

# Daihatsu Grand Move

Featuring Grand Move 1.6



## SCORECARD

Overtaking / pulling power



Fuel economy



Handling / steering



Comfort / ease of control



Interior space / practicality



Accident / injury avoidance



Costs in service



Depreciation prospects



**T**HE SCENIC MAY BE THE ONE THAT REALLY set the ball rolling for smaller, more affordable MPVs, but the oddly named Grand Move (from ace niche marketer Daihatsu) hit the showrooms a month or two before Renault's hugely successful mini-MPV went on sale.

Not to be confused with Daihatsu's even smaller, three-cylinder *micro*-MPV, Move, the Grand Move is loosely based on a Charade platform, with its tall, versatile five-door body powered by an energetic 16-valve 1.6-litre 90bhp power unit.

Because it lacks movable or take-out rear seats, seatback trays or picnic tables – even a cup-holder worth speaking of (unless you opt for the plusher but £2000-pricier Grand Move Plus), cynics might argue that it's not strictly a true MPV. But whether you view this diminutive Daihatsu as a mini-MPV, a small RV (recreational vehicle) or nothing more than a fancy, high-roof estate car, its tall build, easy access and still-versatile interior make for a sector-straddler willing to turn its hand to almost any task you care to throw at it.

Replacing the original 1.5-litre engine, the 1.6 is a game, revvy little performer, delivering spirited (if hardly silent) acceleration and fairly relaxed cruising on the motorway, along with respectable mid-thirties mpg economy. Easy controls, light power steering and an impressively nifty turning circle make the Grand Move a doddle to drive around town. Despite recent suspension tweaks, the ride remains firm bordering on choppy, although this helps to curb excessive body lean when cornering.

The back seats don't slide or take out, but they recline and also flip forward to create a generous flat-floored load area, or they'll fold all the way back to form a makeshift (if rather lumpy) double bed for the night. There's no load cover on the standard model, though the Plus version provides one, along with ABS, air conditioning and electric windows.

The Grand Move may lack the Scenic's instant sales success, the Zafira's ultra flexible seven-seat accommodation and the Multipla's controversial styling, but this roomy, easy-to-drive holdall still has plenty of charm and versatility up its sleeve, and comfortably undercuts its main rivals on price.

HOW THE GRAND MOVE COMPARES§	Engine cap/power (cc/bhp)	Revs at 70mph (rpm)	30-70mph through gears (sec)	30-70mph in 5th/4th gears (sec)	Fuel economy (mpg)	Brakes best stop (m/kg)	Maximum legroom - front (cm)	Typical leg/kneeroom - rear (cm)	Steering (p) turns/circle (m)	Overall length (cm)
DAIHATSU GRAND MOVE 1.6 [5]	1590/90	3375	10.8	28.1/20.0	35	28/16	103	109/75	3.7/9.5	410
Citroën Berlingo Multispace 1.8 [5]	1761/90	3070	12.4	28.1/20.7	33	29/18	109	107/74	3.3/11.1	411
Fiat Multipla 1.6 [6]	1581/103	3780	12.7	29.2/20.6	29	27½/20*	106	114/83†	2.8/11.1	399
Mitsubishi Space Star 1.8GDi [5]	1834/121	3150	10.6	27.1/20.4	38	27½/18*	109	103/75†	3.1/10.0	403
Renault Megane Scenic 1.6 8v [5]	1598/90	3450	13.7	28.4/21.0	34	29/30*	105	102/76†	3.5/10.5	414
Vauxhall Zafira 1.6 16v [7]	1598/100	3630	13.1	27.0/18.8	35½	24½/18*	103	102/75†	3.2/11.0	432

§ maximum seating capacity in brackets      \* with ABS      † seats fully back (p) all power assisted

## PERFORMANCE

**Acceleration** time in seconds

mph	30	40	50	60	70
<b>THROUGH THE GEARS</b>		1.8	3.9	7.1	10.8
<b>IN 5TH GEAR</b>		6.2	12.6	19.7	28.1
<b>IN 4TH GEAR</b>		4.8	9.5	14.4	20.0

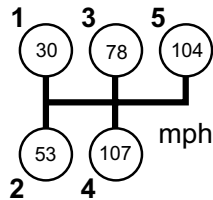
20 mph	30	40	50	60	70
<b>5TH/4TH SPEED RANGES</b>		12.8/9.8		13.5/9.6	
			12.6/9.5		15.5/10.5

**Maximum speeds**

REVS PER MINUTE	1st	2nd	3rd	4th	5th
		6250*		6340	5040

\* for best acceleration

Gearing gives 20.6mph per 1000rpm in top gear = 3390rpm at 70mph



## FUEL CONSUMPTION

Fuel grade: unleaded Premium, 95 octane

Type of use - air conditioning not fitted*	mpg
In the city - heavy traffic	22
In the country - quiet driving	48
<b>Typical mpg overall</b>	<b>35</b>
Realistic tank range†	42 litres/320 miles

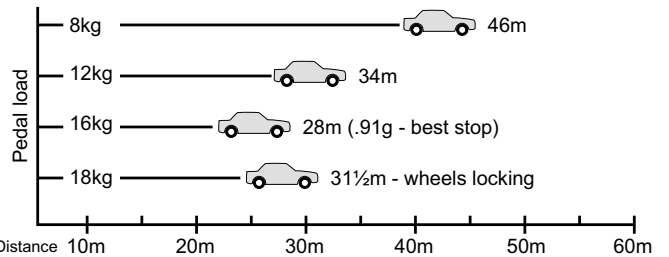
†based on fuel gauge/warning lamp and filling station experience - not nominal tank capacity

\*with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer

## BRAKES

Pedal feel ●●○○○ Behaviour in an emergency ●●○○○ Handbrake ●●●○○

Dry road stopping distance from 50mph (without ABS)  
(A good-to-average best stop is about 28m at 20-30kg pedal load)

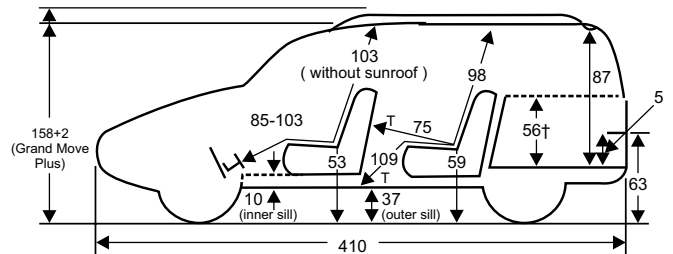


Fade test: pedal load required for a moderate (34m/.75g) stop:  
14kg at start of test, 12kg at end of test (Ideal brakes show no change)

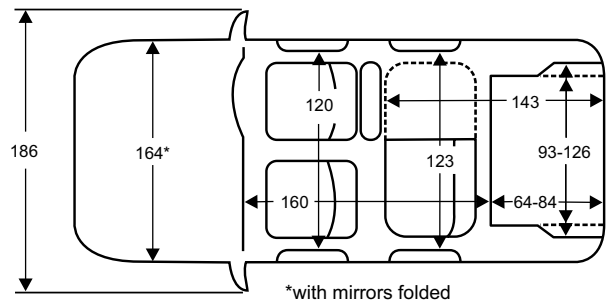
## MEASUREMENTS

Centimetres

Five-door estate



T: typical back seat space behind medium-sized front occupants  
†: level with top of backrests



## LIKES AND GRIPES

Fluid, easy controls make life easy for the driver

... but non-ABS brakes over-light in panic stops and radio buttons fiddly

Tall build, low floor and wide doors ease cabin access

... but limited creature comforts once you get there

Reclining backrests and two-position cushion angle for back seat

... but seating unsupportive and no heater ducts, cup holders or armrests

Roomy, flat-floored load area, with split-fold backrests

... but one-piece cushion and load cover only on Grand Move Plus

Versatile seating, easily removed for occasional furniture shifting

... but less convenient to achieve load space than on many rivals

Good value, sprightly performance and has all the essentials

... but lags the Scenic, Zafira and Multipla for all-round style and versatility