanic Subleader
Vehicle Planning & Production Engineering Div., Hino Motors, Ltd.



Katsuyuki NAGOSHI
●Engineer
Engine Engineering Div., Hino Motors, Ltd.



Hiroaki TAMURA
●Mechanic
Obihiro Branch, Higashi-Hokkaido Hino Motors, Ltd.



Norishiro SENUMA
●Mechanic
Seiya Branch, Yokohama Hino Motors, Ltd.



Tadahiko FUKU
●Mechanic
Hikone Branch, Shiga Hino Motors, Ltd.



HINO500 Series Trucks Dominate the Under 10-litre Class

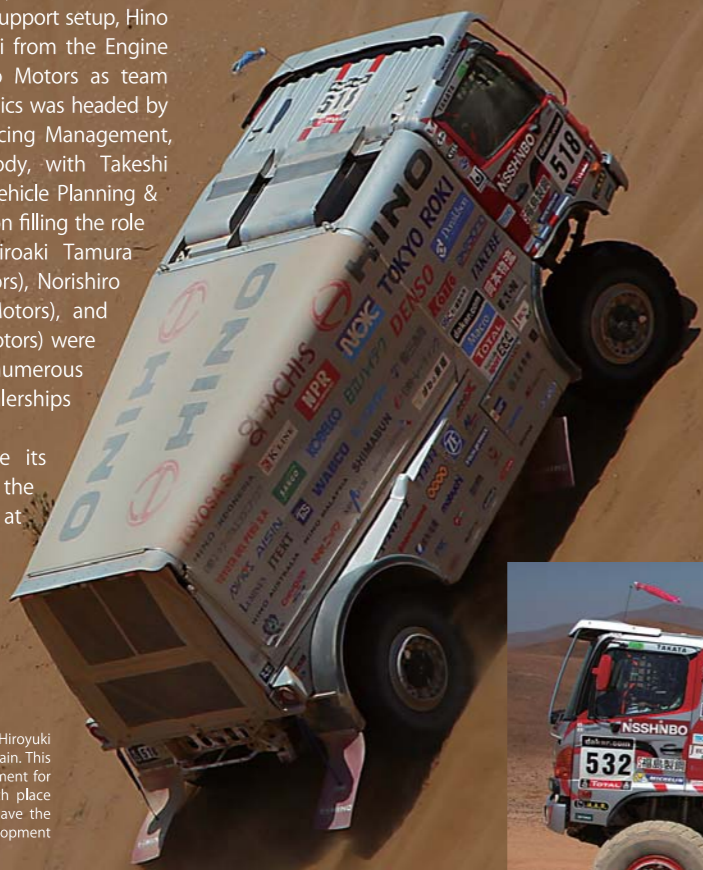
Team Extends its Record of Consecutive Finishes in the Dakar Rally to 23

Hino Motors teamed up with Team Sugawara, which is headed by Yoshimasa Sugawara, to form HINO TEAM SUGAWARA and entered two HINO500 Series trucks in the Trucks category of the Dakar Rally 2014. This year's race was the culmination of the team's 3-year program that it initiated in Dakar Rally 2012 to develop a new racing truck. This year, the racing truck was designated Car 2 and piloted by the Teruhito Sugawara and Hiroyuki Sugiura crew. And to complete a lineup reflecting the team's ambitions, Car 1, a truck crewed by Yoshimasa Sugawara and Katsumi Hamura and powered by Hino's new 9-litre engine, was entered a year ahead of the original plan. Among the many steps that were taken to reinforce the team's support setup, Hino dispatched Katsuyuki Nagoshi from the Engine Engineering Division at Hino Motors as team engineer. The crew of mechanics was headed by Seiichi Suzuki from Japan Racing Management, Team Sugawara's parent body, with Takeshi Suenaga from Hino Motors' Vehicle Planning & Production Engineering Division filling the role of sub-leader. Mechanics Hiroaki Tamura (Higashi Hokkaido Hino Motors), Norishiro Senuma (Yokohama Hino Motors), and Tadahiko Fuke (Shiga Hino Motors) were all chosen from among numerous applicants from Hino dealerships throughout Japan. Now in its sixth year since its relocation to South America, the Dakar Rally 2014 started off at

Rosario, Argentina on January 5. By the time contestants finished at Valparaiso on January 18, they had traveled a total distance of 9209km of which timed sections (SS: Special stage) made up 5212km. Both HINO500 Series trucks delivered excellent performance right from the start gate with Car 2 and Car 1 coming in at 1st and 2nd positions, respectively in the Under 10-litre Class in the mountain stages in the early part of the race. The trucks went on to maintain their solid 1-2 lead in the Class throughout the race. On January 7, Car 2 suffered a tip-over on its side at very low speed, which fortunately had no impact on its driving performance. The SS near Fiambala—where temperatures hit

47°C and many vehicles were forced to withdraw from the race—proved to be no obstacle for either truck, with Car 2 and Car 1 finishing the first half of the race at 13th and 27th spot in accumulated rankings in the overall Trucks category, respectively. On the rest day in Salta, team mechanics carried out thorough inspections and repairs, after which the trucks were fully refreshed and made ready for the second half of the race in Chile. In the Atacama desert, where contestants faced the most challenging stages of the race, Car 2 showed off its excellent mobility as Class champion, and climbed to 12th spot overall. Car 1, which suffered an unfortunate course error, and would not reach the day's finish until after dark for several days in a row, came in at 32nd overall nonetheless, and reached the finish line in Valparaiso unscathed. As a result, the Hino team was able to achieve their 5th consecutive championship in the Under 10-litre Class with a 1-2 finish to boot. Car 2 notched a high overall ranking at 12th place, beating many of its oversized rivals in the Trucks category, and the team was pleasantly surprised at the performance of the new engine that powered Car 1. As truck speeds have been increasing year after year in this rally, and the trucks were arriving at the bivouac each day with varying degrees of damage, Hino's servicing capabilities—where the mechanics worked late into the night to have the trucks fully serviced, repaired, and ready for the race in the morning—proved to be instrumental in this race, and showcased the fruits of the team's efforts to reinforce its readiness in terms of both personnel and trucks.

At the bivouac, mechanics inspect and service the HINO500 Series trucks through the night. Every night, they worked until nearly day break to send out the race trucks in their best condition, making them a major force in the team's outstanding performance in the race.



Car 2 piloted by Teruhito Sugawara and Hiroyuki Sugiura speeds through sandy off-piste terrain. This year was the culminating year of development for this new race truck, and finishing in 12th place overall competing against larger trucks gave the team something solid to work on for development moving forward.



Car 1, which was given the new 9-litre A09C-TI engine a year in advance, also delivered performance that exceeded the team's expectations. The engine's abundant low-speed torque contributed to speed as well as ease of driving. Expectations are high for this engine in next year's race when it will be given a power upgrade.

Announcement of results 2014

| Overall Ranking | Under 10-litre Class | No. | Driver (nationality) | Manufacturer | Overall Time | Difference with Leader |
|-----------------|----------------------|-----|----------------------|----------------|--------------|------------------------|
| 1 | | 506 | A.KARGINOV (RUS) | KAMAZ 4326 | 5h00m28s | |
| 2 | | 501 | G.DE ROOY (NLD) | IVECO TOPREDO | 55h03m39s | 3m11s |
| 3 | | 500 | E.NIKOLAEV (RUS) | KAMAZ 4326 | 56h35m20s | 1h34m52s |
| 4 | | 549 | D.SOTNIKOV (RUS) | KAMAZ 4326 | 58h22m38s | 3h22m10s |
| 5 | | 545 | A.SHIBALOV (RUS) | KAMAZ 4326 | 59h37m53s | 4h37m25s |
| 6 | | 504 | A.LOPRAIS (CZE) | TATRA T815-2 | 60h04m29s | 5h04m01s |
| 12 | 1 | 518 | T.SUGAWARA(JPN) | HINO500 Series | 67h20m05s | 12h19m37s |
| 32 | 2 | 532 | Y.SUGAWARA(JPN) | HINO500 Series | 86h57m20s | 31h56m52s |

Nation codes: CZE = Czech Republic, JPN = Japan, NLD = Netherlands, RUS = Russia



Shown here is the bivouac in Antofagasta, Chile on the Pacific coast. Hino team mechanics traveled from bivouac to bivouac on the HINO700 Series ZS service truck and light-duty pickup to support the team's two HINO500 Series race trucks.

These HINO500 Series race trucks competed in Dakar Rally 2014

Team Completes Development on the New Race Truck and Deploys Newly Developed 9-Litre Engine Early



This is the newly developed A09C-TI engine that powered Car 1. This engine, which was deployed while it was still in development, delivered considerably more power than the existing J08C-TI engine.



With settings having been optimized on its upgraded suspension, and its J08C-TI engine having received a power upgrade, Car 2 was honed to near perfection.

This year was the culminating year in the development of the team's new-generation race truck. For last year's race, the team developed a truck—designated Car 1—with a newly designed frame fitted with a hub reduction system, front and rear axles with disc brakes, and powered it with a J08C-TI engine (7.961 liters) that was equipped with an electronically controlled fuel injection system. The team further matured this truck with upgrades to areas such as engine output and suspension,

and entered the truck in this year's race as Car 2. The truck's power unit, a perfected version of the J series of rally engines, has had its output upgraded to 485PS/2600rpm, and torque to 145kgm/1600rpm owing partly to the use of a highly heat resistant exhaust manifold. This coupled with its new long tapered leaf suspension, the truck delivered excellent driving performance this year. Meanwhile, Car 1 was fitted with the newly developed A09C-TI engine (8.866 liters) on the same chassis as Car 2,

coupled with gearbox and transfer with greater torque capacities. This essentially meant that the team had moved up the start of its new 3-year program by a year, making this year the first year of the program. The engine develops an output of 600PS/2200rpm and a torque of 200kgm/1200rpm giving the truck considerably better driving performance and making it easier to drive. The engine powered the truck to the finish line with essentially no problems and expectations for this new engine are high.



At the bivouac, mechanics inspect and service the HINO500 Series trucks through the night. Every night, they worked until nearly day break to send out the race trucks in their best condition, making them a major force in the team's outstanding performance in the race.



Having arrived from Japan to congratulate the team at the goal, Mr. Masakazu Ichikawa, Chairman of Hino Motors commented, "Car 2's performance was amazing, and Car 1 did very well too." He expressed his intention to work with the team to aim for a finish in the top-10 in the overall Trucks category next year.

Team Deploys the HINO700 Series ZS as Their New Support Truck



HINO TEAM SUGAWARA deployed a new support truck for this year's rally. In addition to transporting spare parts and camping equipment, the truck also functions as the hub for servicing tasks and the team's everyday needs at the bivouac. As

such, it performs functions that are essential for competing in the race. The truck is based on the HINO700 Series ZS truck, which has gained a huge following in the dump truck and mining truck markets overseas thanks to its excellent ability to traverse rough terrain and robust frame. The bodywork fitted to the support truck's rear body encapsulates the know-how that the team has accumulated over many years of racing in the Dakar Rally. The truck's body comes with drawers for storing various parts, as well as a special rack for storing spare windshields. Essential servicing equipment, such as generators, welders, and air compressors, are all laid out efficiently, and the truck also features a ladder that allows mechanics to work efficiently and safely.

Chronicle of race results 1991~2014

| Year | Entries | Course (nations) | Performance (Trucks category overall/Under 10-litre class) | Course Distance(km) |
|------|---------|---|--|---------------------|
| 2014 | 23 | Rosario (ARG) ~Salta (ARG) ~Valparaiso (CHL) | Car 1: 32th / 2nd / Car 2: 12th / Winner | 9,209 |
| 2013 | 22 | Lima (PER) ~Tucuman (ARG) ~Santiago (CHL) | Car 1: 31th / 4th / Car 2: 19th / Winner | 7,901 |
| 2012 | 21 | Mar del Plata (ARG) ~Copiapo (CHL) ~Lima (PER) | Car 1: 24th / 3rd (production class 3rd) / Car 2: 9th / Winner | 8,836 |
| 2011 | 20 | Buenos Aires (ARG) ~Arica (CHL) ~Buenos Aires (ARG) | Car 1: 13th / 2nd (production class 3rd) / Car 2: 9th / Winner (Production class winner) | 9,458 |
| 2010 | 19 | Buenos Aires (ARG) ~Antofagasta (CHL) ~Buenos Aires (ARG) | Car 1: Sideline due to regulations / Car 2: 7th / Winner (Production class winner) | 9,026 |
| 2009 | 18 | Buenos Aires (ARG) ~Valparaiso (CHL) ~Buenos Aires (ARG) | 14th, 26th / 2nd, 6th | 9,574 |
| 2008 | — | The Rally was cancelled for the first time | | |
| 2007 | 17 | Lisbon (POR) ~Dakar (SEN) | 9th, 13th / Winner (only the winner was awarded) | 7,915 |
| 2006 | 16 | Lisbon (POR) ~Dakar (SEN) | 5th, 7th / NA | 9,043 |
| 2005 | 15 | Barcelona (ESP) ~Dakar (SEN) | 2nd, 6th / Winner (only the winner was awarded) | 8,956 |
| 2004 | 14 | Clermont-Ferrand (FRA) ~Dakar (SEN) | 5th / NA | 10,411 |
| 2003 | 13 | Marseille (FRA) ~Sharm El Sheikh (EGY) | 5th / NA | 8,602 |
| 2002 | 12 | Arras (FRA) ~Madrid (ESP) ~Dakar (SEN) | 3rd / Winner (7th consecutive victory in this class) | 9,440 |
| 2001 | 11 | Paris (FRA) ~Dakar (SEN) | 2nd / Winner | 10,873 |
| 2000 | 10 | Paris (FRA) ~Dakar (SEN) ~Cairo (EGY) | 5th / Winner | 7,880 |
| 1999 | 9 | Granada (ESP) ~Dakar (SEN) | 4th / Winner | 9,441 |
| 1998 | 8 | Paris (FRA) ~Granada (ESP) ~Dakar (SEN) | 2nd / Winner | 10,570 |
| 1997 | 7 | Dakar (SEN) ~Agades (NER) ~Dakar (SEN) | Winner, 2nd, 3rd / Winner, 2nd, 3rd (First dominant victory recorded in the Truck Division) | 8,051 |
| 1996 | 6 | Granada (ESP) ~Dakar (SEN) | 6th, 11th / Winner , 2nd | 7,579 |
| 1995 | 5 | Granada (ESP) ~Dakar (SEN) | 2nd / NA | 10,067 |
| 1994 | 4 | Paris (FRA) ~Dakar (SEN) | 2nd / NA | 13,398 |
| 1993 | 3 | Paris (FRA) ~Dakar (SEN) | 6th / NA | 8,877 |
| 1992 | 2 | Paris (FRA) ~Sirte (LAR) ~Cape Town (ZAF) | 4th, 5th, 6th, 10th / NA | 13,015 |
| 1991 | 1 | Paris (FRA) ~Tripoli (LAR) ~Dakar (SEN) | 7th, 10th, 14th / NA (The first entrant as a Japanese truck manufacturer) | 9,186 |

Nation codes: ARG = Argentina, CHL = Chile, EGY = Egypt, ESP = Spain, FRA = France, LBY = Libya, NER = Niger, PER = Peru, PRT = Portugal, SEN = Senegal, ZAF = South Africa