

PEUGEOT 308 e-HDi 112

By Jim Mc Cauley

Peugeot launched the 308 in 2007 and the latest evolution went on sale in May of last year featuring the company's economy chaser – the 1.6 litre e-HDi diesel unit.



THE NEW PEUGEOT 308



Producing 112 bhp and 270 Nm of torque at 1750 rpm, this power unit majors on its economy and environmental credentials. However, this is not at the expense of performance with a respectable 0-62 mph time of 11.4 seconds quoted, and the potential to top 118 mph.

The car is in the unmistakable Peugeot mould with the distinctive dominant grille topped by the cradled Peugeot lion. Daytime running lights sweep out from the grille to the front fog lights, situated at the very extremities of the nose, adding visual width to the car.

At the rear, the hatch stops short of the boot floor to leave a low sill behind the bumper unit which rises above a central dark section.

Cabin is again familiar Peugeot with white faced dials on this 'Allure' spec model and a full length solid glass roof panel. Soft-touch surfaces and chrome highlighting add a quality feel to the interior while the glass sunroof can be screened by an electric blind. Main feature of the car is its environmental credentials and supporting the engine technologies are a range of weight saving measures, low rolling resistance tyres and a low drag coefficient.

Up front is the 1.6 litre e-HDi turbo diesel which drives the front wheels via a 6-speed manual gearbox. This engine has a reversible alternator / starter unit which provides the smooth and reliable stop / start function, and it also incorporates an alternator control system. This recovers energy during deceleration and complements the hybrid battery which stores and delivers additional energy on start-up, (e-booster).

As a result there is a claimed 15 per cent reduction in fuel consumption in urban traffic, a reduction in CO2 emissions and 40 per cent faster restarting than the cars with a start / stop system using a standard starter system.



On road, the car offers excellent handling response as long as the revs are kept above 1200 rpm. Below this there is little flexibility and even a rolling start in second gear is out of the question. The 6-speed gearbox however is light to use and the compact dimensions of the car make it easy to manoeuvre in traffic. Parking is also easy with the standard-fit rear parking sensors on this model.



Accommodation-wise, the car is a comfortable 4-seater with good space for the rear seat occupants. A third adult can fit into the rear seat but positioning is awkward with the intrusion of the central console and raised central tunnel on the floor.

Boot capacity is greater than might first appear at 430 litres with the sensible security of a full-size spare and tool kit stored underneath.

The car majors on economy with an official combined fuel consumption of 62.7 mpg, although over a week's driving with a bias towards open road driving its trip computer hovered around the 48 mpg mark. With a CO2 emissions

of 118 gms/km it is in Band C for annual car tax of £30.

In mid-range 'Allure' trim the car is listed at £19,665 with the metallic paint on the test car at £440 and the aluminium pedal trim at £100 taking the price over the £20,000 mark.

Standard equipment of this model includes six airbags, automatic lights and wipers, 18-inch wheels, half-leather interior, climate control and panoramic glass roof. The car has a 5-star EuroNCAP crash test award and is covered by the company's 3-year unlimited mileage warranty.

