PEUGEOT *207 CC* PRESS KIT

207 CC

PEUGEOT

INDEX

INTRODUCTION

The Peugeot 207 CC – Priced to Open a New World for Everyone

- On Sale Now
- Designed in-house by Peugeot Style
- Available with two engine options – 1.6 and 1.6 Turbo
- New fully automatic electric folding roof, developed by Peugeot
- Class leading safety equipment fitted as standard on all models including an active roll over protection system
- 5 star rating on Green Vehicle Guide
- Range starts from only $34,990 + On Road Costs

It was in the 1930s that Peugeot started the innovative concept of the coupé cabriolet, with the 601, 401 and 402 "Eclipse". This concept was to become one of Peugeot's trademark features and make the marque the No1 producer of coupé cabriolets, with more than 500,000 "CC" vehicles sold worldwide.

The car that changed the convertible car market forever was the Peugeot 206 CC. Launched in 2001, the 206 CC broke new ground with regards to technology, manufacturing and entry price.

It brought a coupé cabriolet with an electric folding roof within the price range of most, not just the preserve of the extreme luxury car market segment. Its introduction saw it transform the market for convertible cars and become one of the best-selling convertibles in Australia. Its success, however, was worldwide and with more than 360,000 units produced it is the world's best selling small coupé cabriolet.

The 207 CC is a worthy successor to the 206 CC, and will be available at launch with two petrol engines. Both of the engines have been developed as part of the co-operation between PSA Peugeot Citroën and the BMW Group and introduce technology not normally found in this market segment.

The first engine is a 1.6 litre 88 kW unit, which has greater performance across the range than the previous 1.6 litre petrol engine fitted to the 206 CC. With a combined fuel consumption figure of only 6.5 l/100 km, it reduces fuel consumption and emissions by 8% and 7% respectively.

Topping out the range is a class leading 1.6 litre 110 kW 'THP' turbo-charged engine, first seen in the 207 GT hatchback. This engine offers incredible engine flexibility due to its maximum torque of 240 Nm available from an engine speed of only 1400 rpm and recently was voted best in its category at the International Engine of the Year Awards.

The use of an innovative Twin-Scroll turbocharger, variable inlet valve timing and direct high-pressure fuel injection creates an engine with a remarkable balance between performance and low fuel consumption / emissions.

The 1.6 litre 88 kW engine is available as a 5-speed manual or with an optional four-speed automatic gearbox with "Porsche Tiptronic" sequential manual selection. The 1.6 Turbo is a five speed manual only.

The new electric folding roof for the 207 CC has been designed 100% in-house and is the result of Peugeot's expertise in the design and manufacture of coupé cabriolets. It has been designed against a rigorous specification in terms of quality and operating durability.

With a similar operation to the 206 CC, the 207 CC roof, however, differs significantly in terms of convenience thanks to its entirely automatic operation – no more manual release handles. The only manual operation consists of pressing the control button for 25 seconds, during which time the opening or closing cycle is completed; after all four windows have been lowered automatically.

Class Leading Safety

The 207 CC offers its occupants a level of passive safety that is as comprehensive as possible. To limit injury as a result of a front or side impact, the structure of the 207 CC has been specially strengthened to compensate for the absence of a "roof" superstructure.

To protect occupants when the 207 CC is in the cabriolet configuration an active roll-over protection system is a standard feature on all 207 CC models.

Four airbags, two of which have been designed specially for the 207 CC, are fitted as standard on all models to provide further protection for the occupants:

- Two adaptive front airbags
- Two 'head-chest' side airbags located in the side of the front seats

The 207CC also is equipped with ABS with Electronic Brake Force Distribution, Emergency Brake Assist and on the 1.6 Turbo model, ESP including traction control.

As a true 2+2, the 207 CC also offers two rear seats, a feature which genuinely distinguishes it from a strict two seater. It allows the possibility of carrying one or even two people in the back for a short journey and when not in use, the space created by the rear seats can also be used for hand luggage and coats.

Larger than the outgoing 206 CC and with standard safety equipment and features normally only found on vehicles in a much more expensive market segment , the 207 CC like its predecessor, will once again write a new chapter in the history of small coupé cabriolets.

Manufacturer's Recommended Retail Prices

Model	CO_2 g/km	RRP
207 CC 1.6 - Manual	155	$34,990
207 CC 1.6 - Automatic	173	$37,190
207 CC 1.6 Turbo	171	$39,990

For further information contact:

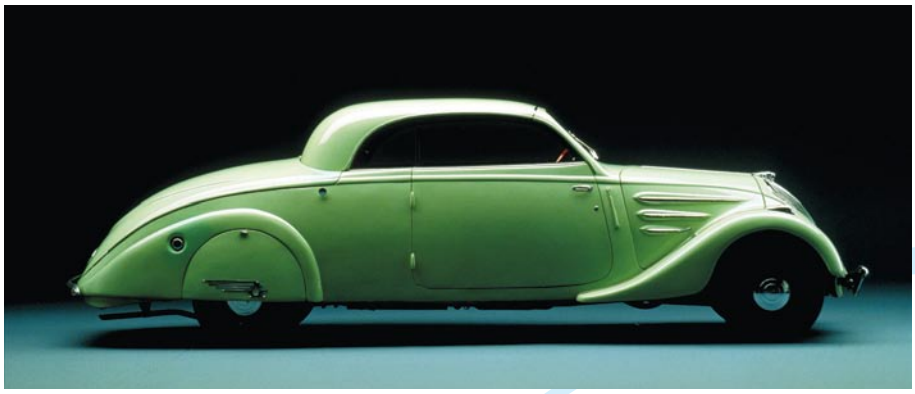
Mathew McAuley
Public and Customer Relations Manager
Phone: 02 8737 7900
Mobile: 0439 984 228
Email: mathew.mcauley@peugeot.com.au

THE PEUGEOT 207 CC

Opens a world of new experiences

Peugeot, a Pioneer of Open Top Cars

It was in the 1930s that Peugeot started the innovative concept of the Coupé Cabriolet, with the 601, 401 and 402 'Eclipse'. This concept was to become one of Peugeot's trademark features and today's cars, the 206 and 307 CC, have made the Peugeot marque the No1 seller of Coupé Cabriolets. Today there have been world wide sales of more than 500,000 CC vehicles since the launch of the 206 CC in 2001.



A Long Heritage Begins

The story began back in 1921, when a young dental technician and car enthusiast Georges Paulin, watched a neighbour struggling to close the roof of his cabriolet car in a thunderstorm.

From this chance observation Georges designed and patented in 1932 his 'Eclipse' retractable roof system. With money from his father-in-law, Georges brought a Peugeot 301 and fitted his roof system to the car. This was the start of a long association with Peugeot, who was so impressed by the Peugeot 301 'Roadster' it purchased the rights to the 'Eclipse' retractable roof system from Georges.

This new association created the first Peugeot production Coupé Cabriolet the Peugeot 601D Eclipse, which was displayed at the 1934 Paris Motor Show. Over the coming years at Peugeot's special La Garenne body workshop, two other 'Eclipse' models were produced. Between 1934 and 1935, Peugeot produced 79 Peugeot 401 'Eclipses' followed by 580 Peugeot 402 'Eclipses' from 1935 to 1940.

The car, however, that changed the convertible car market forever, was the Peugeot 206 CC. Launched in Australia in late 2001, the 206 CC broke new ground with regards to technology, manufacturing and price.

Its revolutionary design brought a Coupé Cabriolet with an electric folding roof into the price range of everyone, not just the preserve of the prestigious car market segment. Its introduction saw it transform the market for convertible cars and become one of the best-selling convertible cars in Australia. Its success, however, is world wide; with more than 360,000 units produced it is the World's best selling small coupé cabriolet.

The 206 CC has 'set the standard' in its market segment and in doing so has led to much imitation by competitors. There is now a much wider and more diversified segment than when it was launched back in 2001.

Now the Peugeot 207 CC takes over from the legendary Peugeot 206 CC. With its striking and strong personality, the 207 CC enters the competitive arena of the small coupé cabriolet market segment. It replaces the 206 CC, and, like the 207 hatchback from which it has been developed it retains many of this car's strengths and innovations.

It is the result of all of Peugeot's expertise in the designing of coupé cabriolets, yet still reflects all the Peugeot values.

206 CC – 207 CC
MODEL COMPARISON SUMMARY

	206 CC	207 CC	
Length	3,835 mm	4,037 mm	+ 202 mm
Width	1,673 mm	1,750 mm	+ 77 mm
Height	1,373 mm	1,387 mm	+ 14 mm
Wheelbase	2,442 mm	2,540 mm	+ 98 mm
Track Front*	1,437 mm	1,466 mm	+ 29 mm
Track Rear*	1,425 mm	1,460 mm	+ 35 mm
Kerb Weight Range	1,152 to 1,252 kg	1,352 to 1,418 kg	+ 200 to + 166
Front Suspension	Pseudo McPherson Strut with linked Anti roll bar	Pseudo McPherson Strut with linked Anti roll bar	
Rear Suspension	Independent trailing arms with transverse torsion bars	Torsion beam with vertical shock absorbers and coil springs	
Power Steering	Hydraulic – Electro Hydraulic	Electric	
Steering Column Adjustment:			
Height	35 mm	40 mm	+ 5
Depth	-	40 mm	+40
Turning Circle (Kerb To Kerb)	10.50 m	10.60 m	+ 0.10
Front Interior Width	1,390 mm	1,452 mm	+ 62
Rear Interior Width	1,255 mm	1,559 mm	+ 304
Boot Capacity:			
Coupé	410 litres	449 litres	+ 39
Cabriolet	175 litres	187 litres	+ 12
Fuel Tank Capacity	47 litres	50 litres	+ 3
Performance 1.6 litre Petrol			
Engine	1.6 litre 16v 80 kW	1.6 litre 16v 88 kW	 + 8
0 to 100 km/hr	11.3 s	10.7 s	- 0.6
City Cycle	9.6	8.8	- 0.8
Highway Cycle	5.6	5.3	- 0.3
Combined Drive Cycle	7.0	6.5	- 0.5
CO_2 emissions (g/km)	166	155	- 7%

* 16' wheels

207 CC MODEL RANGE

The 207 CC – All Peugeot's Know-How with a Strong Personality

The 207 CC has all the values of the Peugeot marque and shares many of the basic characteristics of the 207 hatchback from which it is developed. It also introduces technology and equipment rarely found on a coupé cabriolet in this market segment which will genuinely place it in a unique position:

Dimensions

The 207 CC has very similar dimensions to the hatchback as well as sharing the 'sports' exterior design at the front:

- a length of 4.037 m
- a wheelbase of 2.540 m
- a width of 1.750 m

It, however, differs by its reduced height of 1.397 m (–75 mm), accentuating the coupé effect.

207 CC Model Range

In Australia the 207 CC is available with the choice of two petrol engines:

207 CC 1.6

The 'entry' model but with the full 'coupé cabriolet' specification comprising of the fully automatic electric roof, active roll over protection bars, four electric windows and sports front exterior styling with round fog lamps. This model is particularly attractive and offers electric mirrors, sports seats, radio/single CD player with steering column mounted controls, dual-zone air conditioning, remote central locking including boot release and an in-car trip computer.

In terms of safety and driving aids, it offers four air bags, ABS, electronic brake force distribution (EBFD), emergency brake assist (EBA), automatic illumination of the hazard warning lights as well as a seat belt warning system.

The seats are trimmed in Xavier black cloth as standard, but as an option can be trimmed in leather. Four leather trim options are available. This version is available with:

– a 1.6 litre petrol engine with 88 kW and either a manual five-speed or four-speed automatic gearbox.

207 CC 1.6 Turbo

This version is distinguished by an aluminium-finish to the front air intake grille, 17" alloy wheels, aluminium doorsill kick panels and pedals.

In terms of safety and driving aids it also offers ESP and traction control, static directional headlights, and automatic headlight illumination.

With respect to driving comfort, this version offers automatic dual-zone air conditioning, electrically folding door mirrors, electro-chrome interior rear-view mirror, leather steering wheel, five white-faced instrument dials and a RD4 MP3-compatible radio/CD player.

As standard the seats are trimmed in the same Xavier black cloth as the 1.6 model but, as an option can be trimmed in leather. Four leather trim options are available.

This version is available with:

– a 1.6 litre petrol THP with 110 kW with a manual five-speed gearbox.

EXTERIOR STYLING

The expressive styling of the 207 CC is the work of the Peugeot Style Centre. With its compact and robust body this is a design that exudes a natural dynamism, both in the coupé and cabriolet configuration.

The 207 CC shares the very expressive sports exterior front styling with the hatchback, combined with a complex curved design of the front windscreen, adding a very individual charm.

From the rear, a strong affinity with the marque is confirmed by the use of the rear lights and rear bumper from the hatchback.

In the cabriolet configuration, the line of the front windscreen pillars creates a visual barrier, leaving the passenger compartment behind open to the environment. Only the head restraints and the small chrome active safety roll over protection bars appear to emerge from within this space.

The fitment of either 16" or 17" alloy wheels adds a touch of dynamism to the 207 CC, whether it is in the coupé or cabriolet configuration.

ENGINES

Technically Advanced Engines

The 207 CC is available with two petrol engines both jointly designed as part of the co-operation between the PSA Peugeot Citroën Group and the BMW Group.

Engine	Maximum Power	Maximum Torque
1.6 litre 16v Petrol	88 kW at 6000 rpm	160 Nm at 4250 rpm
1.6 litre 16v THP Petrol	110 kW at 5800 rpm	240 Nm at 1400 rpm

EP6 Petrol Engine

1.6 litre 16v 88 kW – EP6 Petrol Engine

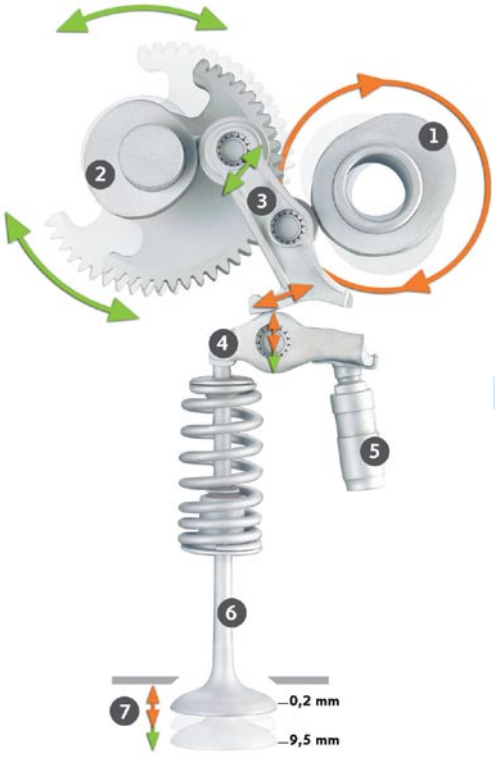
After the 1.6 litre THP (EP6DT) with a power of 110 kW, the EP6 is the 2nd engine derived from the co-operation with the BMW Group to be featured in a Peugeot vehicle. This is a normally aspirated 4-cylinder engine with a capacity of 1,598 cm^3 combined with indirect injection and producing a maximum power of 88 kW at 6000 rpm and a maximum torque of 160 Nm.

The engine also has a very flat torque curve since, even at low engine speeds (2000 rpm), it produces 140 Nm, or 88% of its maximum torque, thereby ensuring excellent driveability as well as reduced fuel consumption.

Several technical innovations are responsible for this in particular, concerning the control of the engine valve timing, which features an innovative arrangement of:

- Variable Valve Timing (VVT) for the inlet and the exhaust camshafts,
- A variable inlet valve lift system, a first in this market segment.

The EP6 engine shares a number of features with the EP6DT such as the engine's structural construction and the use of a controlled output oil pump.



The innovative variable valve timing systems – a world first in this market segment

Variable valve timing (also called VVT) of both the inlet and exhaust camshafts (at respective angles of 70° and 60°) optimises both power and torque while also reducing fuel consumption and emissions. The VVT system controls both the start point and the finish of the inlet and exhaust valves' opening and closing. This continuous adjustment of the valve timing is linked directly to the load applied to the engine.

The control of both camshafts allows maximum valve overlap i.e. in one engine cycle, opening of the intake valves before closure of the exhaust valves, which promotes recycling of the exhaust gas. It also reduces piston-pumping losses during the intake phase under partial load. This makes the system particularly effective, especially in reducing fuel consumption at low and medium engine speeds.

In addition to the control of the opening and closing of the inlet and exhaust valves, the lift (the amount the valve opens) and the duration (the time it remains open) of the inlet valves is also fully variable. This variable valve lift system is developed from the VALVETRONIC concept of the BMW Group. It allows the control of the maximum valve lift on each opening. The maximum travel can vary, depending on the driver's style, between 0.2 and 9.5 mm, which allows the input of the precise quantity of air/fuel mixture required by the engine.

To achieve this control, the inlet camshaft does not act directly on the rocker arm actuating on the valves, but instead on an intermediate link. The position of the link varies not only as a function of the rotation of the camshaft, but also of an eccentric shaft driven by an electric motor. The operation of the electric motor is controlled directly as a function of the accelerator pedal position.

It only takes 300 thousandths of a second for the electric motor to move the valve indirectly from the maximum lift position to the minimum lift position. This is also the time taken by the inlet camshaft to perform a rotation of 70° and the exhaust camshaft to perform a rotation of 60°.

Another benefit of this variable valve lift system is that it assists the dual VVT system to avoid, under partial load, piston pumping losses in the intake phase.

In this engine, the power produced is no longer controlled by a throttle housing, thereby improving the responsiveness under full load and the fuel consumption under partial load (the engine no longer has to overcome the restriction created by the throttle butterfly in the intake phase and the associated energy losses). The system is controlled by the position of the accelerator pedal without the need for a secondary throttle housing. The combination of a dual VVT system and the variable valve lift system improves the thermodynamic efficiency of a petrol engine. The result is a significant reduction in fuel consumption and CO_2 emissions with improved responsiveness and engine flexibility.

1.6 litre 16v THP 110 kW – EP6DT Petrol Engine

Launched initially under the bonnet of the 207 GT hatchback, the 1.6 litre THP, standing for 'Turbo High Pressure' engine, now finds an application in the 207 CC. It offers incredible engine flexibility due to its maximum torque of 240 Nm available from an engine speed of only 1,400 rpm and its maximum power of 110 kW at 5800 rpm.

The innovative Twin-Scroll turbocharger optimally pairs the exhaust gases flowing from two cylinders to ensure maximum flow on the turbocharger turbine. Combined with variable inlet valve timing and direct high-pressure petrol injection it improves combustion and the overall engine efficiency. This use of technology is the key to this remarkable engine's balance between performance and fuel consumption / emissions.

Gearbox

The 1.6 litre 16v 88 kW – EP6 petrol engine is available with either a five-speed manual gearbox or a four-speed automatic gearbox with a 'Porsche Tiptronic' sequential control. The 1.6 litre 16v THP 110 kW engine is available with a five-speed manual only.

AUTOMATIC ELECTRIC FOLDING ROOF

The electric folding roof fitted to the 207 CC is the result of Peugeot's expertise in the manufacturing of coupé-cabriolets.

It has been designed totally in-house according to a rigorous specification in terms of quality and operating strength and durability.

It is assembled on a sub assembly production line inside the 207 CC Villaverde manufacturing plant in Madrid, Spain and then transferred to the main assembly line to be fitted to the 207 CC body.

Developed from the 206 CC, the operation of the 207 CC roof differs significantly in terms of convenience, thanks to its entirely automatic operation without the need for any manual roof release. The only manual operation consists of pressing the control button for around 25 seconds during which time the opening or closing cycle is completed after all four windows have been lowered automatically.

The roof can also be operated while driving at speeds of no greater than 10 km/hr, allowing the driver to stop at a red light to 'change shape'.

The four electric windows with a glass thickness of 5 mm not only have individual control switches, but also a common centrally mounted switch, (adjacent to the roof operating switch), that allows all the windows to be lowered together, speeding up the change to a cabriolet.

The system is controlled by an electronic control unit (ECU) and six hydraulic actuators fed from a 135 bar hydraulic pump unit. This unit is installed in the boot below the spare wheel to help reduce the operating noise.

The operation cycle uses eleven sensors which monitor the stages of operation using 'aeronautical' logic (to avoid the loss of certain information) before authorising the next operation.

Following the example of other Peugeot coupé cabriolets, in the boot a flexible roller blind with its own position sensor protects and separates the space available for luggage from that required for the folded roof.

To facilitate sealing of the front windows, they are fitted with a 'short-drop' system which lowers them a few millimetres when the door is opened, thereby releasing them from the tubular roof seal. On closing the door the window automatically resumes its initial position.

Rigidity

Since the enjoyment of driving in a cabriolet depends greatly on the car's rigidity, particular attention has been paid to this essential element of the vehicle. The 207 CC behaves perfectly in this respect, giving the sensation of a very rigid vehicle.

The 207 CC shares with the other 207 body styles the PSA Peugeot Citroën platform No 1, adapted to meet the demanding objectives of the entire range in terms of safety and road-holding behaviour.

The performance of this platform and the highly rigid structure of the hatchback gives the 207 CC a strong foundation which has been strengthened further to meet the specific needs of a coupé cabriolet.

Underneath the vehicle, tie rods bracing both the front and centre sections add further to the overall rigidity. The strengthening of the structure has also helped to improve noise suppression, improving interior comfort levels.

Torsional Rigidity

Torsional rigidity for a torque of 100 daNm applied to the 'axles' is:

- Coupé configuration - 1.00 mrad
- Cabriolet configuration - 1.50 mrad

SUSPENSION, STEERING AND BRAKES

Suspension

The front suspension of the 207 CC consists of pseudo McPherson struts with a 21 mm anti-roll bar (1.6 litre 88 kW engine) or 22 mm (1.6 THP 110 kW engine), in which development priority was given to roll control.

At the rear, the suspension consists of a deformable cross member with an integral anti-roll function, the rigidity of which is designed for efficiency and comfort.

The hydraulic dampers are pressurised to a pressure of 5 bar at both the front and rear, with specific settings and bump stops matched to the particular engine characteristics.

16" or 17" wheels clad respectively with 195/55R16 and 205/45R17 tyres, ensures good road holding.

Steering

The 'brushless' electric power steering – which was praised as soon as it was launched on the 207 hatchback for its versatility, operation at low speed and accuracy at higher speeds – is used again on the 207 CC. The characteristics of the steering, however, have been changed to ensure it is as easy to use as the rest of the 207 range.

Brakes

Braking is provided by four disc brakes. At the front 283 x 26 mm ventilated brake discs and at the rear 249 x 9 mm solid discs.

All 207 CCs are equipped as standard with Continental Teves MK70 ABS, EBFD and EBA.

A Continental Teves MK60 ESP system (standard on 1.6 Turbo) combines all the functions of ABS, electronic brake force distribution (EBFD), traction control (ASR), raw control and emergency brake assist (EBA).

Automatic illumination of the hazard warning lights alerts other drivers in the case of sudden deceleration.

SAFETY

Safety is a major strength of the specification of the 207 CC. During its design, multiple possibilities were investigated, such as front and side impacts and also vehicle rollover. Other systems affecting visibility, driver assistance or security systems, which indirectly affect safety, have been specifically developed for the 207 CC.

To limit injury during a front impact, the structure of the 207 CC includes a number of reinforcements which compensate for the absence of a rigid roof superstructure and hence preserve the integrity of the passenger compartment:

- strengthened side sill assemblies,
- reinforced central 'transmission tunnel',
- reinforced A-Pillars,
- specific reinforcement of the doors.

These various structural modifications, specific to the 207 CC, are combined with elements common to the hatchback, such as the controlled deformation of the chassis legs, the mounting of the engine to the sub frame or the double impact absorption structure for frontal impacts.

Following the example of the hatchback, the use of a double impact absorption structure allows much better distribution of the impact energy in a frontal impact. The energy is channelled between either the top impact beam (two-thirds of the energy) or the lower impact beam (final third of the energy).

The use of a lower impact beam and protective padding on both beams help to improve pedestrian protection.

Finally, like the hatchback, the coupé cabriolet is equipped with a deformable steering column which can deform by 70 mm to limit potential injury.

To limit the consequences of a side impact, the A-pillars, B-pillars and side sills all combine to create a solid protective framework which surrounds and braces the very rigid doors. This is strengthened further by a reinforced box-section cross member between the B-pillars which increases lateral rigidity and resists crushing of the structure.

To limit possible injury, an absorbent foam padding of 100 mm thickness is integrated into the inner door trim panels and provides initial protection to the pelvis in the event of a side impact.

Protection in the Event of a Vehicle Rollover

To make the very most of the cabriolet body, an active vehicle rollover protection system is a standard feature on all 207 CC's.

The protection system comprises of two active rear rollover protection bars. Located just behind the rear seats, the two small chrome roll over protection bars add to the dynamic style of the 207 CC but also serve as a discreet form of protection.

The bars are installed into a special frame between two metal partitions 100 mm apart. This ensures the separation of the interior and the folding roof while also assisting the rigidity of the vehicle.

When the angle sensor and rotation speed sensors detect a critical situation, an electronic control unit (ECU) – which continually analyses information from the sensors – orders the pyrotechnic release system to release the springs and deploy the roll over protection bars. When deployed, the bars will rise to a height of 200 mm in 175 milliseconds. A central steel cross member provides further reinforcement to the deployed bars.

At the front, the windscreen pillars are reinforced with 50 mm external diameter and 3.5 mm thickness THLE steel tubes, firmly located inside the reinforced windscreen pillars creating a front support and combining with the active roll over bars to create a protective safety cell.

Means of Restraint

The 207 CC is fitted with four air bags as standard on all models, two of which are specific to this body type and its particular driving position:

- Two adaptive front air bags, 60 litres for the driver and 90 litres for the passenger,
- Two 'head-chest' air bags with a volume of 22 litres installed in the rear of the front seat backrests.

In order to complete the protection of occupants, big or small, the 207 CC is fitted with four inertia reel, three-point safety belts with force limiters set to 600 daN.

In the front, the belts have a "fasten seat belt" indicator, and a pyrotechnic pretensioning system which can be activated in the case of a front impact. This acts in parallel with the activation of the active roll over protection bars.

Rear seat belts are also fitted with 'fasten seat belt' indicators with pictograms on the multi-function screen combined with a visual warning message.

DRIVING AIDS

In terms of visibility, the 207 CC is fitted with large external rear-view mirrors which increase rearward visibility.

On strong deceleration, automatic illumination of the hazard warning lights will warn other following drivers of a potential hazard.

The 207 CC GT 1.6 Turbo benefits from elliptical module H7 headlamps with static directional lighting. This system consists of two additional lights mounted in the main headlamps which light independently of each other at the request of an electronic control unit (ECU). The latter triggers lighting when the steering wheel angle records the value of 25° to 50°, depending on vehicle speed, allowing better lighting of the inside of corners.

Activation of the direction indicator allows the system to trigger from 20° providing additional lighting at a road junction.

The 207 CC is fitted with automatic drive away door locking which operates as soon as the car reaches 10 km/hr. Both models also feature cruise control with a speed limiter function as standard.

INTERIOR

Like the hatchback, the 207 CC offers a range of features that will make driving and life in the vehicle particularly pleasant in everyday use.

Interior Style

It is an enjoyable experience sitting behind the long, flowing curves of the 207 fascia. The CC can also be trimmed in leather, highlighted with saddle stitching and combined with sports style leather seats.

Sitting behind the leather trimmed sports steering wheel, the driver will appreciate the original design of the instrumentation of the 207, similar to that normally found on motorcycles. With the coupé cabriolet body, this assumes an even more dynamic dimension with the round chrome-trimmed instruments with either black or white (1.6 Turbo) dials.

With the specific metallic 'Grinium' detailing of the fascia, supportive sports seats and the specially designed interior door panels, the coupé cabriolet 207 emphasises its natural dynamism.

Interior Ergonomics

The 207 CC has a passenger compartment length of 1501 mm, a slight increase over that of the 206 CC despite the integration of new features such as the active safety roll over protection bars, and the accommodation of a spare wheel under the boot floor.

At the front, the 207 CC offers sport seats with a seat base height of 265 mm creating a driving position lower than that of the hatchback (–10 mm). Active height adjustment of both seats allows easy adjustment over a range from –25 mm to +30 mm in relation to the standard position, and provides fifteen individual positions.

Combined with a steering column which is adjustable for both height and depth, the 207 CC provides the driver with an excellent driving position.

Front seat passengers also benefit from a generous interior elbow width of 1354 mm and 1452 mm at shoulder level. The front seat head restraints can be adjusted in two directions and are supported by rods.

A true 2 + 2, the 207 CC also offers two rear seats, a feature which genuinely distinguishes it from a strict two seater.

The 207 CC is therefore able to appeal to young couples with a child by, offering the possibility of carrying one or even two people in the back for a short journey. The space created by the rear seats can also be used for hand luggage and coats, or to keep fragile items in easy reach such as... a bouquet of flowers.

The rear seat space is easily accessed thanks to the front seat tilt control located on the top outer corner of the front seat backs.

The design of the rear seats has been optimised thanks to the sculpted design of the cushions, slightly higher than the seats for front passengers, they also benefit from a reduced thickness of the front seat backrests and large knee recesses.

The rear seat headroom height is 837 mm with 9° seat rake angle.

Luggage space

With its regular cube-like shape, the boot of the 207 CC accommodates a spare wheel and offers a volume 449 litres in the coupé configuration, or +139 litres in relation to that of the 207 hatchback.

In the cabriolet configuration it offers a volume of 187 litres, underneath the load space roller blind separating the area to accommodate the folded roof.

The boot loading sill height is 749 mm and the area is fully protected and offers good access for loading.

A retaining strap on the right-hand side of the boot allows storage of the optional 'wind stop', when folded away in its protective cover.

A luggage net can also be attached to the boot floor to retain individual items carried in the boot.

To enjoy fully the 'cabriolet' configuration even when parked, the content of the boot is protected by a permanent locking system. Once locked the boot can only be unlocked in two ways - via the third button highlighted on the remote control key plip, dedicated to the boot, or from within the car when the key is in the ignition, by pressing the central locking control switch mounted on the fascia.

Storage

The 207 CC has a lockable glove box which can be cooled by the air conditioning system via a controllable vent, enabling the contents to be kept cool. The glove box lid also includes a number of specially shaped storage areas, to accommodate sunglasses, mobile telephone, pens etc.

An open storage compartment with a non-slip mat is available above the glove box and allows the temporary storage of objects within easy reach. Numerous storage compartments are arranged in the centre console, and if there is no CD auto-changer specified, space with a non-slip mat is available in the fascia centre console.

Thermal comfort

The 207 CC is available with climate control air-conditioning as standard. External control of the air conditioning compressor ensures that only the right amount of cold air is generated, therefore helping to reduce fuel consumption and emissions.

The dual-zone automatic climate control system - already available on the 207 hatchback - has benefited from additional 'intelligence' through the ability to identify when the vehicle is in the cabriolet configuration and adapt the control of its functions accordingly.

The dual-zone automatic climate control system offers the following features:

- occupants are able to set their own individual temperature,
- a sunshine sensor helps to optimise the thermal control such as when driving through a tunnel for example,
- automatic closure of the air inlet flap when the screen washers are operated, preventing fluid odours entering the cabin,
- a combined air inlet filter isolates the interior from pollen, dust and certain fuel odours,
- the ability to automatically detect if the vehicle is in the cabriolet mode and adapt the control of its functions accordingly.

On changing between the coupé and cabriolet mode, the air conditioning system takes into account the external temperature, the level of sunshine and the user's settings, to adapt the flow and temperature of the forced air without any intervention from the user.

The petrol engines in the 207 CC are very thermally efficient. A heating element of either 300 W or 1,000 W is placed adjacent to the heater matrix to assist in speeding up the rise in interior temperature, ensuring the chosen temperature is reached as soon as possible.

COLOURS AND INTERIOR TRIM

Exterior Body Colours

The 207 CC is available in a range of ten exterior body colours:

Solid Colours: Aden Red
Parthenon White

Metallic Colours: Aluminium
Thorium Grey
Lacerta
Onyx Black
Neysha Blue
Montebello Blue (Available Sep 2007)
Asmara Red
Hermitage Grey

Interior Trims

The passenger compartment of the 207 CC exudes quality and personality through the careful choice of materials, colours, and decorative trimming. An exclusive 'Grinium' metallic trim on the fascia panel is combined with bright chrome interior door handles and, on Turbo versions, aluminium pedals and sports gear knob. The interior is trimmed as standard in stylish 'Xavier' cloth, but optional leather or 'integral leather' can be specified on both versions of the 207 CC.

Leather Trim Option

Four styles of perforated and smooth leather are available for the seats and inner door panels:

- Black leather with light grey stitching.
- Black and Fusion red leather.
- Alezan brown leather.
- Oran pale grey leather.

All four options come with black carpets with contrasting piping (light grey, red, brown or pale grey).

The 'Integral Leather' Trim Option

The ultimate expression of sporting luxury and rarely found in a small car, 'integral leather' is the ultimate in luxury. Here the fascia panel and the seats are both leather-trimmed with visible saddle stitching adding an exclusive character to this trim.

Accessories

The 207 CC can benefit from most of the accessories developed for the hatch back, some of which have been specially adapted to the new body style.

Wind deflector

The aerodynamics of the 207 CC have been designed with meticulous care. A wind deflector has also been developed to enhance further the comfort of the front passengers when the vehicle is being driven at high speed in the cabriolet configuration. When installed it reduces both turbulence and wind noise levels.

Easy to fit, and as it covers the rear seats it also provides added protection for any clothing left on the seats.

Consisting of four flexible sections it can be stored vertically in the boot in its own protective cover.

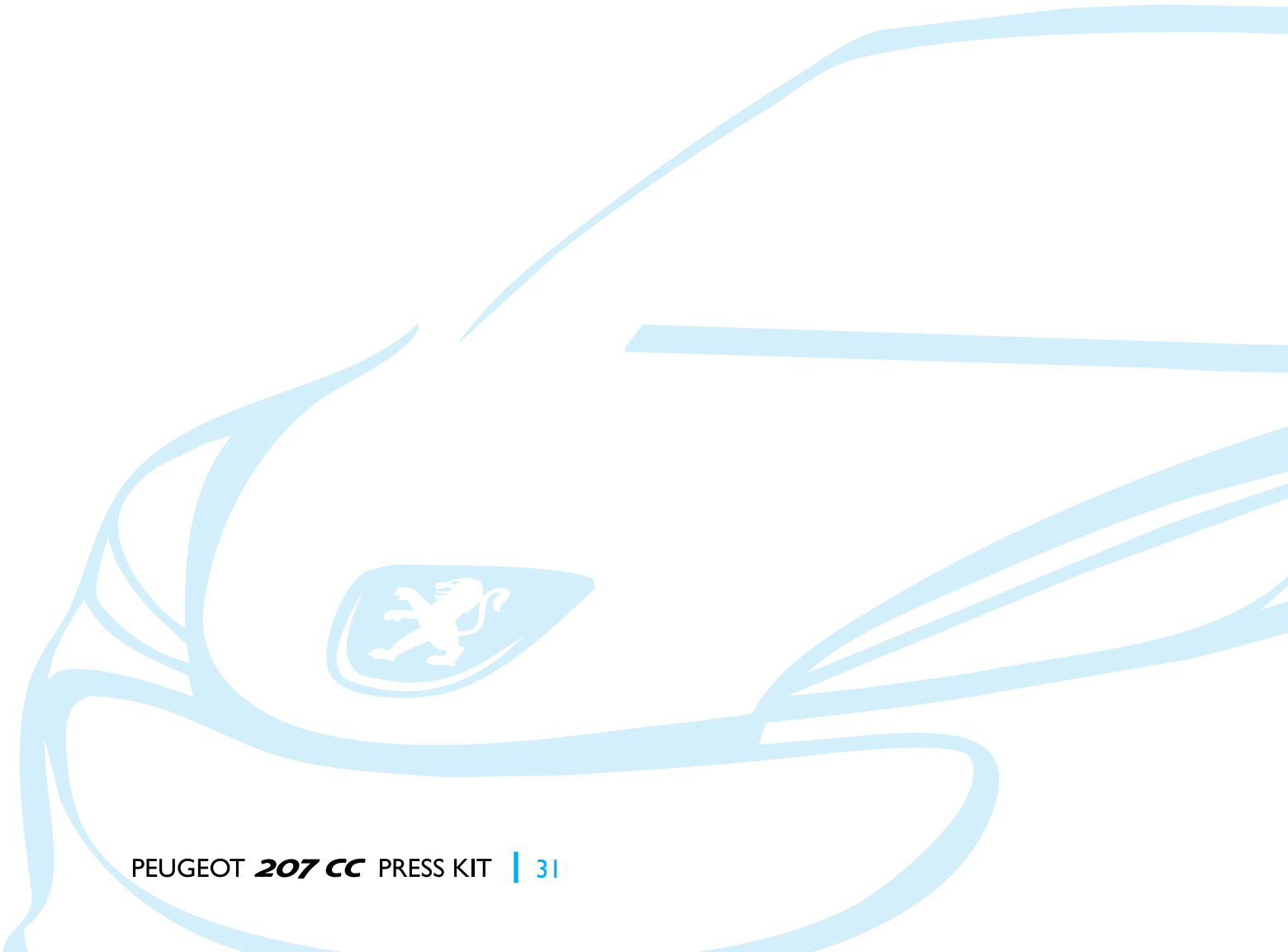
PEUGEOT THREE YEARS OF WARRANTY

All Peugeot 207 CCs benefit from Peugeot's comprehensive three year / 100,000 km warranty policy. Also included is:

- a twelve-year anti-corrosion warranty,
- a three-year paint warranty,
- and three year's Peugeot Roadside Assistance cover

Servicing

All Models 12 months or 20,000 kms



TECHNICAL SPECIFICATION

207 CC	1.6	1.6 Turbo
ENGINE		
Cylinders	4	4
Cubic capacity (cc)	1598	1598
Bore x Stroke (mm)	77 x 85.8	77 x 85.8
Number of valves	16	16
Maximum power kW @ rpm	88 @ 6000	110 @ 5800
Maximum torque Nm @ rpm	160 @ 4250	240 @ 1400
Induction	Electronic multi-point	Turbo petrol with computer controlled direct injection
TRANSMISSION		
5 speed manual	●	●
4 speed Tiptronic auto	●	
WHEELS AND TYRES		
Size	195/55 R16V	205/45 R17W
Wheel Type	16" steel	17" alloy
FUEL TANK		
Capacity (litres)	50	50
BRAKES		
Ventilated front discs	●	●
Rear discs	●	●
ABS with Electronic Brake Force Distributon (EBFD)	●	●
Emergency Brake Assist	●	●
STEERING		
Speed sensitive power assistance	●	●
Turning circle between kerbs (m)	10.64	10.64
SUSPENSION		
Front	Independent with Macpherson type struts, helical springs and hydraulic dampers	
Rear	Rear torsion beam, helical springs an dhydraulic valve dampers	
PERFORMANCE		
Maximum speed (km/h)	200 / 195	210
Acceleration 0-100 km/h (sec)	9.6 / 11.4	8.6
0-1000 m (sec)	31.1 / 32.8	30.1
DIMENSIONS (mm)		
Length	4037	4037
Width - excluding wing mirrors	1750	1750
Width - including wing mirrors	1972	1972
Height	1397	1397
Wheelbase	2540	2540
Boot volume as coupe (litres)	449	449
Boot volume as cabriolet (litres)	187	187
WEIGHTS (kg)		
Kerb weight	1427 / 1466	1493
Maximum braked trailer towing weight	1040 / 1060	1070
FUEL CONSUMPTION		
City cycle (litres/100km)	8.8 / 10.0	9.6
Highway cycle (litres/100km)	5.3 / 5.7	5.8
Combined cycle (litres/100km)	6.5 / 7.2	7.2
CO2 emissions (g / km)	155 / 173	171

*Peugeot Automobiles Australia offers this information as a general guide to product specifications. All data is believed to be correct as at July 2007. However, as development is an ongoing process, changes may occur from time to time which will not necessarily reflected herin. Therefore, Peugeot Automobiles Australia reserves the right to change specifications without notice. Accordingly, this information should not be regarded as an infallible guide to correct specifications, nor does it constitute an offer for sale of any aprticular vehicle. Dealers are not agents of Peugeot Automobiles Australia and have absolutely no authority to bind Peugeot Automobiles Australia by an express or implied undertaking or representation. Peugeot Automobiles Australia is the trading name of Sime Darby Automobiles Pty. Ltd. (ACN 000 426 282).

EQUIPMENT AND OPTIONS

207 CC	1.6	1.6 Turbo
BODY STYLE		
2 door Coupe Cabriolet	●	●
SAFETY		
Driver and front passenger airbags	●	●
Front side airbags	●	●
ABS with Electronic Brake Force Distribution (EBFD)	●	●
Emergency Brake Assist	●	●
Electronic Stability Program (ESP)		●
Traction Control		●
Side impact absorbent door padding (front doors)	●	●
Pretensioning and force limiting front seatbelts	●	●
Front and rear seat belt fastening indicator lights	●	●
Two rear 3-point seatbelts	●	●
Rear seat child restraint anchorage points	●	●
Automatic door unlocking in accident	●	●
Automatic activation of hazard lights under emergency braking	●	●
Self-deploying rear roll-over bars	●	●
SECURITY		
Rolling code transponder immobiliser	●	●
Visible VIN number	●	●
Lockable glove box	●	●
Internally operated central locking	●	●
Anti-theft alarm	O	O
Delayed automatic locking (functions when vehicle is unlocked but not entered)	●	●
Automatic locking doors and boot (activated by vehicle moving)	●	●
Security coded audio system	●	●
Locking fuel filler cap	●	●
Door ajar warning	●	●
Key in ignition lock warning alarm	●	●
Roof in operation warning	●	●
Start and finish of roof retraction warning	●	●
COMFORT AND CONVENIENCE		
Speed sensitive power steering	●	●
Remote control central locking	●	●
Cruise control + speed limiter	●	●
Location of car via plip	●	●
One touch electric windows with anti-pinch feature	●	●
Height and reach adjustable steering wheel	●	●
Driver foot rest	●	●
Electrically operated and heated door mirrors	●	●
Electric folding door mirrors		●
Tinted glass	●	●
Electronic parking assistance (rear)	O	O
Remote opening of boot from key	●	●
IN-CAR ENTERTAINMENT		
RD4 six speaker radio/CD player	●	●
Facia mounted five disc CD autochanger	O	O
Speed related volume controls	●	●
Digital 'head up' display separate from stereo unit	●	●
Remote audio controls on steering column	●	●
HEATING AND VENTILATION		
Dual zone climate-control air conditioning	●	●
Pollen filter	●	●
INSTRUMENTS		
Speedometer with digital odometer and digital trip recorder	●	●
Rev counter	●	●
Water temperature and fuel gauges	●	●
Oil level gauge	●	●
Gear position and gearbox mode indicator	● (auto)	
Distance to next service indicator	●	●
Trip computer	●	●
External temperature gauge	●	●
Multi-function digital display, warning messages and vehicle check	●	●
INTERIOR FEATURES		
Front door stowage bins incorporating drinks holders	●	●
Front seat back map pockets	●	●
Courtesy light with delay	●	●
Boot light	●	●
Front map reading lights	●	●

EQUIPMENT AND OPTIONS

207 CC	1.6	1.6 Turbo
Driver and passenger sunvisors with illuminated vanity mirrors	●	●
Leather trimmed steering wheel	●	●
Leather trimmed gear knob	● (man)	
Aluminium finish gear knob	● (auto)	●
Aluminium finish to centre console	●	●
Aluminium finish door sill kick plates		●
Drilled aluminium pedals		●
EXTERIOR FEATURES		
16" steel wheels	●	
16" alloy wheels	O	
17" alloy wheels		●
Sports front styling	●	●
Shadow aluminium finish to front grille		●
Black bodyside mouldings	●	●
Body colour door mirrors	●	●
Body colour door handles	●	●
Chrome exhaust extension	●	●
Automatically folding steel roof	●	●
Metallic paint	O	O
EXTERIOR LIGHTING AND VISIBILITY		
Double optic halogen headlights	●	●
Directional headlights		●
Clear polycarbonate headlight lenses	●	●
Rear fog light	●	●
Front fog lights	●	●
Remote headlight beam adjustment from facia	●	●
Lights on warning alarm	●	●
High level third brake light	●	●
Heated glass rear window with timed cut-off	●	●
Intermittent windscreen wipers	●	●
Automatic headlight illumination system		●
Headlight delay security illumination		●
SEATING		
Reclining fromt seats (tilt/slide with memory)	●	●
Height adjustment of driver seat	●	●
Height adjustment of passenger seat	●	●
Height adjustable front head restraints	●	●
Sports front seats	●	●
Cloth trim	●	●
Leather trim	O	O
Premium leather trim		O

● Standard
O Optional

*Peugeot Automobiles Australia offers this information as a general guide to product specifications. All data is believed to be correct as at July 2007. However, as development is an ongoing process, changes may occur from time to time which will not necessarily reflected herin. Therefore, Peugeot Automobiles Australia reserves the right to change specifications without notice. Accordingly, this information should not be regarded as an infallible guide to correct specifications, nor does it constitute an offer for sale of any aprticular vehicle. Dealers are not agents of Peugeot Automobiles Australia and have absolutely no authority to bind Peugeot Automobiles Australia by an express or implied undertaking or representation. Peugeot Automobiles Australia is the trading name of Sime Darby Automobiles Pty. Ltd. (ACN 000 426 282).

PRICE LIST

RECOMMENDED RETAIL PRICES*	Man*	Auto*
1.6	$34,990	$37,190
1.6 Turbo	$39,990	-

OPTIONS	1.6	1.6 Turbo
Metallic paint	$680	$680
Leather trim	$2,750	$2,750
Premium leather trim	-	$4,500
Electronic parking assistance (rear)	$450	$450
Facia mounted five disc CD autochanger	$590	$590
Anti-theft alarm	$450	$450
Alloy wheels	$900 (16")	●

* Prices are recommended retail prices effective July 2007 and are subject to change without notice. This is a manufacturer's price list, please contact your local dealer for exact delivery and statutory charges which are additional to the RRP.