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New Peugeot 3008 – Road Test

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Keith Ward puts Peugeot's latest 3008 through its paces...

AFTER the euphoria back at the start of the year over the anointing of the Peugeot 3008 as Europe's 2017 Car of the Year, plaudits have continued to pile in. Recent baubles (to June) have included Best Mid-Sized SUV (Auto Express) and overall Car of the Year (Diesel Car).

Peugeot themselves describe it as a "huge success" with more than 10,000 sales in the UK alone since its launch in January. Perhaps it's time for a cool midsummer look.

If mongrel is perhaps too unkind a label to slap on it, we recall that its aspirations in design terms did lean towards a bit of a Heinz variety. Recall:



“For those who currently drive a conventional saloon car, MPV, SUV or a hatchback, the 3008 provides a new alternative which spans all these different vehicle types”, trilled its French maker. “It has the flexibility and space of an MPV, the rugged looks of a SUV and the vehicle dynamics of a family hatchback”.

Remember the all-new 3008 SUV, for that is how they finally dubbed it, replaced the previous 3008 Crossover (to throw in another breed), of which nearly 1m were produced and 75,000 found UK buyers.

Undeniably, the 3008 has an imposing presence. Thus a neighbour passing by it:

“Oh - I see now that's the new Peugeot. Thought at first I was looking at a Range Rover Evoque.” (At up to double the price).

There are body skirts and scuff plates and a new grille to house the Peugeot lion emblem. Rear lights are strikingly in a triple diagonal design, lifted surely from a Ford Mustang?

In the Peugeot range the 3008 fits lengthwise between a 308 hatchback and the 308 SW estate but stands taller than either. Taller also than a Nissan Qashqai but lower than a VW Tiguan. Claimed boot volume, expanding to 1,670 litres (58.98 cu.ft) to the back of the front seats, beats most competitors.

It's a hatchback-style rear opening with a suspended parcel shelf that can catch your head as you lean in. The extended cargo deck, almost flat, and flush with the rear sill for easy loading, stretches to 1,540 mm (5.05 ft) according to our tape. And the front passenger seat folds down to further admit longer items.



For human occupants there is more leg, elbow and head room in the new 3008 than in its predecessor. Generous storage includes roomy door pockets and a central box with a split dray-type lid. The well-furnished cabin features the i-cockpit pioneered in the 308 hatch, so you peer at a 12.3-inch wide, graphic-strewn instrument panel over, rather than through, the steering wheel which is small and sawn-off top and bottom.

To your left hand is a row of seven piano-type toggle keys which, in combination with a central 8-inch touch screen, controls via plucks and prods a compendium of functions. At first it all seems over-complicated. Sometimes it is slow to respond. Practice and patience is required. Like learning the piano.

A 17-strong range perms five engine outputs – two petrol, three diesel – and four trim levels at prices between £21,795 and £32,995. □CO2 ratings vary from 103 to 124 g/km; power



outputs from 99 to 181 hp.

All come with dual-zone climate control, rear parking sensors, DAB radio, automatic lights and wipers, automatic emergency braking and smartphone links.

Our second-top GT Line trim on test, at £25,495, generously included 3D sat-nav with live traffic updates, reversing camera, lane-keeping assistance, blind spot alert, LED headlamps and scrolling front indicators, contrasting black roof and some leather trimmings around the already smart interior.

Click the key fob on approach and door mirror lights project the Peugeot lion logo onto the ground – something else to impress the neighbours and friends alike.

A £470 option of interest to hill and country dwellers would be Peugeot's well-reviewed alternative to 4WD. Grip Control via a five-mode rotary switch operates on the front wheels only and combines a traction control system with all-season tyres.

On the road our smooth and quiet 1.2 PureTech petrol engine, responding readily through a six-speed manual box, seemed to perform way above its three-cylinder spec and its quoted 10.8 seconds for the 0-62 sprint.

And the 3008 must be among the most stable SUV's in its handling. A minus point: That small dodgem-like wheel tempts you to over-steer until you get used to it.

VERDICT

In conclusion, it must be said that both in the flesh and on the road the new 3008 surely would be at least a rosette winner if not outright best in class at an automotive equivalent of Crufts. Not so much a mongrel, then.



Wheels-Alive Tech. Spec. in Brief:

Model: Peugeot 3008 GT Line 1.2L PureTech 130.

Type: Compact SUV; five door; five seat□.

Engine: Petrol; 1,199 cc; three cylinder; six speed manual; stop-start.

Power: 131 hp @ 5,500 rpm; max torque 230 Nm (170 lb.ft) @ 1,750 rpm□.

Pace: 117 mph; 0-62 in 10.8 secs□.



MPG: On test 40.6; official combined 62.8; tank 53 litres (11.66 gallons).

Emissions and taxation: CO2 117 g/km; Band C; VED £160 then £140; BIK 20%.

Size: Length 4,447 mm (14.59 ft); width 1,841 mm (6.04 ft); height 1,624 mm (5.33 ft); kerb weight 1,250 kg (2,756 lb).

Boot Deck length 919 – 1,861 mm (3.01 – 6.10 ft); min width 1,053 mm (3.45 ft); vol 591 to 1,670 litres (20.87 to 58.98 cu.ft).

Tyres: 225/55 Michelin; R18.

Insurance Group: 13E.

Warranty: 3 years.

PRICE: £25,495.

Rivals: SEAT Ateca; Mazda CX-5; Nissan Qashqai; VW Tiguan; Kia Sportage; Suzuki Vitara; Audi Q2; Citroen C4 Picasso.