

# HINO IN DAKAR

HINO 500 Series, Dakar Rally 2013



● HINO TEAM SUGAWARA

**Wins 4th Straight Championship  
in Under 10-litre Class!**







**Dakar Rally 2013** January 5-20  
Peru-Argentina-Chile

## HINO 500 Series Wins 4th Straight Championship in Under 10-litre Class!

### Teamwork and technological prowess showcased in 22nd consecutive finish.

HINO TEAM SUGAWARA entered two HINO 500 Series trucks in the Trucks Category of Dakar Rally 2013, the 5th Dakar Rally since its relocation to South America. Veterans Yoshimasa Sugawara and Katsumi Hamura piloted the new Car 1, which the team entered to test its new electronically controlled engine. Teruhito Sugawara and Hiroyuki Sugiura piloted Car 2 which was an updated version of the previous truck. Supporting these two trucks were highly skilled mechanics, handpicked from Hino dealerships throughout Japan. The four mechanics were Mitsuhiro Urabe (from Kagawa), who joined the team as mechanic leader in his second stint on the team since 2009, Takahiro Kikuchi (from Hokkaido), Takeshi Koiso (from Yokohama), and Yoshiaki Sakai (from Tokushima). In addition, Seiichi Suzuki from Japan Racing Management—the parent organization of the

team—joined the team as engineer/mechanic. The rally kicked off on January 5 at Lima, the capital city of Peru, and took the contestants through Chile, Argentina, and then back to Chile over a distance of 7901km (of which timed segments (SS) made up 3195km), reaching the goal in Santiago on January 20. Soon after the race began in the desert areas of southern Peru, Car 2 moved to the top position in the Under 10-litre Class and commanded a steady lead. Meanwhile, Car 1 suffered a series of problems including a bent tie rod and a damaged rear body sustained by a collision with another contestant. On January 11, overheating forced Car 1 to slow down

while crossing the Andes Mountains at heights of over 3000m. Although teams had a rest day on January 13 at Tucuman in Argentina, Hino mechanics were not able to identify the cause of the rising water temperature. While this problem was ultimately solved by replacing a major component in the cooling system, Car 1 was not able to advance in rank as much as the team had hoped, partly due to the fact that organizers had to cancel timed segments (SS) due to bad weather.

Meanwhile, Car 2 consistently posted top times in its class in the SS to extend its lead over the chasing pack, and competed shoulder to shoulder with trucks with larger engine displacements. While it was unfortunate that this year's race presented few highly challenging courses where the HINO 500 Series trucks would have been able to shine, Car 2 was still able to finish at 19th place in the Trucks Category overall and secure its 4th straight class championship with an 8 hour 13 minute lead over the runner up. Car 1 also finished without major issues at 31st overall and 4th in its class, fulfilling the team's original objective to gather data for further development and the future prospect of another class victory.



The new HINO 500 Series racing truck crewed by Teruhito Sugawara and Hiroyuki Sugiura (Car 2) delivers a solid performance.

### DRIVERS PROFILE

**Veteran Continues Solid Performance. Finishes in New Racing Truck Premiered This Year.**

**Yoshimasa Sugawara**  
●Born 1941

After competing in a variety of races in Japan and in adventure rallies such as the cross-Sahara race, Yoshimasa Sugawara made his debut in the Bikes Category of the



Dakar Rally (then known as the Paris-Dakar Rally) in 1983, aged 41. After racing in the Dakar Rally for 7 years in the Bikes Category, Yoshimasa Sugawara began racing HINO 500 Series trucks in 1992. He has taken six second places in the Trucks Category overall, and won seven class championships in the Under 10-litre Class. He also holds the record for the most consecutive starts in this rally at 31 and counting. He was recognized in the Guinness Book of World Records in 2012 for the highest number of consecutive starts and finishes in the Paris-Dakar Rally, at 30 and 20 respectively. He is chairman and board member of Japan Racing Management.

**4th Consecutive Win and 5th Championship for Team in Under 10-litre Class. Ace Driver Propels Team Forward.**

**Teruhito Sugawara**  
●Born 1972

Teruhito Sugawara joined the Dakar Rally team for the first time in 1998 as a mechanic. The following year he began navigating for his father



Yoshimasa, while building his experience in off-road races in Japan and further afield, including the Rally Mongolia. In 2003, Teruhito raced in the Pharaoh Rally (Egypt) on a HINO 500 Series truck and won the overall category championship. Starting in 2005, the team began racing two trucks, driven respectively by father and son, and won their first championship in the Under 10-litre Class in 2007. With his fourth consecutive class championship, Teruhito has truly matured into the team's ace driver. He is president and board member of Japan Racing Management.



HINO TEAM SUGAWARA and other staff members celebrate their hard work as a team at the finishing ceremony held in Santiago, Chile.

### Final Results of the Trucks Category, Dakar Rally 2013

Overall Under 10-litre ranking	Class	No.	Driver (nationality)	Vehicle (country of origin)	Cumulative time	Time behind leader
1		501	E.NIKOLAEV(RUS)	KAMAZ4326 (RUS)	39h41m43s	-
2		505	A.MARDEEV(RUS)	KAMAZ4326 (RUS)	40h18m53s	37m10s
3		510	A.KARGINOV(RUS)	KAMAZ4326 (RUS)	40h19m40s	37m57s
4		500	G.DE ROOY(NLD)	IVECO POWERSTAR (ITA)	40h22m59s	41m16s
5		506	M.KOLOMY(CZE)	TATRA T815-2 (CZE)	40h43m30s	1h01m47s
19	1	508	Teruhito Sugawara (Japan)	HINO 500 Series (Japan)	48h35m03s	8h53m20s
24	2	557	T.STAM(NLD)	MERCEDES-BENZ AXOR (DEU)	56h48m16s	17h06m33s
30	3	560	Z.DARAZSI(HUN)	MAN M2000 (DEU)	60h36m26s	20h54m43s
31	4	520	Yoshimasa Sugawara (Japan)	HINO 500 Series (Japan)	60h37m20s	20h55m37s
37	5	558	G.VERZELETTI(ITA)	MERCEDES-BENZ UNIMOG (4x0)	63h24m36s	23h42m53s

Country codes: CZE = Czech Republic, DUE = Germany, ITA = Italy, HUN = Hungary, NLD = Netherlands, RUS = Russia

### Racing Truck boasts all-new chassis and electronically-controlled engine.



Hino launched a 3-year program in 2012 to develop a new racing truck for the Dakar Rally. In 2013, the second year in this program, the team entered one new truck built on a completely new chassis and powered by an electronically controlled engine. The most important aspect of these changes was the replacement of the previous mechanically controlled engine with an electronically controlled common rail fuel injection engine. Since this was the first time an electronically controlled component was used in a Dakar Rally truck,

grounds such as the Rally Mongolia, and was finished the Dakar Rally with no major issues. The team was able to verify the envisioned improvements to the engine, such as greater low-speed torque and acceleration, giving them a great foundation on which to further develop the truck. The chassis was given more width and height for better torsion and bending rigidity. Its front and rear suspensions were given new leaf springs with greater spans, a new axle fitted with a hub reduction mechanism with planetary gears, disk



For the first time in Hino's history in the Dakar Rally, this racing truck was powered by an electronically-controlled common rail fuel injection engine.



The truck was equipped with new axles for greater ground clearance, and disk brakes that deliver better fade resistance and controllability.

the truck underwent reliability and durability tests in testing

brakes, and differential gears with smaller ring gears—improvements that gave the truck greater ground clearance and better braking performance. The truck's low center of gravity, and its mid-ship layout where the engine was moved 300mm towards the rear remains unchanged from the 2012 version. Along with these improvements and extensive measures to reduce weight and improve durability—its rear body consists of a lightweight synthetic canvas top—as well as other expertise that the team has accumulated over the years, the truck's racing performance has never been better.



The Hino mechanics carried out meticulous servicing work around the clock in dusty bivouacs to ensure that both HINO 500 Series trucks made it to the finish line.



Car 1—the new racing truck driven by Yoshimasa Sugawara—tackles an SS in this photo. Improvements made to the truck, such as its electronically controlled engine and disk brakes, delivered solid results.



Mr. Okamoto, chairman of Hino Motors (center) was on site in Santiago, Chile. On behalf of Hino Motors, Mr. Okamoto praised the team's performance and expressed his appreciation for the dedication of this father-and-son team.

### Hino's History in the Dakar Rally, 1991-2013

Year	Number of finishes	Course (country) Rankings (Overall Trucks Category / Under 10-litre Class)	Total distance (km)	Racing truck
2013	22	Lima (PER)-Tucuman (ARG)-Santiago (CHL) Car 1: 31st, 4th / Car 2: 19th, Champion	7,901	HINO 500 Series
2012	21	Mar Del Plata (ARG)-Copiapo (CHL)-Lima (PER) Car 1: 24th, 3rd / Car 2: 9th, Champion	8,836	HINO 500 Series
2011	20	Buenos Aires (ARG)-Arica (CHL)-Buenos Aires (ARG) Car 1: 13th (3rd in the Production Truck Class), 2nd / Car: 9th (Champion in the Production Truck Class), Champion	9,458	HINO 500 Series
2010	19	Buenos Aires (ARG)-Antofagasta (CHL)-Buenos Aires (ARG) Car 1: Disqualified due to regulations / Car 2: 7th (Champion in the Production Truck Class), Champion	9,026	HINO 500 Series
2009	18	Buenos Aires (ARG)-Valparaiso (CHL)-Buenos Aires (ARG) 14th, 26th / 2nd, 6th	9,579	HINO 500 Series
2008	—	Rally cancelled		
2007	17	Lisbon (POR)-Dakar (SEN) 9th, 13th / Champion (Only champion truck was recognized)	7,915	HINO 500 Series
2006	16	Lisbon (POR)-Dakar (SEN) 5th, 7th / No class category	9,043	HINO 500 Series
2005	15	Barcelona (ESP)-Dakar (SEN) 2nd, 6th / Champion (Only champion truck was recognized)	8,956	HINO 500 Series
2004	14	Clermont-Ferrand (FRA)-Dakar (SEN) 5th / No class category	10,411	HINO 500 Series
2003	13	Marseille (FRA)-Sharm el-Sheikh (EGY) 5th / No class category	8,602	HINO 500 Series
2002	12	Arras (FRA)-Madrid (ESP)-Dakar (SEN) 3rd / Champion (7th straight championship)	9,440	HINO 500 Series
2001	11	Paris (FRA)-Dakar (SEN) 2nd / Champion	10,873	HINO 500 Series
2000	10	Paris (FRA)-Dakar (SEN)-Cairo (EGY) 5th / Champion	7,880	HINO 500 Series
1999	9	Granada (ESP)-Dakar (SEN) 4th / Champion	9,441	HINO 500 Series
1998	8	Paris (FRA)-Granada (ESP)-Dakar (SEN) 2nd / Champion	10,570	HINO 500 Series
1997	7	Dakar (SEN)-Agadez (NIG)-Dakar (SEN) Champion, 2nd, 3rd / Champion, 2nd, 3rd (First sweep in the Trucks Category in Dakar Rally history)	8,051	HINO 500 Series
1996	6	Granada (ESP)-Dakar (SEN) 6th, 11th / Champion, 2nd	7,579	HINO 500 Series
1995	5	Granada (ESP)-Dakar (SEN) 2nd / No class category	10,067	HINO 500 Series
1994	4	Paris (FRA)-Dakar (SEN) 2nd / No class category	13,398	HINO 500 Series
1993	3	Paris (FRA)-Dakar (SEN) 6th / No class category	8,877	HINO 500 Series
1992	2	Paris (FRA)-Sirte (LAR)-Cape Town (RSA) 4th, 5th, 6th, 10th / No class category	13,015	HINO 500 Series
1991	1	Paris (FRA)-Tripoli (LAR)-Dakar (SEN) 7th, 10th, 14th / No class category (First Japanese truck manufacturer to enter)	9,186	HINO 500 Series

Country codes: ARG = Argentina, CHL = Chile, EGY = Egypt, ESP = Spain, FRA = France, LAR = Libya, NIG = Niger, PER = Peru, POR = Portugal, RSA = South Africa, SEN = Senegal