

PEUGEOT 308 GT & THP 1.6 LAUNCH

24 February 2015



308



PEUGOT launches all-new 308 GT and three new drivetrains

- Award-winning Peugeot 308 introduces performance GT model
- Turbocharged petrol and diesel engines to power 308 GT
- GT to feature bespoke chassis, suspension and styling treatments
- More powerful 1.6-litre turbocharged petrol motor added to 308 hatch and touring models
- 308 range now complete with five model grades, five drivetrains, two transmissions and two body styles

Peugeot Australia has launched its all-new 308 GT models, featuring bespoke visual and dynamic upgrades, and two, all-new turbocharged engines.

The GT Line has been designed and engineered for those that want access to greater power without compromising overall comfort and practicality.

Buyers have the choice of a 151kW 1.6-litre petrol engine developing 285Nm, or a 133kW 2.0-litre diesel developing 400Nm.

Designed and engineered to offer greater power and dynamic abilities, the new GT model maintains many of the winning traits that saw the 308 awarded the 2014 European Car of the Year, including a featherweight 1200kg kerb mass.

Both 308 GT models feature lower ride height at the front (7mm) and rear (10mm) over other 308 models. Spring and damper rates for the 308 GT have also been stiffened by between 10 and 20 percent, depending on drivetrain.

The 308 GT's response to driver inputs has also been sharpened with firmer steering, sharper throttle mapping and, in the case of the diesel drivetrain, sharper gear changes from the automatic transmission.

Both variants are also complimented by exclusive exterior and interior styling, as well as other features, including:

- A new signature Magnetic Blue colour for the GT
- Amplified and sportier engine note
- Exclusive interior trim and steering wheel
- Red illumination for the instruments
- Instrument panel displaying read-outs from the car's ECU, including levels of power and torque being delivered, turbo boost pressure, plus longitudinal and transverse acceleration
- Exclusive GT badging
- 18-inch alloy wheels

Peugeot Australia, General Manager John Startari said the addition of 308 GT tops off a brilliant, innovative and thrilling model range.

"The arrival of GT tops off an exciting five month rollout of 308 for Australia – with the full complement of 308 models now available," said Startari.

“The 308 GT adds further desirability to the Peugeot range and, with the existing models already surprising the harshest of critics, the GT is only going to bolster the allure of the Peugeot 308 range.

“The GT Line will give us the ability to offer a vehicle that offers visual and performance upgrades, while still maintaining the comfort and practical features of vehicle that is driven daily,” said Startari.

Alongside the GT models the 308 range will also receive an all-new 1.6-litre, turbo-petrol drivetrain developing 110kW and 240Nm.

The THP 150 drivetrain is a member of PSA’s highly decorated e-THP drivetrain family and will be available on Allure and Allure Premium models.

ENDS

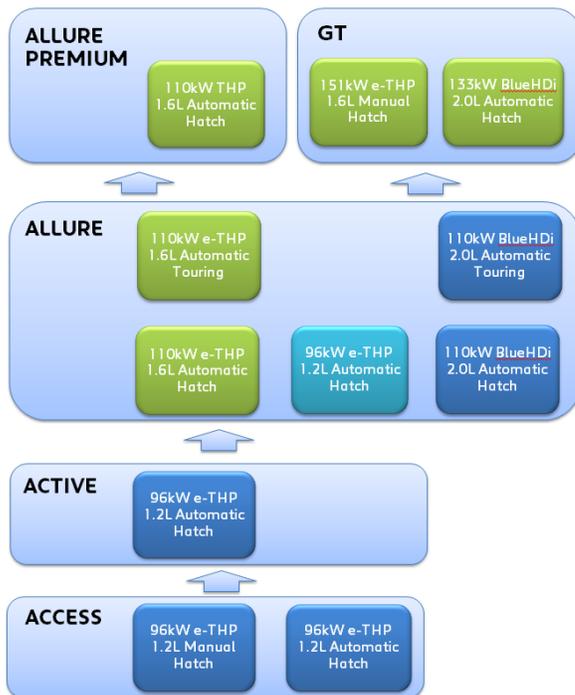
PEUGEOT 308 RANGE AT A GLANCE

With the launch of the new 308 GT, Peugeot's all-new, globally-lauded 308 range is topped by a star player. Along with two turbocharged drivetrain options for the GT, a more powerful 1.6-litre turbo-petrol drivetrain has also been made available for Allure and Allure Premium models.

The Peugeot 308 range will now encompass five models, five drivetrains and two transmissions, across two body styles.

Today Peugeot launches three new drivetrains as well as an all-new model:

- 110kW, 1.6-litre, turbo-petrol Allure hatch and touring, and Allure Premium hatch
- 133kW, 2.0-litre, turbo-diesel, automatic 308 GT hatch
- 151kW, 1.6-litre, turbo-petrol, manual 308 GT hatch



The all-new drivetrains and GT models compliment the initial 308 range launched in late 2014, including:

Hatch

A 96kW 1.2-litre three-cylinder motor, Access, Active and Allure models

A 110kW 2.0-litre, four-cylinder diesel motor for Allure models

Touring

A 110kW 2.0-litre four-cylinder motor for Allure and Allure Premium models

Fig 1. Peugeot 308 Model Line-up

ENDS

308 GT MODEL LINE-UP AND KEY STANDARD FEATURES

Peugeot 308 GT will be available as hatch with two drivetrain options and a high level of standard equipment, including:

- Chrome grille bars, front fog lamps and window surrounds
- 18" Diamant alloy wheels
- Driver Sport Pack (via button on the centre console)
 - Amplified, sportier engine note
 - Red illuminated instrument display
 - Readouts for power and torque being delivered, turbocharger boost pressure, and longitudinal and transverse acceleration
 - Firmer and more responsive power steering
 - More responsive electronic accelerator pedal mapping
- Dual chrome exhaust
- GT badges (front, rear and sides)
- Performance-tuned suspension
- Red stitching highlights on dashboard, door panels, gear lever gaiter, and seats
- GT head-up instrument display, with colour LCD screen
- Satellite navigation
- 9.7-inch touchscreen with "Redline" red and black theme
- Rear-view camera with front parking sensors
- Jukebox music storage, and CD player
- Two USB ports
- Rear privacy glass
- Electric lumbar support, with massage function for front seats
- Open & Go keyless entry and push-button start
- Chrome door handle trim
- Alloy pedals and door sills
- GT floor mats with red stitching
- Full LED headlights with integrated Daytime Running Lights
- Sequential Indicators above air scoops
- Black lacquered mirror shells and rear diffuser
- Automatic 'Follow Me Home' lighting function
- Electric folding mirrors with puddle lamps
- Programmable cruise control with speed-limiter
- Electric parking brake surrounded by brushed aluminum centre console
- Interior mood lighting
- LED front and rear courtesy lamps

GT diesel (automatic) gains:

- More responsive operation of the EAT6 six-speed automatic gearbox
- Steering wheel-mounted shift paddles

308 RANGE AND PRICING

The highest model in the all-new Peugeot 308 range will bring with it significant standard equipment, with segment-leading safety one of the model's drawcards.

Available from \$41,990 the 308 GT combines the best luxury touches with sporting pretensions.

Apart from its bespoke drivetrains, dynamic upgrades and unique styling, 308 GT models will feature:

- Driver Assist pack, encompassing:
 - Active Cruise Control
 - Emergency Collision Alert (including pre-tensioning seatbelts)
 - Emergency Collision Brake
 - Park Assist
 - Blind Spot Monitoring
- Satellite navigation
- 9.7in touch-screen with "Redline" red and black theme
- Rear-view camera with front parking sensors
- Jukebox music storage, and CD player
- Electric lumbar support, with massage function for front seats
- Open & Go keyless entry and push-button start
- Programmable cruise control with speed limiter
- Two USB ports
- Rear privacy glass

Peugeot Australia General Manager, John Startari, said that the 308 GT range offers Australians a unique blend of luxury and performance.

"The 308 hits the sweet spot in terms of dynamic abilities and day-to-day duties. It is neither lacking in features or power, but is refined enough to use on your daily commute, as well as being capable enough to enjoy on a weekend drive," said Startari.

"The GT is a statement in the capabilities of the all-new 308 and its excellent platform, which brings together innovative technologies to deliver a vehicle which is light, feature-packed and fun to drive.

"We are certain that, with its strong mix of standard specification, sporty styling and that additional power, the 308 will find a home in numerous Australian driveways," said Startari.

The diesel 308 GT is available exclusively as an automatic, priced from \$42,990.

Optional equipment includes:

- Leather interior trim (including seat heating and red stitching) - \$2,500
- Metallic paint - \$990

Pricing for vehicles featuring the new 1.6L, turbo, four cylinder drivetrain are detailed below.

Please refer to PDF specification sheet for full model features.

FULL 308 RANGE PRICING

Model	Recommended Vehicle Price (Incl. GST & LCT)
308 5Dr Hatch Access 96kW e-THP MT	\$21,990
308 5Dr Hatch Access 96kW e-THP AT	\$23,990
308 5Dr Hatch Active 96kW e-THP AT	\$28,340
308 5Dr Hatch Allure 110kW THP AT (NEW)	\$32,790
308 5Dr Hatch 110kW BlueHDi AT	\$35,290
308 5Dr Hatch Allure Premium 110kW THP AT (NEW)	\$36,440
308 5Dr Hatch Allure Premium 110kW BlueHDi AT	\$38,940
308 5Dr Touring Allure 110kW THP AT (NEW)	\$35,490
308 5Dr Touring Allure 110kW BlueHDi AT	\$37,990
308 5Dr Touring Allure Premium 110kW THP AT (NEW)	\$39,140
308 5Dr Touring Allure Premium 110kW BlueHDi AT	\$41,640
308 5Dr Hatch GT 151kW e-THP MT (NEW)	\$41,990
308 5Dr Hatch GT 133kW BlueHDi AT (NEW)	\$42,990

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NEW DRIVETRAIN BOLSTERS 308 LINE-UP

Joining the 308 range is an all-new 1.6-litre turbocharged petrol-fuelled engine developing 110kW and 240Nm.

The THP 150 drivetrain is a member of PSA's highly decorated e-THP drivetrain family and will be available on Allure and Allure Premium models.

The e-THP engine family took out the 1.4-1.8-litre class for the eighth consecutive year at the prestigious 2014 International Engine of the Year Award.

The new powerplant is the result of the Prince Engine developed in partnership with BMW and cuts CO₂ emissions to as low as 130g/km.

The e-THP engine family improves fuel efficiency and reduces emissions by around 10 percent compared to the previous generation. This is achieved via the adoption of direct fuel-injection, variable valve timing, a volume flow-controlled oil pump and an on-demand water pump.

In selected 308 models* the drivetrain will develop 110kW at 5000rpm and 240Nm from 1400rpm to 4000rpm. This offers accessible power and performance around town, and on open highways.

Drivability is complimented by low fuel-consumption of just 6.5-litres per-100km on a combined cycle, with tailpipe emissions of only 150g of CO₂ per-kilometre.

A new turbocharger design increases performance by improving low-RPM response.

Fuel pressure has been increased from 120bar to 200bar as a way of improving combustion, significantly reducing tailpipe emissions. The increase in pressure, along with a revised angle for the injector pintle, dual-injection and a high-pressure start also significantly reduces particulate emissions.

Efficiency gains can be largely attributed to:

- Improved management of electrical and hydraulic energy via an on-demand water pump and variable capacity oil pump
- Reduced friction inside the engine via the adoption of Diamond Like Carbon (DLC) coating on internal components, and finer machining of camshaft bearings

Putting power to the front wheels is a six-speed automatic transmission with paddle shift levers, developed in partnership with Aisin.

Some of the advancements include lower fuel consumption through the reduction of internal friction (via DLC), faster gear changes and less noise through enhanced absorption of engine vibration.

In fact, the reduction of internal friction has reduced CO₂ emissions by 15–20g-per-kilometre compared to the previous generation transmission.

The new transmission is 2kg lighter and engine speeds are reduced by 200rpm on average, while the ratios of the top gears are lengthened by almost 20 percent.

**THP 150 drivetrain available on Allure Touring, Allure hatch and Allure Premium models.*

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308 GT TO PUT DRIVER AT CENTRE OF EXPERIENCE

Peugeot 308 GT drivers will feel connected to the heart of every 308 GT. This is thanks in part to its go-kart-like steering wheel, and head-up instrument display, plus a range of sports-oriented GT features, including:

- amplified sporty engine note
- red-illuminated instruments
- readouts of power and torque being delivered, the turbo boost pressure, and longitudinal and transverse acceleration
- firmer and more responsive power steering
- more responsive accelerator pedal mapping
- more responsive operation of the EAT6 six-speed automatic transmission, with steering wheel-mounted paddles (diesel models only)

The driver can choose to turn off the Driver Sport Pack setting for a more comfort-orientated drive, using a button mounted in the centre console.

ENDS

GT STYLING UNIQUELY SPORTY

The all-new 308 GT hatch offers assertive styling, outstanding performance-oriented engines and sports-tuned chassis modifications to create a dynamic, more aggressive stance.

Yet GT also retains all the elements which have made the 308 range a success throughout Europe and abroad, including the striking exterior design, innovative Peugeot i-Cockpit cabin, and high quality features and finishes.

The design and quality of the 308 is backed up by a strong, yet light, platform, outstanding dynamics and a range of highly efficient drivetrains.

EXTERIOR DESIGN

The 308 GT's unique design quality is immediately obvious. The iconic Peugeot 'lion rampant' emblem has moved from the bonnet's leading edge to the front grille, with three horizontal blades on either side.

For optimum vision in all circumstances, the 308 GT has been fitted with top-of-the-range headlights made up of 62 LEDs.

Exclusive indicators also distinguish the 308 GT from other models, featuring dynamic sequential operation, moving from the inside to the outside.

They are placed above functional new air scoops, which supply the engine with additional cooling.

The 308 GT presents great aerodynamic and stylistic purity, most notable where the black lacquered door mirrors merge with the tinted windows.

Visibly widened by its side sill finishers, the 308 GT sits on exclusive 18-inch Diamant wheels, shod with Michelin Pilot Sport 3 tyres. Their fluted spokes and engraved motif are unique to the 308 GT Line.

At the rear, the 308 GT offers a striking and distinctive posture, thanks in part to the lacquered black diffuser and stylish twin exhaust pipes. The GT signature is integrated into the tailgate, as well as the front grille and wheel arches.

The range of colours for the 308 GT includes the new and exclusive 'Magnetic Blue'.

Evocative of French Racing Blue, the colour historically reserved for French-made race cars, this bold shade suits the car's fluid and dynamic lines while emphasising its lower, more aggressive ride height.

INTERIOR DESIGN

An exclusive new interior styling package adds to the thrilling driving experience, with both the rooflining and upper window pillars finished in anthracite.

Red stitching adds a sense of performance-based flair to the upholstery trim and is also found on the dashboard, door panels, gear lever gaiter, and floor mats.

Aluminium detailing on the pedals, coupled with stainless steel sill finishers in the door apertures, provide the finishing touch.

Vital in any sports-oriented vehicle is the driving position.

Aided by the Peugeot i-Cockpit and head-up instrument cluster, the driver can adjust the height and reach of the GT-emblazoned and perforated leather-wrapped compact steering wheel.

The instrument panel bears a new chequered flag motif background, and switching on the ignition produces a GT-themed welcome message.

To complement this, the large touchscreen displays a new colour scheme dominated by red and black, titled 'Redline'.

ENDS

GT CHASSIS, STEERING AND DYNAMICS

The 308 GT features new enhanced chassis and suspension settings for increased enjoyment and capability.

All 308 GTs sit 7mm lower at the front and 10mm lower at the rear for a more dynamic drive.

The 308 GT's suspension architecture is pseudo-MacPherson strut at the front paired to a deformable beam at the rear, with specific settings to suit the engines and the sporting spirit of the car.

The front and rear suspension is also stiffened by 10% to 20%, depending on the drivetrain, for extremely responsive action, with no lag in the compression or rebound.

The focus is on a performance-oriented and dynamic drive, with excellent body control, while still maintaining a high level of comfort.

To achieve this, engineers strove to provide precise control no matter the extremes of road conditions, providing secure driving and avoiding unwanted oversteer or understeer.

The passive dampers, with new ratings for effort/speed, regulate suspension action instantly to adapt to the type of driving. And, for reduced noise, they have a hydraulic bump stop.

The variable electric power steering allows almost-instinctive positioning of the Michelin Pilot Sport 3 tyres on the road with their high level of grip.

ENDS

308 GT BRAKING

The enhanced performance of the 308 GT is complimented by an updated braking system providing greater brake modulation and excellent thermal resistance.

At the heart of brake management is a Bosch 9CE central unit distributing the braking effort between the four discs.

At the front, the 330mm by 30mm-thick disc brakes are gripped by floating calipers equipped with 60mm pistons, 47mm larger than Access 308 models.

At the rear, the discs are 268mm diameter.

Both drivetrains have switchable Electronic Stability Programming (ESP) as standard.

ENDS

GT DRIVETRAINS

308 GT PETROL

The sports suspension is mated to a choice of high-performance engines, one petrol and one diesel, which meet stringent Euro 6 emissions standards.

The 151kW turbocharged 1.6-litre e-THP 200 four-cylinder petrol engine is equipped with a six-speed manual gearbox to make the most of its 285Nm of torque, available between 1750rpm and 4500rpm.

This high level of performance is combined with well controlled CO₂ emissions and fuel consumption, from just 130g/km and 5.6-litres per-100km (combined cycle).

Engineers used the all-new EMP2 chassis weight saving to their advantage, delivering a remarkable power-to-weight ratio of just 7.94kg/kW for the GT hatch.

To achieve these results, the engine combines:

- an efficient twin-scroll turbocharger, for high-output performance and instant response from very low engine speeds
- direct fuel-injection assuring optimum combustion efficiency
- variable valve lift on inlet, coupled with Variable valve and Timing injection (VTi) on both inlet and exhaust valves
- Stop-Start technology to reduce fuel consumption and CO₂emissions, as well as improving general comfort in urban driving

308 GT DIESEL

The four-cylinder 2.0-litre BlueHDi 180 diesel engine also offers a high level of performance. It delivers its 133kW at 3750rpm, with 400Nm of torque produced at an accessible 2000rpm.

Reducing the thickness of block wall castings and the use of engine ancillaries only when required has led to a 7kg weight saving, highlighting Peugeot engineering's attention to detail

With a power-to-weight ratio of just 9kg/kW, this engine needs only 5.5 seconds to accelerate from 80-112km/h in 5th gear. With a capacity of 1,997cc it outputs remarkable CO₂ emissions of just 103g, equal to fuel consumption of 4L/100km.

To achieve these results, the engine combines:

- a 3rd generation common-rail fuel system operating at up to 2000bar
- a new combustion chamber optimising air/fuel mix, delivered by seven-hole injectors
- a compression ratio raised to 16.7:1 to improve the overall efficiency of the engine
- very low viscosity type 0W-15 engine oil

This diesel engine is coupled to an EAT6 six-speed automatic gearbox, designed and developed in collaboration with Aisin AW.

Its efficiency is almost the same as for a manual gearbox due to reduced internal friction and the use of torque converters to avoid transmission slip.

This produces in CO₂ emissions and fuel economy comparable to those achieved with the best manual gearboxes.

ENDS

308 GT SAFETY

All 308 GT models will feature headline safety equipment as standard. Such technology comes with what Peugeot term the Driver Assistance pack, including:

- Blind Spot Monitoring
- Adaptive Cruise Control
- Emergency Collision Alert
- Emergency Collision Alert
- Emergency Collision Braking
- Park Assist

Blind Spot Monitoring

Using ultrasound technology the Blind Sport Monitoring system detects a vehicle in the driver's blind spot and alerts the driver using an orange diode in the wing mirror.

The system is active between 12km/h and 140km/h, and is comprised of four sensors located in the front and rear bumpers.

The sensors monitor the area from the front door mirror to 5m behind the rear bumpers and 3.5m on either side.

Adaptive Cruise Control

ACC maintains the speed of the vehicle and adjusts it automatically according to the speed of the vehicle in front, at distances of up to 100m.

If the vehicle in front is moving below the system's programmed speed, the ACC decelerates (by up to 30km/h) and automatically adjusts the speed to maintain a constant distance between the vehicles.

Once the road is clear, the cruise control automatically accelerates to the speed programmed by the driver.

Emergency Collision Alert

This system warns the driver when there is a risk of collision.

If the 308 is too close to the vehicle in front the anti-collision warning will alert the driver depending on the risk level, first visual then with an audible warning.

Emergency Collision Braking

When the system detects that there will be a collision with the vehicle ahead (speed difference and little or no braking action by the driver), the vehicle makes an automatic brake application that reduces the speed by a maximum of 20km/h, to reduce the consequences of the impact.

Park Assist

Park Assist helps drivers fit into almost any parking space, providing automatic assistance when manoeuvring into a parking spot or reversing into or out of a parallel space on the road.

Sensors on the sides of the vehicle measure the available space with only 20cm required at the front and back of the vehicle. If suitable the vehicle automatically takes care of the steering, all the driver has to do is manage acceleration and braking, with assistance from the reverse camera and audible beeps from the parking sensors.

Headline safety is complimented by:

- six airbags as standard, including full curtain side airbags
- ABS with Electronic Brake Force Distribution
- Emergency Brake Assist
- stability control
- three ISOfix points in the rear
- automatic door unlock in the event of an accident
- Emergency flashing hazard lights on heavy braking
- Tyre pressure warning sensors

ENDS

SPECIFICATIONS 308 GT MODLES

308 GT SPECIFICATIONS			
Model	308 GT (Petrol)		308 GT (Diesel)
Engine	1.6 e-THP 205		2.0 Blue Hdi 180
Capacity	1598cc		1997
Engine type			
Type	Turbo-charged, all-alloy, inline 4 cylinder, with direct injection and stop-start.		Turbo-charged, inline 4 cylinder, common-rail injection and stop-start.
Fuel	95 RON (PULP) or higher (recommended)		Diesel
Bore x stroke (mm)	77 x 85.8		85 x 88
Compression ratio	10.5:1		16.7:1
Max power			
Petrol engine	151kW @ 5000rpm		133kW @ 3750rpm
Max. torque	285Nm @ 1750-4500rpm		400Nm @ 2000rpm
Transmission			
Type	Six-speed manual		Six-speed, sequential automatic transmission with paddle shift
Gear Ratios (km/h per 100rpm)			
1st	7.9		8.8
2nd	14.5		15.7
3rd	21.1		25.4
4th	27.2		34.5
5th	34		46.3
6th	41		58.7
Final drive ratio	17/71		15/53
Suspension			
Type	Front	Pseudo MacPherson Strut, coil springs with hydraulic dampers	
	Rear	Deformable crossmember	
Driveline			
Driven wheels	FWD		
Brakes			
Front	330mm x 30mm ventilated disc		
Rear	268mm x 12mm solid disc		
Additional features	ABS		
	Electronic Brake-force Distribution		
	Brake Assist		
	Active Traction Control		
	Hill Hold		
	Electronically Controlled Brake system		
	Brake hold		

Model	308 GT (Petrol)		308 GT (Diesel)
Steering			
Type	Variable electric power-assisted steering (with Park Assist capabilities)		
Turns lock-to-lock	3		
Minimum turning diameter - tyre (m)	10.4		
Wheels and tyres			
Rims	18 x 8J		
Tyres	225/40 R18		
Body/exterior dimensions			
Overall length	4253		
Overall width	1804		
Overall height	1447		
Wheelbase (mm)	2620		
Front track (mm)	1559		
Rear track (mm)	1533		
Cd	0.28		0.28
Weights/loads			
Kerb weight (kg)	1200		1320
Capacities			
Fuel tank (L)	53		
Seating	Five		
Boot Space (L)	435 (820 rear seats folded - below window line)		
Towing	1400kg (braked)		1500kg (braked)
Performance			
Max. speed (km/h)	235		220
0-100 km/h (sec)	7.5		8.4
Fuel consumption (L/100 km)*			
Combined	5.6		4
Urban	7.4		4.7
Extra urban	4.6		3.5
CO ₂ emissions (g/km)*			
Combined	130g/km		103g/km

*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/02 combined cycle. Figures quoted for 17" tyre package.

SPECIFICATIONS 308 1.6 THP 150 MODLES

308 1.6L SPECIFICATIONS			
Model	308 1.6L models		
Engine	1.6 THP 150		
Capacity	1598cc		
Engine type			
Type	Turbo-charged, all-alloy, inline 4 cylinder, with direct injection.		
Fuel	95 RON (PULP) or higher (recommended)		
Bore x stroke (mm)	77 x 85.8		
Compression ratio	10.5:1		
Max power			
Petrol engine	110kW @ 5000rpm		
Max. torque	240Nm @ 1400-4400rpm		
Transmission			
Type	Six-speed automatic		
Gear Ratios (km/h per 100rpm)			
1st	9.2		
2nd	17.7		
3rd	28.1		
4th	39.6		
5th	48.7		
6th	58.9		
Final drive ratio	19/70		
Suspension			
Type	Front	Pseudo MacPherson Strut, coil springs with hydraulic dampers	
	Rear	Deformable crossmember	
Driveline			
Driven wheels	FWD		
Brakes			
Front	304mm x 28mm ventilated disc		
Rear	268mm x 12mm solid disc		
Additional features	ABS		
	Electronic Brake-force Distribution		
	Brake Assist		
	Active Traction Control		
	Hill Hold		
	Electronically Controlled Brake system		
	Brake hold		

Model	308 1.6L models		
Steering			
Type	Variable electric power-assisted steering (with Park Assist capabilities)		
Turns lock-to-lock	3		
Minimum turning diameter - tyre (m)	10.4		
Wheels and tyres			
Rims	17 x 7J (Allure) 18 x 8J (Allure Premium)		
Tyres	225/45 R17 (Allure) 225/40 R18 (Allure Premium)		
Body/exterior dimensions hatch (Touring)			
Overall length	4253 (4585)		
Overall width	1804 (1863)		
Overall height	1457 (1472)		
Wheelbase (mm)	2620 (2730)		
Front track (mm)	1559		
Rear track (mm)	1533		
Cd	0.28		
Weights/loads hatch (Touring)			
Kerb weight (kg)	1255 (1315)		
Capacities hatch (Touring)			
Fuel tank (L)	53		
Seating	Five		
Boot Space (L)	Seats in place 435 (625) Seats folded 820L (1740)		
Towing	1400kg (braked)		
Performance			
Max. speed (km/h)	211 (210)		
0-100 km/h (sec)	8.5 (8.8)		
Fuel consumption (L/100 km)*			
Combined	8.8		
Urban	5.2		
Extra urban	6.5		
CO ₂ emissions (g/km)*			
Combined	150g/km		

*Fuel consumption will vary depending on driving conditions/style, vehicle conditions and options/accessories. Source of fuel consumption data: ADR81/02 combined cycle. Figures quoted for 17" tyre package.