Peugeot 5008 Allure petrol – Road Test

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Author: Robin Roberts

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Peugeot 5008 Allure Auto PureTech 130hp petrol powered SUV…

…Test-driven by Robin Roberts (and Miles Better News Agency).

The French, and others, love family life and it shows in the Peugeot 5008 series of SUVs. Demand for SUVs is widespread and such is the demand for the 11 Peugeot Group SUV models, 250,000 units in the first quarter of 2018, that production is being increased to meet this growing demand. The 11 PSA Group SUV global models are: Peugeot 2008, 3008, 4008 and 5008, Citroen C3/C4/C5 Aircross, DS7 Crossback and Opel/Vauxhall Grandland X, Crossland X and Mokka.

Developed from the Peugeot brand's smaller 3008 SUV, the larger seven seater 5008 SUVs are available with Active, Allure, GT Line, GT Line Premium and GT specification levels, depending on the engine chosen.

While Peugeot's platform has simply been extended to offer more room and luggage space the powertrains are common within the PSA Group brands. To quickly recap on the power units you have the award winning 1.2 litre 130 hp PureTech turbo petrol unit with manual and auto transmission options, the 1.6 litre THP turbo petrol 165 hp automatic plus turbodiesels consisting of 1.6 BlueHDi 100 hp manual, 1.6 120 hp manual/auto, 2.0 150 hp

manual, 2.0 180 hp auto and a new 1.5 BlueHDi 130 hp manual unit with lower CO2 emissions from 106 g/km is now joining the line-up.

We recently tested the 150 hp 2.0 turbodiesel 5008 and it impressed us with its 50 mpg-plus economy but sounded harsh at times and may cause concerns over emissions taxes. This time we went for the immensely popular and capable 130 hp 1.2 triple-pot turbocharged petrol unit, a mainstay of the PSA brand.

It's a good choice because it's perfectly capable of pulling the 1,370 kg (3,020 lb) 5008 Allure along and works seamlessly with the sophisticated six-speed automatic box so long as it's not heavily loaded. Fuel consumption is modest when used by the driver or with a single passenger.

The low noise level only rises a bit as the engine is pressed to perform and more sound comes from the road and suspension most of the time. Wind noise is low.

The performance is good, easy flowing and with judicious use of the gearbox in manual mode it can be coaxed around traffic with little problem.

The powertrain's refinement is a perfect match for the 5008 Allure, with its sophisticated secondary controls and displays in front of the driver and on the centre fascia. I am not a fan of the fussy info-display which requires a distracting amount of time to work your way through the menus if driving and need to change something.

It has a very good heating and ventilation system once you set it up and fills the big cabin with air at desired temperature and comes with powered windows as well for convenience.

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Oddments space in a family-carrier is very good as it needs to be; the boot loads just below waist-height and quickly expands with quick folding or removable seats.

The front and middle row seats are very big and well padded and shaped for comfort, and will accommodate child-seats very easily. The third two seats are more suited to child carrying. Access is good from the sides and through the back doors, but the legroom is short in the rearmost pair of seats.

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Ride comfort is smooth, most of the time, and there's little pitching or rolling. It can easily cope with most potholes.

It's not a high performance engine but the handling makes the most of what is there and its roadholding is good. The turning circle is not particularly tight but steering is fairly light in operation.

Visibility is good to front and sides but that high tail and roofline restrict what you can see over the shoulder and to the rear so the sensors really come into their own.

VERDICT

Just because you have a family car, the Peugeot 5008 proves you don't have to cut corners on creature comforts and it's highly specified with individual aids and packs.

As a large seven-seater it is possibly the best value on the market, but if you don't need the two back seats with their shorter legroom, then the smaller Peugeot 3008 might be a better buy.

For: Roomy and very practical, good looking inside and out, well equipped, extremely comfortable, good ride and comfortable seats, sensible warranty period.

Against: Modest power availability under load, fussy touchscreen, some engine noise at high revs, poor rear visibility.

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

Peugeot 5008 Allure Auto PureTech 130hp SUV with stop/start.

Price: £28,220.

Engine/transmission: 130 hp, 230 Nm (170 lb.ft) of torque, three cylinder 1,199cc petrol-turbo, six speed automatic, 2WD.

Performance: 117 mph, 0–62 mph 10.4 seconds.

Fuel consumption: Combined Cycle MPG: 54.3 mpg (37.6 mpg on test).

Emissions and taxation: CO2 122 g/km, VED First Year road tax £160, Standard rate £140, BiK company car tax 25%.

Insurance Group: 11E.

Warranty: Three years/unlimited mileage.

Dimensions: L 4,641 mm (15.23 ft), W 1,844 mm (6.05 ft), H 1,646 mm (5.40 ft), boot/load space 780 to 2,150 litres (27.55 to 75.93 cu.ft), braked towing weight 1,000 kg (2,205 lb), five doors/seven seats.