

# SHOW



## The 76th GENEVA MOTOR SHOW

Press Release

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## Outline

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Daihatsu's history extends back to 1907, when Hatsudoki Seizo Co., Ltd. was founded for the manufacture and sales of internal combustion engines. During its history of almost a century, Daihatsu has established itself as a compact-car specialist; and today, Daihatsu's products are used and loved in more than 140 countries around the world. Since 1998, as a member of the Toyota Group, Daihatsu has also been in charge of the Group's compact-car strategy in the global market.

The compact cars that Daihatsu proposes are not just small and affordable cars but are also high performing and friendly cars. Big interior space, ease of driving and reduced environmental strain are standard features of all Daihatsu cars, which are also fun to drive, convenient to use and a pleasure to own. At Daihatsu, the compact car has to be an everyday partner in which everything the customer desires is packed together.

Daihatsu's pursuit of the ultimate compact car continues in 2006. At this year's Geneva Motor Show, which is celebrating its 101st anniversary, Daihatsu is announcing new models that propose new possibilities of the compact car.

The all-new Terios is a fully revamped compact SUV. The Trevis is a new A-segment model that proposes a whole new lifestyle. The UFE-III concept car achieves ultra low fuel consumption. The Super Intelligent Catalyst is Daihatsu's original technology that self-regenerates the catalyst's cleaning capability. And the D-Compact Wagon is a unique multi-purpose family wagon prototype that appeals to emotions.

Daihatsu will celebrate its 100th anniversary in 2007 and has a sales target of more than 1 million units worldwide by 2008. The cars on display at the Daihatsu booth represent Daihatsu's commitment to the European market.

## European Premiere: Terios, a new compact SUV

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### 1. Concept

The first-generation Terios was introduced in 1997 as a “City SUV.” Since then, this compact SUV has been sold in more than 110 countries around the world. In the background of its popularity is the increasing market need for SUVs in general. The SUV is accepted not as a special purpose vehicle designed specifically for off-road driving, but as an effective tool with a potential to expand people’s everyday activities. At least that’s one of the reasons for the SUV’s popularity.

But at the same time, there is an increasing need form users for a car that offers a variety of elements that are not available in existing models. For example, many users should be thinking: “The passenger car is nice because it’s convenient to use in everyday life. But I would like a car that offers something special, for example the potential to drive snow-covered and rough roads more safely, like the SUV.” While on the other hand, an increasing number of users are wondering whether it is politically correct to be driving an SUV with a macho and aggressive image when the protection of the global environment and the efficient use of resources are called for. The new Terios was developed to provide an answer to these concerns.

The new Terios delivers seemingly contradicting goals of genuine sport utility performance and ease of use in town and provides a stylish presence in whichever situation it is used. Combining the SUV’s power, nimble drivability on any road surface, and excellent manoeuvrability in town, the new Terios proposes a new concept compact SUV that can be used stylishly in any situation.

## 2. Exterior and Interior

A new SUV style — more powerful, more dynamic and more stylish

On or off the road, in or out of town, the new Terios has style that makes sense.

The Terios's exterior design aims to achieve three objectives.

The first objective is to emphasise its futuristic proportions featuring a long wheelbase and super short overhangs — two of the most important elements of this car's styling. Specifically, a rounded front bumper and rearward extended headlamps are employed to make the front overhang look shorter and lighter. The D pillar in the rear is concealed by the quarter window, giving a lighter finish to the rear overhang. These meticulous design works from the front to the rear further emphasise the large wheels and tyres that firmly support the vehicle at the four corners of the body and give the car a big-boned presence without resorting to gimmicky techniques.

The second objective is to express the powerful image of the SUV. The eye-catching wheel flares at the four corners of the body, the sturdy looking door sections and the prominent front styling all contribute to the new Terios's powerful SUV image.

The third objective is to give the car a sense of urban sophistication that matches the product concept. The powerfully curved bonnet and headlamps and the flowing, animated cabin styling express the sophisticated image of the new Terios.

The interior is designed to create the “feel excited” atmosphere that users expect from the SUV. Instead of the “rugged” feel frequently seen in the interiors of traditional SUVs, the joy of manipulating a vehicle is incorporated into the passenger-car-like

quality and ease of use. Specifically, the core mould of the interior is sculpted generously to make the occupants feel relaxed, whereas the parts that the driver touches and operates are designed to exude a mechanical and “spicy” feel. This contrasting combination creates a powerful and comfortably tense feel wrapped in a relaxing atmosphere. This design concept runs through all interior items including the instrument panel, seats and trims.

Sit yourself in the driver’s seat, grab the steering wheel and experience a new world that expands in front of you.

### 3. Packaging and usability

Highly efficient packaging combining a compact body and a roomy interior that’s larger than those of many higher-class cars

Easy-to-use interior and luggage space combined with excellent manoeuvrability

The combination of the long wheelbase and super short overhangs contribute not only to the futuristic proportions of the body but also to the comfortable interior and sophisticated ease of use. In order to seat five adults in comfort and realise packaging that allows generous luggage capacity, Daihatsu’s designers studied a variety of situations in which the previous model was used. The conclusion they reached was that the new Terios’s couple distance and tandem distance had to be significantly improved and its luggage-compartment length extended by 13 cm compared with its predecessor. The amazingly spacious interior, made possible by the long wheelbase and wheel housings positioned at the four corners of the body, is beyond what one would expect from its compact body size and promises to surprise the users of the previous model.

To realise an SUV that's also a convenient everyday tool, the new Terios also features a versatile seating arrangement, flat and wide luggage compartment, and ample storage space that effectively takes advantage of the entire cabin space. A combination of tilt steering, seat-height adjuster, shoulder-anchor adjuster and long front-seat slide allows the driver to assume the best driving position tailored to his physique. Excellent forward visibility thanks to the high eye point and a small turning circle of 9.8 metres (kerb to kerb) also make driving easy and pleasurable while offering all occupants a relaxing and comfortable travelling experience.

#### 4. Power train

Powered by a newly developed 1.5-litre engine

SUV performance that's ready for real off-road driving

The Terios's power unit is a newly developed 1.5-litre engine offering highly balanced performance. Its rich torque in the low to medium rev range promises quick acceleration from standstill and easy overtaking at high speeds, providing the driver with the powerful SUV driving experience on the highway and nimble driving performance in town.

The Terios comes standard with full time 4WD with a centre differential, allowing the driver to drive on the highway, rough terrain or slippery road surfaces with confidence. When cornering, the centre differential is activated to avoid "tight corner braking." If one wheel gets stuck in mud and slips, turn on the centre diff-lock switch, and the Terios will get out of the mud in no time.

## 5. Safety

### Advanced safety technologies

Many people have a safe image about the SUV. But the Terios's safety is more than just an image. Daihatsu conducted the world's most rigorous in-house crash tests including a full-wrap frontal collision test at 55 km/h, a side-impact collision test, a rear-impact collision test at 50 km/h, and an offset frontal collision test at 64 km/h. In all of these tests, the Terios has achieved the most demanding in-house targets for sufficient occupant survival space and injuries on dummies.

In order to improve occupant safety, the Terios employs a safety body structure with increased cabin strength and a variety of safety features including SRS curtain shield airbags, soft upper interior and an airbag-cutoff switch. The Terios also employs VSC (Vehicle Stability Control), which controls the vehicle's movements in all directions, improving safety in quick cornering and on slippery roads.

AT (automatic transmission) models with VSC come standard with DAC (Down Assist Control) and HAC (Hill-start Assist Control).

To minimise injuries to pedestrians, the Terios employs crushable structures for its bonnet hinges, wings and bonnet itself to provide better shock absorption. As a result, the Terios has achieved in-house test data that correspond to Euro NCAP's three-star rating for pedestrian protection.

## 6. Specifications

Overall length	mm	4055 (4075 with wheel flares)
Overall width	mm	1695 (1745 with wheel flares)
Overall height	mm	1690 (1740 with roof rails)
Wheelbase	mm	2580
Track (front)	mm	1450
(rear)	mm	1480
Ground clearance	mm	200
Seating capacity	persons	5
Engine type		3SZ, petrol, 4 cylinder, 16 valve, DOHC, DVVT
Displacement	cc	1495
Bore × stroke	mm	72 × 91.8
Max. output	kW/rpm	77/6000
Max. torque	N·m/rpm	140/4400
Compression ratio		10.0
Suspension (front)		MacPherson-struts with coil springs
(rear)		5-link rigid axle with coil springs
Brakes (front)		Disc brakes with booster
(rear)		Drum brakes, leading and trailing
Tyre size		215/65R16 235/60R16
Fuel consumption (EU combined)	L/100km	1.5L 2WD 5M/T: 7.5 4A/T: 8.0 1.5L 4WD 5M/T: 7.9 or 8.1 4A/T: 8.4 or 8.5
CO <sub>2</sub> (EU combined)	g/km	1.5L 2WD 5M/T: 176 4A/T: 188 1.5L 4WD 5M/T: 186 or 191 4A/T: 196 or 201

## World Premiere: D-Compact Wagon — chapter two of Daihatsu's new concept compact car story

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### 1. Concept

When you drive a car, who do you usually use it with? Do you usually use it by yourself? Do you often use your car for shopping with your spouse on the weekend? Do you ever go on a long trip with your family in your car? Or do you use the car for a date with your friend? There are many purposes you can use your car for. At this year's Geneva Motor Show, Daihatsu proposes a concept vehicle focusing on family use. The D-Compact Wagon.

Actually there are many cars that are designed for family use, but most of them simply emphasise big interior and ease of use. They may be great for everyday purposes, but many users may be thinking: "Wouldn't it be nice if my car had a character that gives me a joy of owning it?" There are also minivans, MPVs and people carriers that are inconveniently big for everyday purposes because they are designed for leisure purposes. On the other hand, there are users, mostly city users, who drive conventional 2-box cars but are not necessarily satisfied with their interior space and versatility.

To address the needs of such users, Daihatsu proposes a unique and emotional multi-purpose wagon that appeals to senses. The D-Compact Wagon has a unique presence that provides its owner with the pleasure of ownership. Its big cabin and numerous devices enhance the leisure time spent with family and friends.

### 2. Exterior and Interior

With an aggressive use of rounded surfaces, the D-Compact Wagon's exterior styling leaves an unforgettable impression on

anyone who saw its figure. The front styling emphasises a sharp and powerful image, and together with spicy, chrome-plated parts, gives the car a wide and stable look while at the same time creating a unique character of its own.

The unique character continues from the magnificent side silhouette to the rear styling, which emphasises the car's wide and low-centre-of-gravity design. The D-Compact Wagon oozes character all around.

The interior is designed so that the user feels the joy of owning this vehicle. It surrounds the occupants with a relaxing atmosphere, making them feel as if they were sitting in a living room. The instrument panel is composed of curved lines, and this round theme continues to the rear end of the interior. The generous seats also contribute to the lovable and relaxing atmosphere of the interior.

### 3. Packaging and power unit

The D-Compact Wagon has a compact body measuring less than 4 metres front to rear and boasts an amazingly small turning circle of 9.8 metres (kerb to kerb), and yet its interior space is among the biggest of any competing car, even of a class above.

Thanks to the relaxing front bench seat with a long seat slide of 220 mm and rear seats, together with a versatile seating arrangement that adapts to personal or family use, the D-Compact Wagon provides more interior space than its dimensions suggest. The best-in-class tandem distance creates a large "living-room" space that makes one think of a luxury saloon. Moving the rear seats to the front-most position produces a large luggage space that's among the longest in its class. The D-Compact Wagon's infinite versatility is its biggest feature.

Please visit the Daihatsu booth and see for yourself its easy access, excellent visibility, big interior and versatility.

The power unit is a newly developed 1.5-litre engine, which optimally balances power and fuel consumption. This engine delivers sufficient power that allows the driver to enjoy high-speed cruising on the highway and nimble driving in city or on the winding road as well as generating ample torque in the low-to-medium rev range so that it's easy to drive in most frequently used everyday situations.

This engine excels not only in power but also in environmental performance such as low fuel consumption and emissions, thanks to the employment of the "Intelligent Catalyst."

The Intelligent Catalyst is Daihatsu's advanced exhaust-gas-cleaning technology that allows a precious metal used in the catalyst to regenerate itself. Normally, the catalytic precious metal (palladium in this case) gradually deteriorates over time. The Intelligent Catalyst is a groundbreaking technology that gives the precious metal a self-regenerative capability so that it can sustain its cleaning performance over a long time. This is how it works. Of the several precious metals used in automotive catalytic converters, palladium is the most prone to deterioration by heat. Using nanotechnology, Daihatsu has succeeded in implanting palladium as ions into a special perovskite ceramic crystal. The palladium ions come out of and go back into the perovskite crystal in response to the natural changes in the exhaust-gas conditions. When the exhaust gas is at the reduction stage (with too little oxygen), palladium ions come out of the perovskite crystal and become active metallic particles. When the exhaust gas is at the oxidation stage (with too much oxygen), the palladium particles go back into the crystal and return to their original state. By repeating this self-regeneration cycle, the Intelligent Catalyst can maintain its initial, excellent emission cleaning capability over a long time, dramatically reducing the use of precious metals, which are

valuable natural resources, and at the same time achieving much cleaner emissions.

#### 4. Advanced safety technologies

For improved occupant safety, the D-Compact Wagon employs numerous safety features including curtain shield airbags in addition to its highly rigid safety body construction. Pedestrian protection is also an important consideration for modern cars. The D-Compact Wagon employs the state-of-the-art pedestrian-protection technologies including crushable structures for the bonnet hinges and the bonnet itself as well as other shock-absorbing structures.

The D-Compact Wagon also employs VSC (Vehicle Stability Control), which controls the vehicle's movements in all directions for improved safety. Vehicle-movement control in cornering improves safety when making quick turns and driving on snowy roads.

## 5. Specifications

Overall length	mm	3800
Overall width	mm	1690
Overall height	mm	1630
Wheelbase	mm	2540
Track (front)	mm	1470
(rear)	mm	1465
Ground clearance	mm	150
Kerb weight	kg	1080
Seating capacity	persons	5
Engine type		3SZ, petrol, 4 cylinder, 16 valve, DOHC, DVVT
Displacement	cc	1495
Bore × stroke	mm	72 × 91.8
Max. output	kW/rpm	77/6000
Max. torque	N-m/rpm	140/4400
Compression ratio		10.0
Transmission		Electronically controlled 4A/T
Suspension (front)		MacPherson struts with coil springs
(rear)		Torsion beam with coil springs
Steering type		Rack & pinion
Brakes (front)		Ventilated discs with booster
(rear)		Drum brakes, leading and trailing
Tyre size		185/55R15
Fuel consumption L/100km (EU combined)		7.6
CO <sub>2</sub> g/km (EU combined)		180

## European Premiere: Trevis, a new A-segment model with the emphasis on emotion

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### 1. Concept

In today's society we cannot live without automobiles. Yet it is also true that automobiles are causing a diversity of problems on a global scale. Energy and environmental problems are just two examples. Today's world is also facing rapid changes in demographics. As a solution to these problems, the compact car is becoming increasingly promising.

Among the different types of compact cars, A-segment cars are particularly popular because of their functionality and economy in everyday use. But as people's lifestyles are becoming diversified, their demands on small vehicles are also shifting to something more than just functionality and economy. In a society that is flooded with goods and information but is becoming increasingly uncertain, ordinary, everyday life is becoming extremely important for them. More than ever, people are seeking something they can connect to in their daily lives.

The Trevis was conceived to provide such modern users with a "new quality feel" that appeals to their hearts. The "new quality feel" as conceived by Daihatsu is not a superficial quality feel. It is comprised of three elements: a heart-throbbing styling, a relaxing atmosphere and people- and earth-friendliness. The Trevis was born with the purpose of adding the "new quality feel" to such convenient features as manoeuvrability and economy, thereby proposing "new excitement" in users' everyday lives.

### 2. Exterior and Interior

Daihatsu's designers aimed to achieve a high-quality and sophisticated styling that's distinctive and full of expression.

The characteristic front mesh grille and friendly-looking, round head lamps featuring chrome-plated rings express a nostalgic feeling; while the silhouette composed of upright front pillars and slanted rear pillars renders a modern taste. It is a tasteful, deep design that is distinctive and classic.

The stylish exterior is decorated in high-quality body colour. In order to realise a body that sparkles like a gem, a clear paint was newly developed that shrinks less when it is dried. The Trevis's premium clear coat with a thicker layer of clear paint gives a much richer lustre compared with the conventional clear coating.

The interior is designed and fitted with attention to detail. To generate a high quality and relaxing feel, circular and oval motifs are used for the instrument panel and seats. The interior colour scheme is finished in an Elegant Black design. The seats are covered with smooth and elegant seat upholstery.

Please sit yourself in the driver's seat and experience its comfortable space with your eyes and body.

### 3. Packaging and usability

While adhering to the design that makes a difference, the Trevis also delivers a comfortable interior space that pursues the ease of use in everyday situations. Within the compact and easy-to-manoevre body measuring 3400 mm front to rear, the Trevis provides a spacious interior with a length of 1850 mm and a tandem distance of 840 mm.

With a turning circle of only 8.8 metres, the Trevis is amazingly easy to drive in narrow streets or congested urban areas. Thanks to the upright front pillars, generously curved rear window and horizontal bonnet panel that makes it easy to see where the body ends, the Trevis ensures excellent all-round visibility.

#### 4. Power train and safety

Thanks to the fuel-efficient 1000 cc, 3-cylinder, 12-valve, DOHC engine with DVVT (Dynamic Variable Valve Timing), the Trevis achieves a low fuel consumption of 4.8L/100 km (Eu combined mode). The CO<sub>2</sub> emission figure of 114 g/km is another proud feature of the Trevis's excellent environmental performance. But fuel economy and environmental friendliness are not the only features of this engine. Its powerful and rich torque delivers classless driving performance from the city to the highway. Indeed, this high performance engine achieves a well-balanced combination of ecology and driving performance.

In order to deliver the high driving performance expected in the European market, the Trevis also employs a suspension system that was tuned up through repeated testing in Europe after Daihatsu's philosophy of developing products in the market where they are used. As a result, the Trevis offers the secure feel of a higher-class car. The Trevis also passes the European safety standards with flying colours as well as passing Daihatsu's original crash tests from various angles combining the world's most rigorous testing methods.

## 5. Specifications

Overall length	mm	3400
Overall width	mm	1475
Overall height	mm	1500
Wheelbase	mm	2375
Track (front)	mm	1310
(rear)	mm	1290
Ground clearance	mm	145
Kerb weight	kg	790
Seating capacity	persons	4
Engine type		EJ-VE, petrol, 3 cylinder, 12 valve, DOHC, DVVT
Displacement	cc	989
Bore × stroke	mm	72 × 81
Max. output	kW/rpm	43/6000
Max. torque	N·m/rpm	91/4000
Compression ratio		10.0
Transmission		5M/T
Suspension (front)		MacPherson struts with coil springs
(rear)		Torsion beam with coil springs
Steering type		Rack & pinion
Brakes (front)		Disk brakes with booster
(rear)		Drum brakes, leading and trailing
Tyre size		155/65R14
Fuel consumption L/100km (EU combined)		4.8
CO <sub>2</sub> (EU combined)	g/km	114

## Concept Model: UFE-III

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### 1. Concept

The third evolution of the ultra fuel-efficient vehicle UFE first exhibited at the Geneva Motor Show in 2002

A hybrid minicar aiming at the world's best fuel economy with the ultimate aerodynamics, light body and advanced fuel-saving technologies

Daihatsu's pursuit of low fuel consumption remains unchanged. There are two objectives. One is to provide an answer to the global environmental problems. The other is to support the daily livings of its customers worldwide. After all, the essence of the compact car is to maximise the joy of owning a car while minimising the stress of car ownership. That's why low fuel consumption is an important feature for all Daihatsu vehicles. Daihatsu's unceasing pursuit of low fuel consumption is reflected in the fuel-saving technologies employed in Daihatsu's production models, which are delivered to all parts of the world.

Daihatsu will continue to pursue low fuel consumption. Please take a look at our latest achievement in the Ultra Fuel Economy and look forward to what Daihatsu will deliver with the next Ultra Fuel Economy.

### 2. Low fuel consumption technology

The UFE-III is presented in a three-seater package seating one in the front and two in the rear. The overall height of only 1200 mm contributes to its aerodynamically advanced styling. Using aerodynamic simulation technologies, the UFE-III's body parts are aerodynamically optimised, resulting in very low air resistance. The UFE-III achieves a drag coefficient (CD) of 0.168, which is among the world's lowest and supersedes the CD

value of 0.25 of the original UFE unveiled at the Geneva Motor Show in 2002 as well as the CD value of 0.19 of its predecessor, the UFE-II.

The resin composite body with abundant use of aluminium parts reduces the weight to just 440 kg. Newly designed 115/65R16 tyres with reduced rolling resistance also contribute to further improved fuel economy.

### 3. Power train

The power unit is a hybrid system comprising an internal combustion engine and two electric motors. The engine is a 660 cc, inline three-cylinder, direct injection Atkinson engine that achieves a well balanced combination of power, fuel consumption and clean emissions. For the generator and driving motors, light and compact, highly efficient AC synchronous electric motors are used. The transmission is an electronically controlled continuously variable type operated by the generator and planetary gears.

### 4. Exterior and Interior design

The body styling concept is “Techno Future.” The super aerodynamic form has an image of a car running smoothly through the air. Pointed LED lamps and a canopy door are employed to express a new-generation feel, while the magnificent window graphics that extend to the roof top and the smoothly running surfaces are full of rich emotion.

The interior is designed under the theme of “Human-touch Techno.” Within the compact body, the interior has sufficient room for three occupants and is finished in a futuristic and comfortable atmosphere. The use of steer-by-wire and the ergonomically arranged controls mean enhanced operability and

functionality. When the canopy door is opened or closed, the floating instrument panel and front seat also move up or down, making it amazingly easy to get in and out of the car.

## 5. Specifications

Overall length	mm	3395
Overall width	mm	1475
Overall height	mm	1200
Wheelbase	mm	2170
Seating capacity	persons	3
Battery type		Nickel hydride
Engine type		Inline 3-cylinder, DOHC, 12-valve, direct injection Atkinson, DVVT
Displacement	cc	660
Transmission		Electric CVT
Suspension (front)		MacPherson strut
(rear)		Torsion beam
Steering type		Steer-by-wire
Tyre size		115/65R16
Fuel consumption (EU combined)	L/100km	2.1
(Japanese 10-15 mode)	km/L	72

## Technology Exhibit: Super Intelligent Catalyst with self-regenerating capabilities extended to rhodium and platinum

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The Intelligent Catalyst that has been used in Daihatsu's production models is a groundbreaking technology that Daihatsu led the world in developing. This technology prevents degradation of the catalyst's emission-cleaning capability through many years. Palladium (Pd), which is widely used in automobiles as a catalytic metal, is prone to lose its catalytic quality when it is heated. Using original nanotechnology, Daihatsu succeeded in giving palladium a self-regenerating capability. Because the Intelligent Catalyst can maintain its catalytic performance much longer, it contributes to the preservation of the environment. Moreover, the use of catalytic precious metals, which are important natural resources, can be cut by approximately 70%.

In the conventional catalyst, precious metal particles inside the catalyst are united with precious metal particles in the ambience and grow larger over time, resulting in a smaller effective reactive area and reduced cleaning performance of the catalyst. The Intelligent Catalyst ionises the precious metal particles and moves them into ceramics. The precious metals are solidified (moved into the ceramics) and segregated (taken out of the ceramics) according to the natural increase and decrease of oxygen in the emissions. This cycle of solidification and segregation is repeated to suppress the growing of precious metal particles. In other words, the Intelligent Catalyst "self-regenerates" the catalytic precious metals.

Daihatsu conducted further development of materials and succeeded in making this mechanism applicable to other precious metals including Rhodium (Rh), which is the most expensive catalytic precious metal, and platinum (Pt), and named the new technology the "Super Intelligent Catalyst." Using this new technology, Daihatsu has succeeded in further

saving the use of precious metals and making emissions even cleaner. The Super Intelligent Catalyst will be employed in future Daihatsu models along with the “Catalyst Early Activation System.” Daihatsu’s technological endeavour to protect the environment has only just begun.

## European Premiere: Sirion ECO-4WD

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The Sirion is highly praised in Europe as a basic B-segment city car on account of its efficient packaging combining a compact body and a spacious interior and ease of use in everyday situations.

In order to further improve its utility, Daihatsu announces the addition of a 1.3-litre 4WD version.

The Sirion's 4WD, called "ECO-4WD", normally runs in a front-wheel-drive mode, but when a difference occurs between the revolutions of the front wheels and the rear wheels, torque is distributed to the rear wheels via a viscous coupling. The driver does not have to operate a switch or a button, because ECO-4WD provides optimum torque distribution according to the road condition.

The Sirion's 4WD version also comes available with A/T to appeal to a wider range of users who want to use the Sirion as their everyday partners.

[www.daihatsu.com](http://www.daihatsu.com)

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