

**ROAD
TESTS**

● NISSAN JUKE 1,6 DIG-T TEKNA

● 20000KM: DAIHATSU TERIOS 4x4



● FORD RANGER 3,2 TDCI XLT 4x4 AT



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- LAMBORGHINI GALLARDO LP560-4 ● KTM X-BOW



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DAIHATSU TERIOS 4x4

BY: Jake Venter

TERIOR

with a bark





Daihatsu's little tyke has proved the perfect combo of a pukka off-roader and a compact city car



ABOVE: the cabin is spacious and modern, and construction is solid. LEFT: Terios looks best in bright colours.

THE *Oxford English Dictionary* defines a terrier as an "active and hardy dog with a digging propensity". I would like to define a Terios as a "kind of active and hardy 4x4 with a propensity to go where the earth has been dug up". It's an apt description: the small exterior dimensions give it the agility that justifies the word active; its solid construction and Toyota connections make it hardy; and its off-road abilities are particularly impressive on soft sand since it is lighter than almost any other off-roader.

When I heard I was getting a Terios, I was downright disappointed. I had expected to get one of the more glamorous off-roaders. I thought the Terios was too small, underpowered and always painted in boring colours.

However, the Daihatsu's arrival brought some welcome surprises. The colour turned out to be a

pretty red and since then I've seen a number of colourful Terioses. Does this mean a fresh marketing approach? The interior was a lot more spacious than I had expected from the modest exterior dimensions. The inside area is only a few square centimetres smaller than the space inside the average medium-sized off-road vehicle. It's still a comfortable four/five-seater. The luggage space is not only big, but has hardly any protrusions, so it can take bulky packages with ease. The rear of the body does not have a tumble-home profile like on some of the more expensive SUVs. This means the useable interior space is huge.

This was well illustrated during the Cape Argus Cycle Race when I had to pick up two bulky cycle cases from the airport. I could choose between the Terios and three bigger SUVs that we were testing. All three had a wider rear loading area than the Terios but

It can take bulky packages with ease

the interior spaces were more irregular. I eventually chose the Terios and accommodated both cases quite comfortably.

The 1,5-litre power unit develops 77 kW at 6 000 r/min and 140 N.m at 4 400 r/min. This is perfectly adequate for everyday driving at the coast, but the vehicle may be a tad sluggish in Gauteng. There is

LOGBOOK

Test duration 12 months	Distance covered 20 563 km	Fuel used 95 octane unleaded	Overall fuel consumption 8,2 litres/100 km	Best fuel consumption 7,9 litres/100 km
Worst fuel consumption 8,7 litres/100 km	Top-up oil used nil	Tyres Dunlop ST20 Grandtrek 215/65 R16 98S M+S	Tread remaining (front/rear)* 75/80 per cent	

COSTS

Purchase price when new R234 995	Present purchase price R239 995	Fuel and top-up costs R15 513	Registration and one-year licence fee** R520
Cost per kilometre*** 78 cents	15 000 km service (covered by service plan) n/a	*Calculated to tread wearing to zero. Legal limit is 1 mm **Dealer quote ***Including registration and licence, but excluding insurance, depreciation and repair costs	

20 000 KM TEST

DAIHATSU TERIOS 4x4



a lot of low-speed grunt, as befits a 4x4, even in fourth gear, but the engine also loves to be revved well past the 4 000 r/min mark where it is commendably smooth. It takes a day or two to get used to the slightly strident exhaust note, which is loudest during acceleration. It is quiet at cruising speeds.

My daily commuting consists of going over a mountain pass twice, cruising at 120 km/h for about 20 km and then joining crowded main roads. Fuel consumption has remained close to 8,2 litres/100 km for most of the test. Cruising at 120 km/h on longer trips has made hardly any difference to the consumption.

The engine is longitudinally mounted and, in the two-wheel-drive version, only the rear wheels are driven, just like the Toyota Avanza. This points to some technical affinity with the latter model, which would make a lot of sense since Toyota owns more than 50 per cent of Daihatsu. My car was the least expensive 4x4 model. The wheels are driven permanently, which means there is a centre

The Terios is a serious off-roader instead of a softie

differential. This is manually lockable and makes the Terios a serious off-roader instead of just a part-time soft-roader.

Brakes are easy to modulate and seems in keeping with the car's intended use and the power steering carries just the right amount of weighting. The suspension is firm, but the ride is still better than on some inexpensive family saloons, most likely because of the wide, high-profile tyres.

The interior is very refreshing because it is modern without reminding you of any other car. The central console is thoughtfully designed so that the controls are intuitive and practical. Huge round switches rotate for temperature and air volume, and they incorporate push buttons for the modes and other adjustments.

Features such as air-conditioning, central locking, electric windows, a front-loading CD-player, an extra 12 V power supply and lots of cupholders are all standard. There are dual front airbags and an emergency fuel cut-off. The car is easy to get into because the doors

open particularly wide with three different stop positions at 30, 60 and 80 degrees. Its SUV heritage ensures that the seats are high so that you don't sink down into the car, but enter it at a comfortable level. My married daughter found that the back seat is at just the right height to administer a baby in a carrycot. Up front, the raised seat level offers a commanding view over the traffic ahead.

Once you're used to the height, it's easy to forget that you're driving a full-time 4x4. This facility, as well as the central diff-lock, is there when you need it, but for all practical purposes you might as well be driving a family saloon. The driver's seat has height, reach and backrest-angle adjustment and carries enough padding to ensure comfort on a long trip.

Living with the car has revealed that the air-conditioning unit is an underachiever. At full blast, it supplies less cool air to the interior than some other units on the second of their four settings.

CONCLUSION

It was a sad day when I had to return the Terios. It offers such a unique combination of features that it will be just about impossible to replace. The full-time 4x4 drivetrain turns it into a real off-road vehicle, not a half-baked soft-roader that needs over-excited electrons to decide when to engage the drive to all the wheels. It's also a small city car, whose height offers a superb view of the traffic ahead. **car**

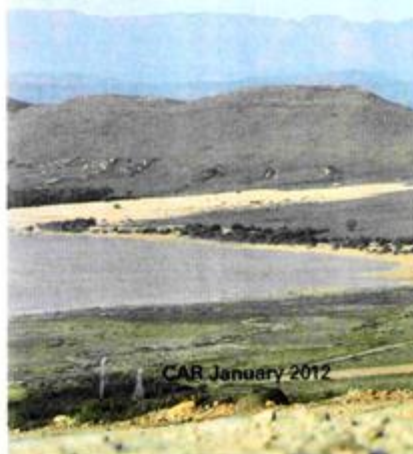


FROM TOP LEFT: main instruments are very clear, but the fuel gauge looks a bit lost on its own; rear legroom is generous for such a compact vehicle; the gearlever is just the right length; it's difficult to see in this picture, but the engine is mounted longitudinally.

PARTS PRICES*

Oil filter	R118,65
Air-filter element	R395,53
Water pump	R4 793,20
Left-front headlamp	R1 491,74
Left-rear taillamp	R2 246,81
Windscreen	R5 028,59
Brake pads (front)	R1 477,35
Timing chain (incl. tensioner)	R966,24
ECU	R19 279,83

*As recommended by manufacturer; include VAT.



WHAT YOU THINK

We usually get just two or three responses from readers when we ask for feedback on a model. This time we got seven, which shows how much Terios owners interact with their vehicles. We can't explain the negative letters except to surmise that the purchasers perhaps expected too much from a 4x4 powered by a 1.5-litre engine.

UNHAPPY OWNERS

We purchased a new Terios in February 2010. After taking delivery, we discovered that it didn't perform as well as the 1.3 Terios that we had test-driven. The dealer changed it for another one in April 2010. This was also sluggish. The hotter the weather, the worse it appears, suggesting a temperature-related problem. We have done just over 9 000 km and only on tarred roads.

It was remapped on three separate occasions but still doesn't perform to anything like Daihatsu's claims. **MIKE and PAM HALL**

I bought one and sold it again very shortly afterwards. I did not realise how bad it was on the open road. We found it too slow to pass anything uphill and it would really struggle to keep up with other vehicles in a convoy. The silver paint on the dash and door grips scratched easily and the seats were too soft for long trips. To make things worse, the fuel consumption was not very good. **MARK THOMAS**

I have a 2007 4x4 manual that I bought when it was one-year old. I've now covered 54 000 km and

often tow a trailer carrying a heavy kayak. The fuel consumption is high at between 9,0 and 10,0 litres/100 km. The small engine needs to be revved to maintain speed and the rear tends to step out on corrugations. It lacks luggage space and the glove compartment is miserable. **MIKE SHAW**

HAPPY OWNERS

I purchased a Terios 4x4 in June last year with 8 000 km on the odo. I've since covered 28 000 km and can report that it has not put a foot wrong.

I have made modifications to the vehicle that includes a 50 mm body lift and replacement of the standard exhaust with an aftermarket system. Both these modifications were done at my local Daihatsu workshop and the warranty remains intact.

I have also fitted an aftermarket roof rack that came in quite handy a few times. In December last year, I rented a rooftop tent and loaded two bicycles on my bike rack for a race in Sabie. The Terios managed to maintain 120 km/h on the flat roads and I needed to change to third only on the steep hills near Sabie. The fuel consumption

was a mere 10,5 litres/100 km.

I have also done a fair share of 4x4ing with the Terios and was pleasantly surprised by its off-road capabilities. The only place where I got stuck was on steep rocky sections where a trusty Landy had to winch me out. **DIRK STEENKAMP**

We took delivery of our new Terios in January 2011 and since then have undertaken a number of long trips with it.

POSITIVES:

- Its cumulative fuel consumption for the 7 629 km we have owned it is 9,1 litres/100 km;
- The handling on gravel and sand has really surprised us;
- The seats (front and rear) are very comfortable, even on long trips;
- It has developed no rattles as yet and it is dustproof.

NEGATIVES:

- The vehicle has had a slight "hesitation" (feels like a slight misfire) while travelling at low speed under load. Apparently, it is a known problem and the technical guys from the factory are working on it;
- It is a pity that the vehicle does not have a low-range gearbox, as



you are likely to damage the clutch if it is extensively used;

- The higher gears are also geared fairly short, with the result that the engine is operating at fairly high r/min and sounds very busy when travelling at the national speed limit. **JOHAN SNYMAN**

I own a 2007 model that I use on farm roads and I've had no problems with ground clearance. My wife took it over at 85 000 km and since then has done a further 4 000 km. She finds it easy to climb in and out of the vehicle and likes the rear door that opens sideways. It's comfortable to drive and easy to park. We are still driving with its original five tyres and brake pads. **ENZO CARRATU**

My Terios has now covered 6 000 km. On a recent trip of nearly 1 700 km, the car averaged 8,1 litres/100 km. The Terios is comfortable and I'm extremely impressed with its behaviour. **ROB NORTON**

FROM TOP: most like the side-opening door; in its natural habitat.

