

# Press Information

# **MOVE**

**1998**

**The 72nd British International Motor Show**

**DAIHATSU**

## A New Stage of Evolution

After notching up an aggregate production volume of 500,000 units over the three years since its debut, the Daihatsu MOVE is entering a brand new stage in its evolution. Today, at the Birmingham Motor Show, Daihatsu is unveiling an extensively revamped version of this revolutionary A-segmented car that has already set a totally new standard in minicar design.

What made the original MOVE so revolutionary? Basically, the MOVE realised a large and comfortable interior space within exceptionally small exterior dimensions through the use of innovative styling, while at the same time delivering excellent performance for a vehicle of its size. In fact, many people were amazed by the roominess of the MOVE's cabin and its all-round agility on the road, and impressed by the uniqueness of its styling. Put simply, this car changed the conventional notion of what a minicar could and should be from ground up. When the original MOVE was launched in 1995, there was simply no other car like it on the market.

The general vehicle-design concept of the original MOVE remains intact in the new MOVE. Overall, the body is vertically generous, horizontally compact and possesses a styling that expresses its functional beauty. In addition to this underlying continuity, however, the new MOVE features enhanced safety, performance and functionality as well as a more grown-up look in terms of both dimensions and appearance.

## Design by Giorgetto Giugiaro

In the world of industrial design Giorgetto Giugiaro needs no introduction. He is a man of overwhelming enthusiasm, always on the lookout for new challenges and new interests on which to lavish his creativity. He was also one of the first designers to recognise the need to develop a car by exploring new concepts of interior space, without neglecting the subtle questions of styling and personality, the harmony of forms and the functionality of the whole. In other words, Giugiaro is one of those rare artists who is able to take an already successful original concept like that of the MOVE and further elaborate on it.

## Exterior

According to Giugiaro, elegance is increasingly sought after in contemporary car styling. What he did for the MOVE, therefore, was to add a touch of elegance to the elements that most characterised the vehicle—the clear-cut features of the front mask, the unmistakable rear styling including the high-mounted combination lamps, the well-balanced proportions of the body with its four side doors plus a side-hinged door on the rear, the six-light windows that give the interior a sense of openness, and the stylish aero roof rails that are suggestive of the activities this car can be used for. In addition, for extra aesthetic appeal, the new MOVE has been provided with smooth surface coloured bumpers with the same texture as the body panel in order to maintain the continuity of the body lines.

## Interior

Perhaps the most welcome change in the new MOVE is its increased interior space. We've designed the cabin so that it can seat four people of 190 cm in stature in comfort. The interior width has been increased by 40 mm to 1220 mm. The front and rear hip points have been raised by 20 mm and 35 mm respectively to provide the occupants with a better view and improved seat accessibility. The rear seat slide has been increased by 15 mm to 150 mm for enhanced utility. While for improved loadability, the depth and width of the luggage space have been increased by 25 mm and 245 mm respectively, and the difference between the lower end of the back-door opening and the luggage space level has been reduced.

Aside from these spatial improvements, we've paid special attention to upgrading the quality and layout of the interior features. For all grades of the new MOVE, the interior is fully trimmed, even down to the moulded door trims. Also, the controls are arranged to allow easier operation from the driver's seat, and the instruments on the wide meter panel are easier to view at a glance.

## Performance

The new MOVE is powered by a fuel-efficient and low-polluting 3-cylinder, 1000 cc DOHC engine. With cams directly acting on the valves, and fuel supplied by EFI and ignited by DLI (distributorless ignition), this engine is both smooth and environmentally friendly. In tests, the new MOVE has achieved combined-mode fuel consumption of 5.7 L/100 km (MT) and 6.9 L/100 km (AT) (an improvement of 5% and 3% respectively over the previous model).

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

## Functionality

There are literally scores of functional features that put the new MOVE 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 aspheric 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 illuminatable rear wiper and defogger switches. In addition, the MOVE has a variety of convenient pockets and holders, e.g., a floor console, a glove box, a rear secret box, front and rear cup holders and door trim pockets.

## Safety equipment

Daihatsu has always believed that safety is one thing that can never be compromised, especially in a small car, and the new MOVE 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 and cross-piping brakes assisted by an 8-inch brake booster are also available.

## The MOVE moves on

Quite apart from the huge impact it made on both users and on our competitors in the industry, the first-generation MOVE was also a major turning point in Daihatsu's entire compact-car development strategy. It proved that a car could be avant-garde, elegant, functional and, most importantly, compact, all at the same time. As a result, every Daihatsu car released in the years since the MOVE's debut has been designed along precisely these lines. The new MOVE itself represents a natural step in the evolution of its predecessor. Perhaps this car is a little less avant-garde, but in all other respects it is much better adapted to today's driving needs. But don't take our word for it, try out the new MOVE for yourself.

## DAIHATSU MOVE

### Technical Data

#### Dimensions and Weights

Overall length (mm)	3410
Overall width (mm)	1475
Overall height (mm)	1695
Interior length (mm)	1760
Interior width (mm)	1220
Interior height (mm)	1320
Wheelbase (mm)	2345
Track, front (mm)	1310
Track, rear (mm)	1280
Ground clearance (mm)	145
Turning circle - tyre (m)	8.6
Kerb weight (5MT/3AT, kg)	815/825
Seating capacity	4
Tank capacity (L)	40
Luggage capacity (dm <sup>3</sup> , VDA)	233

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#### 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)

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#### Chassis

Suspension, front	Independent by MacPherson struts, coil springs
Suspension, rear	Trailing arms with torsion beam
Steering	Rack and pinion
Tyre size	155/65R13

# 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: 0.916, 5th: 0.750, 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