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HONDA ACCORD EURO

Feel The Precision

More engaging and agile, more dynamic styling, lower, wider, longer, with improved performance and more luxurious - welcome to the second-generation Honda Accord Euro.

Honda's all-new second-generation Euro offers sporty styling, greater refinement and luxury, with a comprehensive package of safety systems together with excellent dynamic capabilities and strong environmental credentials in the form of a Euro 4-emissions compliant engine.

Significantly wider, slightly lower and longer, the styling adopts a more chiselled design, with pronounced muscular wheel-arches that emphasise the car's wider track and gives the Euro a distinctive, strong stance with a solid, planted feel.

The distinctive nose and more flowing lines deliver a tauter, more athletic shape.

The 2.4-litre engine is more powerful, delivering 148 kilowatts (up from 140 kilowatts) at 7000 rpm and peak torque of 234 Nm (up from 223 Nm) at 4400 rpm (manual transmission). Its sporty performance is all the more remarkable given the improved fuel economy - now just 8.9l/100km (down from 9.1l/100km manual transmission and 9.4l/100km automatic transmission).

Behind the figures are a compression ratio increase from 10.5 to 11.0:1, larger diameter valves, revised valve timing and reduced exhaust system pressures.

When launched in 2003, the Euro reinvigorated the Honda brand thanks to its blend of sporty performance, quality and refinement. And now, some five years and around 45,000 sales later, the second generation Euro is set to further invigorate the Australian medium vehicle segment.

Main Features

Euro

- 2.4L DOHC i-VTEC engine EURO4
- 148kW @ 7000rpm/234Nm @ 4400rpm
- 95 RON
- 6-speed manual transmission/5-speed automatic transmission (with paddle shift and Grade Logic Control)
- Dual zone climate control air conditioning
- Rear vent
- Height adjustable headlight beam
- Climate control glove box and console
- Electric power steering
- Tilt and telescopic steering
- Leather steering wheel
- Dual front airbags
- Front side airbags
- Curtain airbags
- Front active head restraints
- ABS brakes
- Vehicle Stability Assist (VSA)
- Cruise control
- Security alarm
- 17 inch alloy wheels
- Full size spare wheel
- Automatic up/down windows (all positions)
- Reverse tilt door mirror (passenger only)
- Heated door mirrors
- Halogen headlights
- LCD multi-information display
- 6CD premium audio
- Steering wheel audio controls
- Auxiliary jack
- 10 speakers

- 5 x 3-point seatbelts, the rear with Automatic Locking Retractor (ALR)/Emergency Locking Retractor (ELR)
- Seatbelt reminder
- Height adjustable lumbar support (manual)
- Passenger seat back pocket

Euro Luxury

Same as Euro, plus

- Sunroof
- Leather interior
- Heated seats
- Driver and front passenger 8-way power seats
- Driver memory seat
- Driver seat back pocket
- 18 inch alloy wheels
- Temporary spare tyre
- Auto dimming mirror
- Rain sensor wipers
- HID headlights
- Automatic on/off headlights
- Front fog lights
- Front and rear parking sensors
- Adjustable headlight beam

Euro Luxury Navi

Same as Luxury, plus

- Satellite Navigation
- Reversing camera

What's New

Euro - At a glance

- All-new platform
- More dynamic, sporty styling
- Refined interior with carefully selected materials and outstanding fit and finish
- Euro 4 compliant engine
- More powerful 2.4 litre engine
- 6-speed manual transmission or a 5-speed automatic transmission with steering wheel paddles for manual changing
- Front and rear double wishbone suspension, wider track and lower centre of gravity for improved handling
- VSA now complemented by Motion Adaptive Electric Power Steering for even greater security in slippery conditions
- World debut at the 2008 Geneva Motor Show; sales commence late June

Euro

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- Rear vent
- Climate control glove box and console
- Electric power steering
- Curtain airbags
- Front active head restraints
- 17 inch alloy wheels
- Automatic up/down windows (all positions)
- Reverse tilt door mirror (passenger side/automatic transmission only)
- Heated door mirror
- Auxiliary jack
- 10 speakers
- Seatbelt reminder

Euro Luxury

- Driver and front passenger 8-way power seats
- Driver memory seat
- 18 inch alloy wheels
- Temporary spare tyre
- Automatic on/off headlights
- Front and rear parking sensors

Euro Luxury Navi

- Satellite Navigation
- Reversing camera

Positioning

Evolution, not revolution

Retaining consistency was the development team's aim. After all, there are many fans around the world of the outgoing model's European looks and nimble driving characteristics. It made sense to retain key aspects and develop them.

Retaining Large Project Leader from the previous model Euro, Hiroyuki Ikegami, was vital for consistency (See interview in **EUROS 10** section.)

In addition, the approach to the development of the Euro has also evolved. The current, outgoing Euro was created by two teams of engineers - one solely working on sedan, the other on the wagon.

However when designing the new Euro, the objective was to closely align the sedan and wagon. This time around, Honda structured the Euro development team differently.

Instead of having two separate design teams there was just one, with Ikegami-san heading up the overall project as Euro LPL; Katsumi Horikawa becoming Assistant LPL.

Customers

Buyers of the previous Euro loved the sleek, compact, sophistication and its elegant lines. Australian research into the second-generation Euro reveals people consider the new Euro to be robust and stylish with a more muscular look. The sharp, detailed styling is more akin to a luxury car, carrying through to the spacious and sumptuous interior that has a hint of sportiness.

The Euro buyer appreciates versatility and style as well as space and functionality. They are confident and active and the new Euro suits all aspects of their lifestyle.

Well-equipped

In terms of specification, we're confident the new Euro will stack up favourably. With the first generation Euro, the luxury model accounted for over 50 percent of sales.

2.4 litre engine, 6-speed manual/5-speed automatic

The 2.4 litre engine is matched to a 6-speed manual transmission or the optional 5-speed automatic, with steering wheel mounted shift paddles.

Agile, secure handling

“Feel the Precision” encapsulates the new Euro’s DNA and enthusiastic drivers will appreciate the Euro’s vastly improved agility. A lowered centre of gravity, wider track and the all-new front and rear double wishbone suspension with variable rate dampers plus greater body rigidity mean the Euro quickly reacts to driver input. Handling is more responsive and confidence-inspiring and body roll is much reduced.

Speed sensitive electric power steering is standard on all models and the new axial system features a high output and low inertia brushless motor to provide excellent steering feel at higher speeds for a sense of stability and confidence. A quicker steering ratio has also been adopted in keeping with the Euro's more agile chassis characteristics.

A comprehensive safety package

Complementing an armoury of passive safety features is an outstanding array of dynamic systems delivering even greater security. Vehicle Stability Assist (VSA) is standard across the range and is designed to assist the driver in maintaining control during cornering, acceleration and sudden manoeuvres by applying braking to the right or left hand wheels as necessary and modulating the engine torque output as required.

Motion Adaptive Electric Power Steering

The new Euro also features an innovative system in which the capabilities of both VSA and the car’s Electric Power Steering are brought to bear together. Called Motion Adaptive EPS, it detects instability in slippery conditions both during cornering and under braking and automatically initiates steering inputs aimed at assisting the driver to steer in the correct direction.

The input is barely noticeable and control of the steering remains with the driver at all times. However this supporting steering torque is enough to assist the driver to act intuitively and the driver’s reaction as a result is enough to regain stability or to shorten braking distances allowing control to be maintained.

Advanced Compatibility Engineering (ACE) Body Structure

Progressively introduced throughout the Honda range, in Australia since 2006, the Euro's Advanced Compatibility Engineering (ACE) Body Structure provides significantly enhanced occupant protection in a variety of real-world crash conditions.

A front-mounted polygonal main frame is designed to prevent cabin deformation by distributing forces through multiple major load bearing pathways and away from the passenger compartment. This is particularly important where a frontal collision occurs between vehicles of differing heights, weights or frame construction.

To achieve top level side impact safety, Honda's engineers have increased the side section of the frame and chosen different material specifications to provide the desired level of stiffness and strength for critical areas, without adding unnecessary weight.

The new Euro also incorporates the pedestrian-protection design features already familiar from recent Honda models, including windscreen wiper pivots designed to break away on impact, energy absorbing front wing mounts and bonnet hinges alongside an unobstructed area beneath the bonnet allowing greater space for deformation.

Premium interior with carefully selected materials and outstanding fit and finish

The luxurious and sporty feel of the cockpit is reflected in a fascia design characterised by a strong feeling of personal space for both the driver and front passenger. Distinctive silver trim sweeps inwards across the fascia from either side before continuing down into the centre console. Stylish and highly supportive front seats have larger bolsters while a new internal structure is designed to reduce any transmission of vibration. The Luxury and Luxury Navi models also feature driver and front passenger 8-way power seats.

With black trim, the sporty three spoke steering wheel holds a complete suite of controls - including audio and cruise control. It is fully adjustable for reach and rake, with an extra 10 degrees of tilt adjustment compared to the previous Euro.

The new Euro features 'floating' backlit instruments. Contained within the centre of the speedometer face is an LCD multi-information display showing a variety of information - controls positioned on the steering wheel allow the driver to cycle the display through multiple screens of information.

Storage space includes two centre console side pockets; a lidded storage area to the side of the steering wheel; large front door pockets that will hold bottles and maps; bottle holders in the rear door panels and a large centre console box.

Rather than a fold-down pocket design, the large glove-box now has an independent lid and is subdivided with a tissue box compartment as well as space secured for a manual. The lid of the centre console box doubles up as an armrest and is slide-adjustable by 89 mm. Two cup-holders are provided in the centre console, while rear seat passengers have access to a further two contained in the centre armrest, revealed when it is folded down.

Comprehensive equipment availability

The Euro's comprehensive specification includes power windows all round with auto up and down (in all positions) and an obstruction detection device; auto lights and wipers on Luxury and Luxury Navi models; dual-zone automatic climate control and rear seat vents with a feed to the centre console storage box to enable drinks to be cooled or warmed.

All models have a premium audio system with 6 CD changer unit located in the centre console with no fewer than 10 speakers.

In the centre console storage box, an auxiliary jack point and power outlet can also be found.

The advanced satellite navigation system - standard on the Luxury Navi model - now boasts a clearer 8 inch screen and is operated by turning the central navigation wheel.

Boot Capacity

At 467 litres (VDA), the Euro's luggage capacity is similar to the previous model. The boot loading height is 80mm lower at a convenient 678 mm. Further practicality is provided by highly visible and easily reached rear seat release catches located just within the upper edge of the boot opening.

Safety Systems

- Advanced Compatibility Engineering (ACE) Body Structure disperses collision forces over a larger frontal area
- Standard driver and front passenger airbags, side airbags and full-length curtain airbags

Safety

The new Euro is equipped with a comprehensive array of the latest active (accident avoidance) and passive (crash safety performance) safety technologies.

Features like Vehicle Stability Assist (VSA) with traction control, heightened handling agility, the new Motion Adaptive EPS and ABS enhance the new model's accident avoidance capability. HID xenon low-beam headlights (standard on Luxury and Luxury Navi models) contribute to superior night-time visibility.

Should a collision prove unavoidable, the Advanced Compatibility Engineering (ACE) Body Structure of the Euro is designed to provide a protective cocoon for passengers.

Inside, a network of eight airbags work together with sophisticated restraint systems to minimise injury.

Advanced Compatibility Engineering (ACE) Body Structure

Introduced to Australia with the Honda Civic range in 2006 and now standard across the Legend, all Accord and CR-V models, the Advanced Compatibility Engineering (ACE) Body Structure is designed to deliver significantly enhanced occupant protection in a variety of real-world crash conditions. These may include a frontal collision between vehicles of differing heights, weights and frame construction.

The ACE Body Structure has been developed after extensive research by engineers at the vehicle to vehicle crash testing facility at Honda's Tochigi R&D base. A number of different vehicles were used during the testing in a selection of realistic scenarios to ensure good real-world crash performance.

The ACE Body Structure uses the engine compartment to efficiently absorb and disperse collision energy during a vehicle-to-vehicle collision. It features a new frame structure composed of a highly efficient energy-absorbing main frame, a bulkhead (upper frame) which absorbs the upper part of the collision energy, and a

lower member that helps prevent misalignment of the frames of the vehicles involved. This design disperses collision forces over a larger frontal area, which enhances energy absorption of the engine compartment, reduces the chance of deformation of the passenger compartment and results in enhanced occupant protection. At the same time, the structure reduces the chance of vertical or lateral misalignment between the Euro and another vehicle's safety structures.

During a frontal collision, a conventional body structure generally concentrates the loads from the impact through two pathways running longitudinally through the lower portion of the frame. The ACE Body Structure's front-mounted polygonal main frame is designed to prevent cabin deformation by distributing forces through multiple major load bearing pathways and away from the passenger compartment.

To achieve top-level side-impact safety, Honda's engineers have increased the side section of the frame and chosen different material specifications to provide the desired level of stiffness and strength for critical areas without adding unnecessary weight.

The new Euro incorporates the pedestrian-protection design features already familiar from recent Honda models. Research shows that features such as these dramatically improve a pedestrian's chance of survival if struck by a moving vehicle.

Items include:

- windscreen wiper pivots designed to break away
- a new collapsible boxed frame structure beneath the base of the windscreen which provides impact energy absorption
- energy absorbing front wing mounts which help mitigate injuries
- the bending structure of the bonnet hinges which help mitigate injuries
- a bonnet frame which is designed to bend and deform
- an unobstructed area beneath the bonnet allowing greater space for deformation

Active head restraints

The new Euro is equipped with front seat active head restraints which reduce the likelihood of neck injury in rear impacts. As the occupant is pushed against the seat back, a rigid plate in the seat presses a link to the head restraint, pushing it up and forward to support the head.

All models feature front seatbelt pre-tensioners and load limiters, dual stage front airbags, driver and front passenger side airbags, full length curtain airbags and three anchor points for secure child-seat fixture. The side airbags now have a dual chamber structure designed to deliver optimum protection for both the pelvis and the torso.

Since offset frontal impacts can lead to a rebound in which there are strong lateral forces, the curtain airbags are now deployed in such situations to protect occupants' upper bodies.

Body Styling

- Sharp-edged, dynamic styling
- High tensile steel contributes to excellent body rigidity
- Underbody airflow management optimised

The new Euro adopts a more emotional, more sporty style compared to the previous model. The new sharp-edged design gives it a distinctive, strong character with a solid, planted feel. The significantly wider, lower and longer proportions, distinctive nose and more flowing lines deliver a tauter, more athletic shape.

The frontal styling is dominated by the strong shield-like grille which now features three horizontal chrome bars and a chrome surround. Its lines sweep back into the front light cluster, while beneath it the upper edge of the bumper runs back and arrow-like into the front wheel-arches.

The deep front bumper features three openings in its lower edge, a long central one flanked by smaller elements which house the front fog lamps, where fitted.

Visually strong elements of the design are the pronounced wheel-arches, their surrounds 'squared' off and muscular, emphasising the car's wider track and greater sportiness. Scallops in the lower door panels and in the front and rear bumpers provide a strong contrast to the wheel-arch surrounds. The beltline now runs through more sculptured door handles and terminates in a shorter rear deck and a rear tail-light treatment, which is similar in concept and shape to the front light clusters.

New platform

The Euro's completely new platform has a 2705 mm wheelbase (representing an increase of 35 mm), it's 1840 mm wide (up 80 mm) helping to create a roomier cabin front and rear. The greater width is also reflected in a wider track which is now 1580 mm (an increase of 75 mm) and a key element in the Euro's more responsive handling.

Dimensions (mm)

	Generation Two EURO	Generation One EURO
Length	4740	4675
Width	1840	1760
Height	1440	1445
Wheelbase	2705	2670
Front Track	1580	1515
Rear Track	1580	1515

An increased driving range is possible thanks to the improved fuel economy and a fuel tank capacity of 65 litres. The tank is now fabricated from plastic and is located under the rear seat enhancing safety and load space flexibility.

Higher rigidity

In the continuing quest for greater in-cabin refinement and improved handling for a sportier driving experience, the new Euro's body shell has been engineered to provide even greater body rigidity and reduced torsion. Highly efficient load absorbing pathways in both the front and rear frames effectively deal with suspension input, while specific items include an upper bar running between the two front suspension struts and additional strengthening in the fascia panel area and in the junction between the door pillars and roof structure. Rear suspension vertical rigidity is improved by 20 per cent, while front suspension horizontal rigidity is increased 35 per cent.

Particular attention has been paid to the rear end with the creation of a one-piece component linking the C pillars, the wheel housings and the floor cross member forming a complete structural 'hoop'.

High tensile steel

Around 50 per cent of the Euro's body, including the complete passenger cell frame and front and rear side members, is manufactured from high tensile steel, providing greater strength without a weight penalty. Ultra high tensile steel makes up 42 per cent of the total.

An excellent aerodynamic drag coefficient pays dividends in the form of lower wind noise, improved fuel economy and enhanced stability and Honda's engineers have paid particular attention to underbody air flow management to reduce drag and lift in the new Euro. Key elements include a chin spoiler, front and rear strakes ahead of the wheel-arches, an engine undercover and middle and rear undercovers. Other significant features are a front spoiler that reduces front lift, the rear boot spoiler and a particularly aerodynamic cabin area.

Interior

- Greater cabin space as a result of increased body width
- Interface Dial provides quick, intuitive access to navigation (in Luxury Navi only), audio, climate control and other features
- Dual-zone automatic climate control system
- Premium audio system (MP3/WMA)
- Satellite navigation system (Luxury Navi only)
- Rear-view parking camera (standard on Luxury Navi model only)
- Front and rear parking sensors

There's an uplift of quality throughout the interior of the new Euro, with soft tactile surfaces, carefully selected trim materials and plush, supportive seating offering excellent comfort. Elegant luxury and clean, efficient design create an environment in tune with the car's character. An air of refinement has been achieved through the careful application of noise absorbing materials in combination with a highly rigid body, a floating rear sub-frame and variable rate damping.

Material quality, fit and finish have received exacting attention; plastics have been carefully selected for their quality and feel and production techniques introduced to ensure the highest standards of finish. This can be seen with the use of slush moulding for the fascia, which eliminates mating lines and creates a pleasant texture. The soft-touch switchgear is engineered for a positive, tactile feel.

Wider, more spacious cabin

The Euro is now wider by 80 mm and that translates directly into a roomier, cabin which promotes a greater sense of well-being, comfort and luxury; shoulder width is now 65 mm greater, for example.

The Euro's overall height has been reduced by 5mm, while the cabin floor has been lowered by 10 mm, to give a sportier driving position.

There is one cabin treatment: premium black in which all trim elements are black with the exception of a grey roof lining. Selective use of metallic finish trim provides a stylish contrast.

The sporty dynamic of the cockpit is reflected in a fascia design characterised by a strong feeling of personal space for both the driver and front passenger; distinctive silver trim sweeps inwards across the fascia from either side before continuing down into the centre console - at this point its flying buttress style creates a side pocket for both front seat occupants.

Soft-finish grab handles on the front and rear doors flow into padded armrests and hold the seat memory (Luxury & Luxury Navi only), door locking and mirror switches.

All four doors incorporate courtesy lights in their lower edge. All four windows are powered and feature automatic up and down with an obstruction detection device.

Stylish and highly supportive front seats have larger bolsters while their new internal structure is designed to reduce any transmission of vibration.

Good visibility is ensured by a field of vision enhanced by the large windscreen and thinner, stronger A-pillars.

Black with silver trim, the sporty three spoke steering wheel holds a complete suite of controls - audio buttons on the left hand spoke, cruise control on the right hand spoke and the multi-information on the lower spoke. It is fully adjustable for reach and rake, with an extra 10 degrees tilt adjustment compared to the previous Euro.

The indicators have a soft touch mode: gently touching the appropriate lever causes that indicator to flash three times before self-cancelling, which is of particular use in freeway lane change manoeuvres.

The Euro's 'floating' LED backlit instruments have red needles, white letters and numerals and a black background with a subdued blue accent hue to provide a striking but easily legible display. The smaller temperature gauge on the left and fuel gauge on the right flank the larger rev counter and speedometer.

Contained within the centre of the speedometer face is an LCD multi-information display showing a variety of information - controls positioned on the steering wheel allow the driver to cycle the display through multiple screens of information including vehicle mileage, trip mileage, instantaneous and average fuel economy, range, average speed, elapsed time, outside temperature, seatbelt status (including rear seats) and where fitted.

Convenient storage

As well as the two centre console side pockets, storage space in the Euro includes a large glove-box, a lidded storage area to side of the steering wheel, large front door pockets able to hold bottles and maps, bottle holders in the rear door panels, and a large centre console box. Rather than a fold-down pocket design, the glove-box now has an independent lid and is subdivided with a tissue box compartment as well as space for the manual. The lid of the centre console box doubles up as an armrest and this is slide-adjustable by 89 mm. Two cup-holders are provided in the

centre console, while rear seat passengers have access to a further two which are contained in the centre armrest, revealed when it is folded down.

Other practical touches include luggage tie down hooks and a utility hook below the rear window to carry a shopping bag. High quality fabric trim covers the whole of the luggage area to give the sense of a fully integrated, stylish interior.

Climate Control

The Euro is equipped with a dual-zone automatic climate control system that lets the driver and front passenger set temperature modes to their individual liking.

Information from a solar sensor located on top of the instrument panel is used to adjust the temperature and airflow from side-to-side as needed to compensate for asymmetrical solar heating.

The Luxury and Luxury Navi models also feature two-stage heated front seats and all grades have adjustable rear vents to the rear of the centre console to provide rear seat passengers with their own dedicated outlets for the air conditioning. A duct is taken from this to feed air into the centre console storage, thereby warming or cooling drinks; a valve is provided enabling this to be opened or closed.

Eliminating noise

To address customer feedback on road noise levels perceptible within the cabin of the previous Euro, the new generation represents a step up in interior refinement. In particular high frequency and middle-frequency noise suppression has been significantly improved.

A range of measures have increased sound absorption as well as sound insulation and wherever possible lightweight materials have been used. Key initiatives include:

- Floor carpeting with both sound insulation and sound absorption
- A series of dimples and beads incorporated into the floor panel which reduce acoustic radiation
- The new floating rear sub-frame which lessens road noise input
- Improved insulation within door pillar structures
- A lightweight noise package that includes an acoustic roof lining, acoustic trunk side lining, wheel-arch insulators, and sound absorbing/insulating dashboard elements

Sound systems

All grades have a premium audio system with 6 CD changer unit located in the centre console, no fewer than 10 speakers - two tweeters and an 8 cm centre speaker in the fascia, four door speakers, two rear speakers in the parcel shelf and a 20 cm sub-woofer. Volume of the sound system is linked to the speed of the vehicle, so the higher the speed, the higher the volume of the music.

In the centre console storage box, where an auxiliary jack point and power outlet can also be found.

Satellite navigation

The advanced satellite navigation system - standard on Luxury Navi model, now boasts a clearer an 8-inch screen.

Rear-view camera (standard on Luxury Navi model only)

With the satellite navigation, drivers also have the additional benefit of a rear-view camera, which activates when reverse gear is engaged. Located in the trim above the rear licence plate, it provides a view of the area directly behind the car 138 degrees wide and 91degrees vertically. The image is displayed on the sat-nav screen.

Additionally, it is possible via a door-mounted switch to set the passenger-side door mirror to automatically tilt down when reverse is engaged to allow the area in the vicinity of the rear tyre to be observed on that side (available only with automatic transmission). The Luxury and Luxury Navi models are equipped with up to 8 parking sensors, 4 front and 4 rear.

Auto lights/wipers

Luxury and Luxury Navi models are equipped with automatic headlamps. With the switch set to auto, a light sensor located on the windscreen detects low light conditions so that the headlamps are automatically lit as the car enters a tunnel, a garage or any zone which is dark enough to trigger the sensor. Similarly, there is also a rain sensor that activates the wipers when the first drops of rain fall.

Key fob

The key fob has added functionality. There are separate buttons for the boot release, door locking and door unlocking. The first of the door unlocking button unlocks the driver's door only; a second push unlocks all four doors. The fob also remotely operates the windows and sunroof by holding down the door lock button (conversely, holding down the unlock button opens windows and sunroof).

Fuel filler

Rather than a lever on the door sill, the fuel filler cover is now linked to the driver's door lock switch. Once it is unlocked, you simply press on the flap and it springs open.

Drivetrain

- 2.4 litre engine
- 6-speed manual or 5-speed automatic transmissions
- 5-speed automatic features Grade Logic Control and steering wheel mounted paddles for sequential shift mode

Extensive development of the 2.4-litre petrol engine has brought significant improvements in power delivery and fuel consumption, 148 kilowatts and 234 Nm and 8.9L/100km (manual transmission).

2.4-litre i-VTEC petrol engines

The new Euro is once again offered with an advanced i-VTEC petrol engine, in 2.4 litre capacity, offering outstanding performance, fuel economy that places it firmly at the forefront of its class. The choice of transmission is either a 6-speed manual or 5-speed automatic.

The 2.4 litre engine is more powerful, delivering 148 kilowatts at 7000 rpm and peak torque of 234 Nm at 4400 rpm - up from 140kW and 223 Nm (manual transmission). Its effortless performance is all the more remarkable given that fuel economy is improved - now 8.9L/100km, for both manual and automatic transmission.

Behind the performance boost are a compression ratio increased from 10.5 to 11.0:1, larger diameter valves, revised valve timing, and reduced exhaust system pressures.

The 2.4 litre engine features a drive-by-wire (electronic) throttle, ensuring very smooth and responsive adjustments directly proportional to driver input. Integration with the software of the automatic transmission (where fitted) and cruise control, enhances the precision of those systems for driver enjoyment. The engine can be throttled by the engine management system during up-shifts and downshifts, for faster, seamless shifting and the elimination of shift shock.

The engine employs Honda's long-established VTEC system which is able to adjust the lift and opening duration of the valves. In this application, it is complemented by Variable Timing Control (VTC) which takes into consideration engine load, controlling the phasing of the inlet camshaft. These systems work in concert to produce a remarkably broad and smooth power band with exceptional torque and horsepower.

Based on input from a position sensor located at the rear end of the inlet camshaft, together with a whole range of other data, the engine control unit varies the inlet

camshaft position relative to that of the exhaust camshaft by means of a hydraulically driven, compact vane-type pump located on the front end of the inlet camshaft. In this way it can advance and retard the opening of the inlet valves.

During acceleration, VTC is set at a relatively small degree of valve overlap which provides the best output, the valve opening angle utilising the inertia of the intake air. In addition, as engine speed builds, the VTEC mechanism switches from the low speed cam to the high speed cam (i.e. optimal torque to optimal power), but with the same degree of overlap.

At high engine speeds, during motorway cruising for example, there is much greater overlap which reduces pumping losses, maximises exhaust gas recirculation, and provides the best balance between fuel consumption and output.

Finally, at idle and low engine speeds during light load conditions, inlet valve opening is retarded for minimal overlap, generating strong swirl and therefore stable combustion.

Service intervals are 10,000 km or every six months.

Transmissions

Standard on all Euro models is a six-speed manual. Gear changes are characterised by short, quick, low effort shifting, helped by multi-cone synchronisers on first and second gears for lighter, more fluid changes.

5-speed automatic with manual mode

The optional 5-speed automatic transmission features a wide spread of ratios to maximise off-the-line acceleration and provide relaxed and fuel-efficient cruising.

Its operation is now simpler and more logical to fully exploit its capabilities. Instead of two interlinked gates - one for conventional operation in auto and a parallel gate for sequential shifting - the new design is a simple 'P R N D S' gate.

Slot the gear lever into Drive and the Euro will provide conventional automatic changing; if you momentarily want a more urgent response then you can simply change down a gear using the steering wheel paddles and once the car is identified as returning to cruising mode, the system reverts back to automatic operation.

Alternatively, you can move the shift lever to S mode for sportier change points and added engine braking effect. Using the steering wheel paddles in S mode provides a sequential shift mode, allowing manual shifting and gear hold. To heighten control and driver involvement, the shift logic in manual mode delivers quicker, firmer shifts than in fully automatic mode.

To help protect the engine and drivetrain from damage, an array of preventative features are active when the transmission is in manual mode. In second, third and fourth, the logic changes, and the transmission ECU cuts off fuel flow to the engine if there is a possibility of over revving.

In the rare situation where the fuel cut-off alone is unable to prevent engine over revving (as could happen on a steep downhill) the transmission will change up to prevent engine damage. And finally, when changing down, the transmission won't execute a driver-commanded downshift that would send the engine beyond the red line in the lower gear.

The system will also automatically select first gear as the Euro comes to a stop, to prevent pulling away in a high gear.

A further enhancement of the latest automatic gearbox is a kick-down 'click' system. Instead of a vague stab of the pedal to initiate the kick-down mechanism, the driver is given a clear indication of the point in the accelerator pedal's travel at

which the gear change will operate - once a 'click' is sensed, a further slight movement of the foot will initiate the down change.

A graphic of the shift lever position is provided in the centre of the rev counter dial for added convenience.

Grade Logic Control

When in automatic mode, the transmission incorporates an advanced Grade Logic Control System and Shift Hold Control, both of which work to reduce gear 'hunting' and unnecessary changes.

Grade Logic Control alters the shift schedule when travelling uphill or downhill, reducing shift frequency, and improving speed control. Throttle position, vehicle speed and acceleration/deceleration are continuously measured, then compared with a map stored in the transmission computer. The Grade Logic Control System then determines when the car is on a hill; if this is the case, the shift schedule is adjusted to automatically hold the transmission in a lower gear for better climbing power or increased downhill engine braking.

Shift Hold Control keeps the transmission in its current (lower) ratio when the throttle is quickly released and the brakes are applied (such as when decelerating to enter a corner). Shift Hold Control leaves the chassis undisturbed by excess shifting during spirited driving, ensuring that abundant power is immediately available without a downshift, maintaining momentum and allowing rapid acceleration out of a corner.

The use of low friction clutches for all gears and the super-thin, highly efficient torque converter in the five-speed automatic transmission contributes to the Euro's excellent fuel economy.

Chassis

- All-new platform with wider track
- New front and rear double wishbone suspension
- Variable rate dampers
- High rigidity body
- Vehicle Stability Assist (VSA) for even greater security
- EPS rack and pinion steering
- New Motion Adaptive EPS provides steering inputs for stability
- Ventilated (320mm) front and solid (305mm) rear disc brakes with ABS, EBD and Brake Assist;
- Drum and disc parking brake

Building on the smooth ride and precise, stable handling of their predecessors, the second-generation Euro features an all-new platform and all-new front and rear double wishbone suspension.

Sharper, more responsive handling with a flatter ride, designed to reward the enthusiast driver, is matched to greater ride comfort and refinement, while good straight line stability and a solid steering feel about the centre position ensure confidence-inspiring high speed stability. The high rigidity body provides an ideal suspension platform.

The front suspension geometry has been configured to reduce pitch under braking compared to the previous Euro, while a larger compliance bush enhances ride comfort.

Similarly the rear suspension is designed to minimise lift under braking. Featuring two diagonal links, three lateral links and a high rigidity bearing, it is tuned to match the Euro's quicker steering responses and contributes to a nimble yet solid feel.

Lowering the engine and fuel tank within the Euro platform has helped to shave 18 mm off the car's centre of gravity, improving cornering stability. And greater roll stiffness results from the 75 mm wider front and rear tracks.

Furthermore, the suspension geometry has been set up to raise the new Euro's roll centre axis (the point about which it rolls during cornering).

Since the amount of body roll is related to the distance between the roll centre and the centre of gravity (if they were at the same height, the car would not roll at all) the aim is to raise the roll centre relative to the centre of gravity.

Suspension design plays a key part in determining the location of the roll centre and by optimising the hypothetical suspension arm length, the chassis team have achieved a higher roll centre axis, while minimising suspension jack-up.

The result, in simple terms, is a more enjoyable stable, flat ride, with minimal body roll, linear cornering feel and a high level of controllability at all times.

Greater ride comfort

Contributing to a comfortable, smooth ride are increased suspension rebound travel front and rear, larger compliance bushes in the front suspension and a floating rear sub-frame capable of greater absorption of bumps and road noise.

Dampers

The Euro features dampers utilising internal deflector plates, a first for a production Honda vehicle. While most conventional dampers are tuned to provide a compromise between ride comfort and sporty handling at different speeds, the new Super Progressive Valve is engineered to provide ideal damping rates at both low and high speeds.

With a typical suspension unit, damping forces rise with the speed of damper compression, such as occurs when the vehicle encounters road irregularities at high speed. This can cause significant ride harshness and noise that reduces passenger comfort and enjoyment. However the new dampers are tuned to provide the ideal damping rates for comfort and smoothness at low speeds, while also limiting the maximum damping forces to reduce ride harshness at higher speeds.

In this way the Euro provides comfortable ride quality and exceptional road holding under a wide variety of driving speeds and conditions.

Deflector plate technology

Honda's new dampers automatically adjust compression damping characteristics to suit the vehicle speed, cornering forces and road surface. The dampers use an ingenious "deflector plate stack" that deflects when the compression forces reach a certain level, such as when encountering a large bump or dip in the road at high speeds. When these severe forces act on an ordinary damper, oil cannot move quickly enough through the damping orifices and the effective damping rate climbs, resulting in an excessive shock transmitted into the vehicle body.

With the new system, when severe conditions are encountered, the plate stack deflects, allowing oil to pass through at a higher rate and in essence "capping" the

damping rate at a preset level. This markedly reduces the shock transmitted into the body while enhancing handling stability and road holding.

While the amount of oil passing through the damper orifices always remains consistent in different situations, the Euro's system allows an increased flow rate in extreme situations, thereby limiting the maximum damping rate. Deflection of the plate stack is carefully calibrated and controlled by spring pressure behind the plate stack. The simplicity of the new system also means that no electronics or movable valves are required.

A key contributor to the Euro's chassis dynamics is the body/platform rigidity. As a result of careful analysis of the body structure, the rear suspension vertical rigidity is increased by 20 per cent, while front suspension horizontal rigidity is increased by 35 per cent, compared to the previous model. Similarly, torsional body rigidity is up by 20 per cent.

Enhanced braking

Greater stability when slowing from high speeds and a more rigid feel characterise the new Euro's braking system. Excellent stopping power is delivered by larger brake callipers and discs.

The system includes Electronic Brake force Distribution (EBD), anti-lock braking and Brake Assist, the latter helping drivers apply full braking pressure in an accident avoidance situation.

Electronic Power Steering

An advanced, speed sensitive Electric Power Steering system is now used across the Euro range. The axial system features a high output, low inertia brushless motor with greatly enhanced rigidity which provides excellent steering feel at higher speeds for a sense of stability and confidence. In particular, the on-centre feel is very precise and linear, with no discernible 'dead spot'. A quicker steering ratio has also been adopted in keeping with the Euro's more agile chassis characteristics.

Vehicle Stability Assist

All Euros have Honda's Vehicle Stability Assist (VSA) system which is designed to assist the driver in maintaining control during cornering, acceleration and sudden manoeuvres by applying braking to the right or left hand wheels as necessary and managing the engine torque systems.

New for the second-generation Euro is an additional safety system known as Motion Adaptive EPS in which the VSA, working in conjunction with the Electric Power Steering system, initiates steering pulses to prompt the driver to steer intuitively.

At its simplest level, VSA has a traction control function whereby it detects wheel slip under acceleration and coordinates the use of braking and engine torque to regain traction. In situations where the driven wheels are on surfaces with different levels of traction, such as a partially wet road surface, the system applies braking action to the wheel that's slipping, allowing the tyre with better grip to move the vehicle. In addition, the system reduces engine output to minimise wheel spin.

By monitoring input from a series of vehicle sensors, VSA calculates a predicted range of vehicle response while constantly monitoring the vehicle's actual response and the driver's control inputs. If the actual response is outside the predicted response range, as when cornering forces exceed the tyres' performance, VSA automatically intervenes with corrective action.

In the case of over-steer, VSA applies braking to the outside wheel to counter the yawing tendency. On the other hand, if understeer is detected, VSA applies braking to the inside wheel and reduces engine power to turn the car back on to the intended course.

An indicator light flashes on the instrument panel while the system is actively enhancing the stability of the vehicle. A cockpit switch to the side of the instrument panel is provided to disable the VSA.

Motion Adaptive EPS

A stability system that automatically initiates steering inputs aimed at assisting the driver to steer in the correct direction in situations where the vehicle may be threatened with instability, for example under-steer or over-steer conditions.

Called MAE Motion Adaptive EPS, it relies on the integration and networking of the VSA (Vehicle Stability Assist and EPS (Electric Power Steering) which is standard on all Euro models.

Typical situations are where low grip, slippery conditions cause the vehicle to under-steer or over-steer; when entering a corner or during sharp braking where the performance is affected by a road condition which have different friction coefficients such as one dry side of the road and one wet side of the road (for example, snow or the road heavily covered with winter leaves where there is a danger of the vehicle becoming unsettled as a result of over braking of a wheel).

The VSA sensor immediately identifies the instability and via the EPS, a steering impulse is initiated in the required direction to assist the driver.

The input from the EPS is barely noticeable and represents a small amount of steering assistance, however steering control remains with the driver at all times.

The supporting steering torque is enough to assist the driver to act intuitively and to choose the optimum steering movement, steering into the skid when over-steering or assisting greater steering movement into the turn when under-steering.

This steering support and the driver's reaction as a result is enough to regain stability or to shorten braking distances allowing control to be maintained.

It is important to remember that this system assists the driver under certain conditions. Should a driver take the vehicle beyond the laws of nature, a possible accident could still occur.

Towing weights

Towing weights have remained at 1,200 kg with brakes and 500 kg without brakes.

EURO Technical Specifications

Built on a concept of advanced performance sedan, the Euro plays host to numerous Honda technologies such as i-VTEC, drive-by-wire throttle, traction control, Vehicle Stability Assist (VSA), Anti-lock brakes with EBD and Brake Assist, front, side and curtain airbags, Advanced Compatibility Engineering body and pedestrian safety devices.

Three models complete the Euro range, the Euro, Euro Luxury and Euro Luxury Navi. All are powered by a revised version of the 2.4-litre DOHC i-VTEC LEV engine that has peak power of 148 kW at 7000 rpm and 234 Nm (manual transmission) of torque at 4,400 rpm.

Honda has teamed its 2.4-litre power-plant with a slick 6-speed close ratio manual transmission or optional 5-speed automatic transmission with Grade Logic and steering column mounted paddle shifts for maximum driver enjoyment.

The Euro's distinctive styling is an evolution of Honda's first generation Euro, with a more powerful and purposeful look.

Beneath the skin, the Euro has an all-new highly dynamic and rigid platform. The body is built with added structural stiffness - including reinforcements in the A and B pillars, boot and C pillar - to ensure passenger safety and provide a strong base for the suspension.

Inherent in the luxurious, sporty persona of this second-generation Euro is a front and rear wishbone setup that offers the ultimate blend of ride, handling and comfort on all road surfaces.

ACCORD EURO Specifications

Features	Base	Luxury	Luxury Navi
Powertrain			
Engine	DOHC i-VTEC In line 4 Cylinder	DOHC i-VTEC In line 4 Cylinder	DOHC i-VTEC In line 4 Cylinder
Displacement (cc)	2354	2354	2354
Maximum power	148kW @ 7000rpm	148kW @ 7000rpm	148kW @ 7000rpm
Maximum torque	234Nm @ 4300rpm (MT) 230Nm @ 4200rpm (AT)	234Nm @ 4300rpm (MT) 230Nm @ 4200rpm (AT)	234Nm @ 4300rpm (MT) 230Nm @ 4200rpm (AT)
Compression ratio	11.0	11.0	11.0
Bore x Stroke (mm)	87 x 99.0	87 x 99.0	87 x 99.0
Emission standard	Euro 4	Euro 4	Euro 4
CO₂ emissions	212 g/km (6 speed M/T) 211 g/km (5 speed A/T)	212 g/km (6 speed M/T) 211 g/km (5 speed A/T)	212 g/km (6 speed M/T) 211 g/km (5 speed A/T)
Manual transmission	6 Speed	6 Speed	6 Speed
Automatic transmission	5 Speed with Grade Logic Control	5 Speed with Grade Logic Control	5 Speed with Grade Logic Control
Steering wheel mounted paddle shift	✓	✓	✓
Fuel type	95 RON Unleaded	95 RON Unleaded	95 RON Unleaded
Fuel supply system	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)	Honda Programmed Fuel Injection (PGM-FI)
Drive by wire throttle (DBW)	✓	✓	✓
Chassis			
Body type	Monocoque	Monocoque	Monocoque
Front suspension	Independent Double Wishbone	Independent Double Wishbone	Independent Double Wishbone
Rear suspension	Independent Double Wishbone	Independent Double Wishbone	Independent Double Wishbone
Stabiliser bars	Front & rear	Front & rear	Front & rear
Steering system type	Electric power steering Rack and Pinion	Electric power steering Rack and Pinion	Electric power steering Rack and Pinion

Front brakes	Ventilated Disc	Ventilated Disc	Ventilated Disc
Rear brakes	Solid Disc	Solid Disc	Solid Disc
Exterior			
Automatic on/off headlights	x	✓	✓
Bumpers	Body coloured	Body coloured	Body coloured
Door handles	Chrome	Chrome	Chrome
Electric sunroof	x	✓	✓
Exhaust	Twin	Twin	Twin
Front Fog lights	Optional	✓	✓
Wipers	2-speed intermittent	Auto 2-speed intermittent with rain sensor	Auto 2-speed intermittent with rain sensor
Headlights	Halogen	HID (with washer)	HID (with washer)
- beam height adjustment	Manual	Automatic	Automatic
Keyless entry (with boot opener)	✓	✓	✓
Mirror integrated indicators	✓	✓	✓
Power body coloured door mirrors	✓	✓	✓
Heated door mirrors	✓	✓	✓
Rear window demister	✓	✓	✓
Reverse tilt door mirror	✓ (Passenger side only)	✓ (Passenger side only)	✓ (Passenger side only)
Interior			
Accessory power outlet (12v)	✓	✓	✓
Air conditioning	Dual Zone Climate Control	Dual Zone Climate Control	Dual Zone Climate Control
- Rear ventilation	✓	✓	✓
Ashtray	✓	✓	✓
Auto dimming interior mirror	Optional	✓	✓
Cigarette lighter	✓	✓	✓
Climate controlled centre console	✓	✓	✓
Climate controlled glovebox	✓ (Illuminated with Key)	✓ (Illuminated with Key)	✓ (Illuminated with Key)
Comprehensive interior lighting	✓	✓	✓
Cruise control	✓	✓	✓
Digital clock	✓	✓	✓
Door pockets	✓	✓	✓
Driver seat adjustment	Manual	8-way power	8-way power
- 2 x memory adjustment (Driver)	x	✓	✓
Driver seat lumbar adjustment	Manual	Manual	Manual
Driver's footrest	✓	✓	✓
Front passenger seat adjustment	Manual	8-way power	8-way power

Head restraints	x5	x5	x5
Heated front seats	x	✓	✓
Leather wrapped gear shift knob	x	✓	✓
Lights on warning	✓	✓	✓
Low fuel warning	✓	✓	✓
LCD multi information display	✓	✓	✓
Outside temperature display	✓	✓	✓
Power windows	✓	✓	✓
- auto Up/Down	Front & Rear	Front & Rear	Front & Rear
Rear seat fold down (60/40)	✓	✓	✓
Satellite Navigation	x	x	✓
Seat back pocket	Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Seat trim material	Cloth	Leather+	Leather+
Seatbelt height adjuster	Front	Front	Front
Steering column	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment	Tilt & Telescopic Adjustment
Steering wheel	Leather+ wrapped	Leather+ wrapped	Leather+ wrapped
Sunglass box	✓	✓	✓
Tachometer	✓	✓	✓
Vanity mirror with illumination	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger

Safety

Advanced Compatibility Engineering (ACE) Body Structure	✓	✓	✓
Motion Adaptive EPS (MAE)	✓	✓	✓
Airbags - front	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Airbags - side	Driver & Front Passenger	Driver & Front Passenger	Driver & Front Passenger
Airbags - curtain	Front & Rear	Front & Rear	Front & Rear
Anti-lock Braking System (ABS)	✓	✓	✓
Central locking	✓	✓	✓
Child safety seat anchorages	x3	x3	x3
Electronic Brake-force Distribution (EBD)	✓	✓	✓
Emergency Brake Assist (EBA)	✓	✓	✓
Front Active Head restraints	✓	✓	✓
Front seat belt pre-tensioners/ Load limiters	Belt & buckle	Belt & buckle	Belt & buckle
Windscreen	Laminated	Laminated	Laminated

Hazard warning lights	✓	✓	✓
Immobiliser system	✓	✓	✓
Parking sensors	Optional (only rear)	Front & rear	Front & rear
Progressive crumple zones	Front and rear	Front and rear	Front and rear
Reversing camera	x	x	✓
Seat belt reminder	All passengers	All passengers	All passengers
Seat belts 3 point ELR	Front	Front	Front
Seat belts 3 point ELR/ALR	Rear	Rear	Rear
Security alarm system	✓	✓	✓
Side impact protection	✓	✓	✓
Transmission shift lock	✓	✓	✓
Vehicle stability assist (VSA)	✓	✓	✓
Traction control system (TCS)	✓	✓	✓

Dimensions/Weights/Capacities

Overall length (mm)	4740	4740	4740
Overall width (mm)	1840	1840	1840
Overall height (mm)	1440	1440	1440
Wheelbase (mm)	2705	2705	2705
Front track (mm)	1580	1580	1580
Rear track (mm)	1580	1580	1580
Ground clearance			
- Non-Load (mm)	150	150	150
- Full-Load (mm)	110	110	110
Head room - front (mm)	1009	955	955
Head room - rear (mm)	952	941	941
Leg room - front (mm)	1078	1078	1078
Leg room - rear (mm)	872	872	872
Shoulder room - front (mm)	1468	1468	1468
Shoulder room - rear (mm)	1426	1426	1426
Hip room - front (mm)	1411	1411	1411
Hip room - rear (mm)	1377	1377	1377
Kerb Weight			
- Manual transmission (kg)	1525	1570	1570
- Automatic transmission (kg)	1555	1605	1605
Fuel tank capacity	65	65	65
Fuel consumption	8.9	8.9	8.9
- combined (Litres/100km)*			
Maximum turning circle at wheel centre (metres)	6.05	6.05	6.05

Maximum towing capacity			
- trailer with brakes (kg)	1200 (M/T & A/T)	1200 (M/T & A/T)	1200 (M/T & A/T)
- trailer without brakes (kg)	500 (M/T & A/T)	500 (M/T & A/T)	500 (M/T & A/T)
- down force/tongue load (kg)	60	60	60
Boot capacity (Litres)	467	467	467
Seating capacity	5	5	5

Tyres & Wheels

Wheel size	17 x 7.5 J	18 x 8J	18 x 8J
Tyre size	225/50R17 98V	235/45R18 98W	235/45R18 98W
Wheel type	Alloy	Alloy	Alloy
Spare wheel type	Fullsize	Temporary	Temporary

Audio System

AM/FM radio, 6CD stacker	✓	✓	✓
Premium Audio w/ MP3 & WMA			
Antenna	In-Glass Type	In-Glass Type	In-Glass Type
Auxiliary jack	✓	✓	✓
Anti theft	✓	✓	✓
Front door speakers	x2	x2	x2
Rear door speakers	x2	x2	x2
Front door tweeters	x2	x2	x2
Centre speaker (in the fascia)	x1	x1	x1
Subwoofer (in the parcel shelf)	x1	x1	x1
Speakers (in the parcel shelf)	x2	x2	x2
Speed-sensitive volume compensation (SVC)	✓	✓	✓
Steering wheel mounted audio controls	✓	✓	✓

Colour Guide

Exterior	Interior	Interior	Interior
Premium White (P)	Black	Black	Black
Crystal Black (P)	Black	Black	Black
Volcano Gray (M)	Black	Black	Black
Buran Silver (M)	Black	Black	Black
Cobalt Blue (P)	Black	Black	Black
Milano Red	Black	Black	Black

* The fuel consumption figures quoted are based on ADR81/01 test results

+ Leather interior includes some PVC VINYL

✓ Standard feature

x Not available

Specifications correct as at 27/05/2008

Questions on the Tip of your Tongue

What's the general direction for the new Euro?

The new Euro will continue to be a front-runner in the medium segment thanks to its sporty styling, greater refinement and excellent driving dynamics.

The new Euro will play an important role in continuing to strengthen Honda's market position and brand, particularly in the corporate sector.

Who will buy it?

The Euro's key customers will be conquest, corporate customers - head office senior managers. We expect them to be slightly younger than previously - following the trend of Civic and CR-V - and we also predict to pick up customers from the D-sector mass market who are looking to upgrade.

What are the Euro's main competitors?

Mazda 6, Subaru Liberty, Ford Mondeo, Audi A4 (TDI 140 or 170 S Line), BMW 3 Series (320d SE or 318d M Sport) and Lexus IS mid-grade models (220d or 220d SE).

The new car doesn't look dramatically different to the old model. Why is that?

The styling of the previous Euro, launched in 2003, was very radical at the time and it set the scene for more stylish, more European Hondas, like the current Civic. But not every new model has to look markedly different from the last. Euro's Large Project Leader, Hiroyuki Ikegami explains: "When a premium German brand has a full model change, they always retain consistency. They apply an evolutionary approach - not revolutionary."

When does it go on sale?

The Euro goes on sale June 20th 2008.

EURO'S 10

The Men Behind the Car

(from European Media Guide)

It might sound a bit odd, but we like to think of the men responsible for creating the latest Euro as similar to Ocean's 11: a team of experts, handpicked for their specialist skills, combining to achieve a common goal (only in this case, it wasn't stealing loot from a casino!).

- **Hiroyuki Ikegami:** Large Project Leader, Accord saloon
- **Katsumi Horikawa:** Large Project Leader, Accord Tourer
- **Hirofumi Shigeoka:** Project Leader, Body design
- **Masashi Iwai:** Assistant Large Project Leader
- **Masanori Hashimoto:** Assistant Large Project Leader, Powertrain
- **Kota Ikeuchi:** Assistant Large Project Leader, Diesel engine
- **Susumu Ota:** Project Leader, Electronics
- **Toshiro Morita:** Assistant Large Project Leader
- **Kenta Amano:** Project Leader, Chassis
- **Kotaro Hara:** Project Leader

What feature of the car are you most proud of?

Hiroyuki Ikegami: *"It's difficult to pinpoint a definite challenge or one single thing we are proud of. Each piece of technology on the car is a distillation of the effort we put in. I would say that one of my main highlights is the diesel engine. We are relatively new to this technology, so I am very proud of doing something so well that we've never done before.*

"The roof structure of the car is also something I am proud of, as it was the result of close co-operation between the design and production teams."

What do you think customers will like most about the car?

Hiroyuki Ikegami: *"The biggest customer requirement of a car like the Euro is quality. With a Minivan, the need is for passenger room, with a station wagon it's functionality - but with a saloon car, high quality is what the customers most want. And that's quality both when the car is stationary and moving.*

"I believe the customers will like the very high quality feel to the instrument panel - and the insides of the doors are resin coated which is pretty rare in this sector."

Katsumi Horikawa: *“The car offers the best performance balance - to be specific, that means a smooth, comfortable ride with agile handling, and low noise and vibration levels. The diesel engine will be high quality and have lots of power.*

“The platform of this car was aimed at 800,000 sales a year, as it is shared by the American and Japanese Accords, as well as the Acura TSX and TL models. It will share engines from 2.0 to 3.7-litres. We created the platform with these needs in mind.”

How does the car compare to its competitors (Audi/BMW etc)?

Hiroyuki Ikegami: *“There are many opinions, but styling should set this Euro from its rivals. And it is not a copy of another car or competitor. The current Euro was well accepted when launched, so I wanted to keep some elements of that car, but also offer something new.*

“For that reason, the styling is in line with the traditional characteristics of Euro - it’s an evolution of the previous model. And it is still distinctive.

“But what is distinction? When a premium German brand has a full model change, they always retain consistency. They apply an evolutionary approach - not revolutionary.

“The traditional Japanese approach is to make a drastic change to the styling to make the car distinctive. But distinction comes from the brand itself, not necessarily the model. It is important for Honda to develop a stronger brand image.”

What was the first thing you wanted to change about the old car?

Hiroyuki Ikegami: *“At the very early stages of this car I was LPL of both saloon and Tourer. I wanted to take a very different approach from the development of current Euro, for which there were two separate teams. One of the teams was responsible for the Tourer, so they concentrated on luggage capacity etc. The other concentrated on the saloon.*

“But at the outset of this project I wanted to break the mould and make sure the characteristics of the saloon appeared on the Tourer. That meant the Tourer could be just as sporty and stylish as the saloon.”

Katsumi Horikawa: *"At first, I was in charge of the platform of this car. I looked at the current Euro's platform, which had quite rigid suspension settings, as the development team had tried to get the right balance between performance and ride. But the limits of that set-up had been reached, so we were forced to make big changes in this area. That was my first point of focus."*

What influenced the team during the design process?

Masashi Iwai: *"A few years ago, when we were working on the design for Euro - for American, Japanese and European markets - designers produced several sketches in the Japanese studios, many in Europe and some in America. We were trying to find the characteristics that would sit well in each market. All these sketches shared common elements - features that characterise the Euro - and a combination of the sketches became the new car."*

When you drive the car, how does it make you feel?

Kenta Amano: *"The target was to realise a secure driving feel in all conditions. So, in emergency situations, tight corners or side winds, we aimed to make the vehicle as stable, comfortable and safe as possible."*

"Of course, we also wanted to give a lot of feedback to the driver, but with low noise and vibration levels."

"I am happy to say I feel exactly these things when I drive the Euro."

What type of testing have you carried out with this car?

Hiroyuki Ikegami: *"We have just about finished all of the testing, lots of which was carried out on the Bosch Proving Ground in Germany. We also tested the car on autobahns or motorways in different countries and on the test track at Honda's plant in Swindon. The engines and transmissions were then tested on the Grossglockner High Alpine Road in Austria."*

Katsumi Horikawa: "Hot weather and performance testing for the diesel engine was carried out in the Sierra Nevada mountains in Spain, but we also took the car into Northern Europe to set up and test VSA (Honda's Vehicle Stability Assist)."

What was the benchmark competitor car for body and interior?

Hirofumi Shigeoka: *“In my area, quality is important, so to achieve that, I looked at matching Audi. When it comes to creating the right atmosphere or feeling, my benchmark cars were from Audi or BMW.”*

What was the benchmark competitor car for the petrol engine?

Masanori Hashimoto: *“To develop more power we looked at BMW because in terms of power and fuel economy results, we really admire their achievements, especially in developing engines of the displacements we chose - 2.0 and 2.4-litre.”*

What was the benchmark competitor car for the diesel engine?

Kota Ikeuchi: *“BMW was the benchmark because both driving performance and NVH levels are all excellent.”*

What was the benchmark competitor car for electronics?

Susumu Ota: *“My reference points were models from BMW, Audi and Lexus. What I tried to do is refine Honda technologies - like ADAS - but not completely change them. The idea was to meet the minimum requirements and then go beyond that with the entire car’s electronics.”*

What was the benchmark competitor car for vehicle design?

Toshiro Morita: *“My actual assignment was to manage the project and calculate costs - not the best job! I looked at BMW as a benchmark - I didn’t care about Audi. Toyota and Audi can build good quality cars, but they don’t have outstanding features - anyone can build cars like that. BMW however, build good cars with features that are outstanding and these parts make the whole car great.*

“To make the Honda brand distinctive, I believe we must take a similar approach and build on the excellent features of our cars.

“In this project, I was able to control this by pushing more money into areas where we could be outstanding, and stripping it away from areas where we didn’t need it.

“For example, I spent a lot of money on the front seats. And they are excellent - absolutely no expense spared. To pay for the seats I cut costs in the spare wheel well. Why should we shape this recessed area in a circle like a wheel? It costs more money to do, but doesn’t need to be that way, so I had it cut like a square. It’s simple.”

“I believe that customers will not be experts - they will be people like me. I was in a good position, as I was not immersed in the project design or production, so I could give advice from the ‘outside’. I often asked myself: ‘Why is this special? What does it do for me?’”

You seem like a very close team - how will you celebrate together at the end of the project?

Toshiro Morita: *“We have already had many occasions! You might get the impression we are close, but that’s the work of Ikegami-san, the LPL, who brings it all together.”*

Masashi Iwai: *“But of course there have been some conflicts along the way - the LPLs wanted to spend money, but Morita-san wanted to save it! In our daily duties, we often faced a tug of war, as each member of the team was responsible for different areas. But we all shared a common goal, so we worked together as a team, and as the project went on, we celebrated as each stage was completed.”*