Tekken Corporation was established on February 1, 1944 as a national policy corporation to secure and reinforce the land transport capacity during the World War II and began as a company to undertake social infrastructure improvement works mainly composed of railway-related works. Since then, Tekken establishes a solid relationship of trust with stakeholders including customers making “Trust and Technology” a basis. Pushing forward the management founded on a total technological capability, Tekken will respond to the trust of customers in the future.

Build a station
Build a road
Build a town
Respond to varied needs in three business fields.

For people and nature, what on earth are an ideal urban environmental space and function? With fewer children and aging, IT trend and environment coexistence, etc., Japan is now at a large turning point from a growth society to a mature society. In such circumstances, the way of thinking and consciousness of people about what a space should be in the urban area, a place of life and business, and a harmony with natural environment are changing significantly as well. Our company returns to such a starting point that ["Monozukuri (Manufacturing)" is just the basis], reconfirms its own corporate mission and continues to contributing to society suitable for a new era.
Atre Kichijyoji
Accompanied with the improvement of JR Kichijyoji station earthquake resistance, the work to reform the commercial facility below viaduct and the work to reinforce earthquake resistance were performed. The reform work and earthquake resistance reinforcing work went on simultaneously within a short period of time using a few working hours during night when the station and tenant are closed. As Atre Kichijyoji plays a role as an attractive face of the town, a full and thorough quality management was exercised.

Taiheiji Overpass between Minami-Fukushima and Fukushima, Tohoku Railway Line
Out of the Oguraji Omori Line of city planning road in Fukushima city, this is a 58.6 m long overpass with a walkway on both side and 2 lanes in each direction traversing below JR Tohoku Railway Line, Tohoku Shinkansen and Fukushima city road. In the construction work, a method combining HEP & JES and Compass method which our company owns was adopted.

Keisei Nippori Station
As a series of re-development project in the east entrance of Nippori station, a 900 m length of the down line of Keisei Electric Railway was elevated and the improvement of Keisei Nippori station was also carried out together. With the improvement, the station becomes more convenient and many travelers begin to gather as a gateway of the world. The station is also helpful for invigorating the town.

Viaduct near Tachikawa Station, Chuo Railway Line
Out of the two-level crossing project between JR Chuo Line Mitaka and Tachikawa, a length of 933 m of a new down line viaduct near Tachikawa station was constructed. A new work for constructing a 737 m long viaduct near Higashi Koganei was also carried out. With the opening of viaduct, the problem with “Level crossing kept unopened most time” was resolved.
Out of the Chugoku Traverse Motorway Onomichi · Matsue Line connecting Sanyo region and Sanin region, our company constructed a 530 m long Shimonde bridge located in Shobara city, Hiroshima prefecture. During the work, numerous events placing the importance on a close communication with local residents were initiated and letters of appreciation to such conducts were given by resident association and elementary school. We were also given the highest rating point in the assessment on the construction performance in the year 2011 by Chugoku Regional Development Bureau, the Ministry of Land, Infrastructure, Transport and Tourism. In addition to the Shimonde bridge out of the improvement project of Onomichi · Matsue Motorway, Our company also constructed Kaidahara bridge (length 526m), Makinbara Dai-Ichi bridge (length 322m) and Mihara By-Pass Shimokihara Viaduct (length 96m).

Accompanied with the opening of the Kyushu Shinkansen, re-improvement of Hakata station was advanced. Our company undertook the construction of passageway for underground shopping arcade. To secure the safety of a general passerby, the closest attention was paid and various measures for safety were thoroughly taken.

Out of the Dai-Ni Hanwa National Highway connecting Osaka and Wakayama, our company constructed a 221 m long Minami-Yamanaka Tunnel located in Hannan city, Osaka prefecture. The opening of the Dai-Ni Hanwa National Highway as soon as possible had been awaited as “a road of life” to resolve a chronic traffic jam on the National Road No.26 and to shortening delivery time of emergency vehicles.
1 | Kamakura Municipal Dai-Ni Junior High School
A reform work of the last wooden schoolhouse in Kamakura city was carried out. Appearance and air feeling of the schoolhouse that has been made friendly by graduate and regional residents are reconstructed.

2 | A-FACTORY
In time with the opening of Shin-Aomori Station of the Tohoku Shinkansen, our company constructed a complex commercial facility. The facility has a combined function as manufacturing of drink made in Aomori prefecture and sales/eating and drinking of foods made in Aomori prefecture. Internal appearance images a “market” and the building was constructed so that it can fully represent a design thought.

3 | JR Meguro Green Building
Making use of “the project to promote building reconstruction for energy saving”, the building was re-born as office building to promote energy saving in association with tenants. Air-conditioning units to enhance the efficiency and photovoltaic power generation are introduced and a green curtain for wall face greening by ivy is adopted.
Overseas Projects

Taiwan

Wanda Power Plant
Our company constructed two units of semi-underground hydro-electric power plant ordered by Taiwan Power Company. Major structures include intake, gate shaft, headrace tunnel, pressure pipeline, power station and tail-race. Headrace tunnel is the work of mountain tunnel our company constructed for the first time in overseas projects and NATM method our company owns was adopted.

Vietnam

Vietnam Railways Bridge Improvement
Our company is carrying out the work to replace the obsolete steel bridges on the railway line between Hanoi and Ho-Chi Minh. Upon completion of new bridges, trains operated to date at a reduced speed can be operated without slowing down the speed and the time required for traveling between Hanoi and Ho Chi Minh will be shortened a great deal.
Making Use of the Construction Technical Center

“Technological Capability” is mentioned as one of the most important things in realizing the growth of a company. Our company established the “Construction Technical Center” in Narita city, Chiba prefecture, to further polish up this “Technological Capability.” In this center is established a new safety training departmental unit for strengthening of individual technological capability in addition to the previous technological research and development departmental unit. The safety training departmental unit is equipped with a real experience type training facility and seeks to improve the level of safety technology of each and every employee making “The basis of safety rests on technology” a motto.

Seismic Isolation Retrofit Method

Tekken’s head office building is seismic isolated by “Seismic Retrofit Method” which enabled the construction while remaining to stay in the building.

Roof Greening

On the roof of our head office building a “Roof Greening” model garden which contributes to the improvement of urban environment is opened to the public. The roof greening can expect various effects such as restraining heat island phenomenon and improving air-conditioning effects of building.