



# Peugeot 206 Dturbo

Featuring 2.0Hdi



## What's different?

**First application of Peugeot-Citroën's direct-injection diesel in the 206; three-door, mildly sporty.**

**W**HEN PEUGEOT DECIDED THAT IT WAS time to switch to direct injection for its diesels, there must have been some misgivings. Its old indirect-injection units have been among the smoothest and quietest, most refined diesels you could buy. Ever more stringent pollution requirements have driven the industry towards the technical advantages of direct injection, however, and the advent of improved, common-rail fuelling at ultra-high pressure sealed the issue.

This is Peugeot's smallest hatchback to adopt the 2.0Hdi – the 106/Saxo stays with the smaller, indirect-injection version. It results in distinctly lively performance – very similar, in fact to that offered by the 1.9TDi Polo/Ibiza from VW and Seat.

It isn't quite so long-legged in its top gear stride, however, and fuel economy doesn't add up to the quantum leap existing Peugeot/Citroën owners of five-year-olds, might have anticipated. In fact, we've noticed that tighter emission rules have actually eroded the fuel economy of diesels in the past few years and it's taking the new DI technology to reclaim some lost ground.

The other disappointment with this latest 206 diesel is NVH : noise, vibration and harshness. In common with too many four-cylinder diesels, this one is distinctly tremulous below 1500rpm – that's 33mph in fourth or 40 in top. Our car had a facia rattle that highlighted the problem beautifully! There's a lot of clatter from a cold start, as well, (despite comprehensive underbonnet shielding) and generally, there isn't any cruising speed where one can declare "you can't tell it's a diesel", even though, in the mid-range, the engine growl is sufficiently muted to avoid causing offence. Of course, you don't have to work the engine hard to achieve good pullaway; the lower speed acceleration is very gratifying – from 1500 upwards, it pulls energetically, as our tables show.

Just for interest, we've included a set of figures for the old 205 turbo-diesel, in our rivals table (surely, this new model's natural forebear), as well as those for the now defunct ZX. These demonstrate that today's heavier cars are generally safer, more environmentally friendly and probably more reliable. However, there's still more to be done to improve real-life fuel economy without sacrificing performance; the only cars at present that better 60mpg overall are smaller, slower ones.

## VERDICT

**This latest Peugeot diesel scores high marks for keener-driver appeal – it's rapid acceleration and taut handling are just the ticket. It lacks smoothness and refinement, however, and we were hoping for even better mpg figures.**

## PERFORMANCE

### Acceleration time in seconds

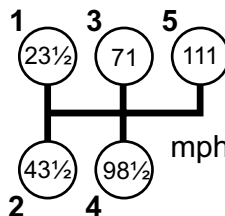
| mph                      | 30 | 40  | 50   | 60   | 70   |
|--------------------------|----|-----|------|------|------|
| <b>THROUGH THE GEARS</b> |    | 1.8 | 4.4  | 7.4  | 11.4 |
| <b>IN 5TH GEAR</b>       |    | 5.6 | 10.0 | 14.7 | 19.8 |
| <b>IN 4TH GEAR</b>       |    | 3.4 | 6.8  | 10.3 | 14.4 |

| 20 mph                      | 30       | 40       | 50      | 60      | 70 |
|-----------------------------|----------|----------|---------|---------|----|
| <b>5TH/4TH SPEED RANGES</b> | 13.2/8.0 |          | 9.1/6.9 |         |    |
|                             |          | 10.0/6.8 |         | 9.8/7.6 |    |

### Maximum speeds

|                        |     |       |      |
|------------------------|-----|-------|------|
| <b>REVS PER MINUTE</b> | 1st | 4th   | 5th  |
|                        | 2nd | 4550* | 4125 |
|                        | 3rd | 4550* |      |

\* for best acceleration



## FUEL CONSUMPTION

|                                             |                     |
|---------------------------------------------|---------------------|
| Fuel grade: <b>ultra low sulphur diesel</b> |                     |
| <b>Type of use</b> - air conditioning off*  | <b>mpg</b>          |
| In the city - heavy traffic                 | 33                  |
| In the country - quiet driving              | 64                  |
| <b>Typical mpg overall</b>                  | <b>52 1/2</b>       |
| Realistic tank range †                      | 45 litres/520 miles |

† based on fuel gauge/warning lamp and filling station experience - not nominal tank capacity

\*with air conditioning switched on, consumption will increase by 2-4% in winter and 4-8% in summer



## APART FROM THE ENGINE....

There are bound to be other versions of the 206 with this engine before long, so the inconvenience of the three-door may well be temporary. Still, try the seat-tilt arrangement before you buy, because getting in and out could be easier.

Also, this model's suspension favours cornering grip with less spring travel, so resulting in a firmer ride. However, the steering's precision benefits from these revisions, giving the Dturbo an alert response through the bends.

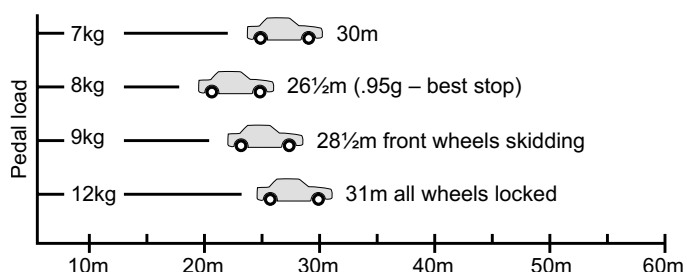
The one feature we surely missed was anti-lock brakes; just as we feared in our 1.4LX report, the absence of ABS makes the system feel very over-servoed, requiring ballerina-style delicacy of foot to attain an urgent stop without skidding. Don't buy your 206 without the ABS option.

## BRAKES

Pedal feel ●●●○○○ Behaviour in an emergency ●●○○○○ Handbrake ●●○○○○

Dry road stopping distance from 50mph (without ABS)

A good-to-average best stop is about 28m at 20-30kg pedal load



Fade test: pedal load required for a moderate (34m/.75g) stop:

6kg at start of test, 7 1/2kg at end of test (Ideal brakes show no change)

## FOR THE TECHNICAL

Specification as for 1.4 (see R9911) except for:

### ENGINE

Type transverse four cylinder with iron block and alloy head; five main bearings

Size 85 x 88mm = 1997cc

Power 90bhp at 4000rpm

Torque 152 lb ft at 1900rpm

Valves belt-driven single overhead camshaft actuating two valves per cylinder via hydraulic tappets

Fuel/ignition direct-injection diesel with electronically controlled mechanical injection pump and high pressure common-rail delivery; turbocharger (but no intercooler) with exhaust catalyser. 45-litre tank, with low-level warning lamp.

### TRANSMISSION

Type five-speed manual, front-wheel drive

Mph per 1000rpm 27.0 in 5th; 21.7 in 4th

### CHASSIS

Brakes no ABS fitted to test car - optional extra

## HOW THE 206 DTURBO COMPARES

|                        | Engine cap/power (cyl/cc/bhp) | Revs at 70mph (rpm) | 30-70mph through gears (sec) | 30-70mph in 5th/4th gears (sec) | Fuel economy (mpg) | Brakes best stop (m/kg) | Maximum legroom - front (cm) | Typical leg/kneeroom - rear (cm) | Steering turns/ circle (m) | Overall length (cm) |
|------------------------|-------------------------------|---------------------|------------------------------|---------------------------------|--------------------|-------------------------|------------------------------|----------------------------------|----------------------------|---------------------|
| PEUGEOT 206 DTURBO     | 4/1997/90                     | 2600                | 11.4                         | 19.8/14.4                       | 52 1/2             | 26 1/2/8                | 108                          | 94/66                            | 3.3/10.1                   | 384                 |
| Seat Ibiza 1.9TDi*     | 4/1896/90                     | 2400                | 11.3                         | 21.7/15.1                       | 57                 | 28/32                   | 109                          | 94/72                            | 3.1/10.1                   | 385                 |
| Vauxhall Astra 2.0Di   | 4/1994/82                     | 2750                | 12.8                         | 22.1/15.9                       | 51 1/2             | 26/21                   | 108                          | 99/75                            | 3.1/10.4                   | 411                 |
| Citroën ZX 1.9 TD**    | 4/1905/92                     | 2770                | 11.7                         | 23.9/16.0                       | 47 1/2             | 28 1/2/18               | 107                          | 101/70                           | 3.3/10.6                   | 409                 |
| Peugeot 205 1.8D Turbo | 4/1769/78                     | 2870                | 13.3                         | 25.1/17.3                       | 48                 | 30/17                   | 104                          | 93/69                            | 3.0/10.1                   | 371                 |
| Peugeot 106 1.5 XT-d   | 4/1527/58                     | 3100                | 19.2                         | 37.1/26.5                       | 61                 | 29/24                   | 104                          | 91/64                            | 3.7/10.7(m)                | 368                 |

\* 1999 model \*\* replaced by Xsara

(m) manual steering