



Press Information

YRV TURBO

**The 59th International Motor Show
Frankfurt
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DAIHATSU MOTOR CO., LTD.

Concept

— *The YRV Turbo*: An exhilarating drive, at your command —

The YRV has been acclaimed throughout the world, and today we are proud to introduce the Turbo version, which we are aiming to launch in 2002. It stays true to its innovative lineage with its “stadium layout” seating (i.e. seats layout with commanding views) which gives a feeling of spaciousness, its ground-breaking levels of safety and its double-wedge styling - a unique angled design of two uncompromising wedges which break up the side lines into two parts - but the car is even more of a joy to drive with its new feature: a 1,300 cc DVVT twin-cam turbo engine which combines outstanding performance and exceptional fuel consumption.

Mechanics

— Thrusting engine, and high levels of safety —

The power comes from a 1,300 cc turbo engine which produces the highest levels of output and torque in its class. This turbo engine combines a turbocharger, which reaches its intercept point at low revs, with Dynamic Variable Valve Timing (DVVT) which allows optimum valve timing selection. This gives high power at high revs, and massive torque even at low and medium revs. One of the most striking features is that the vehicle is easy to handle under a wide range of conditions. This turbo has torque control which means that operating the accelerator produces a smooth response coming from the optimum supercharging pressure being calculated through data from various sensors. The real pleasure of the drive comes from a combination of the 3,765 mm long compact body with a turbo engine with a maximum output of 95 kw/6,400 rpm and a maximum torque of 170 N·m/3,200 rpm. Of course, the design gives maximum consideration to economy too, and performance and fuel economy have been combined to a very high level of sophistication.

The car has an automatic transmission which is an ideal match for the turbo engine. Even though it has automatic transmission, “the steer shift” allows any driver to enjoy the driving experience in the way they want.

Safety is also a prime concern. The car has a crash-safety body incorporating a wealth of impact-absorbing structures. As well as dual airbags, there are side airbags and an inflatable curtain and a soft upper interior, which markedly improve passive safety.

There’s ABS with EBD (electric brake-force distribution) which improves the active safety.

Exterior

— Uncompromising aerodynamic styling —

The greatest feature in this respect is the unprecedented double-wedge shape which achieves a fine-tuned balance between sporty looks and interior space.

The car doesn't have a conventional single front-to-back belt line. Instead it uses wedge shapes which boldly switch between the front and rear doors, and these, together with the panoramic window extending from the front windscreen to the roof, create a novel impression of sporty aerodynamics plus a feeling of interior spaciousness. In addition, the air scoop on the bonnet not only enhances cooling but also gives the car a thrusting appearance.

Interior

— Aerodynamically styled roomy interior —

The panoramic window gives a feeling of overhead spaciousness and allows the driver to enjoy abundant sunshine and the feeling of an open-topped vehicle.

Careful consideration has been given to seating. The "stadium layout" has highly supportive front bucket seats, and rear seats which are 75 mm higher than the front ones afford commanding views.

In addition, the rear seats can slide 150 mm front to back, the rear seat cushion is detachable, and the seat backs can be split stored so that the car can also be used as a wagon and is up to the challenge of a wide range of uses.

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Technical Data

Dimensions and weight

Overall length	mm	3,765	
Overall width	mm	1,625	
Overall height	mm	1,565	
Interior length	mm	1,765	
Interior width	mm	1,335	
Interior height	mm	1,220	
Wheelbase	mm	2,370	
Track	Front	mm	1,380
	Rear	mm	1,365
Min. road clearance	mm	130	
Kerb weight	kg	935	
Seating capacity		5	
Turning circle-Tyre	m	8.8	

Engine

Type		K3-VET type, water-cooled, 4-cycle, 4-cylinder, 16-valve, DVVT DOHC, turbo-charged
Displacement	cc	1,297
Bore & stroke	mm	72.0/79.7
Max. output	kW/rpm	95/6,400
Max. torque	N-m/rpm	170/3,200
Compression ratio		8.5
Fuel system		EFI
Fuel tank capacity	litres	40

Power train

Drive	Front-wheel drive
Automatic transmission gear ratios	1nd: 2.730
	2nd: 1.526
	3rd: 1.000
	4th: 0.696
	Rev: 2.290
Final reduction gear ratio	3.749