

PEUGEOT 2008 e-HDI 115

By Jim Mc Cauley

Billed as a crossover by Peugeot, the 2008 is very much a hatchback with designs on being an estate. Partly due to the demise of the popularity of large cars, buyers still like their room, but no longer enveloped in acres of steel. The answer has been to swell the proportions of the family hatchback, along with the price, to produce the crossover.



The 2008 benefits from a reduction in grille size from previous model ranges which endows the car with a more intelligent looking face. What looks like a stepped roofline to provide a higher rear seating position and better forward vision for rear seat occupants is something of a let-down as it is merely the outer edge of the roof, and while it possibly adds to the side impact and roll-over strength of the car, it makes no contribution to interior space.

The model range is available in a choice of petrol and diesel power units ranging from 1.2 to 1.6 litres. Test choice was the range topping diesel, its 1.6 litres outputting the higher option in this capacity of 115 bhp. This returns a

healthy 0-62 mph time of 10.4 seconds with the potential to reach 117 mph. Driving the front wheels through a 6-speed manual gearbox, power delivery is smooth and refined while the start / stop technology also operates with little noticeable noise intrusion into the cabin.

With a marginally higher seating position than a conventional hatchback, driving position is very good aided by reach and rake steering wheel adjustment and height adjustable driver's seat. Unfortunately the small diameter steering wheel partially obstructs the view of the two rather small main instruments which need to be positioned higher to offer the driver a clearer view.

The test vehicle was in higher 'Allure' trim which includes 'Peugeot Grip Control' as standard. The rotary knob on the central console modifies the brake management electronics to offer increased traction in a range of difficult conditions which can be dialled on the control switch as appropriate. Vehicles fitted with the Grip Control also come with Mud and Snow tyres as standard, and these did not appear to



have any noticeable negative effect on overall ride quality.

Access to the 5-seater cabin is good all-round, and while you expect the rear doors to be higher than the front ones with the raised roofline and inset chrome embellishments, they open in-line with the front ones.



Night lighting is very good with excellent headlamp spread while the cabin benefits from both front and rear courtesy lights. But surprisingly while the car has front footwell lights it lacks a more necessary light in the glove compartment. The test car also came with a longitudinally pierced rooflining which was backlit at night and a questionable design element.

On the economy and environmental fronts, the 2008 115 bhp diesel has a quoted combined fuel consumption of 70.6 mpg, but in mixed driving over a week's driving on local roads the test car recorded 50.3 mpg – still a respectable figure of 71% of the official one. With a CO2 emissions of 105 gms/km the car qualifies for zero car tax in its first year and £20 per annum thereafter.

Being the second highest trim level, equipment levels are comprehensive including Electronic Stability Program, automatic operation of lights and wipers as well as auto-dipping rear view mirror, automatic dual zone air conditioning, reversing sensors and ambient cabin lighting. The 2008 1.6 litre 115 bhp model in 'Allure' trim is priced at £18,345 and is in insurance Group 20A of the ABI's 50-category ratings. For business users, this model is rated at 17 per cent for BIK. Available extras include a panoramic glass roof at £400, alloy wheel upgrade at £200 and Park Assist automatic parallel parking system at £300.