

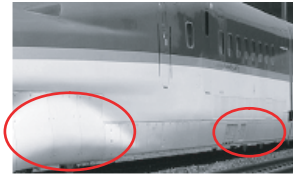
A Brief Overview of the New Commercial Shinkansen Railcar Prior to Mass Production

Enhanced environmental performance

- Long-nose-shaped end cars to reduce micro-pressure waves in tunnels



- Bogie covers



- Smooth covers between cars



- Low noise pantographs

<-shaped arm type Single arm type



Improved running performance and assurance of reliability

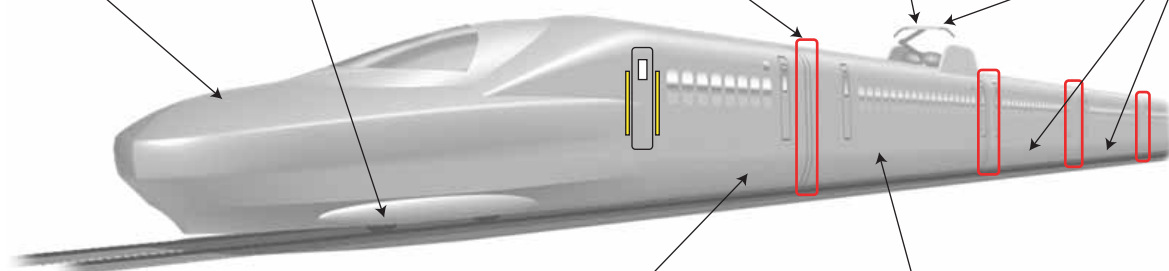
- Main circuit system
- Pantograph
- Brake system



Railcar Specifications

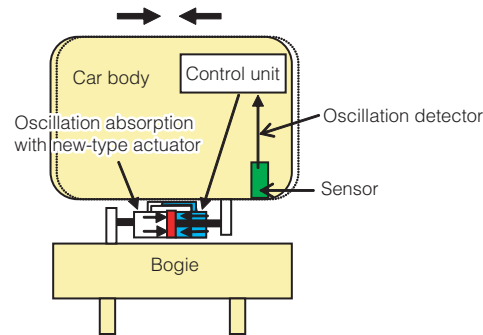
New commercial Shinkansen railcar prior to mass production

Trainset	10 railcars (8M2T)
Train body	Aluminum base alloy
Max. speed (Vehicle performance)	320 km/h
Control method	VVVF inverter control AC electric motor

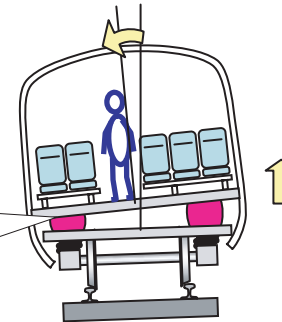


Enhanced passenger riding comfort

- Improved passenger riding comfort with new-type full active suspension for all railcars



- Car body tilting system to improve riding comfort through curves



A device to increase air resistance

- We decided not to employ this feature since we were able to verify that the braking distance to stop the train from its maximum speed without this device would be the same as on existing Shinkansen trains.

