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spanned Rover's replacement for the Austin Montego in 1993. Called the 600, the car shared its platform with the European Accord and, with the exception of the front doors, lower rear doors, and windshield, sported unique styling which dispensed with the rear quarter windows. The interior design of the 600 was very similar to the Accord's design in Japan. This generation also spawned two distinctively branded performance versions for European and Japanese domestic markets, dubbed Type R and Euro R, respectively. Sixth generation Accord (Australia)[Sixth generation Accord (Europe)] The seventh generation of the Accord was launched in 2002 for the 2003 model year,[51] and consists of two separate models; one for the Japanese and European markets, and the other for North America (CM5), with the Japanese and European model being sold in North America as the Acura TSX. However, both were in fact sold in many other markets, fueled by the popular Cog advertisement for the Accord. Euro R trim continued into this generation as a performance model for the Japanese market, making use of K20 engine producing 220 PS (162 kW; 217 hp), however, European performance model was renamed Type S and used a larger K24 engine tuned to produce 190 PS (140 kW; 187 hp). Main article: Honda Accord (Japan and Europe seventh generation) Seventh generation Accord (Japan, Europe and Australasia) Seventh generation Accord (Japan, Europe and Australasia) The European and Japanese Accords were integrated on the previous Japanese Accord's chassis, but with a new body.[52] No longer made in Swindon, those Accords were made in Japan, and came in both sedan and station wagon forms. At its introduction in 2003, it won the Car of the Year Japan Award for a record third time. In Europe, the car featured a 2.0 i-VTEC with 155 PS (114 kW; 152 hp), a 2.4 i-VTEC with 190 PS (140 kW; 187 hp), and an "exceptional"[53] 2.2 i-CTDI turbo-diesel N22A1 engine, initially with 140 PS (103 kW; 138 hp) and 340 N·m (251 lbf·ft) of torque, while doing 51 mpg on the EU combined cycle. This model was sold in certain markets such as Fiji, Australia, and New Zealand as the "Accord Euro" and in North America as the Acura TSX, with a significant distinction being that the TSX featured the interior of the contemporary Honda Inspire instead.[52] The Honda Accord Euro R (CL7) was launched in October 2002, and was the first of a new line of high performance Accords. The Euro R was a two-door coupe, with a 2.2 i-VTEC engine producing 216 PS (158 kW; 211 hp) and 240 N·m (177 lbf·ft) of torque. 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