

DRIVE ON

PULSE: RECAPTURING THE ICONIC NISSAN BLUEBIRD | PULSE: NEW 370Z NISMO IN THE US



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NISSAN ALMERA NISMO 1.5L * CVTC * 102ps * 139 Nm

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FORWARD

**HIGHER VALUE, SAME INDUSTRY
LEADING OWNERSHIP EXPERIENCE**

From being one of the pioneers of the Japanese automotive industry, to its position today as one of the largest automotive players in the world, the tale of Nissan's rise is one of bold ambition, driven by an unrelenting spirit of innovation. Not just content with building cars that merely help people move around, Nissan has a rich back catalogue of creations that has moved people emotionally. Be it the dependable Sunny, the rugged Navara, the sporty 370z or the luxurious Teana, there has always been a Nissan which endears itself to every kind of driver from every generation. It is this quality which forges a long-lasting bond between owners and their cars, and one that would make your Nissan a special one.

Inspired by Nissan's bold ambition and drive, we at Tan Chong have also been working with Nissan to bring Malaysians the latest innovative products through the years. From the iconic 130Y which was responsible for mobilising many Malaysian families of the 1980s to the revolutionary all-electric LEAF of today, we have achieved plenty of milestones over the years thanks to your support. Last year we achieved a record high sales figure of over 51,000 cars, and we can promise you that this year will be an even better year with a wide selection of new models and newer standards of customer care.

The introduction of the all-new Teana and Sylphy is proof that we aren't resting on our laurels. The new Teana sets a new standard of comfort and refinement in its class while the new Sylphy has been enhanced to be more fuel efficient and loaded with all the features you could ask for.

With the introduction of game changing, class leading vehicles, we at Tan Chong stay committed to all our valued customers as we always have, just as this issue is a celebration of Nissan's past 80 years, it is also a good yardstick with which our current, or future customers can see Nissan and Tan Chong, as a commitment you all can rely on, as long as it goes.

DRIVE ON

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Innovation
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Visit the Nissan showroom and live life to the fullest with our premium MPVs.



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INNOVATION THAT EXCITES

DRIVE ON: PULSE
NISSAN 370Z NISMO
 ULTIMATE DRIVERS' MACHINE



DISTILED MOTOR-SPORTS PASSION

FORMED IN 1984 NISSAN MOTORSPORTS INTERNATIONAL, OR NISMO, WAS TASKED WITH HANDLING NISSAN'S MOTORSPORTS ACTIVITIES. OVER THE INTERVENING YEARS NISMO HAS MANAGED TO RACK UP A NUMBER OF RACE VICTORIES IN THE JAPANESE AND EUROPEAN MOTORSPORTS ARENA. NOT ONLY DO NISMO PUT THEIR MOTORSPORTS EXPERIENCE INTO THE MAKING OF AFTERMARKET PERFORMANCE PARTS, BUT ALSO INTO THE CREATION OF HIGH PERFORMANCE VARIANTS OF NISSAN MODELS SUCH AS THE NISMO GT-R AND THE NISMO JUKE.

NISSAN DEBUTS NEW 370Z NISMO IN THE US

IT'S THE ULTIMATE DRIVERS' MACHINE, AND NOW, NISSAN'S TUNING ARM, NISMO, HAS TAKEN ITS 370Z TO NEWER HEIGHTS BY ADDING A NEW OPTIONAL SEVEN-SPEED AUTOMATIC TRANSMISSION, NEW EXTERIOR AND INTERIOR UPDATES, AND COOL TECH UPGRADE OPTION AS WELL.

For power, the new Nissan 370Z NISMO is powered by a 3.7-litre V6, which produces 350hp and 375Nm of torque. And where the power was previously only delivered by a six-speed manual, a new optional seven-speed automatic has been made available as an option. Not taking anything away from the performance aspirations of the 370Z NISMO, the transmission also offers paddle shifters for manual shift controls, and Nissan's Downshift Rev Matching (DRM) and Adaptive Shift Control technology.

Exterior updates include a new aggressive bodykit inspired by the Nissan GT-R. Amongst these are a new deep front fascia, LED Hyper Daytime Running Lights, black headlight bezels, red accents down the redesigned side sills and on the black-colour side-view mirrors and across the lower portion of the redesigned front fascia. The NISMO emblem and signature NISMO red stripe feature on the integrated front chin spoiler as well. At the rear, a unique NISMO rear spoiler is prominent.

The 19-inch wheels you see are courtesy of RAYS, and are super-lightweight forged aluminium-alloys restyled for 2015 with a twin-five spoke design and charcoal grey machine-finish to replace the outgoing silver.

More of what's new is seen inside the car, which now features a redesigned black and red Recaro leather seat design with Alcantara accents. There is also an Alcantara-appointed leather-wrapped steering wheel and a new NISMO red tachometer to match.

New for the Nissan 370Z NISMO model is also a 'Tech model' upgrade, which adds a hard-drive based Nissan Navigation System with a seven-inch VGA touch-sensitive display, a Rear view Monitor, Bose Audio System, SiriusXM Satellite Radio (SiriusXM subscription required, sold separately), Streaming Audio via Bluetooth®, auto-dimming rear-view mirror and HomeLink® Universal Transceiver. ■



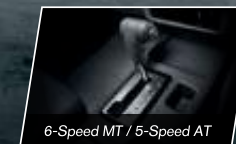
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RIDE TOUGH

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Nissan Navara 2.5L | Max Power 174ps/4,000rpm | Max Torque 403Nm/2,000rpm.
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**DRIVE ON: PULSE
NISSAN LANNIA**
RECAPTURING THE ICONIC NISSAN



NISSAN LANNIA CONCEPT: RECAPTURING THE ICONIC NISSAN BLUEBIRD

Making its world debut at the Beijing Auto Show this year was the Nissan Lannia Concept, a global preview of a model that's currently being developed by Nissan for the Chinese market. Said to be inspired by the iconic Nissan Bluebird of old, the arrival of the Nissan Lannia concept is geared to cater to China's rising "Post-80s" generation.

Design wise, the concept features signature Nissan trademarks, including the company's next-gen design language, a V-motion front grille, boomerang headlamps, a distinctive kick-up pillar, as well as the "floating" roof design.

The new Nissan Lannia concept is the second model to come from Nissan's design center in China, which began operations in 2013. The concept is also said to be a "sedan theory breaker", which signals significant changes to what could come of the production model. ■



NISSAN DEMONSTRATES SELF-CLEANING NISSAN NOTE

Should they succeed with their on-going project, Nissan will become the world's first carmaker to develop a self-cleaning car.

Using a video to demonstrate the technology, Nissan took its Nissan Note model, applied the new technology to half of its car, leaving the other half as standard, and took the Nissan Note out for a drive in almost every wet, muddy and dirty condition a typical driver would find themselves in.

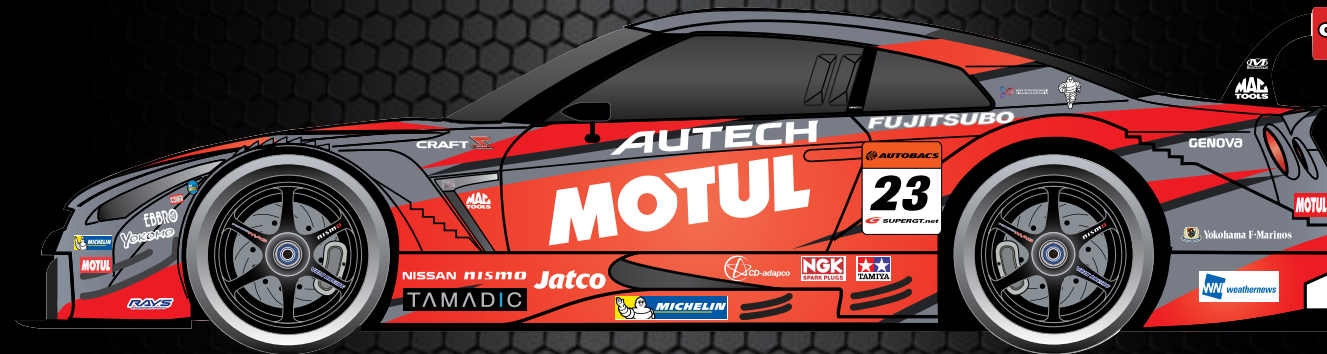
To shocking results at the end of it all, the half with the self-cleaning technology applied to it appeared completely free of any stains or dirt that it was subjected to, while the other half was a complete mess, as expected.

The technology is an engineered super-hydrophobic and oleophobic paint, which Nissan calls Ultra-Ever Dry. It is essentially a protective layer which is sprayed over the existing paint job, and that doesn't allow any potential stains to stick to its body - mud and dirt simply slides off as you drive it along. For now, the technology is still very early in its development, but as the video shows, Nissan has come a very long way already, and the project already looks like a success. Could this be a glimpse into a future where you'll never have to wash your Nissan ever again? ■

Head on over to Nissan Europe's YouTube page to watch the video at: <http://www.youtube.com/user/nissanineurope>

nismo

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DRIVE ON - PLACES YOKOHAMA, JAPAN

The City of Yokohama, the capital city of the Kanagawa Prefecture, is the second largest city in Japan and is also where Nissan Motor Co. Ltd. was established in 1933.

Over the years, Yokohama has developed rapidly as Japan's most prominent port city and with a population of 3.7 million, it is the country's largest incorporated city and for the longest time it was also the world's largest suburb. Today, this major commercial hub is also home to the Yokohama Landmark Tower, the second tallest building in Japan.

On their date of establishment on 26th December 1933, Nissan laid the foundations to build their first headquarters and manufacturing plant in Nishi-ku, Yokohama, growing to their present-day stature of one of the greatest automotive success stories and a brand well-loved and recognised around the world. ■



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SMOOTH
PERFORMANCE
BEGINS WITH THE
RIGHT
FORMULA



NISSAN GENUINE OIL
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FULLY SYNTHETIC
ENGINE OIL

NISSAN GENUINE OIL
SN/GF-5 0W20
FULLY SYNTHETIC
ENGINE OIL

NISSAN GENUINE OIL
SM 10W30
SEMI SYNTHETIC ENGINE OIL

NISSAN GENUINE OIL
SL/CF 15W40
MINERAL ENGINE OIL

NISSAN GENUINE OIL (NGO)

- NGO has been specially formulated by Nissan Japan. This contributes to optimize the Nissan engine performance and durability.
- NGO provides higher temperature deposit protection, more stringent sludge control and seals compatibility to ensure maximum protection of engine.
- By using the appropriate viscosity, NGO can provide better fuel economy and driving pleasure.

FUNCTIONS OF ENGINE OIL

- Prevent sludge and carbon deposit at minimum level and keep cleanliness of engine vital parts.
- Prevent and inhibit corrosion and rust of the engine parts.
- Cool the engine to prevent overheating of engine components.
- Seal the gap between combustion chamber and piston ring, preventing undesired pressure or gas into the crankcase.
- Reduce the friction between engine moving parts.



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80 YEARS OF MOVING THE WORLD

In 2013, Nissan Motor Company celebrated its 80th Anniversary

Throughout these eight glorious decades, Nissan has gone from producing an affordable but durable Datsun to building Japan's first mass production automobile factory, Japan's first electric vehicle (EV), Japan's first multi-purpose vehicle (MPV), Japan's first turbocharged engine and many more.

While the Nissan brand is eight decades old, the company's history actually dates even further back, to at least two decades earlier.

An 80 Year-Old Journey of Social Contribution

Within the context of Asian business culture, the founding of Nissan was a bit of ahead of its time. For one, Nissan's founder Yoshisuke Aikawa eschewed a common Asian tradition of naming a company under one's family name.

"The purpose of any company which I am involved in is to contribute to the Japanese industry, so I never considered attaching my name to it," Aikawa said in later years, as told by automotive industry historian and author Masaaki Sato.

In an era where Japanese roads were populated by American and British cars, Aikawa strived to build a homegrown car that Japan could be proud of, and also to establish Japan as a centre of manufacturing excellence.

As an engineering graduate from the prestigious Tokyo Imperial University (presently Tokyo University), Aikawa was keenly aware of the importance of establishing a viable manufacturing industry to modernise Japan.

At the same time, Japan had very little expertise in building a car. Even basic skills like iron casting were not yet widely understood by the Japanese.

To pick up these basic but crucial skills, Aikawa went to the United States. He concealed his academic qualifications and found a job at a foundry. There, he learned the basics of malleable cast-iron technology.

Upon returning to Japan in 1910, he set up Tobata Casting Company, which became the foundation for Japan's nascent automotive industry. Tobata supplied automotive parts from various American and European car manufacturers. In 1928, he also took control of the Kuhara Mining Company and changed its name to Nihon Sangyo (Japan Industries).

By 1934, Nihon Sangyo had merged with several other smaller automobile

manufacturing start-ups, including Kwaishinsha Motor Car Works, who build the first Datsun to create Nissan Motor Co. Ltd., whose name was later shortened from Nihon Sangyo.

A year later, Nissan built Japan's first mass production automobile factory in Yokohama. It began producing 10,000 affordably priced cars every year. The focus on affordable cars was to remain the focus of Nissan for many decades to come.

By 1957, Nissan cooperated with an enterprising Malaysian, the late Tan Sri Tan Yuet Foh, founder of the Tan Chong group; to import the first shipment of Nissan vehicles into Malaysia. It was the first Japanese car brand in the country and its affordable price meant that a Nissan was the first car for many Malaysian families of that era.

Fast forward into the 21st century, it was not enough to just introduce affordable models like the Almera, but to also prepare

Malaysia for the next stage of eco-friendly personal transportation.

New technologies like the all-electric Nissan LEAF will still require some years before its costs drop low enough for it to enter the mainstream. In the meantime, the Tan Chong Group has at its own initiative, set up a new venture called First Energy Networks to provide public charging facilities for electric vehicles (EVs).

Like Aikawa's pursuit of a greater good, although the infrastructure is set up using Tan Chong's own funds, the service is available to the public for free, including those using EVs from other makes.

A Look Into The Future

In the coming years, Nissan fans can keep their expectations high and look forward to better cars that are cleaner, safer, of higher quality and offer better functionality.

As it is, Nissan is already at the next phase of deploying the Nissan Safety Shield technology with many top universities around the world, including the Massachusetts Institute of Technology and the University of Tokyo, to develop autonomous drive technology, which will be the next extension of the Nissan Safety Shield.

Nissan's goal is to introduce this technology into our cars by 2020. Meanwhile, you need not wait that long to benefit from other such technologies.

"Our commitment is to always be with you, in the past, in the present and also in the future, growing with you and your family."

Our latest Teana, which you can read more about in the following pages, already includes a simpler version of such advance driver's assistance.

The Teana's Active Understeer Control, together with its Vehicle Dynamic Control, is always watching out for you in the background.

Looking slightly further ahead, our 100%-electric LEAF is only the first of many more revolutionary vehicles that are coming your way.

That's the beauty of Nissan. Our commitment is to always be with you, in the past, in the present and also in the future, growing with you and your family. ■

DRIVE TO GREATNESS

NISSAN TEANA STOOD OUT FROM THE CROWD AND ESTABLISHED ITSELF AS THE BYWORD FOR COMFORT IN ITS CLASS.



**DRIVE
TO
GREATNESS**

The feature packed interior is cleverly designed to be intuitive and emphasises on ease of use.



Dashboard is sportier in appearance, and wrapped in black trim to complement the look.

EVEN WITH A WIDER SELECTION OF D-SEGMENT executive cars on the market today than there ever has been before, the second-generation Nissan Teana stood out from the crowd and established itself as the byword for comfort in its class. With its plush interior, creamy smooth drivetrain, generous space, and superb levels of refinement, the Teana was head and shoulders above its competitors when it came to chauffeur duties. However, all good things must draw to an end, and as good as the Teana was at what it did, it had to step down for a new successor to assume its place.

As it is with every succession, questions on whether the new third-generation Teana will be able to live up to its predecessor's reputation arise, especially in light of the fact that the new Teana features plenty of sweeping changes. Not only is the Teana now bigger in size and sleeker in appearance, it also features a new 2.5-litre engine coupled to Nissan's new next-generation XTRONIC CVT gearbox, a new rear suspension system, and a brand new cabin.

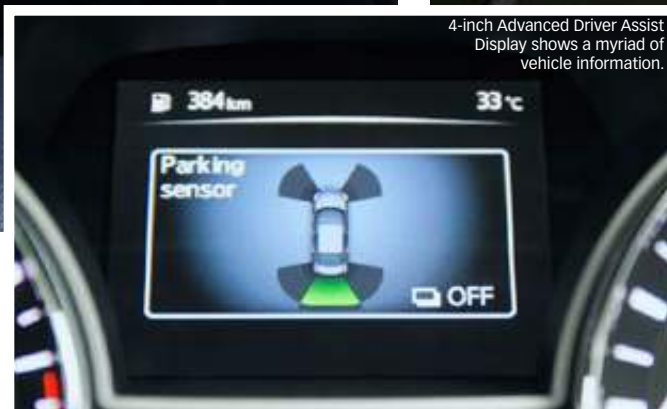
From the moment you lay eyes on it, the

new Teana still draws some resemblance to its lineage, and yet departs from its predecessor's simple shape to adopt a more muscular styling with plenty of bulges and curves. Where its predecessors looked bulky and authoritative; like a limousine fit for a diplomat or high-level executive, the new Teana looks like it was bred for the road. It is the same story with its interior. Swing open its doors and you are greeted by a cabin that is equally modern in appearance as in on-board features. Swathed in black trim accentuated by sleek and subtle silver accents, the Teana's dashboard departs from the old wooden elegance to embrace a more avant-garde styling.

From the dark hues of the trim, to the myriad of buttons and controls positioned near the driver, one gets the impression that the Teana is cantered towards the driver. New on-board features added to the Teana include the new sophisticated 4-inch Advanced Drive Assist Display system nestled between the

instrument dials, which relays trip computer readings, audio information, and real-time fuel consumption and efficiency data. Whereas reversing is made easy thanks to the reverse camera which relays images through to the centre console's 5-inch multimedia head unit.

Even when it comes to the driving experience, the new Teana handles the corners with more confidence and its high-speed stability is far better than any of its predecessors could ever manage. For the third-generation Teana, Nissan has even applied several new technologies to improve its handling prowess. The Teana now features a new rear multi-link suspension which delivers a more responsive steering, and higher levels of comfort and road traction. It adopts an electro-hydraulic power steering system, thus delivering the precise steering feel and control of a hydraulic system, with an



4-inch Advanced Driver Assist Display shows a myriad of vehicle information.

“THE NEW TEANA HANDLES THE CORNERS WITH MORE CONFIDENCE AND ITS HIGH-SPEED STABILITY IS FAR BETTER THAN ANY OF ITS PREDECESSORS COULD EVER MANAGE.”

DRIVE
TO
GREATNESS

“TO QUELL ANY UNRULY UNDERSTEER WHEN ACCELERATING OUT OF A BEND, NISSAN HAS FITTED THE TEANA WITH AN ACTIVE UNDERSTEER CONTROL (AUC) FEATURE WHICH WILL APPLY THE BRAKES TO THE INSIDE FRONT WHEEL DURING CORNERING TO HELP THE CAR TURN-IN QUICKLY!”





Maximising safety also means keeping driver's hands on the steering at all times. This is why the Teana comes equipped with all necessary controls housed conveniently in the steering wheel.

“NISSAN ADDED MORE FEATURES AND TWEAKS TO IMPROVE PRACTICALITY THOUGH ONLY THIS TIME, THE DRIVER HAS ALL THE MORE REASON TO ENJOY HIS TIME BEHIND THE WHEEL AS WELL.”

improvement in fuel efficiency. To quell any unruly understeer when accelerating out of a bend, Nissan has fitted the Teana with an Active Understeer Control (AUC) feature which will apply the brakes to the inside front wheel during cornering to help the car turn-in quickly. Working in tandem with the Teana's stability control and traction control systems, the AUC is said to be undetectable in its operation.

The Teana's list of changes and improvements isn't all focused on the driver alone, though. Nissan has also ensured that the new addition to the Teana lineage continues to uphold the nameplate's reputation in offering its occupants a superior ride comfort and refinement. From the moment you drop yourself into its plush seats, you immediately realise that the seats in the new Teana feel extremely plush, even more so than its predecessor, which already had generously padded seats. Not only does the seats in the Teana come generously padded beneath its trimmings; a high attenuation and soft urethane foam to cut vibrations and pad the occupant's weight, but Nissan has fine-tuned the Teana's seat design to deliver a "Zero-Gravity Inspired" level of comfort. With the help of seating and posture research from NASA, the Teana's seats are able to lend the correct pelvis-to-chest support to replicate the "neutral posture" or relaxed position the human body takes in a weightless environment. This ingenious design not only reduces fatigue over long commutes, but also helps reduce muscular and spinal load, and improve blood flow.

Space, being the luxury that it is in cars of this class, has also been improved even though the Teana's wheelbase has been maintained over its predecessor. Thanks to small modifications in the interior panel design and the design of the front seats, the new Teana now comes with notable improvements in key areas where rear legroom and ease of access matters. Nissan also tweaked the designs of the mounts for the powertrain and air-conditioning system to reduce NVH (Noise, Vibration, Harshness) levels in the cabin, as well as significantly more sound insulation material around the cabin. All this insulation does add up to a very calm and relaxing cabin environment, allowing occupants to enjoy the 2.5XV's nine-



The athletic proportions and design composure doesn't compromise passenger ingress and egress, a testament to Teana's laurel of most comfortable in class.

“AS MUCH AS THE TEANA HAS BEEN TWEAKED WITH IMPROVEMENT TO ITS HANDLING, COMFORT STILL REMAINS A TOP PRIORITY AS IS EVIDENT WITH THE ENHANCEMENTS IN ITS DESIGN AND ENGINEERING.”

speaker premium BOSE sound system which has been specially designed for the new Teana's cabin since the start of the model's development.

Even though the highly acclaimed VQ engine series isn't utilised in this new successor, its new 2.5-litre 4-cylinder QR25DE manages to deliver equal levels of refinement and smoothness as its predecessor did. With an output of 173PS at 6,000rpm and 234Nm of torque at 4,000rpm, the new 2.5-litre engine produces more torque at lower engine speeds thus making it easier to cruise around effortlessly. Its XTRONIC CVT gearbox too has undergone major changes with 70 per cent of its components being redesigned with a 40 per cent reduction in internal friction. The efficiency gains in the new powertrain enables the new Teana 2.5XV to achieve a fuel consumption of 13.3km/L, 27 per cent better than the previous 2.5-litre model. Drivers of a sporty disposition will also get to enjoy the XTRONIC CVT new "Drive Sport" mode, which

also delivers simulated gear shifts lending to the experience of a conventional stepped transmission as it makes quick progress through the gears.

As much as the third-generation Teana has been tweaked with improvements to its dynamic acuity and handling ability, occupant comfort still remains a top priority as is evident with the wide range of enhancements in its design and engineering. The fact that Nissan didn't see the need to size-up the cabin space of the new Teana is proof that its predecessor was in a way, by far still a very capable and comfortable car. Nissan added more features and tweaks to improve practicality in producing the new Teana, though only this time, the driver has all the more reason to enjoy his time behind the wheel as well. ■



Driving The New Nissan Sylphy:

A Mark Of Distinction

THE ART OF THE COMPACT SEDAN IS FAR MORE DETAILED AND INTRICATE THAN MOST CARE TO SEE.

Between a car's performance, driving characteristics and ride qualities, you need to balance these sometimes opposing attributes to produce a competitive package that not only has to compete well in the segment it was placed in, but also needs to offer a unique proposition for potential customers to latch on to.

At Nissan, our approach is unique. Not only is there a competitive package in the new Sylphy, it has a distinctive disposition to speak of that many in the C-segment try so hard to achieve, but rarely do the efforts succeed. And this is to do with effortless dynamic driving; day in, day out, whenever you want it.

This may sound easier than it actually is to achieve, but how often do you come across a car that so seamlessly fits into your life, and throughout all your routine experiences? How often do you mull over an overly soft ride, when all you wish for is to plunge into that next corner knowing the car under you will hold its grip, and yet, won't break your back with its stiffness everywhere else?

This is in the art of a compact sedan. And there, you have the all-new Nissan Sylphy – a revival of the ideal C-segment sedan, packaged not only to be competitively luxurious for those who insist, but also to deliver levels of sportiness you can appreciate anywhere.

The athleticism starts with its exterior, where the all-new Sylphy is noticeably different in design, taking on a sportier stance through a wider and lower profile. At the front, Nissan's signature three-dimensional chrome grille is imposing, with new LED accent headlamps with Xenon main beams. The ensemble is very neat, dynamic and modern.

Down the sides, new body profile lines curve downwards from just above the wheel arches very cleanly, and together with the chrome finishing, accentuate the car's sporting characteristics again, before they lead into the rear LED horseshoe-design tail lamps which are also a completely new take. The rear itself with its boot-lid spoiler makes for itself a lot of authoritative presence.

Compared to the previous Sylphy, the all-new model is wider by 60mm and rides lower by 15mm – offering a much more established road presence, improved driving dynamics, and increased cabin space.

Speaking about the improved cabin space, the Sylphy has a lower seating position creating additional headroom for all passengers and driver. And through its



improved width, an extra 30mm of shoulder room is available and makes for a very pleasant cabin experience, while the doors themselves have increased in thickness for better comfort instalments.

But where the Sylphy stands out most for spaciousness in the segment is with its large 510-litre boot volume, which is an increase of six litres over the previous Sylphy. The new Sylphy isn't short of premium features as well; notice of which starts as soon as you walk up to the new car. Of course, everyone can reach into their own pockets or handbags to press a button on their key fobs that unlock the doors, but the convenience of Nissan's Intelligent Key feature is often overlooked by many. With the Intelligent Key and Push-Start Button of the Sylphy, you never need to reach around for your key fob, and only need to have it on you at all times for very easy access.

Continuing the ease of things is the new Sylphy's steering wheel design, which also comes with cruise control functions, as well as controls for the audio and Multi-Info Display on the instrument panel. Even the Fine Vision Meter is new: updated with a new design, colour scheme and an ECO mode indicator.

Staying inside, you'll also notice its completely updated new interior, designed for comfort and practicality. There is no sacrifice of premium quality in this C-segment sedan, with soft-touch padding on the dashboard, door armrests and center console armrests. There's also no shortage of leather, with the range-topping Sylphy VL boasting leather seats, steering wheel and shift knob. Rear passengers are treated with equal luxury, with its 680mm rear legroom maintained as a class-leading feature. Further amenities include a centre armrest and rear air-conditioning vents.

The Sylphy VL has a new 4.3-inch QVGA display screen, and the system easily pairs with your mobile phone for audio streaming and telephone capabilities. The interface is simple, intuitive, and has physical buttons around it for safe usage while driving. And if this isn't enough, Nissan's larger 6.5-inch Multimedia Navigation system is an available option.

Performance is no exemption either, the new Sylphy uses an all-new fuel-efficient 1.8-litre Twin CVTC engine. The engine produces 131PS at 6,000rpm and a generous 174Nm of torque at 3,600rpm.



Eye-catching spoiler adds a touch of youthful style.



Signature front-grille represents Nissan's new look.



Strong road presence from its trapezoidal theme.



Audio and cruise control switches at your fingertips.

“You must be glad to know by now that the Nissan Sylphy, even in its entry-level form, is equipped with VDC and Traction Control as standard.”



All-new MR18DE Twin CVTC engine.



4.3-inch QVGA infotainment system.



Distinctive LED tail lamps are identifiable from afar.

Speaking of frugality, there's also a new-generation XTRONIC CVT transmission, which takes on a major overhaul for size and weight, is of course more proficient in operation, and more efficient for fuel consumption, returning 6.4-litres/100km. The new CVT achieves its outstanding performance via a 30 per cent reduction in friction, 13 per cent reduction in weight, and a 10 per cent decrease in size.

In short, the Sylphy's engine and transmission pairing is 16 per cent more fuel efficient.

Not failing to recognise the importance of safety, you will find that both variants of the new Sylphy are equipped with very impressive active and passive safety features. A rare characteristic amongst many of its competitors, the new Sylphy has six SRS airbags all around, ABS brakes, Electronic Brake Force Distribution, Brake Assist and most importantly, Nissan's Vehicle Dynamic

Control and a Traction Control System (VDC + TCS).

VDC is essentially Nissan's term for an electronic stability control system, which works continually to make sure a car doesn't lose complete control in the event of a driver suddenly swerving to avoid a collision, or doing anything that would significantly upset the car's intended driving line. Not only will this feature keep you on the road even through the most treacherous of road conditions, but it will give you the peace of mind that you will be able to reach your destination safe and sound. You must be glad to know by now that the Nissan Sylphy, even in its entry-level form, is equipped with VDC and Traction Control as standard. ■





THE QUIET REVOLUTION

FROM A PASSING GLANCE, ONE WOULD ASSUME THAT IT IS NOTHING MORE THAN JUST YOUR AVERAGE HATCHBACK.

"DESPITE ITS ACCELERATION AND STABILITY, THE LEAF ISN'T ALL ABOUT PERFORMANCE."



"TO PREVENT PEOPLE FROM SIMPLY WALKING INTO ITS PATH BECAUSE THEY DIDN'T HEAR IT COMING, THIS CAR EVEN HAS AN EXTERNAL SPEAKER TO CREATE AN ARTIFICIAL "WHOOSH" SOUND TO ALERT THEM THAT IT IS DRIVING UP NEXT TO THEM."

"WHEN ONE THINKS OF REVOLUTIONS IN THE MOTORING WORLD, THEY ARE ALWAYS PERCEIVED AS THOSE THAT SET NEW PERFORMANCE BENCHMARKS, OR ACHIEVE FIGURES OR FEATS THAT FEW WOULD DARE TO ACCOMPLISH."

After all, there is nothing out of the ordinary about its appearance to suggest otherwise, it has five doors, four wheels, headlights that project beams of light at the front, and lights around the back that glow red at night. It is controlled by a round steering wheel inside, which is fitted to a dashboard, while movement is governed by a smooth pebble-stone like shift knob that is mounted between the front seats.

And yet, the moment you press its ignition starter button, there is no mechanical din to be heard, no vibrations to be felt, and the air around you is as crisp and clear as you left it. The instruments come to life and a friendly welcoming chime is played to let you know that it is ready to go. Slide the shift knob into its "D" slot, press the accelerator pedal, and this unassuming-looking hatchback takes off with barely a whisper and surges away into the distance; only the sound of its tyres and the wind rushing past to mark its passing presence. To prevent people from simply walking into its path because they didn't hear it coming, this car even has an external speaker to create an artificial "whoosh" sound to alert them that it is driving up next to them.

The Nissan LEAF isn't like any other hatchback, instead it is one of the most revolutionary cars of our times. It is a car which was developed from the ground up to run purely on electricity. It is a car which defies the norms of harnessing the destructive force of volatile liquids to achieve motion. The electric car isn't new, but making such a car that is both affordable and practical to the general public is nothing short of audacious.

Beneath its stout nose lies an 80kW electric motor capable of producing 254Nm of torque right from the moment you put your foot on the accelerator pedal. It is this immediate torque delivery from idle which gives drivers the same sensation of acceleration that is close to what one would get from a car with a 3.5-litre V6 petrol engine. The acceleration is both vivid in its immediacy as well as its quietness. Since there is no combustion of fuel taking place in its operation, the electric motor is nearly silent in operation and releases no emissions in the process of converting electricity into forward motion. With so much torque from the electric motor, the LEAF does without gears and adopts a single gear ratio. This gives it a constant and seamless acceleration all the way to its top speed of above 140km/h.

Electricity for the motor is supplied by a bank of lithium-ion batteries, which is capable of lending the LEAF a driving range of up to 195km, more than what the huge majority of drivers would use in their daily commute. Furthermore, since these batteries are flat-packed beneath the floor in the middle of the passenger cell, this contributes to the LEAF's low centre of gravity and ideal weight distribution, giving it the manoeuvring stability

similar to that of a low-slung sports car. With no big hulking mechanical components underneath the passenger floor and no fuel tank in the boot, the LEAF boasts excellent rear legroom for passengers and luggage space behind.

Despite its acceleration and stability, the LEAF isn't all about performance. It is about clean and efficient motoring, and Nissan's engineers have not only moulded its shape but inserted numerous features to help owners get the most out of their cars. As there is no internal combustion engine under the bonnet, the LEAF's doesn't need huge gaping front grilles to suck in air, thus giving it a unique, clean, and aerodynamic face. Its huge headlights on the other hand aren't shaped for aesthetics but honed to redirect airflow to improve aerodynamic efficiency and reduce wind noise.

To get more from its batteries, the LEAF is packed with a host of smart energy management features. With air conditioning being a vital but energy-intensive feature on cars today, the LEAF gets around to conserving its battery electricity by having a feature which allows users to set timers for the air-conditioning system in the LEAF so that the car automatically cools the cabin down while it is being plugged into a charging station. When the time comes to get in and drive, the cabin is already cooled to the driver's ideal temperature, thus saving the need of having to draw charge from the battery to cool it down as it is being driven.

Drivers can also set the duration they want to charge the car for at the charging station, while the on-board computer also provides tips on how to extend the car's driving range and projections of the car's current range. The LEAF's "Eco-mode" further aids the driver in moderating the acceleration and managing the air-conditioning system's power utilisation. When you step on the brakes for instance, the LEAF's brakes recover some of the energy that would otherwise be lost to braking, which in turn is fed back into the battery pack. To keep all its on-board accessories such as the lights and audio system running without draining the main battery, the LEAF has a solar panel attached to its rear roof spoiler, which generates additional electricity for the car's 12V battery.

Nissan's engineers have also ensured that the car is well suited to face Malaysia's road conditions and wet climate. Its battery pack maybe fitted under the floor, but it is designed to be resistant to physical impact and is sealed tight so that it can be driven through flooded areas without any risk of it being short circuited. The charging port at the nose of the car too is designed to be waterproof so that you can leave it to charge even when it is raining.

When one thinks of revolutions in the motoring world, they are always perceived as those that set new performance benchmarks, or achieve figures or feats that few would dare to accomplish. But the revolution of the LEAF is a quiet and unique one where it sets out to completely redefine perceptions as an everyday, zero emission and most importantly, a practical family car. ■

IN
THE

“PURSUIT” OF

“FUN”

WHEN THE JARGON “FUN” GETS PLAYED UP IN THE CONTEXT OF DRIVING, WE IMAGINE IT INVOLVES DRIVING A LOW SLUNG SPORTS CAR, SCYTHING THROUGH THE COUNTRYSIDE WITH THE CURVES OF THE ROAD AHEAD ENTICING THE DRIVER, GIVING AN OVERWHELMING SENSE OF SPEED AND FREEDOM.

THE NISSAN X-GEAR IS A PERFECT COMPANION FOR THOSE WITH A TASTE OF THE GREAT OUTDOORS AND LEAD AN ACTIVE LIFESTYLE.



IN THE "PURSUIT" OF "FUN"

But "fun" doesn't have to be just what a car can do on the road. It doesn't have to be all about speed and handling. As much as spirited driving serves as a form of escapism for some, stepping away from the monotony of mundane day-to-day routines in search of adventure, is the escapism for others. To them, following where the road takes them isn't good enough, as the destination is often predictable. Where they want to go isn't usually found on the beaten trail, but wherever their whim and fancy whisks them off to.

Their paths may lead them to the sunny beaches of Langkawi or the pristine jungles of Taman Negara, but regardless of where it may be, the "fun" to be had isn't so much in the journey, but rather in the sights and sounds to be found at the destination itself. In this context, the ideal car for such an occasion would be one that has the versatility to accommodate all the essentials of making any trip a memorable one. After all, no beachside excursion is complete without a beach ball or mats for a picnic, nor would the essentials of a camping trip be able to squeeze into the boot of a conventional car.

The X-Gear is perfect a companion for those with a taste of the great outdoors and lead an active lifestyle. With up to 769-litres of boot space (with the rear seats folded down), the X-Gear serves as the perfect weekend getaway car with more than enough space to stash all your necessities for a weekend adventure. Even if there is the odd item which might be too big and bulky for the boot, such as a mountain bicycle or surfboard for instance, it can be strapped onto the X-Gear's silver roof rails. More than just a decorative touch to complete the X-Gear's rugged looks and pumped-up wheel arches, its roof rails also serve a utilitarian purpose. Built to be able to carry 25kg of weight on top, the roof rails are strong enough to carry bicycles, or rooftop luggage boxes. Thus allowing you to carry more things inside and bring along a few more friends for a weekend getaway.

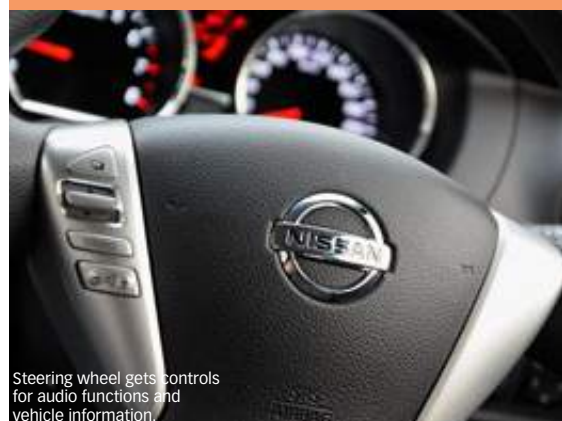
With a ground clearance of 180mm, the X-Gear is also perfectly capable of crossing rough roads and empty fields to get wherever you need it to go. Unlike big and cumbersome SUVs with huge bodies and imposing ride heights, the X-Gear is easy to get in and out



"ASIDE FROM ITS VERSATILITY AND EASE OF USE, THE X-GEAR IS ALSO EASY ON THE WALLET TOO. ITS ALL-ALUMINIUM 1.6-LITRE 4 CYLINDER HR16DE ENGINE IS FRUGAL ON FUEL, AND IS CAPABLE OF PRODUCING A DECENT 105PS AND 150NM OF TORQUE."



GPS comes built right in so that you can navigate to all the exciting outdoor locations.



Steering wheel gets controls for audio functions and vehicle information.



New grille gives the X-Gear a more sporty look.

of. There is no need to climb up or clamber into the driver's seat of a tall-riding SUV, or bend your head low and crouch down into a low slung sports car. The X-Gear's seating is at the perfect height, making it one of the most convenient cars to live with. Its turning circle of only 5.2-metres also makes it easy to manoeuvre around tight spaces. No more pulling tricky and slow three-point turns, or craning your neck over the front bonnet to carefully watch the extremities of the X-Gear. With its compact shape and excellent all-round visibility, parking or threading through tight spots is remarkably easy.

Aside from its versatility and ease of use, the X-Gear is also easy on the wallet too. Its all-aluminium 1.6-litre 4-cylinder HR16DE engine is frugal on fuel, and is capable of producing a decent 105PS and 150Nm of torque. The cabin isn't short on features either, as it has a new Fine Vision Meter with a digital Multi-Information Display which relays information on range, fuel consumption, and mileage, and a new, slimmer steering wheel with controls for the audio system.

The X-Gear is designed to suit perfectly for a comfortable day to day drive. In addition, the X-Gear also shines with its breath of talents especially during after-work activities and weekends where the road ends and the adventure begins. And for that alone, the x-Gear feels all the better and richer for it. ■





**GREAT
INNOVATION
NISSAN** FROM

WHETHER IS IT BUILDING ENVIRONMENTALLY-FRIENDLY CARS, NEW CONCEPTS OR NEW ENGINE TECHNOLOGY, NISSAN'S EDGE IN ADAPTING TO THE CHANGING NEEDS OF ITS CONSUMERS IS EVIDENT.

GREAT INNOVATION FROM NISSAN

“WHILE OTHER CAR MAKERS WERE RESORTING TO SMALLER BUT LOWER POWER OUTPUT ENGINES, NISSAN INTRODUCED THE 2-LITRE SIX-CYLINDER L20E-T ENGINE, JAPAN'S FIRST TURBOCHARGED ENGINE.”



Each year, Nissan spends about RM15 billion in research and development. The result is the world's first commercially available mass produced electric vehicle (LEAF), the world's first electric commercial van (ENV-200), the world's first steer by-wire technology (Infiniti Q50) and the world's first digital rear-view mirror.

Innovations at Nissan date back to many decades.

INNOVATE & ADAPT

In the days after World War 2, fuel was in short supply but hydroelectric power was easily available. The solution was obvious; Nissan had to build a car that relied on electric power rather than petrol.

The result was the 1947 Tama electric vehicle, a spiritual predecessor of today's Nissan LEAF. A total of 1,100 Tamas were made in three years. There were even pick-up truck versions of the Tama!

The feat was even more impressive when one considers that the engineers involved had very little experience in making cars, let alone electric cars. The Tama was created by engineers from the former Taichikawa Aircraft Company, which has since been absorbed into Nissan after the war. The Tama's durability was proven in a government sponsored public test.

As cars became more popular, consumers began to put greater emphasis on performance. Nissan was among the first to introduce a dedicated design department in 1955. Shozo Sato, an engineer with a talent for watercolour paintings, took up the challenge.

Within just two years, Sato's young team's Datsun 112 was awarded the 1955 Mainichi Industrial Design Award (now called Mainichi Design Award). The judges concluded, "The extremely healthy design without waste recognises Japan's current state of poverty. This is why the Datsun beats the (Toyota) Crown."

INNOVATE & LEAP AHEAD

The '70s were highlighted by strict regulations by the US and Japanese governments to limit exhaust emissions. While other car makers were resorting to smaller but lower power output engines, Nissan introduced the 2-litre six-cylinder L20E-T engine, Japan's first turbocharged engine.

It cleared all government smog-control regulations while producing a healthy 145 PS of power and 206 Nm of torque. That's quite an impressive figure in 1979, endowing it the privilege of powering Nissan's legendary K430 series Nissan Cedric.

More than 30 years later, tight restrictions on exhaust emission regulations and growing concerns from consumers about increases in fuel consumption have once again pushed turbocharged engines into the mainstream.

Nissan already offers a 1.2-litre HR12DDR supercharged engine in markets where fuel prices regularly creep above RM6/litre.

In the fast paced world of Le Mans 24 hours race, Nissan will be racing with a ground breaking 5-litre high power output engine that produces 400 hp and 380 Nm of torque. That's V6 rivaling performance!

The engine weighs merely 40kg and is small enough to fit inside a suitcase.

Away from performance and onto everyday comfort and practicality, the Nissan Elgrand is often dubbed the 'king of MPVs', while the Nissan Grand Livina is currently Malaysia's best-selling non-national MPV and the Serena S-Hybrid is the only model of its type in the market. Nissan's dominance on all levels of the MPV spectrum is not a

coincidence.

A little known fact is that Nissan is a pioneer in manufacturing MPVs. The 1982 Nissan Prairie was Japan's first MPV. It had sliding doors on both sides and a pillar-less construction at the sides, allowing occupants to step on and off the vehicle easily. The seats folded-flat and the car could be ordered as an eight, six or five-seater.

When it was introduced in August 1982, there was nothing else like it on the market. It truly was the pioneer of MPVs.

It wasn't until 1996 that Tan Chong introduced the locally-assembled Nissan Serena. The first-generation Serena kick-started the MPV market in Malaysia. It quickly became an instant hit and dominated the market with Nissan's combination of good value and reliability, coupled by its spacious interior, luxurious captain seats and six-seater capacity.

Today, the Elgrand is offers a level of comfort and luxury that can only be matched by limousines from premium brands.

The Grand Livina combines the best of both a car and an MPV, offering one of the most usable interiors within a very safe handling car-like vehicle structure.

Between them the Serena S-Hybrid, combining innovative means to minimise fuel consumption without resorting to expensive hybrid traction batteries and yet carrying off an extremely versatile interior.

While the fathers and mothers of today drive their children to school in Nissans, it is quite possible that their children will continue to be driven around, not by a chauffeur but

“FOR THE NEXT 80 YEARS, NISSAN FANS CAN LOOK FORWARD TO A MORE DIVERSE RANGE OF CARS FROM NISSAN, FROM CLEAN EVS FOR DAILY USE AND CLASS-LEADING PEOPLE MOVERS, TO GO-ANYWHERE 4X4S AND EVEN EMOTIONAL SPORTS CARS.”



The first Electric Vehicle from Nissan, the TAMA.



by a computer. It sounds rather far-fetched, but Nissan's chief executive officer Carlos Ghosn promises to deliver affordable autonomous driving cars within the next two vehicle generations, which is roughly around 2030.

A self-driving car is no longer the subject of a science fiction film, but is already a reality at Nissan. The company has already built several examples of a self-driving Nissan LEAF, which can not only drive and park itself, but also react quickly to avoid accidents. These self-driving LEAF prototypes are currently undergoing testing on public roads in Japan.

All these success stories can be traced back to Nissan's pioneering ways more than 30 years ago with the arrival of the first-generation Prairie.

80 YEARS & STIRRING EMOTIONS

At a time when sports cars were known to be finicky, uncomfortable and required delicate care, Nissan showed the world the 240Z, Nissan's first Z car. It shared the same 2-litre inline six-cylinder DOHC 24-valve engine from the legendary race-winning Skyline 2000GT-R.

Being a Nissan, reliability was a given. What set the Z apart was its easy to drive character, and practicality, enough to be used every day. Thus, it is not surprising that the Z became the world's most mass-produced sports cars series.

Like its forefathers, the current sixth-generation Z car, the 370Z, offers Japanese reliability, all-round practicality and first class performance that rival sports cars costing twice as much.

With a 3.7-litre engine producing 333 PS of power and 363 Nm of torque, performance is a given. More important than how fast it goes is how young it makes you feel. Its sports car-like handling makes you feel at least 10 years younger, while the six-speed manual transmission's SynchroRev Match feature endows average drivers with racing driver-like abilities to execute perfect heel-toe downshifts.

In the coming future, Nissan fans can look forward to a more diverse range of cars from Nissan, from clean EVs for daily use and class-leading people movers, to go-anywhere 4x4s and even emotional sports cars. ■

TRUST & CARE

THE SAFETY AND WELLBEING OF OUR CUSTOMERS HAS ALWAYS BEEN OUR TOP PRIORITY. WITH THAT, WE ARE PROUD TO PRESENT THREE PROGRAMMES WITHIN OUR SAFETY CAMPAIGN THAT WILL RUN THROUGHOUT THE ENTIRE YEAR.



For decades, we at Nissan have been developing well-designed and functional cars that uphold the highest safety standards. We pride ourselves in pushing design and technology boundaries to stay at the top of our game, by introducing new safety features and technological advancements to our vehicles. In addition to delivering the best cars to our consumers, we also take road safety education and empowerment very seriously.

You see, at Nissan, our relationship doesn't end the moment you purchase your car; in fact that's where it begins. And we like to make sure that it continues way past the day of purchase and is nurtured over the years. We place our customers at the top of our priorities, often thinking of them as members of a larger Nissan 'family'; through a relationship built on loyalty and support.

Today we realise that road safety is a concern for many of us, especially when more and more cars, drivers and vehicles are populating our roads. Road accidents can happen at any time or place, and while they are sometimes out of our control and not always unpreventable, it is beneficial to be well-prepared to handle an accident or a problematic driving situation if you should ever find yourself in one.



TRUST & CARE



“THE SAFETY OF OUR CUSTOMERS AND THEIR FAMILIES IS VERY IMPORTANT TO US. WE HOPE TO SHARE AND COMMUNICATE KEY ROAD SAFETY MESSAGES TO PREVENT ROAD ACCIDENTS AND TO HELP SAVE LIVES IF ACCIDENTS DO OCCUR.”



AS SUCH, we want to arm our customers, especially the ladies, with road-savvy knowledge and tips to stay alert and aware while driving or travelling on the busy city roads of today. To this end, we have developed three different programmes within our Safety Campaign for our Nissan customers as well as their friends and families to learn about road safety in today's world.



“WE CURATED THE BEST IN TRAINING AND EXERCISES FOR THE BENEFIT AND SAFETY OF OUR CUSTOMERS AND THEIR FAMILIES WITH TIPS ON EVERYDAY CONCERNS RELATED TO ROAD SAFETY AND DRIVING.”



The Safety Programme consists of a Road Survival Workshop, Children's Road Safety Workshop and Safety Driving Workshop. For each of these workshops, we curated the best in training and exercises for the benefit and safety of our customers and their families with tips on everyday concerns related to road safety and driving.

“The safety of our customers and their families is very important to us. We hope to share and communicate key road safety messages to prevent road accidents and to help save lives if accidents do occur”, said Dato' David Chen, Executive Director of ETCM.

Given the success of our safety programmes, we intend to bring this safety campaign to many more of our Nissan customers and with that, we will be extending the Road Survival workshop and our Safety Driving Programme throughout Malaysia all the way until September this year.

IF YOU WOULD LIKE TO BE A PART OF OUR MANY FUTURE WORKSHOPS OR EVENTS, PLEASE CONTACT US AT: crd@tanchong.com.my



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If you want to try this out – be sure to make a reservation first!



THE GOOD BATCH

WHERE 53, SS21/1A, Damansara Uptown, 47400, Petaling Jaya **OPEN** Tues-Thu: 11am-midnight, Fri: 11am-1am, Sat: 10am-1am, Sun: 10am-11pm
TEL 03-7733-2303 **WEBSITE** www.facebook.com/thegoodbatchkl **PRICE** \$ \$



The Good Batch is a breakfast and bar joint. It's a place that serves you the finest breakfast all-day long and in addition to that, there is the bar where you can unwind after a long day. Inspired by breakfast from all around the world, the menu includes names such as Parisiene, Mexican, Mestilah Malaysian, Portobello Road and Hangover Mess, just to name a few. Breakfast is served all day and from 6am onwards, the bar caters for the after-hours Uptown working crowd by serving up hot snacks such as The Banana Nutella, Finger Lickin' Good Chicken Fingers and Portobello Sticks. Happy hour is between 4pm to 9pm daily, so customers can rejoice and drop by after work for a pint to end your day.

The Good Batch also serves coffee featuring a Coffex blend of Sumatran, Brazilian & Colombian.



MR. & MS.

WHERE Oasis Ara Damansara **OPEN** Tue-Fri: 10am - 6pm, Weekends: 9am-5pm **TEL** 03-7859 6665 **WEBSITE** www.facebook.com/mr8mscafe **PRICE** \$ \$

This new café is a must-try! If you need a little change of scenery for breakfast, brunch and coffee, Mr. & Ms serves a good and filling choice of food as well as tasty coffee. Cozy and welcoming in ambience, look out for the cut-out moustaches and pouty lips and use your creativity (selfie moments!) to pass time with a little fun while waiting for your meal and coffee to be served.

From big breakfasts, hearty sandwiches and for those with a sweet tooth – there is always a great selection of cakes and other sweet snacks to be served.

AWESOME CANTEEN

WHERE 19, Jalan 20/13, Taman Paramount, 46300 Petaling Jaya, Malaysia **OPEN** Daily: 11am-10pm, closed Mondays) **TEL** 03-7865 8048 **WEBSITE** www.facebook.com/awesomecanteen **PRICE** \$ \$



Looking for a place to enjoy a hearty meal that makes you feel right at home? Awesome Canteen has a great atmosphere – it keeps to the traditional perception of a canteen, with a casual, rustic and antique finish serving convenient lunch options such rice dishes, pastas and sandwiches that have been known to hit the 'comfort food' spot straight on.

You can't deny that their must-try items on the menu are their burgers. Served during dinner time, these come with a fine selection of patties, delicious fillings and freshly made buns. And if you're not one for burgers then you can also feast on a great selection of pastas, steak and freshly baked pastries. ■



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