

Ōtawara Plant and the Rugby World Cup (referring to President Komaba's message)

A reception for the inauguration of KSK newest factory, the Ōtawara Plant was held at the venue on the 20th of September.

It was attended by approximately 60 people, including the representatives from Ōtawara City, the industrial estate and the cooperative council. Above everyone's expectation, the match was a spectacle to behold and moreover, it also ended on a high note. It has become our wish that everybody who reads the KSK News will make a visit to our recently built factory, the Ōtawara Plant, which has becoming the symbol of our commitment, "Advance on Tomorrow". We are aiming to transform the factory to become the epitome of a smart factory through the integration of analog and digital elements.

Coincidentally, September the 20th also marked the first day of the 9th Rugby World Cup. A rugby tournament promotes teamwork through its slogan of "one for all, all for one", which is well-aligned with the spirit of our company slogan, "Teamwork for Tomorrow". Thus, it has become one of my favorite sports.

Qualifying teams from twenty nations throughout the world will compete against each other over the course of one-and-a-half months period while aiming toward the final on November 2nd. Needless to say, a game of rugby as a sport demands frequent physical contact throughout the duration of the match. The competition is indeed a fierce one, but the sense of rivalry end as soon as the match is over and both sides shakes a hand and shows deep respect toward each other. This is truly an embodiment of sportsmanship and this kind of spirit is highly valued amongst our people in the community.

This year's tournament, Japan, who turned the world upside down by winning over South Africa in the previous tournament, was also emerge victorious against Ireland. Japan team together with the New Zealand team as a contender will move toward the final to claim the 1st position in the World Cup.

It's truly an exhilarating and fierce competition, it would be unthinkable to miss this grandeur of an event. Surely, the final match will be a spectacle to behold.

Automotive Area (Nissan Skyline's "ProPILOT 2.0": The Answer Lies in the Roads)

Nissan Motors has made minor changes to its Skyline brand and has mounted the ProPILOT 2.0 driving assistance function onto its hybrid model (HEV) as a standard accessory for the first time in alignment with this. This function enables the autonomous drive feature and it has been commercialized. Despite the implementation of the advanced technology, considering NISSAN still using ProPILOT 2.0 is a level 2 driving assistance function, when being compared to several car manufacturers, the feature is still lag behind. Audi of Germany was the first to achieve level 3, but the functions haven't received authorization to use on public thoroughfares.

Regardless, the technology is quite advance by itself. The ProPILOT 2.0 which mounted on the Skyline is fitted with seven cameras, five millimetric wave radars and twelve ultrasonic sensors (sonar) to provide 360-degree sensing and recognize white lines and other vehicles in the immediate vicinity. In addition to this, the use of three-dimensional high-accuracy mapping data becomes a signature feature. It enables road conditions ahead that cannot be picked up by cameras, etc., to be recognized in advance. Also, it has a level of precision that allows locations measured down to the accuracy of several centimeters to be monitored, so it not only knows what road it is driving on, it also able to identify the position of the road line.

Another key point to consider is that ProPILOT 2.0 is limited to being mounted on HEVs. Electric motors are able to accurately provide output control approximately 100-times faster than gasoline engines. They are therefore able to swiftly and smoothly adjust speed when it is necessary, such as on curves and when the vehicle approaches other vehicles, etc. Although operating the steering wheel and the pedals while driving has long become an enjoyable experience for drivers, being free from the chores of driving the vehicle, autonomous driving may also have its own merits and may lead to a new sense of delight and gratification. I believe that this kind of development in the automobile industry is heading in the right way by providing another level of convenience to transportation means. That very insight has dawned on me after I experienced firsthand driving the HEV

The only HEV passenger car that ProPILOT 2.0 will be mounted on is the GT Type SP 2WD



Provides excellent drivability in which there is no hesitation about taking your hands off the wheel



Keihin Seimitsu Kogyo (Implementation of ISO14001 Inspections Standard)

Several ISO14001 inspections were carried out at the Hokkaido Plant, the head office and the Kanuma Plant on September 16th and 17th by the Japan Automobile Research Institute. All inspections is being executed over the course of two days and it was performed without any issue.

Post-editorial Notes: (Nostalgic for the old days)

One night in September, I met up with some of my old buddies from my university days.

We made up a party of eight people, and gathered together at a wine bar located nearby the Inokashira Line in Shibuya at 18:30.

This group of old men in their 60s entered a fashionable wine bar usually frequented by young people and toasted each other with draft beer after ordering a western equivalent to Japan's "niku-jaga" (which was just like beef stew), sashimi, ajillo (dried fish in garlic oil) with baguettes and other dishes. We immediately returned to being the bunch of punks we were forty years ago in our university days, and from beer we moved onto white wine, and then a couple of bottles of red wine, then a couple more, and then a couple more. I suddenly realized that we were all either bald or had white hair and were covered in wrinkles, and there was no sign at all of the youth we used to display back in the old days.

We had great fun reminiscing over some of the foolish things we did back in our high school days, such as being forced to drink too much by our seniors and feeling bad enough to think we were dying, and staying up all night to nurse a guy who bit his tongue by putting hands and notebooks into his mouth. We then moved onto our university days, and covered such scintillating memories about being so thirsty after training that we drank 1.8 liters of sake straight from the bottles, and of a guy who decided that he was not drunk enough after that and finished off another bottle, which ended up with most of us emptying our stomachs in a most unconventional manner.

I jumped on the last JR train via Shinagawa and sat in an empty seat... The next thing I knew, we were just leaving my nearest station of Ofuna... I got off at the next stop, Fujisawa, and leaped aboard the last Odakyu train to Enoshima... which arrived at Katase Enoshima at 24:59.

I got off the train and walked to Katase Higashihama breathing in the fragrance of the ocean. The ocean breeze felt wonderful on my alcohol-blushed cheeks.

I usually have quite a small appetite, but sensibility seems to leave my brain and I tend to forget the capacity of my stomach when alcohol gets into my system, and I found my eyes wandering to a ramen noodle shop. However, it was closed... But, then a signboard for Yoshinoya seemed to shine through the darkness like a beacon.

I entered without any hesitation and ordered a draft beer and a bowl of gyudon. I drained half of the beer at a single gulp, and added plenty of pickled ginger to the gyudon before stuffing my mouth. Delicious! There is not doubt about it, Yoshinoya's gyudon is as good now as when I enjoyed it back in my university days!

Staggering home, I finally arrived at the entrance to Shin-Kamakurayama after about 45 minutes; a journey that usually takes only 25 minutes. I generally tend to climb the hill at a swift pace, but today I had to rest halfway. And so the night ended, with the moon shining strangely when seen through my dilated pupils.