Peugeot 508 Allure – Road Test

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Peugeot 508 Allure 1.5 BlueHDi 130hp, manual, hatchback

If style alone sold cars, the new Peugeot 508 coupé styled large five door hatchback would be soaring success. *Robin Roberts (Miles Better News Agency) gives his assessment…*

In an age when we are told SUVs and Crossovers are the golden ticket in the lottery of life, the new 508 makes you think again and realise there is still room for a successful shape to

challenge modern so-called wisdom.

It looks like a smoothly styled saloon but it hides a fifth-door at the back. The coupé profile is very distinctive while the extra door is highly desirable for practical purposes. You can pack a huge amount of items into the load space but don't have to be seen in a big SUV or a bulky estate.

What's more the new 508 actually blends ideas from two concept cars shown by Peugeot over the last two years, one external and the other internal, and it really works very well.



The new Peugeot 508 range runs to 14 models priced between £25,000 and £37,440 and a

choice of 130hp 1.5 litre, 160 or 180 hp 2.0 litre diesel engines along with 180 and 225 hp 1.6 litre petrol units, matched with six speed manual or eight speed automatic transmissions. The trim levels follow the familiar Active, Allure, GT Line, GT and First Edition names, and the best seller is the Allure.

The first large 508 first went on sale in 2010 and the second generation became available last year after it was revealed in the 2018 Geneva Show in March, and an SW version was shown at the Paris motor show later in the same year.

As the company's challenger to other D-segment models, the new 508 breaks away from its four-door past and becomes a fastback, so it resembles a coupé but has a very large fifth door which opens over a 487 litre (17.20 cu.ft) boot that more than triples in carrying capacity with the rear seat backs folded down. This immediately makes it more attractive than a straightforward booted-saloon might.

There's a comparatively small range, but with well chosen powertrain choices, clever specifications and the option of various packs to enhance them, the 508 fills a big place in the market.



Our test car's new 1.5-litre 130 hp Allure turbodiesel engine is bread and butter for fleet users and high mileage private buyers but a slightly less polluting version is also available and would be better for those paying BiK company car tax.

As it is, the engine is a prompt starter, pulls well and when you decide on eco, normal or sport responses on the console button it is transformed in seconds. It's not blindingly quick as the turbo takes time to punch out the power, but it has strong mid-range flexibility and very long gearing of 35 mph/1,000 rpm to stretch the economy to over 50 mpg on our test, edging towards 54 mpg at times.

On major roads and motorways it is remarkably frugal and relaxed, the miles just slipping away, and then it can take on the roughest secondary roads with a very compliant if too noisy suspension.



Electric power steering means it is a little remote but there's no vibration or kickback, the turning circle is good but not exceptional, and it's handling is safe and surefooted, thanks to the strong brakes underfoot. The parking brake easily held it on our regular test slope and it comes with hill-hold assist for convenience.

The manual gearbox has a narrow gate and is very precise, with a nicely progressive clutch to feed in. Pressure required was very light under foot and hand.

The secondary controls on the column included an out of sight speed control, but better placed wipers and lights, and some more phone/ entertainment buttons on the wheel-spokes.

Changeable dials were displayed in front of the driver and the drive mode you selected affected was shown on them. There was a large infotainment display high on the centre of the dash with some buttons horizontally beneath.

These buttons were not always clear and the display was not as user-friendly as it might have been, apart from its touch-screen function. It seemed overly fussy to my mind and potentially distracting.

Heating and ventilation, for instance, was not straightforward to select, use or amend, but the powered windows were very welcome. Oddments space was very good in front and back with plenty of bins, trays and pockets throughout and some useful compartments in the luggage area as well.

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Access was unimpeded through the fifth door which contrasted with the need to really lower your head to slip into the cabin, particularly in the front. Even inside, the headroom was not generous and tight for a six-footer or more. Once inside, the optional luxury leather seats were very comfortable, highly adjustable in front and supporting throughout.

Visibility was good with only slight loss of sight of rearward objects through the window, but a really good camera system helped here and when parking. Wipers and headlights, including LED units front and back, meant you were always seen and usually could see very well.

VERDICT

So the new Peugeot 508 is a vision of what is to come from the French brand, and there are some fuzzy edges but generally it’s clearly an improvement on what’s come before and you can see in most car parks today.

For: Refined powertrain, real life economy, sophistication, excellent seats, ride comfort,

good load space.

Against: Low headroom for access and inside, short rear legroom, road noise, fussy infotainment display, ungenerous warranty.



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

Peugeot 508 Allure Coupe style Hatchback, 1.5 BlueHDi 130 hp manual.

Price: £28,464 as tested with full leather trim, metallic paint and diamond cut alloy wheels.

Engine/transmission: 130 hp, four cylinder 1.5 litre, turbodiesel, six speed manual.
Performance:129 mph, 0–62 mph 9.7 seconds.

Fuel consumption: Combined Cycle 74.3 mpg (51 mpg on test).

Emissions and taxation: CO2 103 g/km, VED First Year diesel rate £165 then £140 Standard rate, BiK company car tax 25%.

Insurance Group: 22E.

Warranty: Three years/60,000 miles.

Dimensions/capacities: L 4.75 m (15.58 ft), W 1.86 m (6.10 ft), H 1.41 m (4.63 ft), boot/load space 487 – 1,537 litres (17.20 – 54.28 ft), five doors/five seats.