Peugeot 3008 Road Test

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David Miles (Miles Better News Agency) assesses the Peugeot 3008 Crossover.

‘An Oldie but Still a Goodie’ (that’s the car, not necessarily David…).

The original Peugeot 3008 Crossover was launched in 2009 and updated at the end of 2013. Today in new car terms it is a bit of an ‘oldie’ especially as it sells in the highly competitive SUV/Crossover sector which is the fastest growing area of the new car market.

Its main competitor was originally the Nissan Qashqai, still the best seller in the sector, but now there are notable others such as the new Kia Sportage, the Hyundai Tucson, Suzuki Vitara, Honda HR-V, Renault Kadjar, Skoda Yeti, VW Tiguan, Mazda CX-3, Mitsubishi ASX and about to arrive new Crossover models from SEAT and Skoda, with a new Peugeot 3008 due in the UK in January next year.

The existing 3008 might be replaced in a little over six months time but what still makes it appealing are the significant price discounts on offer during this generation’s run-out period.

Just a quick trawl of the worldwide web and I found discounts of up to £5,000 on this first generation model range. Peugeot are also offering a £500 deposit contribution with their Passport finance scheme. Officially current prices start at £20,045 and go up to £24,295 but a discount will significantly reduce those costs.

According to early media reports the new 3008 models are expected to start from around £21,000 which is more expensive than the current base model. However the new generation vehicle will have higher levels of specification, Peugeot’s latest clutter-free i-Cockpit, improved infotainment functions, more rear seat knee room, a bigger boot and more muscular and aggressive exterior styling, so in reality it will be a scaled up version of their new 2008 compact Crossover.

Over 600,000 Peugeot 3008s have been built, proving its global popularity, and around 75,000 have found UK homes. The current array of models is less than the original, with the diesel-electric Hybrid4 version and the Access trim level deleted from the run-out line-up. Trim levels are now Active and Allure and the latest generation petrol and diesel engines

have been introduced into the range in recent years. These will continue for the new 3008, together with a petrol-electric Hybrid unit, arriving early next year.

The current engine choices are a Puretech 1.2 litre turbocharged 130 hp petrol with a manual gearbox, 1.6 litre BlueHDi 120 hp turbodiesel with manual and auto transmissions and a 2.0 litre BlueHDi 150 hp with a manual gearbox. The 1.6 litre turbodiesel engine is the most popular buy for UK customers.

There is also Peugeot's £470 Grip Control option which utilises the electronic components already in the drivetrain to improve traction for the front wheel drive system. A circular control knob on the centre console allows the driver to select Standard, Snow, All Terrain, Sand and ESP Off modes. Grip Control also includes Michelin Mud and Snow 16-inch tyres.



The current Active spec level includes such items as 17-inch alloy wheels, front and rear underbody shields, leather-bound steering wheel, cloth trim, split folding rear tailgate, folding rear seat backs, multi-position boot floor, front and rear electric windows, electronic parking brake with hill hold assist, air conditioning, cruise control, rear parking sensors, automatic lights and wipers, ESP stability programme, LED daytime running lights, front fog lights, and Peugeot USB with Bluetooth.

The additions for the Allure level include 18-inch alloys, but 16-inch ones with the Grip Control option, front parking sensors, reversing camera, parking space measurement system, Peugeot Connect Navigation, colour head-up display, panoramic sunroof and sun

visor curtains for the rear side windows.

My test version was the most popular 1.6 litre BlueHDi 120 hp turbodiesel with the six-speed electronically controlled automatic transmission. It had Allure specification plus the Grip Control option which added up to an official on-the-road price of £24,565 but haggling during this run-our period for these current generation models will reduce that price significantly.

It is very unusual for me to produce a road test on a run-out model but my test car was booked well in advance of the announcement that a new second generation Peugeot 3008 would be with us early next year. It might be due for replacement but even against more modern mid-sized Crossovers/SUVs the vehicle easily holds its own in terms of ride comfort, ease of driving, high specification, the latest fuel efficient engines and of course the purchase price will be negotiable in a downwards direction.



True, the exterior styling is showing its age, where it is now common to find a muscular look with sculptured panels and sharp styling lines. The moulded exterior design might look dated but look beyond that and you still get a versatile, nice to drive, well equipped vehicle with low running costs.

The 1.6 BlueHDi turbodiesel unit, the most popular choice, produces 120 hp and a healthy 300 Nm (221 lb.ft) of torque from 1,750 rpm.

The most impressive feature of this engine is its refinement as it is quiet and really fuel-efficient. With the six-speed auto transmission it will officially return 65.7 mpg in the Combined Cycle with only 112 g/km of CO2 emissions, which means a zero cost for the First

Year road tax rate and then only £30 for Year Two onwards. In reality, in my 950 mile road test period the real-life figure was 49.6 mpg, and that included 600 miles of high speed motorway and dual carriageway driving and the rest was winding and hilly country lanes in Cornwall plus the usual stop-start trips in various towns.

As for performance, top speed is a modest 114 mph and the zero to 62 mph acceleration time is 12.4 seconds, which is adequate. Certainly during my time the fully loaded vehicle cruised very happily at 70 mph and the driving was tireless and relaxed.

The auto transmission is somewhat slow at changing gears as technology has moved on. It doesn’t have the quick smooth changes provided by the latest generation twin-clutch autos but it does have a sequential manual mode function which can be used for more spirited driving conditions. Personally I was quite happy to leave it in its auto mode and benefit from the very good fuel economy.

Another bonus was the ride comfort as the suspension is very compliant and the 16-inch wheels shod with the mud and snow grippier tyres, with the Grip Control function, cushioned out the thumps and bumps of potholes. There was some body roll during cornering but generally the handling was precise and the steering well weighted.



Inside it is looking dated with a mass of scattered switches and old-school sat-nav and infotainment systems. It remains easy to drive with good visibility and comfortable seats. A large 512 litre (18.08 cu.ft) boot can be extended further by folding down the rear seat backs to give 1,604 litres (56.64 cu.ft) of space, and loading the boot is easy with the split tailgate which has upper and lower opening sections.





VERDICT

Bought at the right price these run-out versions of the Peugeot 3008 Crossover can still be the right vehicles in a very competitive market sector.

For: Strong, fuel-efficient engine, low running costs, well-equipped, easy to load large boot, high specification, comfortable ride, good and easy to drive, attractive price discounts available.

Against: The rounded exterior design is showing its age, dated interior design, skimpy rear seat leg room, slow auto gearchanges.

Milestones and Wheels-Alive Tech. Spec. in Brief:

Peugeot 3008 Crossover 1.6 BlueHDi 120 Allure automatic.

Engine: 1.6 litre, Blue HDi four cylinder turbodiesel, 120 hp, 300 Nm (221 lb.ft) of torque from 1,750 rpm.

Transmission: Six speed auto, front wheel drive with Grip Control.

Performance:

0-62mph: 12.4 seconds.

Top speed: 114 mph.

Fuel consumption: Combined cycle 65.7 mpg (49.6 mpg overall on test).

Emissions and taxation: CO2 112 g/km, VED £0/£30, BIK company car tax 22%.

Insurance Group: 20E.

Warranty: 3 years/60,000 miles.

Dimensions/capacities: L 4,365 mm (14.32 ft), W 1,837 mm (6.03 ft), H 1,639 mm (5.38 ft). Boot/load space 512 to 1,604 litres (18.08 to 56.64 cu.ft), braked towing weight 1,300 kg (2,866 lb), 5 doors/5 seats.

Price: £24,565 with the Grip Control option.