Gran Max

GO BIGGER!

Designed and engineered in Japan

Gran Max
PRODUCT MANUAL

DAIHATSU
Innovative Reliable Motoring
OUR KEY FEATURES

Loading ability
• Cab forward design:
  - The Gran Max is specifically designed to increase the loading area and ability to work.
• The ability to take a full ton, and have a big load bed size at a competitive business oriented price differentiates the Gran Max from:
  - Half ton vehicles which cannot do the work
  - Engine forward vehicles, higher priced but with smaller load bed size
  - The competitor cab forward bakkies (e.g. H100 and K2700) who are much more expensive to purchase and to run.

Reliability
• As with all Daihatsu products, the Gran Max is one of the most reliable bakkies around.
• Daihatsu is also famed for high quality, durable products:
  - Durability and functionality are central to the design of the Gran Max cabin
  - The chassis of the Gran Max in cross section is reinforced for sturdy performance even under big loads.
• The Gran Max engine is a proven Daihatsu design and build, for high quality, problem-free performance.

Running costs
• The Daihatsu Gran Max is the obvious choice for a business that aims to make money:
  - The most reliable engine, with good parts pricing, great value that gives your business room to be profitable
  - Keep in mind that Daihatsu has won the total economy run 6 times in South Africa.
• The running costs of the Gran Max will not be beaten.
• The Gran Max even has a clutch protection mechanism so even when the driver suddenly drops the clutch, the system evenly engages the clutch, preventing driver abuse and lengthening the life of the clutch.
GETTING BIGGER LOADS ONTO YOUR BAKKIE

Superior cargo loading capacity, cargo handling ease and durability.

- Wide, long load deck with class top loading capacity.
- Low and flat load deck floor with flaps that open on all sides to improve cargo handling efficiency:
  - A big load bed, and full 1 ton capacity make sure that the Gran Max can deliver profitably.
- Two-stage side frame structure ensuring ample strength even when fully loaded.

Box

- Measuring box size
  L: 325 x H: 215 x W: 295
  (Unit: mm)

**Box**

* Pay load indicates gross vehicle weight minus kerb weight.

---

**GRAN MAX**

<table>
<thead>
<tr>
<th>Kerb weight</th>
<th>kg</th>
<th>1.025 to 1.045</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross vehicle weight</td>
<td>kg</td>
<td>2.100</td>
</tr>
<tr>
<td>Payload*</td>
<td>kg</td>
<td>1.055 to 1.075</td>
</tr>
</tbody>
</table>

**Easy Loading / Unloading**

Superior loading and unloading ease is ensured by the low load deck floor height and side flaps and rear gate that open on all three sides. The loading height is 720mm low enough not to strain your back when loading even heavy items.

**Two-stage Side Frame Structure**

A two-side structure has been adopted for the frame to increase strength and achieve high durability to support actual loading and usage conditions.

* Pay load indicates gross vehicle weight minus kerb weight.
Dimensions

- Wide and spacious load deck is realised thanks to the long wheelbase and short overhangs, created by positioning the tyres in the four corners.

### Comparison of Primary Specifications

<table>
<thead>
<tr>
<th></th>
<th>GRAN MAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>mm 4.195</td>
</tr>
<tr>
<td>Overall width</td>
<td>mm 1.675</td>
</tr>
<tr>
<td>Overall height</td>
<td>mm 1.890</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>mm 2.650</td>
</tr>
<tr>
<td>Min. road clearance</td>
<td>mm 175</td>
</tr>
<tr>
<td>Load deck length</td>
<td>mm 2.350</td>
</tr>
<tr>
<td>Load deck width</td>
<td>mm 1.585</td>
</tr>
</tbody>
</table>
Better loading space due to the Cab Forward Design

- Get passenger car-like driving and adjustable driver’s seat even with the impressive cargo area.

Driver's seat with superior comfort and accessibility for less fatigue on drivers frequently getting in and out!

- Get into the Gran Max and you immediately notice the ease of entry and a convenient low floor height. The bigger door openings are due to the upright front pillar and wide opening angle. This means no climbing, crouching or stooping.

- The second thing you notice in the Gran Max is the sense of space in the cabin. A flat cabin floor, gearlever on the dashboard and high roof height all contribute to the sense of space and the ability to seat 3 people across.

- Other key practical issues in the Gran Max are:
  - 3 seats across in the cabin to allow delivery team if necessary
  - Light steering control due to power steering
  - Large windscreen improves visibility and safety.

Safety

1. Crumple zones in front.
2. Dual side impact bars in doors.
3. Collapsible steering column for frontal impacts.
4. ABS for safety and minimizing accidents.
Design for the City

Performance and usability that suits even the busiest of working conditions.

- From its nippy performance, tight turning circle, to impact absorbing bumpers, the Gran Max is designed to optimize usefulness in the city.
- Power steering improves usability.
- Loading height allows for movement of heavy items without straining the back to minimize the risk of work injuries.
- 3 Way drop side also maximizes the ease of loading and unloading:
  - Any position that the bakkie can be pulled into allows the customer or driver to load and unload
  - The drop sides are single piece, there are no pillars remaining in the way once the sides have been dropped.
- Irrespective of road conditions, the Japanese designed Gran Max will never falter:
  - Two stage frame structure ensures rigidity, a feature which minimizes cargo damage
  - Superior rigidity allows for longer life of the vehicle, and better ability to carry closed bodies: the frame, not the body, takes the strain.

Minimum Turning Circle

Excellent minimum turning circle (wall to wall) has been achieved by adopting 13-inch tyres and a short front overhang.
THE RELIABLE, ECONOMICAL POWER PLANT

Engine
- 1.5 L Dynamic Variable Valve Timing engine; the most advanced in its class.
- DVVT changes the timing of the engine valves to improve torque at low revs, leading to better pull off, better pulling and load carrying ability.
- At high revs DVVT improves fuel consumption but still gives you the power.
- And more:
  - Distributor-less engine means each cylinder is individually timed, for better fuel economy, cleaner emissions and lower maintenance
  - Plastic intake manifold allows the engine to warm faster, leading to less wear and tear, lower maintenance and greater reliability
  - Intelligent catalyst technology allows the catalytic converter to regenerate the precious materials that it uses when cleaning the exhaust gases, thereby reducing the waste of these precious materials
  - 90% torque available from just 2000rpm.

<table>
<thead>
<tr>
<th>GRAN MAX</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>3SZ-VE</td>
</tr>
<tr>
<td>Type</td>
<td>4-Cylinder, 16-valve</td>
</tr>
<tr>
<td>Total displacement</td>
<td>1,495</td>
</tr>
<tr>
<td>Max. output</td>
<td>71/6,000</td>
</tr>
<tr>
<td>Max. torque</td>
<td>134/4,400</td>
</tr>
</tbody>
</table>

* DVVT (Dynamic Variable Valve Timing) is a mechanism that achieves both high output and efficient driving by optimally controlling the opening / closing timing of the intake and exhaust valves.

3SZ-VE Engine
- High output, high torque, and fuel efficiency are realised by equipping the 1.5-litre DOHC petrol engine with advanced DVVT technology used in passenger car engines.
- Maintenance costs are reduced with the adoption of maintenance free EFI fuel system and chain driven timing belt.
- Fuel consumption of 7.5L / 100km (unloaded).
### SPECIFICATIONS

#### Dimensions

<table>
<thead>
<tr>
<th>Size</th>
<th>GRAN MAX PICKUP</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Drive Transmission</strong></td>
<td>2WD 5M / T</td>
</tr>
<tr>
<td>Overall length</td>
<td>mm 4,195</td>
</tr>
<tr>
<td>Overall width</td>
<td>mm 1,675</td>
</tr>
<tr>
<td>Overall height</td>
<td>mm 1,890</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>mm 2,650</td>
</tr>
<tr>
<td>Overhang Front</td>
<td>mm 585</td>
</tr>
<tr>
<td>Overhang Rear</td>
<td>mm 960</td>
</tr>
<tr>
<td>Track Front</td>
<td>mm 1,460</td>
</tr>
<tr>
<td>Track Rear</td>
<td>mm 1,440</td>
</tr>
<tr>
<td>Load deck length</td>
<td>mm 2,350</td>
</tr>
<tr>
<td>Load deck width</td>
<td>mm 1,585</td>
</tr>
<tr>
<td>Load deck floor height from ground</td>
<td>mm 720</td>
</tr>
<tr>
<td>Min. road clearance</td>
<td>mm 175</td>
</tr>
<tr>
<td>Min. turning circle</td>
<td>Kerb to kerb m 9,4</td>
</tr>
<tr>
<td>Wall to wall</td>
<td>m 10,0</td>
</tr>
</tbody>
</table>

#### Transmission

- Forward 5-speed manual, all synchromesh

#### Brake

- ABS with brake boost to avoid accidents
- Front 13-inch ventilated disc brakes
- Rear Drum brakes, leading and trailing

#### Suspension

- Front Mac Pherson-struts with coil springs
- Rear 5 ply leaf springs

#### Tyres

- 175 R13 C

#### Fuel tank capacity

- 43L

#### Steering

- Rack and pinion