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*For Immediate Release*

**Revolutionary All-New Acura RL Luxury Performance Sedan Combines Sleek Styling, High Performance AWD Powertrain and Assortment of Advanced Technology**

*Acura's Top-Of-The-Line Sedan Features Revolutionary All-Wheel-Drive System and Real-Time Traffic Capability*

TORRANCE, Calif. – With a 300-horsepower VTEC V-6 engine, a revolutionary all-wheel-drive system, dynamic styling and breakthrough technology, including the first North American application of satellite-based real time traffic information, the all-new Acura RL is designed to redefine the luxury performance sedan category.

“The RL will definitely set a new benchmark in its category,” said Tom Elliott, executive vice president, auto operations. “The new all-wheel drive system gives it the handling prowess of a sports car, but inside it is extremely refined. That combination of performance and luxury will be hard to beat.”

The 2005 RL showcases an assortment of Acura firsts including a ground-breaking all-wheel drive system that gives it the most precise handling in its class. The Super-Handling

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All-Wheel Drive™ System (SH-AWD™) is the first and only all-wheel drive platform that distributes the optimum amount of torque not only between the front and rear wheels but also between the left and right rear wheels. During straight line cruising and moderate cornering, up to 70 percent of torque is at the front wheels. During full throttle acceleration or spirited driving, up to 70 percent of available torque goes to the rear wheels for increased acceleration and enhanced cornering. In addition to varying the torque front to rear, SH-AWD varies the amount of torque to the left and right rear wheels. When cornering, this ground-breaking technology overdrives the outer rear wheel, sending up to 100 percent of rear torque to that wheel to dramatically enhance the RL's cornering, steering feel, handling and stability. The result is class-leading cornering performance and cornering stability as well as enhanced traction on dry or wet surfaces.

The RL's 3.5-liter, 24-valve, all-aluminum VTEC engine is the most powerful engine ever in an Acura, generating 300 hp at 6200 rpm and 260 lb-ft of torque at 5,000 rpm (up from 225 hp and 231 lb-ft for the '04 RL). A variable flow exhaust system helps to generate additional horsepower. It is equipped with two close-coupled primary catalytic converters for quicker light off and a secondary underfloor catalytic converter, which help to lower emissions levels by 75 percent from LEV to LEV2-ULEV standards. Despite the extra power, the RL achieves fuel economy of 18/26 mpg (city/highway).

The RL features a 5-speed Sequential SportShift automatic transmission that enables gears to be shifted using a shift lever on the center console or with the paddle-shifters located on the steering wheel. This compact gear box features wide gear ratios optimized for precise shifting, dynamic performance and superior fuel economy.

To complement the high performance powertrain, Acura gave the RL a highly rigid unit body that is lightweight due in large part to aluminum construction of the sub frame, suspension, hood, trunk lid, and front fenders. The trunk lid and fenders are made using an innovative new blow molding process, which increases rigidity and allows shaping that would not be possible with other molding methods.

As part of Acura's commitment to providing Safety for Everyone, the RL is the first Acura model to utilize the Advanced Compatibility Engineering™ (ACE™) body structure, designed to enhance passenger safety. The new ACE structure helps to disperse collision forces over a larger frontal area. The system helps provide even better protection for vehicle occupants while at the same time reducing aggressivity toward other vehicles in a frontal collision.

The RL's lightweight chassis and 4-wheel independent suspension components are tuned to complement the SH-AWD system and deliver a linear cornering feel, optimum cornering traction and a smooth ride. The 17x8-inch alloy wheels are fitted with P245/50R17 98 V-rated Michelin all-season high performance tires that fill the wheel wells and add to the RL's aggressive stance. Large 4-wheel disc brakes with 4-piston front calipers, ABS, Electronic Brake Distribution (EBD) and Brake Assist provide optimum stopping power.

The RL's sleek exterior styling reflects the abundant power under the hood. And, while it is almost three inches shorter than the current RL, it is over an inch wider and offers more passenger volume than the RL it replaces. In front, a dramatically sloping hood leads down to an aggressive front fascia with angular headlight treatments, a signature Acura five-sided grill and distinctive lower air intake openings. A sleek

cockpit, a forward sloping beltline and a short deck lid accent the RL's pronounced wedge shape, making it look fast from any angle.

The RL is the first Acura equipped with the Active Front Lighting System (AFS) for increased illumination and visibility. The low beams swivel up to 20 degrees in either direction in response to vehicle speed and input from the steering wheel. During straight-line driving the headlights perform like conventional systems by illuminating the road directly in front of the vehicle. When entering a curve, the inboard light swivels according to input from steering and vehicle speed sensors to illuminate a larger area of road surface throughout the corner, thus minimizing blind spots.

Inside, the new RL is as luxurious as it is sporty. The interior features rich leather, genuine wood trim, an assortment of leading-edge technology and, for the first time in a North American vehicle\*, standard real-time traffic information integrated into a new in-car satellite navigation system featuring AcuraLink™. Utilizing the XM NavTraffic™ service beamed from XM's satellites, the large 8-inch navigation screen can display a variety of up-to-the-minute traffic information where available including flow (traffic speed), accidents, and construction on freeways in 20 major metro areas including Los Angeles, New York and Chicago. Flow and accident information are updated continuously, allowing drivers to take the least congested route to their destination.

In addition to enabling the real-time traffic feature, the AcuraLink satellite communication system allows for communication between Acura and the vehicle, providing customers with the latest diagnostic information specific to their vehicle as well as vehicle-related messages. Because it works with the car's HandsFreeLink™

wireless telephone interface, drivers can respond to messages or one-touch-dial Acura dealers and Acura Roadside Assistance (TLC) using their Bluetooth phone.

The RL also features a standard 10-speaker Acura/BOSE® DVD-Audio system that uses Bose Cabin Surround™ circuitry to deliver surround sound to all seating positions. This innovative new system utilizes eight distinct channels (compared to two on a typical premium sound system) to deliver sound resolution 500 times greater than CD. In addition, Centerpoint™ signal processing circuitry processes stereo recordings to five independent channels, to deliver simulated surround sound from conventional CDs. Road, wind and other intrusive noise is neutralized through the application of AudioPilot noise compensation technology, which monitors cabin noise and adjusts the sound balance accordingly.

Another standard feature is the Acura Navigation System with Voice Recognition™. This easy to use system features a menu of 560 voice commands, an 8-inch display, a comprehensive destination guide with over 7 million points of interest, 3-D graphics for freeway interchanges, on and off-ramps and turn-by-turn voice guidance. The system has expanded memory and a faster processor to provide quicker start up and route search times, more points of interest and access to the Zagat Restaurant Guide. In addition, all U.S. cities and street names (1.7 million) may be accessed through the voice recognition command. The system can be accessed through the steering wheel-mounted voice recognition buttons or by using the Interface Dial located on the instrument panel.

The RL also features a Bluetooth-based wireless phone interface as standard equipment. The HandsFreeLink™ wireless telephone interface, which debuted on the 2004 TL, enables a Bluetooth wireless interface with mobile phones, allowing calls to be

made and received utilizing the RL's steering wheel-mounted HandsFreeLink button, which connects their phone to the system.

The RL is the first Acura equipped with the Keyless Access System, which allows owners to lock and unlock doors, open the trunk, and start the car without using a key. The RL's key fob is equipped with a transmitter that communicates wirelessly with sensors in the car. When the fob comes within approximately two and a half feet of the car, the system links and the doors can be opened simply by touching the door handle. The engine can be turned on and off by turning a switch on the steering column.

In addition to the ACE body structure, the RL incorporates an assortment of the latest safety systems and devices including a full complement of front, side and side curtain airbags, as well as Vehicle Stability Assist (VSA™).

Acura offers a full line of premium performance vehicles through a nationwide network of more than 264 dealers. The Acura lineup features six distinctive models including the exotic NSX supercar, the RL luxury performance sedan, the TL performance luxury sedan, the TSX sports sedan, the race-bred RSX sports coupe, and the award-winning MDX luxury sport utility vehicle.

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*\*XM Satellite Radio and the AcuraLink Satellite-Based Communication System are not installed on RL models sold in Alaska and Hawaii.*

### **2005 Acura RL Highlights**

#### **Powertrain**

- World's first Super Handling All-Wheel-Drive System™ (SH-AWD™)

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- 3.5 liter VTEC V-6 engine
- 300 horsepower and 260 lb-ft of torque
- 5-speed automatic transmission with Sequential SportShift, steering wheel-mounted paddle-shifters and Grade Logic Control
- CARB-certified LEV2-ULEV emissions system

#### Body & Chassis

- Unit-body with extensive use of high-tensile steel and aluminum
- Lightweight aluminum front and rear subframes
- Independent front double-wishbone suspension with independent multi-link rear
- Active Front Lighting System (AFS) with Xenon High-Intensity Discharge (HID) headlamps
- 4-wheel disc brakes with 4-piston front calipers, ABS, Electronic Brake Force Distribution (EBD) and Brake Assist
- 17-inch alloy wheels

#### Interior

- Acura Navigation System with Voice Recognition™ (standard in the 48 contiguous states and Hawaii)
- AcuraLink™ satellite communication system with real time traffic
- Leather-trimmed seating and genuine wood dashboard trim
- Acura/BOSE® 10-speaker Surround Sound System with 6-disc CD, DVD-Audio and DTS™ changer and AM/FM tuner
- Active Noise Cancellation
- HandsFreeLink™ wireless telephone interface
- OnStar® digital/analog tri-modal system
- Keyless Access System
- GPS-linked, solar sensing, dual-zone, dual-mode automatic climate control system
- Power moonroof
- Power rear sunshade

#### Safety

- Advanced Compatibility Engineering™ (ACE™) body structure
- Dual-stage, dual-threshold front airbag Supplemental Restraint System (SRS)
- Driver's and front passenger's side airbag with front passenger Occupant Position Detection System (ODPS)
- Standard side curtain airbags
- Vehicle Stability Assist (VSA®) with traction control

#### Acura RL Features Ground-Breaking Acura/BOSE®DVD-Audio System

### ***10-speaker System Delivers High Quality 360-Degree***

### ***Surround Sound to All Seating Positions***

TORRANCE, Calif. – The all-new Acura RL luxury performance sedan features a ground-breaking new Acura/BOSE DVD-Audio system that delivers surround sound to all seating positions.

Unlike many premium audio systems, this system delivers a surround sound listening experience, not only from DVD-Audio and DTS recordings, but from conventional 2-channel CDs as well.

DVD-Audio allows system engineers to create a true “multi-channel” audio system utilizing the 5.1 format to create eight channels of custom equalization. This is a dramatic advancement over current premium “stereo” systems that only offer two channels of music. The RL’s Acura/BOSE DVD-Audio system accommodates separate dedicated channels for center, left front, right front, left surround, right surround and subwoofer channels. The DVD-Audio format offers sound resolution 500 times better than CD.



The RL's Acura/BOSE DVD-Audio system utilizes several proprietary Bose technologies including the Bose Cabin Surround<sup>®</sup> circuitry with 10 carefully placed speakers to create high quality 360° surround sound at every seat. Typically, advanced systems can only deliver surround sound from specially encoded CDs and DVDs. The Acura/Bose DVD-Audio system also delivers simulated surround sound from conventional 2-channel CDs using proprietary Bose Centerpoint<sup>®</sup> signal processing circuitry, which automatically processes stereo recordings to five independent channels of sound for a multi-channel surround sound experience.

A common disadvantage to listening to music in a car is the constant, varying degrees of road, wind and other external noise that can interfere with enjoyment of the music. But advanced Bose AudioPilot<sup>®</sup> noise compensation technology in the 2005 RL automatically helps reduce the effects of unwanted noise from varying road surfaces, driving speeds or an open moonroof. AudioPilot continuously measures the level of unwanted noise in the cabin, and compensates by automatically adjusting the audio signal to ensure that the music can be clearly heard and enjoyed.

The Acura/BOSE DVD-Audio system was designed from the ground up as a collaborative effort between Bose engineers and the Acura RL design team. Instead of adding audio components to the cabin after the car was complete, Bose engineers were on hand during the very early stages of interior development to design a custom listening environment that would complement and enhance the refined interior of the new 2005 RL.

The RL's audio system features an in-dash 6-disc changer, and standard XM Satellite Radio. In addition to DVD-Audio recordings and CDs, the RL's audio system plays MP3s.

**Acura RL Features Revolutionary Super Handling AWD System**

*System is First To Distribute Torque Front to Rear and Between Left and Right Rear Wheels*

TORRANCE, Calif. – The all-new 2005 Acura RL features a revolutionary all-wheel drive new called Super Handling All-Wheel Drive™ or SH-AWD™. The SH-AWD system is the first and only all-wheel drive platform that distributes the optimum amount of torque not only between the front and rear wheels but also between the left and right rear wheels. The result is uncanny cornering performance that provides incredibly neutral steering and outstanding vehicle stability.

By monitoring driver input and driving conditions, the SH-AWD system determines the optimum front-rear and lateral (left-right) torque distribution. This information is then conveyed to the rear differential, where direct electromagnetic clutches continuously vary the front-to-rear torque by up to 70 percent in either direction. Rear torque can also be apportioned between the left and right rear tires by up to 100 percent on either side.

The SH-AWD system is composed of an ECU, sensors that detect steering angle, lateral g-force, and other vehicle information, and a rear differential. The direct electromagnetic clutches inside the rear differential, another industry first, employ electromagnets to maintain precise control over the multi-plate clutches.



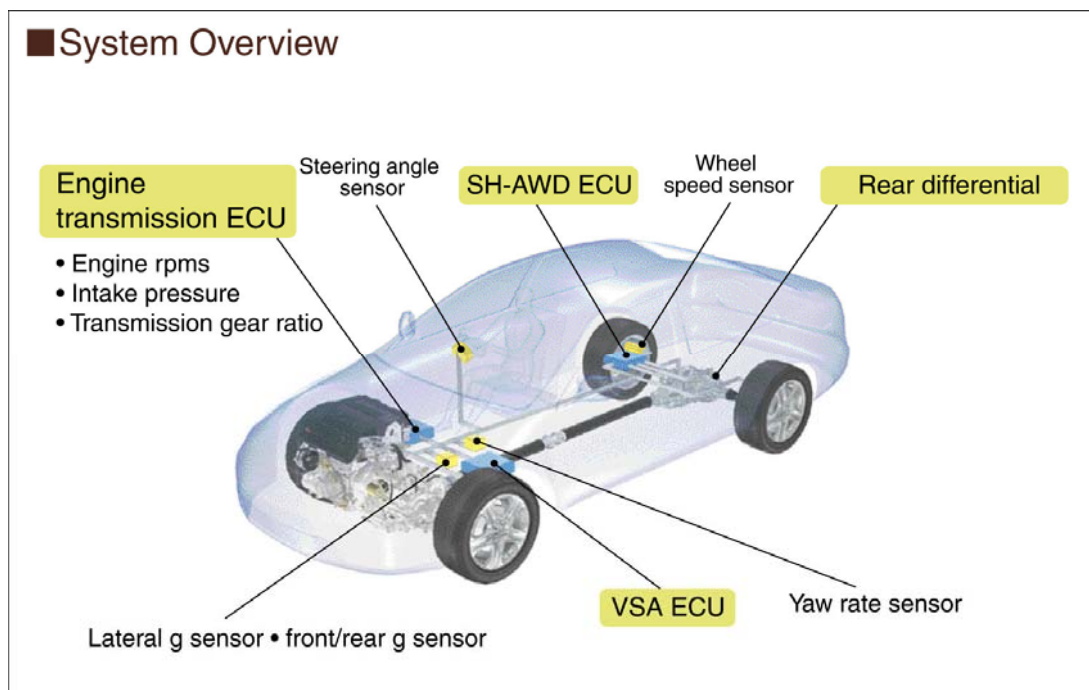
**SH-AWD Rear differential cutaway**

The SH-AWD system uses torque not only for propulsion, but also to increase cornering precision and dramatically enhance vehicle maneuverability while helping to virtually eliminate understeer and oversteer. During cornering the speed of the outside rear wheel is greater than the average of both front wheels. This prevents the efficient transfer of torque to the outside rear wheel in a typical AWD system. To counteract this condition, the SH-AWD system's rear differential is equipped with a built-in acceleration device that can overdrive the outside rear wheel. This acceleration device, which is another industry first, uses a planetary gear to speed up the outside rear wheel's rotation relative to the front wheels. The result is a significant enhancement in vehicle maneuverability during cornering.

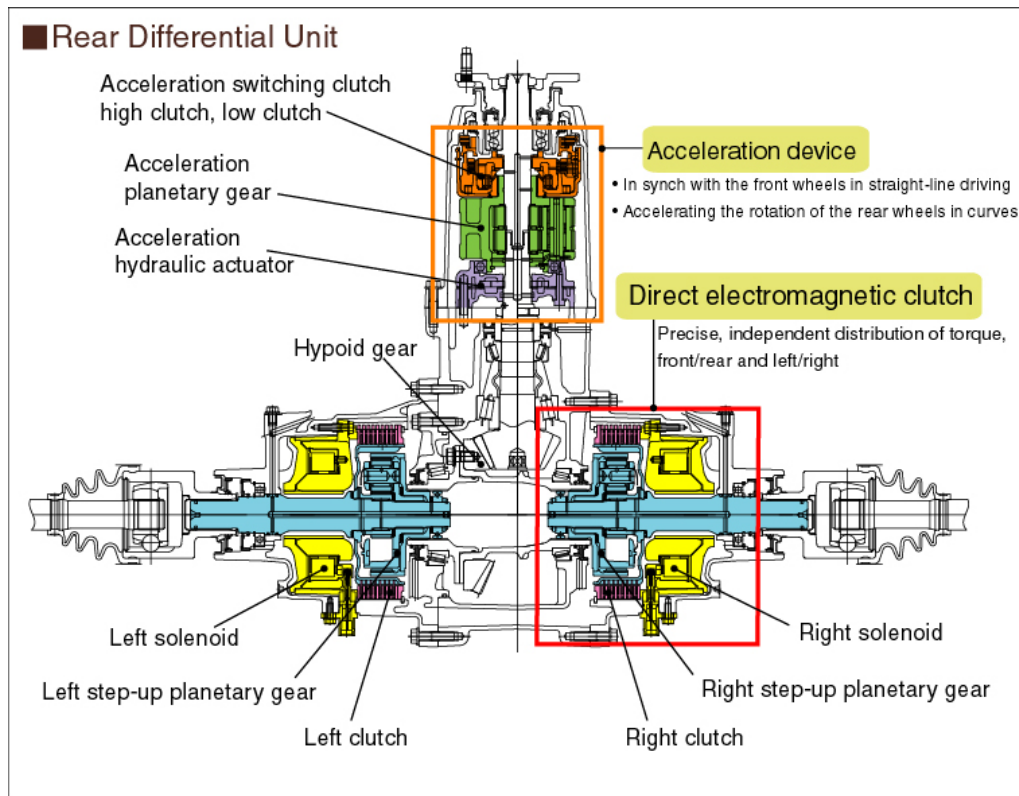
### SH-AWD system torque regulation

- **Acceleration while cornering:** Torque to the rear wheels is continuously varied to supply up to 100 percent to the outside wheel. This creates an inward yaw moment, significantly improving vehicle turn-in and handling precision.
- **Deceleration (throttle closed) while cornering-** Torque to the outside rear wheel is varied to change from an inward to an outward yaw moment, helping vehicle stability at all times.
- **Straight-line driving -** Front-rear torque distribution is modulated for optimum performance. During rapid acceleration, torque is redistributed from the front wheels to the rear wheels. Conversely, during cruising, torque is concentrated in the front wheels. The result is additional driving stability.

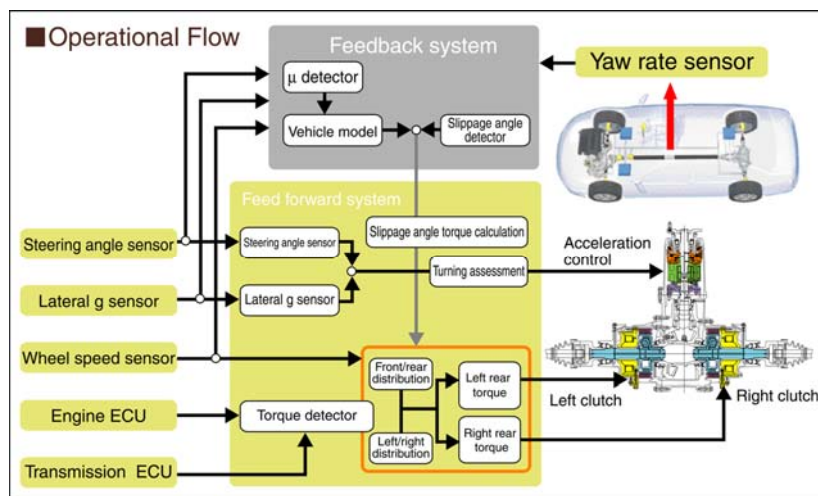
### System Overview



## Rear Differential Unit



## Operational Flow



## All-New Acura RL Highlights New ACE™ Body Structure For Enhanced Safety

*Crash Compatibility Body Designed For Greater Safety in Collisions*

*Between Vehicles of Differing Size, Weight and Structural Design*

TORRANCE, Calif. – The all-new RL luxury performance sedan is the first Acura to feature the innovative Advanced Compatibility Engineering™ (ACE™) body structure. This unique new design enhances protection of occupants during a frontal collision, while reducing aggressivity to other vehicles.

The ACE body structure takes vehicle front frame construction beyond conventional safety protocols -- such as the NHTSA NCAP 35 mph frontal barrier test or the IIHS 40 mph off-set frontal crash -- to deliver significantly enhanced occupant protection in a variety of real-world crash conditions, especially those involving a frontal collision between vehicles of differing heights, weights and frame construction.

The ACE 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, by reducing the chance of vertical or lateral misalignment between the RL and other vehicle's safety structures, ACE reduces the RL's aggressivity toward other vehicles during a frontal collision.

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 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.

The ACE body structure is a crucial new component of Acura's ongoing commitment to the concept of Safety For Everyone, which seeks to provide high levels of occupant protection for all Acura vehicles as well as reduced aggressivity toward other vehicles and increased safety for pedestrians.

In addition to the application of the ACE body structure, Acura will implement the following safety technology as part of American Honda's Safety for Everyone mandate:

- All Acura vehicles will feature front side airbags and side curtain airbags as standard equipment before the end of calendar year 2006.

Acura will further expand the use of technologies to reduce injuries to pedestrians including specially designed hood structures, front frame construction and breakaway wiper pivots.