



PEUGEOT **207 GTi** PRESS KIT



207 GTi



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INTRODUCTION

The Peugeot 207 GTi – The Day to Day Hot Hatch



- ◆ On Sale Now
- ◆ Powered by a turbo-charged 128kW THP petrol engine
- ◆ Five star Euro NCAP rating
- ◆ Introduces new SSP safety system
- ◆ A car for everyday motoring enthusiasts
- ◆ Outstanding value - priced from only \$33,490

The 207 GTi will write the next chapter in Peugeot's history of small performance cars, such as the legendary 205 GTi of the 1980s and more recently, the 206 GTi 180.

The 207 GTi, however, is the modern evolution of the eighties "hot hatchback". It is a very multi-talented car which is easy to live with on a day to day basis, equally at home in town or out on the open road. It has the interior space to carry both passengers and luggage, but still able to provide a driving experience to satisfy the "enthusiast" in everyone.

Bridgestone Potenza 205/45R17W tyres mounted on new 17" nine-spoke "Pitlane" alloy wheels, a rear spoiler to optimise aerodynamic efficiency at high speed, a trapezoid twin chrome exhaust, "satin black" finish of the door B-post trims and hi-tech satin chrome door mirror covers, all confirm the 207 GTi's sporty credentials.

The 1.6 litre THP (Turbo High Pressure) engine produces a maximum power of 128kW and a torque of 240 Nm from only 1600 rpm. The torque output of the engine remains unchanged all the way up to 4500 rpm but can be increased to 260 Nm temporarily, thanks to the "over-boost" function. It is fitted with a 5-speed manual gearbox with specific gear ratios.

Performance Data – Driver Only

Maximum speed	220 km/h
Acceleration 0-100 km/h	7.1 (s)
Consumption City Cycle l/100km	9.3 (l)
Consumption Highway Cycle l/100km	5.6 (l)
Consumption Combined l/100km	7.0 (l)



The strong structural design of the 207 and its proven suspension setup, developed to enhance both safety and driving pleasure, ensure the 207 GTi has excellent road holding.

A car with performance in its genes, the 207 GTi is equipped as standard with the latest-generation ESP system which can be switched off if required. This will, therefore, allow more demanding and experienced drivers to appreciate the exceptional handling of the car, particularly on a racing circuit.

A New Innovation: The SSP Function (Steering Stability Program)



This function manages the dialogue between the ESP system and the vehicle's electric power steering when braking on surfaces that have different grip levels for the right-hand and left-hand wheels.

The system applies more braking power to the wheels with good grip and, anticipating any vehicle instability, applies torque to the steering to help the driver achieve optimal directional control. Unlike an ABS system which limits braking of the wheels with good grip to give priority to vehicle control, this system reduces braking distances by between 4% and 10% while still guaranteeing vehicle stability in a straight line.

The 207 GTi accommodates each of its four potential occupants in "bucket" style seats that provide excellent support. The sculpted and ergonomically designed front seats have been based on those used in motor sport and trimmed in dark "Alcantara" with a matching 3D mesh.

The 207 GTi benefits from the 207's strong and protective structure to protect the occupants in the event of a collision. Combined with six airbags as standard and two Isofix child safety seat mountings at the rear, the 207 was awarded five stars in the Euro NCAP test for adult occupant protection.

Additionally, drivers of the 207 GTi will also benefit from a number of driving aids as standard:

A rear parking aid, elliptical headlamps incorporating static directional lighting, a speed limiter coupled with a cruise control, automatic headlamps and wipers, dual zone climate control air conditioning, tyre under-inflation sensors, folding electric door mirrors and an electro-chrome interior rear-view mirror...

The Peugeot 207 GTi will certainly give buyers plenty of bang for their buck, in a package that is perfectly balanced for everyday use and enjoyable driving when called upon. It is now on sale and is priced at only \$33,490.

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THE PEUGEOT 207 GTi

A New Chapter in Peugeot's Small Performance Car History



Peugeot is proud of its historic and sporting heritage in the small performance car segment, especially with the legendary “20” series. With the launch of the new Peugeot 207, it was only natural that a 207 GTi would also be part of the range.

The 207 GTi will be launched in Australia in August 2007 and will write the next chapter in Peugeot's history of small performance cars, such as the legendary 205 GTi of the 1980s and, more recently, the 206 GTi 180.





The Peugeot 206 GTi 180

The 207 GTi, however, is the modern evolution of the eighties' "hot hatchback". It is a very multi-talented car which is easy to live with on a day-to-day basis, equally at home in town or out on the open road. It has the interior space to carry both passengers and luggage, but still be able to provide a driving experience to satisfy the "enthusiast in everyone".

The 207 GTi combines:

- *The elegant and strong styling characteristics of the 207 model but enhanced by an improved specification which creates a sporting look that enthusiasts will relish.*
- *The strong and assertive personality of the 207 and a turbocharged petrol engine with direct petrol injection and a maximum power output of 128kW and a torque of 240Nm – developed in co-operation with the BMW Group.*
- *The universally praised handling qualities of the 207 range are combined with the latest safety equipment which has been selected and developed by Peugeot using all its knowledge in this field. The result is excellent road holding and a level of active safety never before offered in this market segment, in particular an ESP system combined with a Steering Stability Programme (SSP) which will allow drivers of all abilities to enjoy their particular driving style to the full.*



EXTERIOR STYLING

The 207 GTi has the same 4.030 m length and dynamic styling as the 3-door 207 hatchback.

The front also shares the “Sport” styling of the 207 XT, XE and GT range but with an air intake grille with a metallic finish and circular fog lamps with chrome surrounds. The front lower spoiler is also extended to give a more dynamic appearance.

The design of the flat wheel arches has been inspired by the 206 WRC and highlights the wide front and rear track, strengthening the promise of good aerodynamic and sporty performance.

The 207 GTi has a number of unique exterior design features compared to the rest of the 207 range:

- A raised rear tailgate spoiler to optimise aerodynamic performance at high speed
- Bridgestone Potenza 205/45 R17W tyres mounted on "Pitlane" 17" nine-spoke alloy wheels
- Twin chrome trapezoid rear exhaust pipes
- Door mirror covers with a satin chrome finish
- “B” post trims with a “satin black” finish
- Front lower bumper extensions
- Sports side skirts



Styled with distinctive attention to detail, the 207 GTi emphasises its sporting personality while still showing the same dynamic visual appearance of the rest of the 207 hatchback range.



INTERIOR STYLING

With its evident sporting credentials, the passenger compartment of the 207 GTi provides its four occupants with an authentic taste of the world of motor sport. The front "bucket" seats with their ergonomically shaped frames are similar to the seats found in competition cars, offering exceptional lateral support from the base of the driver's back to their shoulders. The design of the integral head restraints mimics the "harness locations" normally found in competition seats.



At the rear, both passengers also have “bucket style” seats offering excellent lateral support, with retractable curved head restraints that do not impede rear vision when the seats are unoccupied.

The interior of the 207 GTi is specific to this model and differs from the rest of the 207 range in the following key areas:

- The five dial instrument panel, with its circular chrome-trimmed dials, has a new “black” chequered background and graphics, combined with red indicator needles.
- The smooth and perforated leather steering wheel can be adjusted for both height and reach over a 40 mm range, and to improve further the overall feel it includes specially shaped “thumb” recesses.
- The foot pedals have an aluminium finish with non-slip pads.



CO-OPERATION

The 1.6 litre 16vTHP 128kW engine is a new addition to the family of petrol engines developed in co-operation between PSA Peugeot Citroën and the BMW Group.

The aim of this partnership is to develop engines which are equipped with innovative technologies that offer high levels of performance – with low fuel consumption – at the same time as meeting the cost constraints imposed in the super-mini and medium vehicle segments.

Each partner has contributed the best of their skill and expertise, whether it is in engine design or in manufacturing processes.

The engine is produced at the PSA Peugeot Citroën engine plant in Douvrin, France.



1.6 litre EP6DTS THP 128kW Engine



This “EP6DTS” engine is developed from the original “EP6DT” 1.6 litre THP engine developing 110kW, which was launched in the 207 GT earlier this year.

Both engines are very similar in terms of their mechanical components and hi-tech specification, however, the engine

mapping of the “EP6DTS” engine has been entirely changed to provide a more performance orientated power deliver. The turbocharger housing and the material it is manufactured from have also been changed, to increase the engine's performance levels.

From the earliest design stages, the engine specification had to meet a number of objectives:

- Ensure a power output directly comparable with that of the best current 2.0 litre engines,
- Provide great driveability, in particular through a high torque output at low engine speeds,
- Reduce fuel consumption and emissions
- Ensure the overall design is compact and light weight, so that it is easier to fit into small vehicles

The choice of a 4-cylinder 1.6 litre petrol engine was made because a small turbocharged engine with a high specific power output offers a significant advantage in terms of fuel consumption, over a larger capacity normally aspirated engine. This “downsizing” is also in line with Peugeot's HDi diesel engine strategy.

The EP6DT engine has a sixteen valve cylinder head with two overhead camshafts and 4 cylinders displacing 1598 cm³. It produces a maximum power output of 128kW at 6000 rpm.

On this engine, a lot of attention has been paid to the torque output and reducing possible turbo lag. Due to this the engine produces 150Nm of torque at only 1000 rpm. The engine's maximum torque output of 240Nm is reached at only 1600 rpm and remains unchanged up to 4500 rpm. At 6000 rpm the maximum torque output is still 200Nm.

However, this maximum torque can be increased further thanks to an over boost function, which temporarily increases the turbo-charging pressure. In over boost mode the engine can produce a maximum torque output of 260Nm, under hard acceleration. Over boost, however, is activated in only 3rd, 4th and 5th gears and when the engine is under a full load condition, below an engine speed of 5200 rpm.

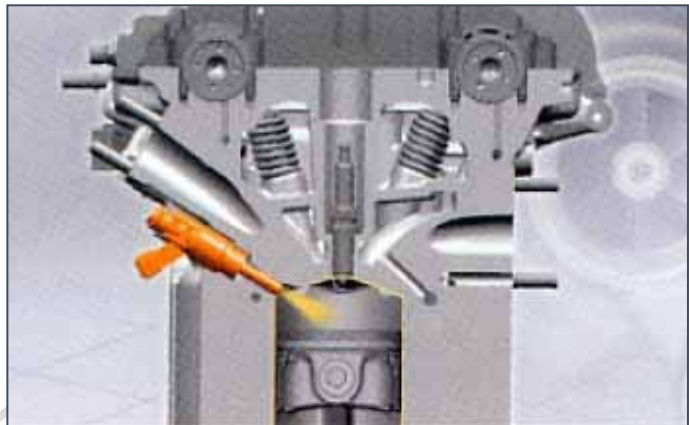
The exceptional performance of the EP6DT engine is due to the use of:

- Direct petrol injection,
- A twin-Scroll turbocharger,
- Continuously variable valve timing (VVT) on the inlet camshaft,
- A flow controlled oil pump,
- An innovative engine design.

Direct Fuel Injection

The use of direct petrol injection makes it possible to combine a high specific power output with low fuel consumption. It also gives excellent results in terms of emissions.

A mechanically driven two-piston high pressure fuel pump is fitted on the end of the inlet camshaft and feeds the fuel injectors through a stainless steel fuel distribution rail.



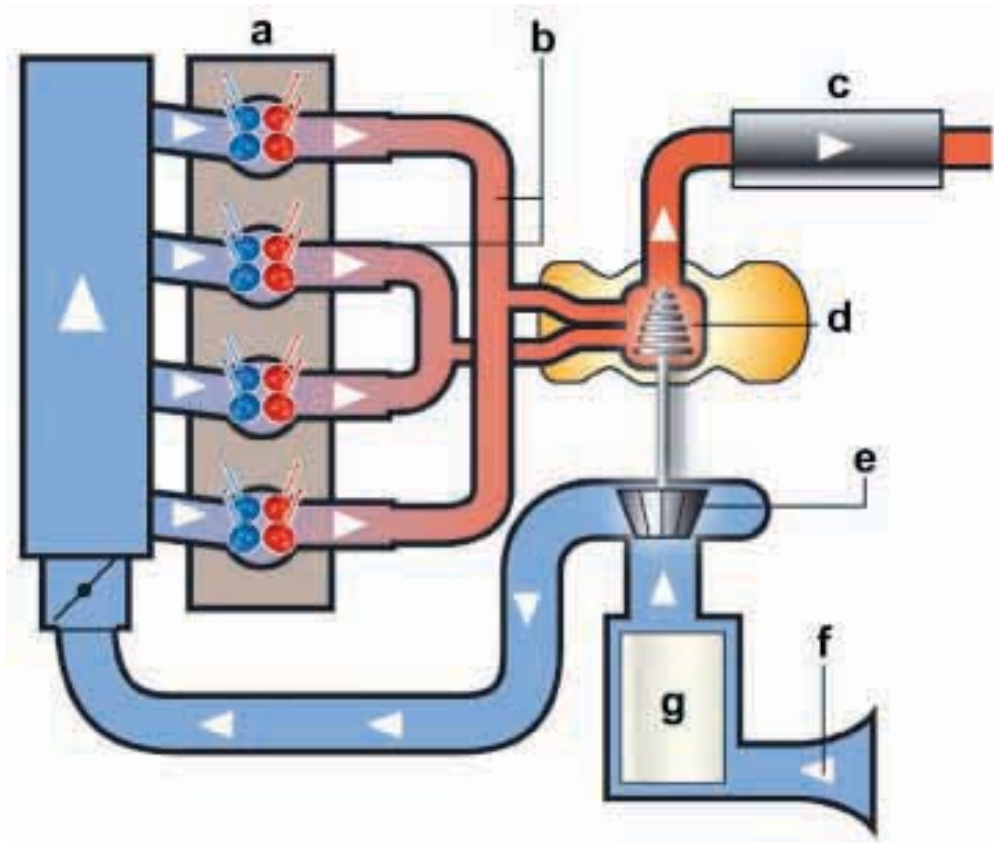
High-pressure injectors connected to the fuel rail, spray the fuel directly and laterally into the combustion chamber at a maximum pressure of 120 bar. Injecting the fuel directly into the combustion chamber helps improve fuel distribution and combustion, increasing the engine's overall efficiency. In addition the use of direct injection helps to reduce the quantity of unburnt fuel remaining after combustion, by reducing the amount of fuel in direct contact with the cylinder walls.

To improve further the engine's efficiency the engine has a comparatively high compression ratio of 10.5:1 for a turbo-charged petrol engine.

Twin-Scroll Turbocharger

As with the 1.6 litre THP engine developing 110kW, this engine also uses a Twin-Scroll turbocharger.

As the name “Twin-Scroll” suggests, the exhaust ports in the cylinder head are grouped together within the exhaust manifold and the turbocharger inlet.



- a – Engine
- b – Exhaust manifold
- c – Exhaust system
- d – Turbo-charger turbine
- e – Turbo-charger compressor
- f – Air intake
- g – Air filter element

The exhaust ports for No1 and No4 cylinders as well as No2 and No3 are grouped together in pairs. The exhaust gases flowing from the paired cylinders are then directed through “scrolls” in the turbo-charger greatly improving the efficiency of the turbocharger and providing the maximum possible boost.

The pairing of the exhaust gases and the use of “scrolls” to further control the flow as far as the turbo-charger turbine inlet, ensures the maximum dynamic properties of the exhaust gas flow is exploited to the full.

The result is a remarkably responsive engine as the turbo-charger starts to generate “boost” from only 1000 rpm and produces maximum torque from 1600 rpm. Response time or turbo lag, often criticised on turbo-charged petrol engines, is also dramatically reduced. The engine mapping has also been designed to ensure good engine response.

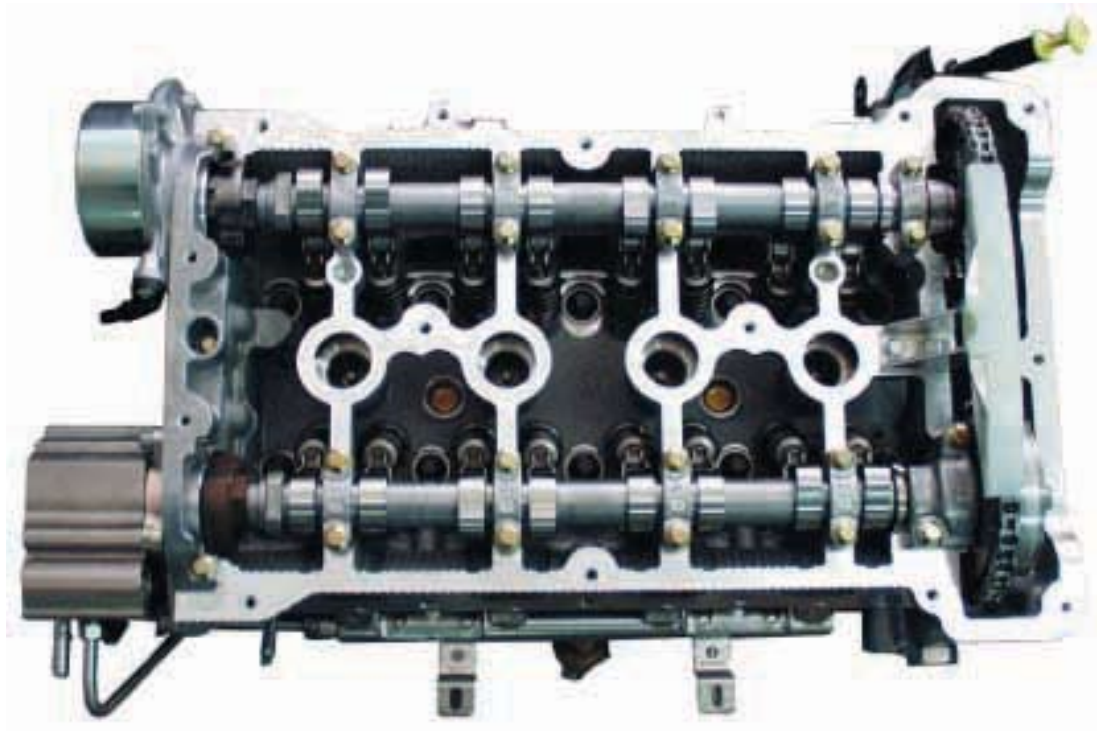
The flow of exhaust gases from the engine can accelerate the turbo-charger turbine up to a speed of 220,000 rpm. Connected directly to the turbine the compressor compresses the incoming air and is controlled by a waste gate to ensure the maximum pressure does not exceed 0.8 bar.

However, when the engine goes into over boost mode the opening of the waste gate is delayed and the turbo pressure increases momentarily to 1 bar, thereby increasing the maximum torque produced to 260Nm.

Due to the increase in power output in relation to the 1.6 litre THP 110kw engine, the turbine housing of the KKK turbocharger is now made of steel rather than cast iron.



Continuously Variable Valve Timing (VVT)



The cylinder head of the engine is fitted with two overhead camshafts with hydraulic tappets to automatically adjust the valve clearances. Due to the positioning of the valves in the cylinder head, it has been possible to reduce friction losses by using roller valve rockers. One of the objectives during the design of the engine was to reduce engine friction losses, in order to lower fuel consumption.

The weight of the timing gears and the engine valves (valve stem diameter has been reduced to 5mm) has also been optimised to assist in improving the response of the engine.

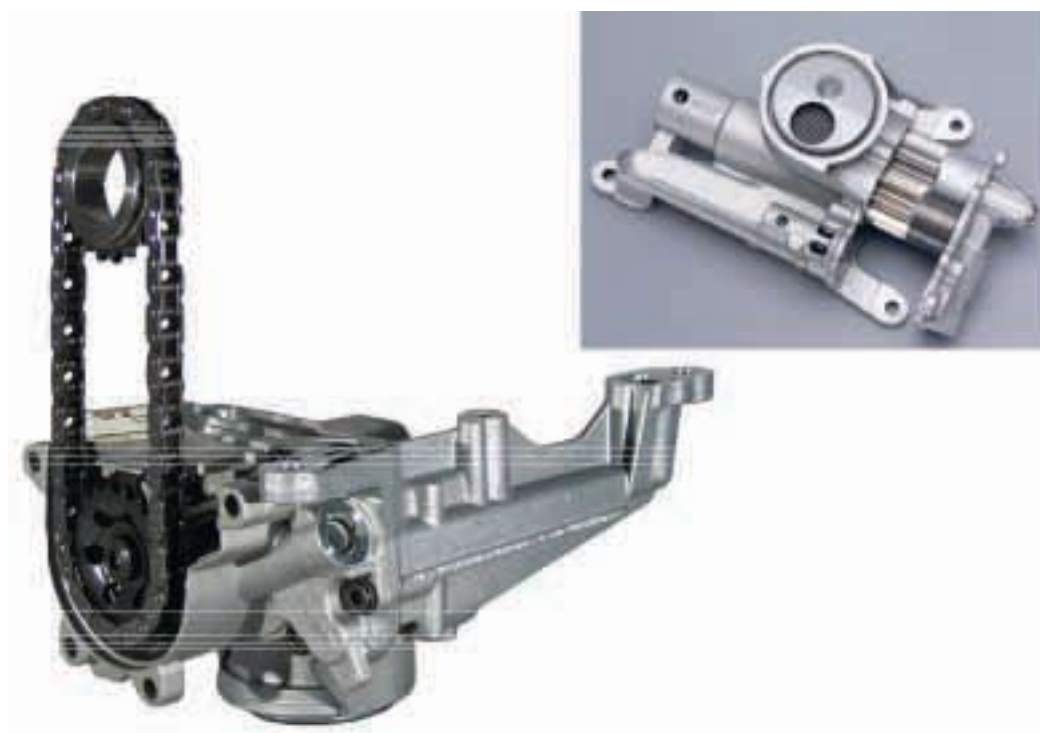
The continuously variable timing of the inlet camshaft (also called VVT or Variable Valve Timing) helps optimise the power and torque output of the engine and reduce fuel consumption and exhaust emissions.



Flow Controlled Oil Pump

The flow controlled gear type oil pump is chain driven and supplies only the exact volume of oil necessary for particular engine operating conditions. It therefore does not absorb power from the engine by pumping excessive oil which is not required. The pump, therefore, consumes less energy than a conventional engine oil pump, while reducing fuel consumption as measured by the European combined cycle by approximately 1%.

In addition, as turbocharged engines are subject to greater thermal stresses, an oil/water heat exchanger integrated in the oil filter and assisted by a controlled thermostat maintains the temperature of the engine oil at a safe level, even under full load. By allowing the engine oil to heat up more quickly, the exchanger also shortens the warm-up period, reducing fuel consumption and therefore emissions.



Innovative Engine Design

The crankcase is constructed in two parts from aluminium, the cylinder block and the main bearing housing. This method of construction guarantees:

- A very stiff and rigid engine assembly thanks to the stiffening ribs
- Excellent noise suppression, similar to those of a thicker (and therefore much heavier) cast iron cylinder block.

The aluminium cylinder block has cast-iron liners inserted into it during the production process in the foundry.



A separate main bearing housing is bolted directly to the base of the cylinder block, securely locating the crankshaft. As a result of the considerable physical stresses created by the increased torque generated by the use of a turbocharger, sintered steel inserts are inserted around the location points of the crankshaft main bearings.

Considerable effort has also been made to reduce friction losses from the crankshaft assembly; the crankcase has been designed to minimise the internal pumping losses created by the movement of the connecting rods and the crankshaft.



Gearbox

The 207 GTi is fitted with a "BE4/5T" 5-speed manual gearbox. This gearbox is already used in a wide range of petrol and diesel engine models within the PSA Peugeot Citroën Group.

In the GTi, the gearbox is fitted with gear ratios which have been specially selected to make the very most of the engine's superb flexibility. A high first gear ratio ensures "more dynamic" gear changes in slow speed corners, such as hairpin bends. The maximum engine speed can also increase to a maximum of 6800 rpm, in the first two gears, which enables the driver to drive up to maximum speed of 68km/h in first gear.

To accommodate the temporary increase in the engine's maximum torque output during over boost, a special reinforced clutch assembly is fitted.

Performance

The performance potential of the 207 GTi is a direct result of the chosen engine technology and the excellent 207 derived chassis, and can be clearly seen in the following figures.

For example, with the driver only, it takes just 27.8s to cover the 1000 m standing start, while 0 to 100km/h is achieved in only 7.1s, providing a higher performance level than the previous 206 GTi 180.

Figures for in-gear acceleration are equally impressive: 7.0s in top gear from 80 to 120 km/h (compared to 10.6s for the 206 GTi 180). Maximum speed, attained in 5th gear, is 220km/h.

Finally, the engine technology and the high torque output at low engine speeds has helped to reduce fuel consumption (7.2 litres/100km combined cycle) and also CO₂ emissions (171 g/km versus 204 g/km on the 206 GTi 180).



SUSPENSION, STEERING, BRAKES AND TYRES

Suspension

As on all 207s, the front suspension consists of a pseudo McPherson strut assembly. On the GTi, however, the flexible mountings of the lower front wishbone have been uprated and the rear mounting has also been strengthened. This ensures improved road holding by maintaining precise control over the front wheels regardless of the suspension load conditions.

The stiffness of the rear suspension torsion beam has also been increased by nearly 30% compared to the 207 GT.

The multi valve hydraulic shock absorbers with specific settings are pressurised to 5 bar, but are structurally identical to the rest of the 207 range. The stiffness of the front and rear springs has also been increased to improve road holding.



Steering



The "brushless" electric power steering – which was praised as soon as it was launched on the 207 for its versatility, operation at low speed and accuracy at higher speeds – is used again on the 207 GTi. It is, however, recalibrated to take into account the increased engine performance and to offer maximum feedback to improve driving precision.

Brakes



Braking is provided at the front by special ventilated discs with a diameter of 302 mm and a thickness of 26 mm. The size of the front brake calipers has also been increased. At the rear 249 mm diameter solid discs with a thickness of 9 mm are fitted.

A Teves Mk60 Electronic Stability Program (ESP) system is fitted as standard on the 207 GTi. It includes ABS, electronic brake force distribution (EBFD), emergency brake assist (EBA), traction control (ASR) and stability

control (CDS), which detects any incipient understeer or oversteer. It also allows the integration of an all-new Steering Stability Program (SSP) system (see section on Safety).

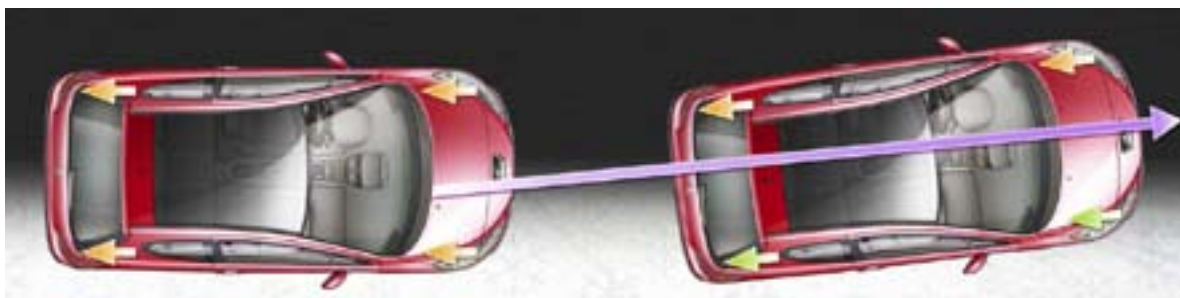
The ESP and its associated functions (ASR and CDS) can be switched off completely by the driver, to allow demanding and experienced customers to exploit the capacities of the 207 GTi to the full.

Tyres

The 207 GTi is fitted exclusively with new "Pitlane" 17 inch alloy wheels with 9 spokes, first seen at the 2006 Paris Motor Show on the "207 Epure" concept car. They are fitted with Bridgestone Potenza RE050A 205 / 45 R17 W tyres.

SAFETY

The SSP system



In safety terms, the 207 GTi incorporates a major innovation, the SSP system (Steering Stability Program). This is the first time the system has been applied to a vehicle in this market segment. Under certain braking conditions, this system links the ESP system with the vehicle's electric power steering. The purpose of linking the two systems is to improve the vehicle's stability and straight line stopping distance, when braking on surfaces with different grip levels between the right and left wheels (for example one side on a high grip tarmac and the other on ice, mud or wet grass, etc).

In normal weather conditions, a standard ESP system will recognise the different road surfaces and then limit braking to the wheels on the higher grip surface. It does this so that it can ensure the car's optimum stability but not the optimum possible braking efficiency.

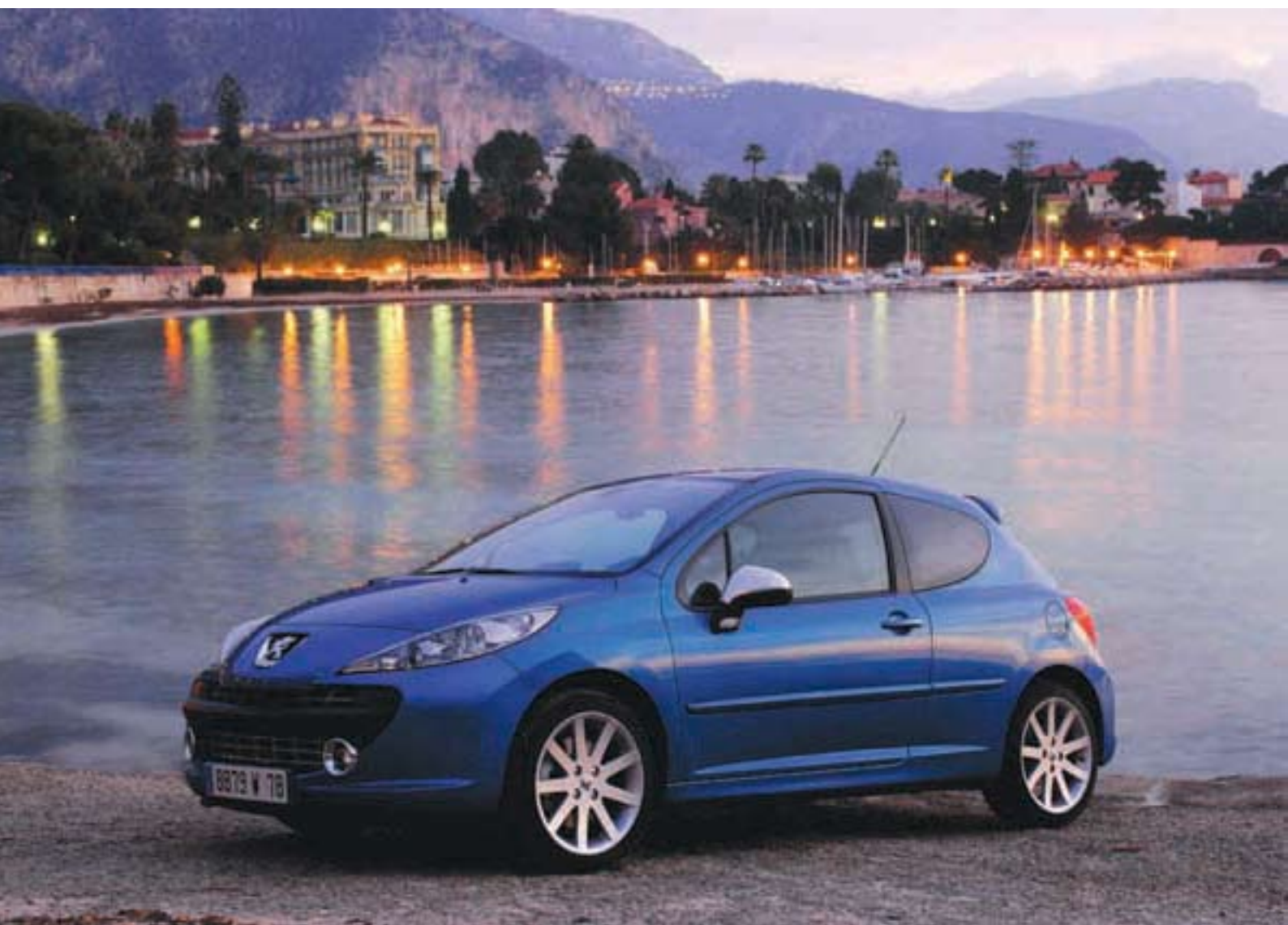


In this situation with the fitment of SSP, the ESP system of the 207 GTi, applies more braking power to the wheels on the higher grip surface and, anticipating the possible vehicle instability, applies torque to the steering via the electric power steering system. The system assists the driver to achieve maximum braking by applying a detectable "force Y" (torque) to the steering column encouraging the driver to turn the steering wheel, thereby applying opposite lock and maintaining vehicle stability.

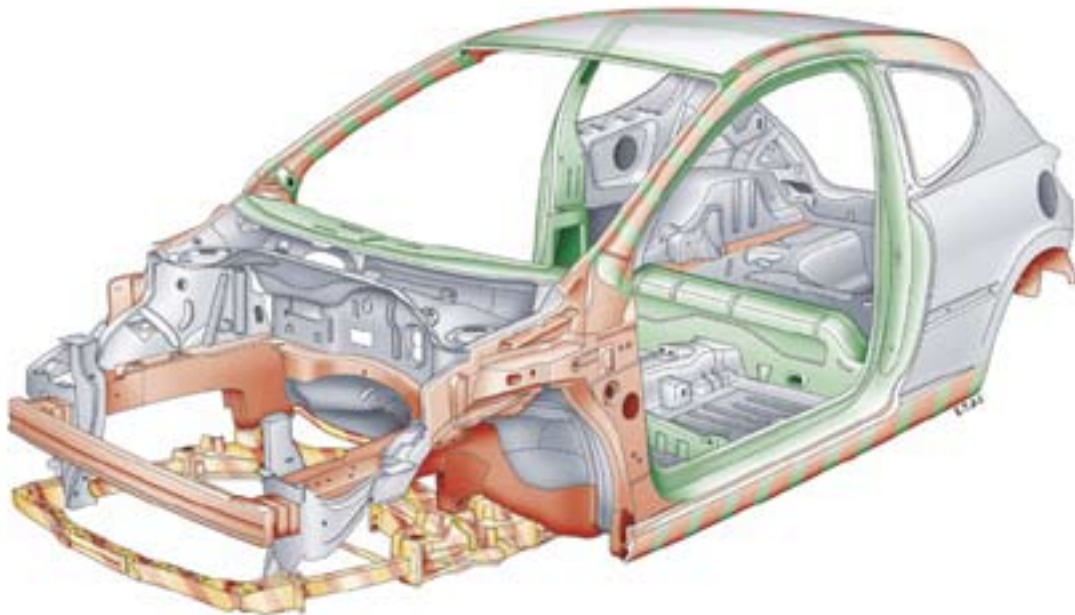
The torque is applied for less than 100 ms after braking starts and the required steering angle can be as high as an angle of 80 degrees.

The system does not, however, apply opposite lock automatically without the intervention of the driver. The driver can, however, choose not to “turn” the steering wheel and in this case, braking will return to the classic ESP strategy favouring stability over maximum braking efficiency.

Depending on conditions, the SSP system can reduce the stopping distance by between 4 and 10%, while still guaranteeing vehicle stability.



STRUCTURE



The 207 GTi shares with the other 207 models in the range a double impact absorption system. This system absorbs and distributes the impact forces more effectively in the event of a collision, but also enhances repairability and pedestrian impact protection. The design has been borrowed directly from the Peugeot 407.

For side impact protection, the body side structure has been designed to absorb the impact and preserve a survival cell for the occupants. Reinforced sills and impact protection bars fitted inside the doors help to create a very strong and protective structure. Impact absorption padding inside the doors adds further to the protection of the occupants.

The 207 GTi, like all three door versions of the 207, is also fitted with door location retention pins to ensure the larger doors remain “connected” to the ‘B’ post in a side impact, ensuring optimal strength of the body side structure.

The standard fitment of two front air bags, two side air bags and two curtain air bags also play a part in protecting the front and rear passengers.



EURO NCAP

In recognition of the high levels of safety offered by the 207, Euro NCAP awarded it:

★ ★ ★ ★ ★ - Occupant Protection

Adult occupant protection (35 points out of 37)

★ ★ ★ ★ - Child Protection

Child occupant protection (37 points out of 49)

★ ★ ★ - Pedestrian Protection

Pedestrian protection (19 points out of 36).



EQUIPMENT

The occupants of the 207 GTi will appreciate the high level of standard and optional equipment available, all designed to enhance their enjoyment of this sporty car still further.

The standard fitment of dual-zone climate control ensures the best possible interior temperature control and well being for all occupants. A 5-stack in dash CD player fitted as standard, complete with 6 speakers and steering wheel mounted controls.

The driver of the 207 GTi also benefits from a number of driving aids designed to enhance their comfort and driving safety:

- rear parking sensors,
- a speed limiter and cruise control system,
- tyre pressure detection system,
- elliptical headlamps combined with static directional lighting,
- automatic headlamp illumination,
- automatic windscreen wipers with rain sensor,
- large door mirrors that fold automatically via the remote control plip,
- an electrochrome interior rear-view mirror.

To enhance further the enjoyment of the 207 GTi a full length panoramic “Cielo” glass roof with a retractable sun blind, is available as an option.

COLOURS AND TRIM

Exterior body colours

The 207 GTi is available in a range of six exterior body colours.

Solid colours:

- ◆ Bianca White
- ◆ Aden Red

Metallic colours:

- ◆ Obsidian Black
- ◆ Aegean Blue
- ◆ Aluminium
- ◆ Shark Grey

Interior Trim

With the emphasis on using materials that would normally be found in the world of Motor Sport, the front seats are trimmed in half leather with dark alcantara centre sections for the base, seat backs and head restraints. The seat side supports which are in contact with the users body are finished with a "Trami" 3D mesh. The seats are further enhanced by visible light-coloured stitching which can also be found on the interior door panels with their alcantara trim, the carpet mats and the gear lever gaiter.



The rear seats are trimmed the same as the front seats.

PEUGEOT THREE YEARS OF WARRANTY

All Peugeot 207 GTi's benefit from Peugeot's comprehensive three year / 100,000km manufacturer's warranty, as well as a twelve-year anti-corrosion warranty, a three-year paint warranty, and three year's Peugeot Roadside Assistance cover.

Servicing

12 months or 20,000 kms

As the camshafts are chain driven which ensures greater accuracy and reliability, there is no maintenance requirement for the entire lifetime of the engine, and no servicing operations are required on the valves thanks to the use of automatic hydraulic tappets.

TECHNICAL SPECIFICATION

BODY STYLE	
3 Door Hatch	●
ENGINE	
Cylinders	4
Cubic Capacity (cc)	1598
Bore x Stroke (mm)	77 x 85.8
No. of Valves	16
Max Power (kW @ rpm)	128 @ 6000
Max Torque (Nm @ rpm)	240 @ 1600
Induction	Turbo petrol with computer controlled direct injection
Emission Standard	Euro IV
TRANSMISSION	
Transmission Type	5 man
WHEELS AND TYRES	
Size	205/45 R17W
Wheel Type	17" alloy
FUEL TANK	
Capacity (l)	50
BRAKES	
Ventilated Front Discs	●
Rear Discs	●
ABS with Electronic Brake Force Distribution	●
Emergency Brake Assist	●
STEERING	
Speed Sensitive Power Steering	●
Turning Circle Between Kerbs (m)	10.6
SUSPENSION	
Front	Independent with MacPherson type struts, helical springs and hydraulic dampers
Rear	Rear torsion beam, helical springs and hydraulic valve dampers
PERFORMANCE	
Maximum Speed (km/h)	220
Acceleration 0 - 100km/h (sec)	7.1
0 - 1000m (sec)	27.8

TECHNICAL SPECIFICATION

DIMENSIONS

Length (mm)	4030
Width excluding Mirrors (mm)	1748
Width including Mirrors (mm)	1920
Height (mm)	1472
Wheelbase (mm)	2540
Boot Volume with seats in place to removable security cover height (l)	270

WEIGHTS

Kerb Weight (kg)	1325
Maximum Braked Trailer Towing Weight (kg)	1080

CONSUMPTION AND EMISSIONS

City Cycle (l / 100km)	9.9
Highway Cycle (l / 100km)	5.7
Combined Cycle (l / 100km)	7.2
CO ₂ Emissions (g/km)	171

EQUIPMENT AND OPTIONS

SAFETY

Driver and front passenger airbags	●
Front side airbags	●
Full length curtain airbags	●
ABS with Electronic Brake Force Distribution (EBFD)	●
Emergency Brake Assist	●
Electronic Stability Program (ESP)	●
Traction Control	●
Steering Stability Program (SSP)	●
Side impact absorbent door padding (front doors)	●
Pretensioning and force limiting front seatbelts	●
Height adjustable front seatbelts	●
Front and rear seatbelts fastening indicator lights	●
Two rear 3-point seatbelts	●
Rear seat child restraint anchorage points	●
Automatic door unlocking in accident	●
Tyre pressure sensors	●
Automatic activation of hazard lights under emergency braking	●

SECURITY

Rolling code transponder immobiliser	●
Visible VIN number	●
Lockable glove box	●
Internally operated central locking	●
Anti-theft alarm	○
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	●

COMFORT AND CONVENIENCE

Cruise control + speed limiter	●
Speed sensitive power steering	●
Remote control central locking	●
Electronic parking assistance (rear)	●
Location of car via plip	●
One touch electric windows with anti-pinch feature	●
Height and reach adjustable steering wheel	●
Auto-dipping rear view mirror	●
Driver foot rest	●
Electrically operated and heated door mirrors	●
Electric folding door mirrors	●
Tinted glass	●
Athermic (heat reflective) windscreen	●

EQUIPMENT AND OPTIONS

IN-CAR ENTERTAINMENT AND COMMUNICATION

RD4 six speaker radio/CD player	●
Facia mounted five disc CD autochanger	●
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	●
Distance to next service indicator	●
Trip computer	●
External temperature gauge	●
Multi-function digital display, warning messages and vehicle check	●

INTERIOR FEATURES

Front door storage bins incorporating drinks holders	●
Front seat back map pockets	●
Courtesy light with delay	●
Boot light	●
Net to secure luggage in boot	●
Removable security cover above boot	●
Front map reading lights	●
Driver and passenger sunvisors with illuminated vanity mirrors	●
Leather trimmed steering wheel	●
Carbon-fibre look finish to centre console	●
Carbon-fibre look instrument dials	●
Drilled aluminium pedals	●
12V accessory power point in centre console	●

EXTERIOR FEATURES

17" alloy wheels	●
Sports front styling	●
Shadow aluminium finish to front grille	●
Rear deck spoiler	●
Body colour side rubbing strips	●
Chrome door mirrors	●
Body colour door handles	●
Twin chrome exhaust extension	●
Panoramic glass roof with sunblind	○
Metallic paint	○

EQUIPMENT AND OPTIONS

EXTERIOR LIGHTING AND VISIBILITY

Double optic halogen headlights	●
Directional headlights	●
Clear polycarbonate headlight lenses	●
Front fog lights	●
Rear fog lights	●
Remote headlight beam adjustment from fascia	●
Lights on warning alarm	●
High level third brake light	●
Heated glass rear window with timed cut-off	●
Intermittent rear wash/wipe	●
Automatic rain-sensing front wipers	●
Automatic headlight illumination system	●
Headlight delay security illumination	●

SEATING

Reclining front seats (tilt/slide with memory)	●
Height adjustment of driver seat	●
Height adjustment of passenger seat	●
Height adjustable front head restraints	●
Two rear head restraints (height adjustable)	●
Sports bucket seats front and rear	●
60/40 split folding rear seat back	●
Alcantara, leather and cloth interior trim	●

*Peugeot Automobiles Australia offers this information as a general guide to product specifications. All data is believed to be correct, however, as development is an ongoing process, changes may occur from time to time which will not necessarily be reflected herein. 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 particular 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

RRP* Manual	\$33,490
Anti-theft alarm	\$450
Panoramic glass roof with sunblind	\$1,000
Metallic paint	\$680

*Recommended retail prices excluding dealer delivery and statutory charges, 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.