

**Press Information**  
**The 75TH GENEVA MOTOR SHOW**



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### What's Daihatsu?

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Established in 1907, Daihatsu has one of the longest histories of car making in Japan. Today, as a specialist manufacturer of compact cars with a forte in minicars – a category of small cars quite popular in Japan – Daihatsu is making products that are loved in more than 140 countries around the world. During its history of almost 100 years – about the same as that of the Geneva Motor Show – many events took place that shaped the destiny of the company. One of the most notable events occurred in 1998, when Daihatsu came under the umbrella of Toyota Motor Company. Today, Daihatsu plays an important role in Toyota's global strategy as a compact-car supplier for the Toyota group.

Daihatsu's corporate slogan, "We make it COMPACT" encapsulates our big dream. We'd like our compact cars to be used by people all over the world. To make that dream come true, we need to make cars that are not only small and affordable, but are also fun to drive and a joy to own as well as roomy inside, easy to drive and environmentally friendly. In other words, we want to produce compact cars that package everything today's car users could possibly expect from a small and affordable car. Idealistic as it may sound, but that's what we're trying to achieve at Daihatsu.

### Our new target

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Last year Daihatsu sold a total of 917,000 vehicles around the world, with 578,000 in Japan and 339,000 internationally. In the past, Daihatsu's main market was Japan. In the future, the world will be our market. Since 2003, Daihatsu has been collaborating with Toyota Motor to make medium-term plans in an effort to act in concert with Toyota as global players. One of the plans is that Daihatsu, as Toyota's smaller-car specialist manufacturer, will sell more than 1 million vehicles worldwide by 2008. To achieve this goal, we need to increase sales in the overseas markets, as we cannot expect the Japanese market to grow as dramatically as it has in the past.

Of all the markets in the world, Europe is the largest small-car market. European models set the world's standards in small-car design including styling, driving performance and safety. Accordingly, Europe continues to be an important market for Daihatsu.

The Japanese Automotive Manufacturers Association has made clear its commitment to the European market by reducing its vehicles' average emissions of CO<sub>2</sub> to 140 g/km by 2009. Last year, Daihatsu achieved an actual-figure-based emission value of 146.1 g/km, which was the best such figure achieved by any Japanese carmaker. It is a matter of time that we will be able to bring the average CO<sub>2</sub> emissions down to 140 g/km. There is no doubt that Daihatsu will play an important role in this area for the Toyota Group's European business, and its importance within the Group will only increase in the future.

Against this background, Daihatsu is planning to increase its sales in Europe from 28,000 units in 2003 to 70,000 units by 2008. To achieve this, Daihatsu will continue to introduce new products in the A, B and SUV segments-our specialities-on a timely basis. At the same time, Daihatsu will also update and expand its sales network in Europe.

### **Daihatsu introduces the new Sirion for sale in European countries this spring**

#### **The multiple purpose compact features a completely restyled body, functionality and performance**

The B-segment compact cars have drawn significant attention in recent years. Their popularity is especially evident here in Europe, where carmakers are introducing new models one after another. The new Sirion is our answer to the ever changing and evolving compact-car market. Taken from the name of a broad river appearing in the story, *The Lord of the Rings*, the Sirion is an incarnation of Daihatsu's enthusiasm to create a vehicle representative of an entire new stream of compact cars.

The new Sirion's concept is a "Multiple Purpose Compact". A perfect everyday car for young families and small families of all ages, the new Sirion is easy to use, a joy to operate and environmentally friendly thanks to its innovative design, engineering and extremely efficient packaging.

In a complete departure from the old model, the new Sirion's styling combines sharp edges with solid planes. A short and wide body with wheels arranged at the four corners gives the car a sense of stability, while the contour composed of powerful lines provides a sense of presence that makes the Sirion stand out from the crowd.

Its compact body packs an incredibly broad interior space. Featuring versatile seating arrangements along with ample storage capacity, the Sirion makes the time spent in the cabin a wonderful and comfortable experience filled with convenience.

Powered by the newly developed 1-litre engine or 1.3-litre engine, the new Sirion is one of the cleanest and most fuel-efficient petrol cars on the planet.

Equipped with many safety features, the new Sirion sets a new standard in both active and passive safety for vehicles of this class.

### Features

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#### **A styling like no other**

The new Sirion's exterior is composed of sharp edges and simple yet expressive planes, resulting in a practical and stylish body. The new Sirion's innovative exterior design represents Daihatsu's latest idea for a new generation compact car. With short overhangs and wide tracks for both front and rear, the new Sirion conveys a sense of stability and agility at the same time. Moreover, the dynamic and powerful lines give the new Sirion a sense of presence that makes it look larger than its actual size. A sporty package with an even more aggressive and sportier exterior is also available.

#### **A comfortable and spacious interior**

Like the exterior, the interior is designed "Simple and Clean". Contoured with animated lines and planes, the new Sirion's simple and clean interior surrounds occupants with a high quality and comfortable atmosphere. Despite its compact size, the new Sirion has an amazingly broad interior space thanks to its long wheelbase and wide track design. The new Sirion's interior also features numerous new ideas. Sit yourself in the driver's seat, and you will notice that the new Sirion has redefined the instrument panel. The speedometer – the most important instrument in a passenger car – is not on the instrument panel, but is mounted on the steering column. It moves together with the tilt of the steering column, ensuring unblocked speedometer reading regardless of the steering wheel position. The combination of the tilt steering, seat height adjuster, shoulder anchor adjuster and a large seat slide provides drivers of any stature with the best and most comfortable driving position. The rear-seat occupants are also provided with sufficient legroom as well as a rear reclining system that operates individually for the left and right occupants. There is no divide in comfort and spaciousness between the front and rear occupants.

#### **Ample storage space and utility**

Designed as a perfect tool for everyday transport, the Sirion offers versatile seating arrangements and space-efficient storage.

The rear seat back can be folded in a 6 to 4 split to allow more flexible use of the rear-seat space.

Moreover, the rear seat back can be folded down forward without removing the head restraints, creating a huge luggage compartment of 630 litres (VDA).

Both the front and rear-seat occupants are provided with comfortable seating and ample storage space including a glove compartment that's split into upper and lower sections, a long utility rack underneath the dashboard, and a tray in the lower part of the centre console, all of which are designed to store the usual carry-on items in style.

#### **Engine and suspension-delivering stress-free driving performance, cleaner exhaust emissions and excellent fuel efficiency**

The new Sirion is available in two engine variations: a newly developed 1-litre engine offering excellent fuel efficiency and a compact 1.3-litre engine delivering an excellent overall balance.

The 1-litre, in-line three-cylinder DOHC engine (Type 1KR-FE) features continuously variable valve timing and optimised in-head intake ports, generating rich torque in the low- to mid-rpm range. Developing a maximum output of 51 kW at 6000 rpm and a maximum torque of 94 Nm at 3600 rpm, the 1KR-FE delivers

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excellent acceleration in town use involving frequent stops and starts. Featuring compact combustion chambers and an offset crankshaft, this engine also employs resin-coated pistons and low-tension piston rings to reduce friction inside the engine. The employment of a highly rigid aluminium engine block and an aluminium oil pan contributes to low vibration and quietness while reducing the weight of the power unit, making the 1KR-FE an extremely fuel efficient and clean engine that achieves excellent fuel consumption of 5.0 litres per 100 km. The 1KR-FE also accomplishes a low emission level of just 118 g/km.

The 1.3-litre, in-line four-cylinder DOHC engine (Type K3-VE) employs the world's first self-regenerating Intelligent Catalyst, reconciling high performance and clean emissions. The K3-VE also employs continuously variable valve timing to achieve sufficient torque in the low- to mid-rpm range and smooth acceleration in the high-rpm range. This engine, which has been highly praised for its breakthrough compact design, high performance and low fuel consumption, has been further refined with the employment of a mount-stay-integrated chain cover and by fine tuning the ignition and fuel control specifications to make it a perfect match for the new Sirion.

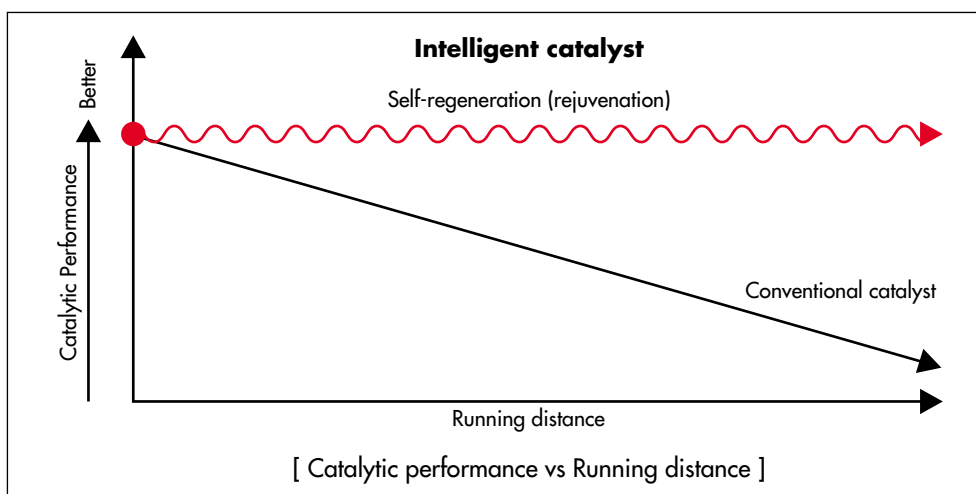
Both the 1KR-FE and K3-VE engines comply with the EURO IV exhaust emission standards.

The front independent suspension with MacPherson struts and coil springs and the rear semi-independent suspension with a torsion beam axle and coil springs have been purpose-tuned for the new Sirion through hundreds of hours of test driving over thousands of kilometres of European roads in order to carry the occupants in comfort and with excellent stability.

### The world's first-Intelligent Catalyst (used for the K3-VE engine)

Daihatsu's Intelligent Catalyst is a revolutionary technology that maintains a stable catalytic performance much longer by engineering a self-regenerative capability into particles of a precious metal that are otherwise prone to degradation.

Most modern automobiles use precious metals such as palladium, platinum and rhodium in their catalytic converters. Using nanotechnology, the Intelligent Catalyst incorporates metallic ions of palladium, the most heat-sensitive of these metals, into perovskite-crystals having an ABO<sub>3</sub>-type structure. In a high temperature reductive atmosphere, where insufficient oxygen is available, palladium metallic ions come out of the perovskite-crystals and become active metallic particles. In an oxidative atmosphere, where there is an excess of oxygen, they enter into the crystals again where they are regenerated. By repeating this process, the Intelligent Catalyst can maintain its excellent cleaning capability much longer than conventional catalysts



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### **Body**

The overall body performance is optimised with the use of reinforced suspension mounts and high-tension steel sheets. The result is a lightweight and highly rigid body offering excellent crash safety, NVH characteristics and stability under all driving conditions together with long-term durability thanks also to the appropriate application of wax and undercoating to all areas that are prone to rust.

### **Environment**

Only materials that are recyclable or that cause relatively small environmental strain are used along with recycled parts. All major parts are designed easy to dismantle. And to further aid recycling, all rubber parts weighing 100 grams or more and all other parts are provided with markings in accordance with the European Commission's Decision 2003/138/EC of 27 February 2003.

### **Safety**

The new Sirion has been subjected to the world's most rigorous crash tests at Daihatsu's own testing facility, including full-on frontal and side-impact collision tests at 55 km/h, a rear-impact test at 50 km/h and a frontal offset collision test at 64 km/h, and has cleared all of Daihatsu's original goals in terms of maintaining sufficient occupant survival space and reducing the level of injuries sustained by dummies in all of these tests. In Daihatsu's original crash tests involving much larger cars, the new Sirion's occupant survival space was among the largest of any car in its class. The new Sirion also uses shock-absorbing materials for the bonnet, cowl and bumpers to alleviate shocks to the head and chest of pedestrians, thereby lessening injuries in an accident involving pedestrians. In addition to safety features including ABS (anti-skid braking system) with EBD (electronic brake distribution), front and side SRS (supplemental restraint system) airbags for the front-seat occupants and optional curtain shield airbags, the new Sirion is equipped with a child seat restraint anchorage system in compliance with the ISO-FIX for each of the outer seating positions of the rear seat.

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### Specifications

			1.0 L	1.3 L
Overall length	mm		3,600 *1	
Overall width	mm		1,665	
Overall height	mm		1,550	
Interior length	mm		1,830	
Interior width	mm		1,400	
Interior height	mm		1,275	
Wheelbase	mm		2,430	
Track	Front	14" tyres	mm	1,460
		13" tyres	mm	1,470
	Rear	14" tyres	mm	1,465
		13" tyres	mm	1,475
Min. road clearance	mm		150	
Min. turning circle	Kerb to kerb	14" tyres	m	9.4
		13" tyres	m	8.6
	Wall to wall	14" tyres	m	10.2
		13" tyres	m	9.4
Kerb weight	5 M/T	kg	890	940
	4 A/T	kg	—	955
Gross vehicle mass	5 M/T	kg	1,390	1,450
	4 A/T	kg	—	1,450
Seating capacity	Persons		2 (front) + 3 (rear)	
Engine type	1.0 L	1KR-FE	3 cylinder, DOHC, 12 valve, DVVT	
	1.3 L	K3-VE	4 cylinder, DOHC, 16 valve, DVVT	
Bore × stroke	mm		71 × 84	72 × 79.7
Total displacement	cc		998	1,298
Compression ratio			10.5	10.0
Max. output	kw/rpm		51/6,000	64/6,000
Max. torque	N·m/rpm		94/3,600	120/3,200
Fuel system			EFI (Electronic fuel injection)	
Fuel tank capacity	litres		40	
Steering type			Rack & pinion	
Clutch	5 M/T		Dry single plate diaphragm	
Transmission	5 M/T	1.0 / 1.3L	Forward 5-speed, manual, all synchromesh	
	4 A/T	1.3 L	Forward 4-speed, full automatic	
Transmission gear ratios	5 M/T	1.0 L	1st 3.182, 2nd 1.842, 3rd 1.250, 4th 0.917, 5th 0.750, rev 3.143	
		1.3 L	1st 3.182, 2nd 1.842, 3rd 1.250, 4th 0.865, 5th 0.750, rev 3.143	
	4 A/T	1.3 L	1st 2.731, 2nd 1.526, 3rd 1.000, 4th 0.696, rev 2.290	
Final reduction ratio	5 M/T		4.5	4.267
	4 A/T		—	4.032
Brakes	Front		Ventilated disc brakes with booster	
	Rear		Drums, leading and trailing	
Parking brake			Mechanical hand operation	
Suspension	Front		MacPherson struts with coil springs	
	Rear		Semi-independent torsion axle beam with coil springs	
Tyres	13-inch		155/80R13	—
	14-inch		175/65R14	
Trailer towing	With brake	kg	750	1,000
	Without brake	kg	350	
Fuel consumption *2 (EU combined mode)	5 M/T	L/100km	5.0	5.8
	4 A/T	L/100km	—	6.4
CO <sub>2</sub> emissions *2	5 M/T	g/km	118	137
	4 A/T	g/km	—	151

\*1: Sporty package: 3630

\*2: EC Directive (80/1268/EEC)

The fuel consumption and CO<sub>2</sub> emissions were measured according to predetermined test conditions.

Actual fuel consumption and CO<sub>2</sub> emissions will vary according to the conditions (weather, road type, vehicle, driving mode, state of maintenance, etc.).

### Other models in Daihatsu line-up

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#### **Cuore**

Since its debut in 1981, the Cuore's practical utility and fashionable styling have won it a legion of dedicated fans in many countries throughout the world, particularly among women drivers.

The latest Cuore is the result of our pursuit of economy and practicality, which constitute the core values of the compact car, together with classless high quality and high performance. This model is also our proposal for a next-generation basic car in an innovative package.

The essence of the Cuore lies in its universal comfort and ease of use. The features of this car include an interior space that goes well beyond the conventional wisdom on small cars, front and rear doors that open 90 degrees and an optimised hip point for easy entry and exit. We've also included tilt steering to allow drivers of any physique to assume a comfortable driving position, a small turning circle for easy manoeuvring in city streets, and a surprisingly large number of storage spaces. All of these things have been designed with ease of daily use uppermost in mind.

The highly fuel efficient 1.0-litre, three-cylinder, twelve-valve DOHC DVVT (Dynamic Variable Valve Timing) engine realises low fuel consumption of 4.6 L/100km on the EU combined cycle and low exhaust gas emissions that meet the Euro IV standard. The CO<sub>2</sub> emission performance of 109 g/km\* is another environmental achievement on which the Cuore prides itself. Powerful and abundant torque delivers high performance beyond its class from city driving to high-speed cruising. This high performance engine combines ecology with excellent driving experience. Two transmission types are available: 5-speed manual and electronically controlled 4-speed automatic previously available only on higher-grade cars.

\*applies only to specific three-door, M/T models

On the safety side, the Cuore clears the latest European crash safety standards by a clear margin. The Cuore's safety has been tempered through Daihatsu's original crash tests, which combine severe testing methods that are employed in various parts of the world.

#### **YRV**

Some people want a car that they can use for a variety of purposes. The YRV is Daihatsu's answer to such demands. Its packaging and body are designed to provide the occupants with wide-open comfort while travelling. In addition to the wide glass area, the rear seat is designed 75 mm higher than the front seats in what we call a "stadium-seat" design, providing a more wide-open feel for the rear-seat passengers.

The YRV's high safety performance, which is enhanced by curtain shield airbags and head-impact protection, also contributes to comfortable driving.

For the pleasure of sporty driving, the YRV is powered by a 1.3-litre, four-cylinder, DVVT turbo engine that offers quick response and smooth acceleration. This highly responsive engine is combined with an

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electronically controlled 4-speed automatic transmission with a steer shift. The YRV makes you feel you want to keep on driving it forever. And for users who place a greater emphasis on fuel consumption and ecology, normal aspiration 1.3-litre and 1.0-litre, DVVT engines are also available.

### **Terios**

SUVs are popular all over the world. But there are many people who would like them to be a little smaller and a little easier to handle. The Terios is Daihatsu's answer to such demands. Combining off-road capability with excellent usability for city driving, the Terios reconciles these previously conflicting ideas. On working days you can use it as a unique city runabout. Then at the weekend it becomes an active partner that accompanies you into the great outdoors. Packed with versatile functionality, the Terios can be extremely effective in helping you expand your world.

Two versions are available to cater to needs of a wide range of users: a full-time 4WD with a centre differential lock and a 2WD that is easier to use in city streets. The powerful 1.3-litre, four-cylinder DVVT engine combined with the Terios's compact body supports a powerful off-road performance and nimble city driving.

### **Copen**

A big dream in a small body, the Copen is the culmination of Daihatsu's long-time pursuit of the ultimate in driving pleasure and small-car convenience. Drive it with the top down, and you become one with nature as the view changes moment by moment. The Active Top is electrically operated. Just press the switch, and it opens or closes in a scant 20 seconds. Raise the top, and the Copen converts itself into a coupe with flowing lines.

What makes the Copen's sporty running possible is the combination of a 660 cc, four-cylinder turbo engine and a transmission that takes full advantage of the powerful engine. Because the Copen is a sports car for everyday use, we have honed its safety performance to the same extremely high level as we do with all Daihatsu models. The Copen clears Europe's latest crash safety standards and is supported by a wide safety margin, so you can enjoy driving to your heart's content in this endearingly attractive compact sports car.

### History

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- 1907 Hatsudoki Seizo Co., Ltd. established for the manufacture and sales of internal combustion engines.
- 1930 Production of 3-wheel vehicles begun.
- 1951 Company name changed to Daihatsu Motor Co., Ltd.
- 1957 Midget compact 3-wheel vehicle marketed.
- 1967 Business tie-up signed with Toyota Motor Co., Ltd., and Toyota Motor Sales Co., Ltd.
- 1977 Charade (993cc) passenger car marketed.
- 1981 Cuore marketed.
- 1984 Rocky marketed.  
CKD production of Daihatsu 850 Cab/Cab Van models begun in China.  
KD production of Hijet in Tianjin, China started.
- 1985 Accumulated automobile production exceeded 10,000,000.
- 1986 CKD production of the Charade begun in China.
- 1989 Feroza marketed.  
Applause marketed.
- 1990 Daihatsu entered into a technical cooperation agreement with Asia Motors Co., Inc. of Korea.
- 1992 Daihatsu entered into a new joint venture with P.T. Daihatsu Indonesia.  
Local production of the Hijet (joint venture with Piaggio V.E.) begun in Italy.
- 1993 Charade GTi captured a 1st place win in class A-7 and 5th place overall in the 41st Safari Rally.  
Accumulated sales of electric vehicles exceeded 7,000 units.
- 1994 Cumulative engine production hit the 10 million mark.  
Joint venture production of Malaysia's Second National Car, Kancil, (based Cuore) begun.
- 1995 New Zebra Espass marketed in Indonesia.  
New mini passenger car Move marketed in Japan.
- 1996 Production of Malaysia's National 1-Box Car, Rusa, begun.  
Production of the Hijet started in Vietnam.  
New light commercial vehicle Midget II marketed in Japan.  
A technical assistance agreement signed between Daihatsu and Liuzhou Wuling Motor Co., Ltd., in Liuzhou, Guangxi Zhuangzu Autonomous District, China.  
Compact Wagon Pyzar (Gran Move) marketed.  
Accumulated production of industrial engines exceeded 1 million units.
- 1997 Daihatsu celebrated its 90th anniversary.  
Compact 4WD Terios marketed.  
Accumulated light vehicle production exceeded 10,000,000.  
Accumulated production of the Kancil in Malaysia exceeded 100,000.
- 1998 New passenger car Sirion marketed.  
Production of Malaysia's National 4WD vehicle Kembara started.  
Kyoto plant obtained ISO 14001 Authentication.  
Cumulative vehicle production hit the 20 million mark.

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- 1999 Tada Plant obtained ISO 9001 Authentication.  
Light passenger car Atrai Wagon marketed in Japan.  
Production of Taruna begun in Indonesia.  
Light passenger car NAKED marketed in Japan.
- 2000 Head (Ikeda) Plant obtained ISO 14001 Authentication.  
Shiga (Ryuo) Plant obtained ISO 14001 Authentication.  
Passenger car Altis marketed in Japan.  
Production of Cuore begun in Pakistan.  
Production of Malaysia's national car Kenari started.  
Compact wagon Atrai 7 (Extol) marketed.  
Small passenger car YRV marketed.  
Accumulated sales of electric vehicles exceeded 8,000 units.  
Tada Plant obtained ISO 14001 Authentication.
- 2001 CNG stand Eco-Station opened in front of Daihatsu headquarters in Osaka.  
Production of light passenger car Move exceeded 1 million units.  
Production and sales of Kelisa national car in Malaysia started.  
Generation of direct-landfill waste from all domestic production plants approached zero.  
(Daihatsu's definition : less than 1% of FY1990)  
High-performance TOPAZ catalyst developed.  
Light passenger car MAX marketed in Japan.  
Production of Terios national car started in Venezuela as joint Daihatsu-Toyota operation.
- 2002 Holding company Perodua Auto Corporation Sdn. Bhd. established in Malaysia.  
Light passenger car Copen marketed.  
Intelligent Catalyst developed that self-regenerates its precious metal component.
- 2003 New Kagami Plant for industrial engine manufacturing completed.  
Terios production started in China.  
Light passenger car Tanto marketed in Japan.
- 2004 Small passenger car "Sirion" undergoes full model change.