

Peugeot 208: RE-GENERATION

When creating a vehicle capable of appealing to and uniting a wide variety of customers, with ever changing expectations, simple renewal is no longer enough. Therefore, from the outset, the "A9" project adopted the most ambitious specification overhaul ever undertaken by the Marque to create a vehicle which marks a true generation leap.

Open to orders from today, 208 is available at local French pricing starting at 11,950€¹, or 950€ less than the entry price of a 207.

To celebrate this event, Peugeot is offering a limited edition with exclusive body colour and strong personality: 208 "Ice Velvet".

"With the 208, Peugeot enters a new era."

Vincent Rambaud, Managing Director of Peugeot

"I think there will be a before and an after 208. This car truly marks a new stage, which is crucial for Peugeot."

Alain Tranzer, Director of the A9 project

"The 208 is another milestone in the Peugeot Marque project. The 208 has the spirit of the 205 and of the 206, the practicality of the 207, combined with 208 modernity."

Xavier Peugeot, Peugeot Marketing and Communication Director

"With the 208, Peugeot has given itself the means to recreate an icon."

Laurent Blanchet, Peugeot Product Range Director

¹ Version Access, 3 doors, 1.0 l VTi

Architectural re-generation

Specification

Right from the start of the project, the technical choices structuring the "A9" project (internal code name of the 208) were directed on the basis of the PSA Group's platform 1 to obtain **a particularly efficient "architectural performance"** in order to obtain a vehicle which is compact, light, spacious and aerodynamic.

"Compared with the 207, we wanted a vehicle which is smaller on the outside and larger on the inside." Christophe Clochard, 208 Consolidation Manager

Compactness and lightness

The **reduced front overhang** (- 6 cm compared with the 207) and the **shorter rear overhang** (- 1 cm) , alongwith the reduced weight of the vehicle, directly benefit improved proportions, agility and everyday practicality (parking, manoeuvres, etc.).

To obtain a maximum reduction in the weight of the vehicle, a true "hunt to eliminate excess weight" took place at the same time to create, overall, a **"virtuous spiral"**, favouring fuel consumption, passive safety and the dynamic performance of the vehicle. Each component designed, each technique used, each part of the vehicle, etc. has been considered with this in mind, by every member of the project team working on the vehicle: aluminium front beam-absorber, size of the front subframe, laser welding of the roof, extensive use of VHSS and UHSS (Very High Strength Steel and Ultra High Strength Steel) panels, soundproofing of the engine at source, etc. Finally, the 208 weighs **110 kg less** than the 207 with the same 1.4l HDi engine, up to 173kg less with the entry level petrol engine of comparable power; in short, a feat which allows the 208 to start from a weight of 975 kg!

A generous passenger compartment

A wheelbase identical to that of the 207, the adoption of more compact front seat backs and an overall optimisation of the design provide **significantly more space in the rear** for passengers (+ 5 cm knee room compared with a 207 which already offers good provision) as well as a larger boot: 311 l liquid volume below the rear shelf (285 dm³ VDA standard) and up to 1152 l liquid volume (1076 dm³ VDA standard) when the rear seats are folded.

Note that this latter configuration is obtained very easily as the rear seat backs fold simply, with a single gesture.

Optimised aerodynamics

The dimensions of the 208, in particular the width (-2 cm) and the height (-1 cm compared with the 207), its volumes which have been designed with particular attention, the care given to each of its parts (shields under the body, spoiler on certain versions, etc.) permit maximum optimisation of its aerodynamics. So, the best versions have a CdA of 0.61 (Cd of 0.29), which positions it among the best in its segment and which, again, favours fuel consumption and CO₂emissions.

Stylistic re-generation

"A small group, very closely knit, we had the same vision of the direction we should take. That is what inspired us, gave us the strength and energy to succeed in realising all our ideas."

Pierre Authier, 208 Style Manager

Renewed aesthetic codes

"Agile, sensuous, athletic, intuitive, concentrated energy, generationjump"... these words were included in the specification of the A9 project and the stylists have succeeded in giving them meaning, coherence and illustrating them from volumes predisposing them to inspiration. From a compact silhouette, reduced overhangs, fluid lines between bonnet and windscreen pillar,... the aesthetic codes of the Marque have been re-invented, both in their main characteristics and in every detail.

A very charismatic front face

The front face, a true genetic signature, unveils a new, particularly charismatic face of the Marque. Its feline expression is more modern, rich and refined, with, in particular (according to version), LEDs and a light guide emphasising the expression of the headlamp unit, both day and night. The same care is given to each part, such as the treatment given to the foglamp surrounds.

As for the grille, this is modelled as a true floating sculpture. In fact, it appears to detach itself from the bodywork and float in the air, with its chrome surround of precisely formed sections. Inside it, a full and technological mesh, or chrome bars, reinforce the modernity and richness of the line. With this original design, it successfully expresses the idea of environmental efficiency: the optimised size of the air intake in fact suggests optimisation of its fuel consumption.

Finally, the front shows itself to be both strong and alive, soft and thoroughbred, technological and cheerful, natural and sophisticated.

Overall coherence of the design

The volume of the vehicle appears sculpted by the wind. From the "PEUGEOT" lettering machined in the block at the top of the grille issues a veritable spine which crosses the bonnet, bites into the top of the windscreen, leaves its mark in the centre of the roof and imprints its movement right to the rear and the line of the boot aperture. The rear lamps, true technological adornments, also incorporate a light signature with, notably, three illuminated claws. With their boomerang shape, and this is a technical feat, they appear at one with the body.

Two differentiated body types

The muscular sculpted body sides offer an identity, a posture which is very different in the 3-door and 5-door body types. The doors of this latter appear to be crossed by a "nerve" running from the rear lamps towards the front. On the top-of-the-range versions, the glazing is entirely surrounded with chrome, a feature never seen before in the segment. The profile of the 3-door is much more sculpted, hollowed out, in the image of the SR1 concept car (presented in January 2010 and chronologically designed alongside the 208). Another detail on this, the shape and movement of the quarter panel look at a glance like that of the 205, another iconic Peugeot.

"The strength of the 208 lies in its style: it is a real bundle of energy. It has the potential to please everyone, without being a compromise, like a popular piece of music which touches the human soul regardless of culture."

Gilles Vidal, Peugeot Style Director

Ergonomic re-generation, intuitive and unexpected

"Deciding on completely re-thought instruments and controls, from the beginning of the project, on the model destined to be the Marque's biggest seller, was taking a huge risk. Together, we have shown exceptional boldness in incorporating them in the 208."

Jérôme Micheron, 208 Marque Project Manager

Completely re-thought instruments and controls

Sometimes, things are noticed that seem intangible. A hatchback has 4 wheels, a steering wheel... and through this we read the instrument panel. The history of the motor vehicle, technical developments, habits,... have established this as fact.

Then one day someone has an idea.

What if, to make manoeuvring easier and increase driving sensations, **the diameter of the steering wheel were reduced**? And what if, to make it easier to read the information on the instrument panel

and increase comfort and safety by eliminating the need for the driver to take his eyes off the road, **the position of the instrument panel were raised?**

Here again, the 208 does not undergo development: It breaks the established codes to offer new driving ergonomics, clear, natural, benefiting ease of driving, manoeuvrability, precision,... a more intimate relationship with the vehicle, the feeling of being at one with it.

The numerous people who have tested it, in all situations, are won over by the agility that the vehicle offers, a promise of practicality for everyday manoeuvres. Some drivers see in it a stimulating and interactive environment, others find more sporty attributes, with a more sensitive position, and an ease and precision of involvement passed down in certain situations.

"With the "Head-Up Instrument Panel" system introduced on the 3008, which projects information onto a strip, we opened up a new channel: its usefulness is acknowledged unanimously and its success has been immediate.

The 208 goes much further.

The idea of the small steering wheel and of the "head-up instrument panel" had a lot of potential. When we tested the first prototypes, everyone was impressed, it was simply natural, easy, clear..."

Marion David, 208 Product Project Manager

"We worked intently on the shape of the steering wheel to find the actual ideal shape in this new environment. It had to remain easy to grasp and not hinder access. We carried out numerous tests with our ergonomics and driving experts, but also with panels of customers of different sizes and different nationalities."

Christophe Clochard, 208 Vehicle Synthesis Manager

The touch screen: intuitive connectivity

In keeping with its time, consistent with the new ergonomics of its instruments and controls, the 208 will offer the majority of its customers, that is from the 2nd level of the range (i.e. approximately 80% of the mix!) a large 7" colour touch screen with carefully designed graphics (resolution 800 x 480) and intuitive operation.

It allows easy access to the various functions: radio, Bluetooth hands-free kit or playing music files via a USB connection or audio streaming.

The screen adopts a semi-floating style as the designers wanted to highlight it in a way which is very enhancing. It is positioned prominently, within easy reach and at eye level, for maximum safety, comfort and harmony with the other components of the dashboard.

"As early as 2008, the A9 project already had a rich and differentiating content in terms of style, interior ergonomics, ... and we wanted to go even further bringing connectivity and intuitiveness to our customers to establish the vehicle even more firmly in its time and reinforce this strong, intimate and intuitive link between a Peugeot and its driver."

Jérôme Micheron, 208 Marque Project Manager

Access to reasonably priced navigation

This graphic touch interface is pre-equipped for the navigation option with map of Europe. And this is available at a reasonable price, less than 500 euros, placing it in a very competitive position in the motor vehicle domain of on-board navigation systems.

A pure, contemporary and refined interior ambiance

A pure and sophisticated design

The instruments and controls, which have been re-thought structurally, have provided a previously unheard of field of expression for the stylists.

The design of the dashboard blends style lines which are both floating and graphic. Concern for perceived quality can be seen everywhere, the obsessive attention to detail, like the vents at the end of the dashboard in the shape of a cat's eye, the numerous "faceted" components echoing certain sections of the exterior style (grille, roof, cut-out of the boot...)... everything has been thought about and re-thought, from the shape of the door trim pads to the gear lever.

The grouping of all the audio controls on the touch screen also permits **simplification** of the "man-machine" interface with a significant reduction in the number of buttons and controls, favouring a pure and modern design.

Ambiance lighting, decorations... attention to detail

The interior of the instrument panel has been given a very technological treatment, with analogue dials as a reference to precision mechanics, a digital screen on which the speed is always clearly visible and back-lighting effects giving the whole purity and elegance.

Furthermore, the light ambiance has been paid particular attention by the stylists with predominantly white lighting, very top-of-the-range, particularly for the displays, or LEDs with a bluish light outlining the glass panoramic roof at night, if fitted on the vehicle, with a "comet" effect (varying shades of blue).

The decorations are also very elaborate and available according to ambiance and range level. Lacquered black on the front panel, decorations of varying shades of black/blue or dark chrome on the door crossbars,... a range with numerous personalities which are always in a contemporary and refined ambiance.

An interior offering day-to-day practicality

This interior offers no less day-to-day practicality as a result, with numerous well-thought-out storage compartments, such as the deep compartment situated in front of the gear lever which can be used for cans or as an area for a Smartphone, or the generous door pockets, etc.

Well-designed acoustics

This ambiance is also particularly well designed in terms of **acoustics** and **vibration comfort**. Following the example of the work carried out on the 508, by tracking the noise to the source (acoustic "encapsulation" of the power trains), the silence on board has been significantly improved compared with the 207, while at the same time contributing to reducing the weight of the vehicle.

Finally, the atmosphere of the passenger compartment is in harmony with the rest of the vehicle: simple and sophisticated, technological and intuitive, modern and high quality.

Environmental re-generation

A range of high-performance power trains

The weight, the aerodynamics, the very low and ultra low rolling resistance tyres and, of course, **the expertise and technological innovation of the Group in the engine domain** are factors which allow the 208 range to move to a new level in the CO₂ performance of a vehicle of the Marque. The efficiency of the HDi PEF diesel engines and the VTi and THP petrol engines, reinforced by the arrival of a new generation of 3-cylinder petrol engines, in fact contributes to the **reduction of 34 g/km** in the average emissions of CO₂ of the 208 range compared with the launch range of the 207, and a difference of up to **46 g** for the entry-level petrol engine.

So, the 208 is aiming to take up the position of leader in its segment.

- 208 diesel range:

- 1.4l HDi PEF 50 kW (68 hp), 160 Nm, 5-speed manual gearbox; CO₂: 98 g/km
- 1.4l **e-HDi** PEF 50 kW (68 hp), 160 Nm, 5-speed piloted gearbox, Stop & Start; CO₂: **87 g/km**
- 1.6 l **e-HDi** PEF 68 kW (92 hp), 230 Nm, 5-speed manual gearbox, Stop & Start; CO₂: 98 g/km
- 1.6 l **e-HDi** PEF 68 kW (92 hp), 230 Nm, 6-speed piloted gearbox, Stop & Start; CO₂: 98 g/km ⁽¹⁾
- 1.6l **e-HDi** PEF 84 kW (115 hp), 270/285 ⁽²⁾ Nm, 6-speed manual gearbox, Stop & Start; CO₂: 99 g/km

- 208 petrol range:

- 1.0 lVTi 50 kW (68 hp); 95 Nm, 5-speed manual gearbox; **99 g/km** ⁽¹⁾
- 1.2 lVTi 60 kW (82 hp); 118 Nm, 5-speed manual gearbox; 104 g/km ⁽¹⁾
- 1.4 lVTi 70 kW (95 hp); 136 Nm, 5-speed manual gearbox: 129 g/km ⁽³⁾
- 1.6 lVTi 88 kW (120 hp); 160 Nm, 5-speed manual gearbox: 134 g/km
- 1.6 lTHP 115 kW (156 hp), 240/260 ⁽²⁾ Nm, 6-speed manual gearbox; CO₂: 135 g/km ⁽¹⁾

⁽¹⁾ New 1.0 l and 1.2 l 3-cylinder engines, 1.4 l e-HDi and 1.6 l THP versions available summer 2012

⁽²⁾ Value with overboost

⁽³⁾ Available according to country

An extended e-HDi range

After its launch of the 508 and the new 308 in 2011, the 208 will benefit **from the e-HDi technology on 4 of its 5 diesel power trains**. Fast, effective and silent, this new generation Stop&Start system permits the combining of reduced fuel consumption and emissions of CO₂ (up to -15% in town) with **maximum pleasure of use**, thanks to the stopping of the engine and almost instantaneous restarting, without any noise or vibration. So, with the 208 this technology, widely acclaimed at its launch, is made accessible to the maximum number of customers, favouring their day-to-day fuel consumption and driving pleasure.

New generation of 3-cylinder engines

A new stage in the Group's downsizing strategy, this new generation of engine block permits a true breakthrough in terms of fuel consumption and CO₂ emissions, while offering a good level of performance for the "entry-level" versions.

Designed by the PSA Peugeot Citroën Group and produced at its Trémery factory in France, the 1.0 l and 1.2 l VTi versions will allow the 208 to offer petrol versions at 99 g/km and 104 g/km of CO₂. These normally aspirated indirect injection engines have respective maximum powers of 50 and 60 kW (68 and 82 hp) at 6,000 rpm and a maximum torque of 95 and 118 Nm at 3,000 and 2,750 rpm respectively. This block is designed to be both very compact and light, with an aluminium alloy cylinder block and cylinder head, the exhaust manifold integrated in the cylinder head... It also benefits from numerous technological features such as the variable valve timing system (VVT) on the inlet and exhaust camshafts or the variable capacity oil pump.

A new stage in eco-design

Eco-design is another area in which the 208 had to prove itself a pioneer.

With the integration of **25% "green materials"** out of the 170 kg of polymers (excluding rubber) present on the vehicle (compared with 7% on the 207), the 208 enters a new stage in terms of eco-design. In particular, it has an **entirely recycled rear bumper**, which is a **world first** for these

materials, until now used only for concealed parts, as well as a radiator frame and fan which are also entirely recycled.

This type of bumper, alone, will allow a saving of 1600 tonnes of oil in a year.

These green materials also make up numerous parts or functions of the vehicle (wheel arch interior, rear bumper, soundproofing, boot mat, steering wheel, seats, engine cover, air filter, etc.).

A low consumption and ultra-efficient version

Pulling together the very essence of the A9 project by reviewing every aspect of design, the low consumption version achieves an aerodynamic performance (Cx de 0,29) thanks to the optimisation of air flows: front grill, rear spoiler, low air resistant wheel trims, ultra-low resistance tyres, deflector. In this way, with the 1.4 l e-HDi FAP 50 kW (68 ch) linked to a 5 speed gearbox, CO₂ emissions are limited to 87 g/km, which corresponds to a combined consumption of 3,4 l/100km (83.1mpg).

This version demonstrates its performance with specific components being perfectly integrated in the style and sought-after appearance: front grill in Manhattan satin paint finish with chrome edging, black gloss rear spoiler, two tone alloys.

According to the level of finish chosen (Access or Active) this version can be equipped with a number of fittings: touch screen, panoramic glass roof, 15" Alloy Wheels, rear parking sensors, metallic paint, etc

Re-generation of the driving experience

"With the 208, Peugeot has given itself the means to recreate an icon."

Laurent Blanchet, Peugeot Product Range Director

Road-holding: the Marque's expertise

The Peugeot Marque has demonstrated the full extent of its expertise in developing a **new combination**, at a very high level as regards the road-holding of its 208, in order to carry forward and enrich the idea of **driving pleasure**, while adapting it to the expectations of today's customers.

So, the aim of establishing it as a benchmark in its segment led to the wish to retain the acknowledged stability and dynamism of the 207 but without compromising on comfort.

Served by its pseudo-MacPherson front suspension, its deformable crossmember rear suspension, the excellence of its spring-damper assemblies and the fine-tuning by the Lion's experts in this area,

the road-holding of the 208 also benefits from the efforts to reduce weight to gain as much in terms of dynamism as in comfort.

This combination is also adapted to the performance of the vehicle's various engines to offer coherent and progressive range steps, in line with customer expectations.

So, on the 208 1.6 l THP with 115 kW (156 hp) available in summer 2012, the front subframe is reinforced to offer rigidity and guidance for the front suspension in line with the performance potential of its engine.

"Thanks to considerable fine-tuning work and helped by the lightening of the vehicle, we have succeeded in increasing the comfort of the vehicle without any deterioration of the benchmark road-holding of the 207."

Xavier Chiron, 208 Suspension and Wheels Tuning Manager

Adapted braking, ESP as standard

The braking system is in line with the performance of the engines. The 208 is fitted with front brake discs in 2 different sizes: 266 x 22 mm and 302 x 26 mm for the 1.6 l THP 115 kW (156 hp) version. At the rear, the range is fitted with 249 x 9 mm discs or 8" drums for the 3 cylinder petrol engines, the 1.4 l HDi PEF and the 1.4 l e-HDi PEF.

Another notable fact for a vehicle, **all 208s are fitted with ESP as standard** of the new generation in Europe, including ASR (traction control), CDS (stability control), EBA (emergency braking assistance) and EBF (electronic brake force distribution). This ESP can be disconnected by the driver on the 208 1.6 l THP 115kW (156 hp).

Renewed sensations, thanks to an innovative design and equipment

The 208 also succeeds in renewing the driving pleasure of its driver through these new instruments and controls. With its small steering wheel, but also its instrument panel placed in a high position and its large colour touch screen, the 208 offers its user **an entirely new driving experience**. Its ergonomics provide sensations of manoeuvrability and agility at low speed in particular.

These indicative sensations are served by its **electric power steering**. A new "brushlesstype" steering system, developed on the vehicle to take into account its new combination in terms of balance and weight. As on the 207, the steering has to conform to the expertise of the Marque: **precise and informative**, while being particularly **manoeuvrable at low speeds**.

At the end of 2012, the 208 will acquire further equipment, rare in the B segment, also making the driver's daily life in town considerably easier: **the Park Assist function**. When a parallel parking space is identified, the system manoeuvres the steering automatically to park the vehicle without any assistance from the driver who simply has to control the accelerator and brake pedals. **Magic!**

According to version, the 208 may also be equipped with static directional lighting which optimises lateral visibility at low speed (below 25 mph [40 km/h]) in urban conditions, at intersections, during

parking manoeuvres, on winding roads, etc. In fact, the light beam from one of the two foglamps lights the inside of the corresponding turn, according to the angle of the steering wheel and the pressing of the direction indicator.

"The new instruments and controls contribute enormously to the driving sensation. When you enter the passenger compartment, you immediately want to drive and take advantage of time in the 208."

Gaëtan Demoulin, Peugeot Customer Consolidation Manager

Primary, secondary and tertiary safety of the highest level

The 208 benefits from a high level of **primary safety**, through its road-holding and design ("head-up instrument panel", ESP as standard, cruise control/speed limiter on many versions ...).

The vehicle is also designed to provide **secondary safety** of a higher level than that of the 207, the best in the segment.

- > Its deformable **structure** includes in particular an aluminium "beam-absorber" at the front, which also makes it possible to reduce the length of the overhang. Here again, safety benefits fully from the limiting of the overall weight of the vehicle.
- > The 208 is fitted with effective **restraining devices**: 2 front air bags, 2 front side air bags, 2 curtain air bags, 2 Isofix locations with 3 anchorage points in the rear.
- > Numerous other devices (active footrest, collapsible steering column, retention pin guaranteeing the connection between the door and the centre pillar...) limit the consequences of an impact for the occupants of the vehicle.

The 208 also benefits from the **Marque's leadership in terms of tertiary safety** by offering, as on most vehicles in the range, a system which offers the **Peugeot Connect SOS** and **Peugeot Connect Assistance** services free of charge and with no time limit.

As a reminder, *Peugeot Connect SOS*, currently available in 10 European countries and in more than 600,000 Peugeot vehicles, permits location of the vehicle and dispatching of the appropriate emergency services in the event of an incident. Since its launch in 2003, it has permitted rapid intervention by the emergency services in nearly **4,800 emergency situations**.



Contacts presse

www.peugeot-pressepro.com

Pierre-Yves Etienney \ 00.33.7.62.62.98.91.

pierreyves.etienney@peugeot.com

Peugeot – Communication

75, avenue de la Grande-Armée 75116 Paris – France

Téléphone: +33 (0)1 40 66 52 74

mail: presse@peugeot.com

www.peugeot-pressepro.com

TECHNICAL DATA - **208**
Summary - 01/2012



		PETROL				
		1.1 l VTi "68" 5-speed manual gearbox (*) EBO/MA	1.2 l VTi "82" 5-speed manual gearbox (*) EB2/MA	1.4 l VTi "95" 5-speed manual gearbox EP3C/MA	1.6 l Vti "120" 5-speed manual gearbox EP6C/MA	1.6 l THP "155" 5-speed manual gearbox (*) EP6CDT/MCM
GENERAL	Capacity (cm³)	999	1 199	1 397	1 598	
	Maximum power in kW (or bhp) / engine speed (rpm)	50 (68) / 6 000	60 (82) / 5750	70 (95) / 6000	88 (120) / 6 000	115 (156) / 6 000
	Maximum torque (Nm) / engine speed (rpm)	95 / 3000	118 / 2750	136 / 4 000	160 / 4250	240/260 ⁽¹⁾ / 1750 à 4000
	Gearbox	MA5 N - manual	MA5 N - manual	MA5-N manual	MA5 S - manual	MC6 B - manual
	Tyres	185/65 R15 - 195/55 R16				
PERFORMANCE (driver only / ½ payload)	Maximum speed (kph)	163	175	188	190	215
	Acceleration (seconds)					
	• 1,000 m standing start	35,5 / 36,9	33,7 / 35,3	31,9 / 33,2	30,2 / 31,4	28,2 / 29,1
	• 0 to 100 kph	14 / 15,9	12,2 / 14	10,5 / 11,7	9,9 / 10,9	7,3 / 8,1
	In-gear acceleration (seconds)					
• 80 to 120 kph in next to top gear	14,2 / 16,4	12,1 / 14,2	10 / 11,6	8,9 / 10,6	7,7 / 8,7	
• 80 to 120 kph in top gear	19,9 / 23,1	16,9 / 19,9	14,9 / 17,2	12,9 / 14,9	10,2 / 11,3	
FUEL CONSUMPTION	ECE - urban (litres/100 km)	5,2	5,6	7,5	8,1	7,9
	EUDC - extra urban (litres/100 km)	3,7	3,9	4,5	4,5	4,5
	Combined (litres/100 km)	4,3	4,5	5,6	5,8	5,8
	CO ₂ emissions (g/km)	99	104	129	134	135
	Fuel tank capacity (litres)	50				
DIMENSIONS (m)	Overall length	3,962				
	Body width to handles / with door mirrors folded / open	1,739 / 1,829 / 2,004				
	Kerb height (with full tank)	1,460				
	Wheelbase	2,538				
	Front overhang / Rear overhang	0,772 / 0,652				
	Front track / Rear track	1,475 / 1,471 en 15" et 16"- 1,470 / 1,467 en 17"				
BOOT	Boot volume according to VDA method 210 (dm ³) / litres of water	285 dm ³ / 311 litres				
WEIGHT (kg)	Kerb weight (with full tanks)	975	975	1 070	1 090	1 090
AERODYNAMICS	SCx drag area (m ²)	0,65				0,69

(*) Launch from summer 2012, data in the course of approval

(1) With overboost

TECHNICAL DATA - 208

Summary - 01/2012



		DIESEL				
		1.4 l HDi "68" 5-speed manual gearbox DV4C/MA	1.4 l e-HDi "68" Electronically-controlled 5-speed manual gearbox STT DV4C/MAP STT	1.6 l e-HDi "92" 5-speed manual gearbox STT DV6D/BE STT	1.6 l e-HDi "92" Electronically-controlled 6-speed manual gearbox STT (*) DV6D/MCP STT	1.6 l e-HDi "115" 6-speed manual gearbox STT DV6C/MCM STT
GENERAL	Capacity (cm³)	1 398			1560	
	Maximum power in kW (or bhp) / engine speed (rpm)	50 (68) / 4000	50 (68) / 4000	68 (92) / 4 000	68 (92) / 4 000	84 (115) / 3600
	Maximum torque (Nm) / engine speed (rpm)	160 / 1750	160 / 1750	230 / 1750	230 / 1750	270/285 ⁽¹⁾ / 1750
	Gearbox	MA5 O - manual	MA5 O - electronically-controlled	BE4 5L - manual	MC6 D - electronically-controlled	MC6 B - manual
	Tyres	185/65 R15 - 195/55 R16		185 / 65 R15	185 / 65 R15 - 195 / 55 R16 - 205 / 45 R17	
PERFORMANCE (driver only / ½ payload)	Maximum speed (kph)	163	165	185	183	190
	Acceleration (seconds)					
	• 1,000 m standing start	35 / 36,8	36,9 / 38,3 ⁽²⁾	32,6 / 33,9	33,9 / 34,9 ⁽²⁾	31,4 / 32,3
	• 0 to 100 kph	13,5 / 15,5	16,2 / 17,9 ⁽²⁾	10,9 / 12,2	11,8 / 12,9 ⁽²⁾	9,7 / 10,8
In-gear acceleration (seconds)	• 80 to 120 kph in next to top gear	13,6 / 15,4	13,5 / 14,9 ⁽²⁾	9,5 / 10,8	9,5 / 10,4 ⁽²⁾	9,6 / 10,8
	• 80 to 120 kph in top gear	17,3 / 19,9	-	11,8 / 13,4	--	13,9 / 15,2
FUEL CONSUMPTION	ECE - urban (litres/100 km)	4,4	3,6	4,5	4,3	4,6
	EUDC - extra urban (litres/100 km)	3,4	3,2	3,4	3,5	3,4
	Combined (litres/100 km)	3,8	3,4	3,8	3,8	3,8
	CO ₂ emissions (g/km)	98	87	98	98	99
	Fuel tank capacity (litres)	50				
DIMENSIONS (m)	Overall length	3,962				
	Body width to handles / with door mirrors folded / open	1,739 / 1,829 / 2,004				
	Kerb height (with full tank)	1,460				
	Wheelbase	2,538				
	Front overhang / Rear overhang	0,772 / 0,652				
	Front track / Rear track	1,475 / 1,471 en 15" et 16"- 1,470 / 1,467 en 17"				
BOOT	Boot volume according to VDA method 210 (dm ³) / litres of water	285 dm ³ / 311 litres				
WEIGHT (kg)	Kerb weight (with full tanks)	1 050	1 060	1 080	1 090	1 090
AERODYNAMICS	SCx drag area (m ²)	0,65	0,61	0,65		

(*) Launch from summer 2012, data in the course of approval

(1) With overboost

(2) Performance in Automatic mode

CAPTIONS FOR TECHNICAL DRAWINGS - 208

01/2012



A	MAIN EXTERIOR DIMENSIONS (mm)
B	MAIN INTERIOR DIMENSIONS (mm)
C	BOOT VOLUMES VDA standards in dm ³ / litres "of water"
E	MAIN PASSIVE SAFETY EQUIPMENT 2 driver and passenger front air bags 2 chest/pelvis air bags at the front 2 curtain air bags Isofix fixtures on 2 rear outer seats
G	MECHANICAL ASSEMBLY 1.6 l THP 115 kW engine – EP6CDT MCM 6-speed manual gearbox