

# PEUGEOT 3008

By Jim Mc Cauley

Peugeot's latest 3008 SUV has already announced its arrival to critical acclaim, scooping over 20 international awards including the coveted 2017 'European Car of the Year' title – the first SUV to do so.

Styling-wise, the new 3008 features an elegant interpretation of the larger bodied SUV with a high waistline scribed by a thin chrome line as it rises to narrow the glass area against the innovative roof detailing. The front continues the company's new look already seen in the 308 and 2008 models while the two-part tailgate of its predecessor reverts to a wide opening single hatch giving clear luggage access.



Power choice provides a wide range of petrol and diesel engines with the test vehicle sitting at the top of the range with its 20 litre turbo diesel. This 180PS unit offers refined performance, reaching the benchmark 62mph

from rest in just 8.9 seconds with the potential to top 131mph.

Drive, as in the rest of the 17 model range, is to the front wheels with the test vehicle fitted as standard with a 6-speed automatic gearbox, but with manual override also provided on the the steering wheel mounted paddles. Power delivery is smooth with the automatic transmission progressing nicely up and down the 'box with minimum delay when taking off from rest.

Suspension is well balanced for a higher bodied vehicle offering good cornering support, but at the same time offering enough 'give' to maintain an overall comfortable ride. As is the Peugeot trend, the steering wheel is smaller than average, providing quick and accurate turn-in with the rim nicely sized for a comfortable grip.

For the driver, the interior is specifically engineered for right-hand drive with controls on the central console biased in the correct direction. To give a clear view of the main instrument pod, the top of the steering wheel is



slightly flattened and provides the necessary clearance to view what Peugeot refer to as their i-Cockpit display. This 12.3-inch digital screen can be easily configured for both essential information and peripheral colour choice, while the imperial MPH units can be easily transferred to Km/hr. As well as analogue representation of the speedometer, the speed can also be duplicated as a clear digital read-out. Sat-nav instructions can also be featured directly in front of the driver as well as on the 8-inch colour touch-screen topping the central console. In addition to providing the information and control for the infotainment systems, this screen also serves as the call-up display for the air conditioning and other supporting packages, minimising the need for superfluous switch gear.

For the occupants in this range topping GT model, impeccably stitched leather upholstery adds an undoubted quality feel to the vehicle while a generously proportioned cabin provides excellent room for both front and rear occupants. Both front seats are heated while the driver's has full electrical adjustment with two memory settings. With regards to access, the doors extend over the sills, protecting them from road dirt which can otherwise rub off on trouser legs.

Luggage space is also class leading with 591 litres, extendible to an easy loading flat deck with the one-touch folding rear seats. For ease of access, the rear tailgate can be opened from the key fob or an under-bumper foot movement, and the power feature also automatically closes the hatch.

On the safety front, the new Peugeot 3008 has the maximum 5-star EuroNCAP rating, scoring highly on the critical crash test elements as well as the supporting safety technologies standard across the range. These include Dynamic Stability Control, automatic door locking on moving off, unfastened seatbelt warning and speed limit recognition.

The test vehicle in GT trim also featured Automatic Emergency Braking, Blind Spot Detection, Automatic Headlight Dipping and driver attention monitoring packages, while overall specification included front and rear parking sensors with cameras, full length glass sunroof with blind, spacesaver spare wheel and interior ambient lighting.

Overall, this award winning SUV elevates the model range into a new generation with regards to overall design, equipment levels and quality of finish. But performance is also a major enticement with this top 2.0 litre diesel returning 58.9mpg on the official combined cycle, eased by its switchable stop/start system.

While the range opens at £22,495, the 180PS top model tested with automatic transmission is listed at £33,695 and is in Group 24 for insurance purposes.

All models are covered by Peugeot's comprehensive 3-year, 60,000 mile warranty.