



Press Information

YRV TURBO

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DAIHATSU MOTOR CO., LTD.

Press Information

Do you remember the striking concept model that Daihatsu exhibited at last year's Geneva Motor Show? The uniquely styled YRV made its debut in the European car market end of last year as a sporty wagon that invites car enthusiasts to anticipate a really exhilarating driving experience. Today, this same YRV is extremely popular with sporty-minded drivers in many countries around the world.

A compact space wagon that stands out from the crowd, the YRV is avant-garde in every respect. The panorama window extending smoothly from the windscreen to the roof is complemented by the wide-open feel of the stadium layout, which positions the rear seats higher than those at the front. The newly developed 1300 cc DVVT twin-cam engine delivers high performance with excellent fuel economy, and Daihatsu has also included state-of-the-art safety features plus the world's first double-wedge styling featuring twin side-view lines. All in all, the YRV is a superb example of the very high levels of quality and performance that compact-car specialist Daihatsu can build into a vehicle.

This year, Daihatsu is exhibiting an even sportier version of this car—the YRV Turbo—to present European drivers with the ultimate in driving pleasure in the form of a compact car.

The ultimate compact turbo

The newly developed 1300 cc turbo-charged engine boasts the highest output and torque in its class. The turbo charger works from a relatively low rpm, and combined with DVVT (Dynamic Variable Valve Timing), the engine runs stress-free up to a very high rpm to generate high power while delivering rich torque in the low-to-medium rpm. Thanks to the flat torque curve, this engine promises smooth and responsive acceleration at any rpm. Developing a max. power output of 95 kW/6400 rpm and a max. torque of 170 N·m/3200 rpm, the turbo engine propels the YRV's compact 3765 mm body with a sensation of exhilaration.

The turbo engine's power and torque are transmitted to the wheels via Daihatsu's electronically controlled 4-speed automatic transmission. Known as ESAT (Economic & Smooth Automatic Transmission), this transmission is an ideal match for the newly developed engine. Shifting is controlled using new technologies such as integrated engine control and learning control. The overall result is super-smooth acceleration from a standing start with virtually no shifting shocks or time lags.

Styling and interior

To further enhance its avant-garde, sporty styling, the YRV Turbo is equipped with special aero parts. The low centre of gravity stimulates the yearning for high-speed driving that every sports driver feels. Meanwhile the interior features semi-bucket type bench seats for the front, and the entire cabin space is filled with a wide-open sensation that emphasises the car's sporty atmosphere.

Safety

The YRV features a host of state-of-the-art safety technologies, beginning with a crash-safety body incorporating numerous impact-absorbing structures. In addition to dual airbags and side airbags, a Soft Upper Interior and curtain-shield airbags are standard to maximize passive safety. These features are designed to protect the occupants' heads, chests and abdomens in the event of an accident. Furthermore, the ABS with EBD (Electric Brake-force Distribution) enhances active safety.

The automobile is undoubtedly one of the most important inventions of the past 100 years. Now that we are in the 21st century, automakers are expected to present solutions to a variety of problems caused by automobiles, ranging from global environmental problems to traffic congestion, etc. As an automaker that has been placing a strong emphasis on compact cars for almost a century since its establishment early in the 20th century, Daihatsu's philosophy will remain the same in the 21st century. We intend to keep trying to make the automobile a compact and environmentally friendly companion for people. We will continue to develop automobiles that make the lives of their users more convenient as well as joyful. Making everyday life the bit more fun will continue to be at the centre of our car development. The YRV Turbo is one of our latest attempts to put this philosophy into practice.

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Technical Data

Dimensions and weight

Overall length	mm	3765	
Overall width	mm	1625	
Overall height	mm	1565	
Interior length	mm	1765	
Interior width	mm	1335	
Interior height	mm	1220	
Wheelbase	mm	2370	
Track	Front	mm	1380
	Rear	mm	1365
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	1297
Bore × Stroke	mm	72.0/79.7
Max. output	kW/rpm	95/6400
Max. torque	N·m/rpm	170/3200
Compression ratio		8.5
Fuel system		EFI
Fuel tank capacity	litres	40

Power train

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

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Chassis

Suspension	Front	MacPherson struts with coil springs
	Rear	Trailing arm with torsion beam
Steering		Rack and pinion
Brakes	Front	Ventilated Discs with booster
	Rear	Drums, leading and trailing
	Parking	Mechanically operating on rear wheels
Wheels		14" aluminium
Tyres		185/55R14

Performance

Fuel consumption (combine)	litres/km	7.5/100	
Trailer towing	with brake	kg	1000
	without brake	kg	350