

Press Information

CUORE

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The Old Favourite Gets Even Better

In recent years, compact cars have come into their own as mainstream vehicles on an equal footing with their larger rivals. But why, after being overlooked for decades, have they suddenly been thrust into the limelight? Well, all other factors being equal, their diminutive size makes them more resource-saving and fuel-efficient than larger cars while they also emit less exhaust gas and occupy less space to run and park. In short, compact cars are more environmentally friendly. They offer the world's car manufacturers an effective way to accomplish their stated goal of achieving better harmony between motor cars and the environment.

Daihatsu has been making compact cars for more than 90 years. And as a small-car specialist, we've always seen our most important challenge as being to make compact cars that are as user friendly as possible in terms of interior space, ride comfort and performance. More recently, the task of minimising the environmental impact of these vehicles has also been given an increasingly high priority. Meanwhile, we have extended our endeavours to making minicars, which are generally even smaller than compact cars—B- or C-segmented cars—yet capable of compact-car-level safety and performance.

The flagship of Daihatsu's minicar range is the Cuore. Since this model made its debut in 1980, a total of 3,900,000 cars have left the factory bearing the Cuore logo. And now, to continue the saga of this remarkable minicar, Daihatsu is proud to announce the launch of yet another new generation of the Cuore.

Exterior

The new Cuore combines a refreshed image with significantly improved functionality through the employment of an innovative cubic form and multi-reflector halogen headlamps. The new form incorporates a raised bonnet front end and less steeply slanting A-pillars which together minimise dead ground and make it easy for the driver to grasp the position of the car's four corners. The design also includes a long roof and large door openings which make life that much more convenient for the occupants. With an increased overall body size and distinctive front and rear sculptures, this model exudes more stability and presence than its predecessor and also provides more than a hint of what the minicars of the 21st century will look like. While for added aesthetic effect, the new Cuore employs smooth surface coloured bumpers that feature the same texture as the body panel, thereby maintaining the continuity of the body lines.

Interior

With a 10 mm longer and 15-25 mm wider interior plus the less steeply slanting A-pillars, the new Cuore has more than enough interior space to seat four adults in comfort. Also, the new Cuore's moulded door trims, front-pillar garnishes and moulded ceiling are coordinated to create an interior with a discrete sense of quality. The difference between the lower end of the back-door opening and the luggage space level has been reduced to allow even relatively large items to be easily loaded and retrieved. In addition, the optional split-folding rear seat can be configured in a variety of arrangements to accommodate different combinations of passengers and luggage, the controls have been made easier to find and reach, and the instruments arranged on the wide meter panel can be read at a glance.

Performance

The new Cuore's power plant is a fuel-efficient and low-polluting 3-cylinder, 1000 cc DOHC engine. With cams directly acting on the valves, fuel supplied by EFI and ignited by DLI (distributorless ignition), this engine is smooth as well as environmentally friendly. The new Cuore is the car to record a fuel consumption rating of 5 L/100 km*.

* Applicable to the manual transmission model without air conditioner or power steering.

The new Cuore also provides greatly improved ride comfort and driving stability thanks to its extended wheelbase and track combined with newly designed rear suspension which employs trailing arms and a torsion beam. Despite an increase in overall size, with a turning circle of only 8.6 metres, the new Cuore is even more manoeuvrable than its predecessor which required 9.0 metres.

Functionality

There are literally scores of functional features that put the Cuore on a par with many luxury cars in terms of driving comfort. These include a quiet and efficient air conditioner with a scroll compressor, hydraulic power steering, power windows, powered door locks, electrically operated door mirrors, an easy-to-operate dial-type heater control, a room lamp that remains lit for a while even after the doors are closed (powered door-lock models), an easy-to-use fuel-lid opener, a loop-type seat-slide handle (eliminating the need to search for the lever), and switches that can be illuminated at night. In addition, Daihatsu has included a variety of pockets and holders such as a large floor console, a glove box, large door pockets for both the driver and front passenger, a large coin box and a quarter-trim pocket with a multi holder (3-door models) for added convenience.

Safety equipment

Daihatsu has always believed that safety is one thing that can never be compromised, especially in a small car, and the new Cuore is no exception. SRS (Supplemental Restraint System) airbags are standard for both the driver and front passenger. The collision-safe body structure that minimises cabin deformation in the event of an accident surpasses the latest European safety guidelines in respect of offset barrier deformation and side-on collision performance. Additionally, the powered-door-lock model features an impact-sensing safety system. When the car senses a large impact, such as in the event of a collision, the door locks are released, the hazard lamp starts flashing, and the room lamp is turned on, all totally automatically. While for added safety, a brake-assisted ABS is also available.

Setting a new benchmark

For a best-selling model like the Cuore, every model change puts enormous pressure on the design and engineering team. Their essential challenge is to create a new product that can surpass its predecessor, which in the case of the Cuore is already the undisputed leader in its category. So the big question is-Has the new Cuore surpassed its predecessor? And the answer-Absolutely! Daihatsu is confident that the new Cuore has set an extremely high benchmark for minicar makers to aim at in the years ahead.

DAIHATSU CUORE

Technical Data

Dimensions and Weights

Overall length (mm)	3410
Overall width (mm)	1475
Overall height (mm)	1420
Interior length (mm)	1720
Interior width (mm)	1220
Interior height (mm)	1170
Wheelbase (mm)	2345
Track, front (mm)	1330
Track, rear (mm)	1300
Ground clearance (mm)	145
Turning circle - tyre (m)	8.6
Kerb weight 3-door (5MT/3AT, kg)	720/730
5-door (5MT/3AT, kg)	740/750
Seating capacity	4
Tank capacity (L)	40
Luggage capacity (dm ³ , VDA)	155

Engine

Type of engine	EJ-DE petrol, water-cooled, 3-cylinder, 4-cycle, 12-valve, DOHC
Displacement (cc)	989
Bore × stroke (mm)	72.0 × 81.0
Compression ratio	10.0
Max. output (ECE)	40.5 kW/5200 rpm
Max. torque (ECE)	88.3 Nm/3600 rpm
Fuel induction system	EFI (Electronic Fuel Injection)

Chassis

Suspension, front	Independent by MacPherson struts, coil springs
Suspension, rear	Trailing arms with torsion beam
Steering	Rack and pinion
Tyre size	145/70R12

Press Information

Power Transmission

Type of drive		Front-wheel drive
Type of transmission		5-speed manual, 3-speed automatic
Type of clutch	5MT	Dry single plate with diaphragm spring and mechanical actuation
	3AT	3-element, 1-stage, 2-phase
Transmission ratios	5MT	1st: 3.181, 2nd: 1.842, 3rd: 1.250, 4th: 0.864, 5th: 0.707, Reverse: 3.142
	3AT	1st: 2.730, 2nd: 1.526, 3rd: 1.000, Reverse: 2.290
Final drive ratio (5MT/3AT)		4.260/3.966