

Car test

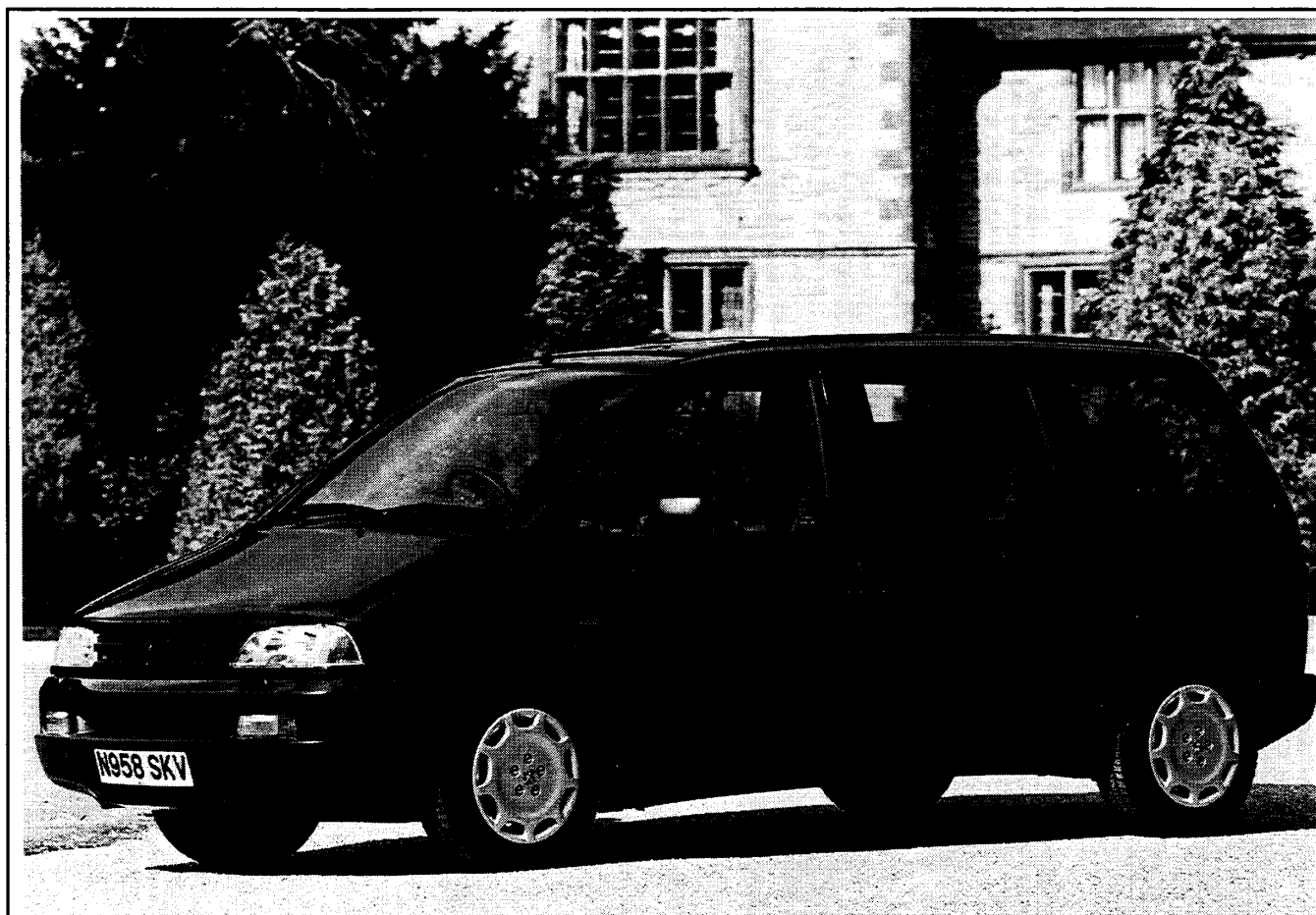


R9567A

See also R9551

December 1995

Peugeot 806 1.9SRDT



What's different?

Peugeot's collaborative people-carrier offers multi-seat configurations and is powered by a 123bhp two-litre petrol or a 92bhp 1.9-litre turbo-diesel engine. This mid-range 1.9SRDT comes in a five- or seven-seat layout (the extra pair of seats currently add around £550 to the price), while the 405 and Xantia-sourced turbo-diesel puts on £1000 over two-litre petrol power.

NINETY-TWO BRAKE HORSEPOWER DOESN'T sound very much when installed in a one-and-three-quarter tonne, "kitchen-sink-can-come-too" MPV. So, having sampled the 806 in two-litre petrol form, we couldn't wait to see how the lower-powered diesel shaped up.

The combination of a lofty cabin, versatility and novelty factor that MPVs offer is proving a popular attraction. The trouble is that their greater bulk makes

them thirstier and usually slower than a conventional saloon or estate. So could turbo-diesel power be the answer – with a turbo to help minimise the MPV's trade-off between space and pace, while exploiting superior diesel efficiency to redress the balance at the fuel pumps?

With a "mere" 92bhp against the petrol version's 123 (or 57bhp per tonne instead of 80, for those who prefer power-to-weight ratios), it would be unfair to expect the diesel to match the two-litre's car-like sprinting ability. And neither does it.

Exploit the turbo-diesel's 13 per cent torque advantage (which is delivered 500rpm earlier), and it's a different story. As our comparison table reveals, the diesel out-paces its petrol partner in the higher gears, showing that torque (and the rev range it's delivered over) proves a more reliable performance indicator than power in the real world.

Like many forced-induction diesels, the 806 can prove quite lethargic until the turbo comes to the boil – then it runs into the dreaded "brick wall" effect as the

Continued on page 3

PERFORMANCE

Acceleration time in seconds

mph	30	40	50	60	70
THROUGH THE GEARS		3.0	6.5	11.0	17.9
IN 5TH GEAR		9.8	17.4	24.5	32.4
IN 4TH GEAR		5.0	9.5	14.6	20.8

20 mph	30	40	50	60	70
5TH/4TH SPEED RANGES		23.4/11.8		14.4/9.3	
			17.4/9.5		15.0/11.0

Maximum speeds

REVS PER MINUTE	1st	2nd	3rd	4th	5th	1	2	3	4	5	mph
		4700*		4700	4130	21	39	61	87	100	

*for best acceleration

FUEL CONSUMPTION

Worst/best mpg	27½/39
Typical mpg overall	34½
Realistic tank range*	78 litres/590 miles

*based on fuel gauge, warning lamp and filling station experience

SAFETY AND SECURITY FEATURES

Assessed on their effectiveness and convenience (the more black blobs the better)

Seatbelts

front ●●●○○ rear ●●●○○

Head restraints

front ●●●○○ rear ●●●○○

Interior

safety padding ●●●○○

driver's airbag? ☒

other airbags? ☒

side impact protection ●●○○○

Fuel anti-spillage

●●●●○

Door locking

central locking? ☒

remote control? ☒

auto window closure? ☒

deadlocks? ☒

Luggage

secure from interior/hidden ☐

from view ●○○○○○

Alarm

engine immobilised? ☒

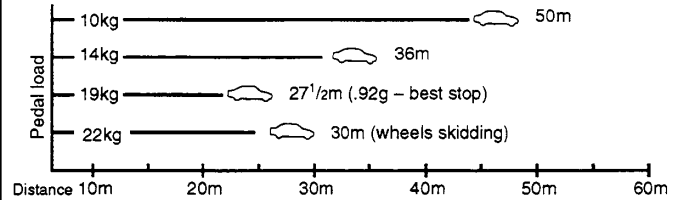
☒ standard on test car ☐ factory fitted option ☒ not available

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)

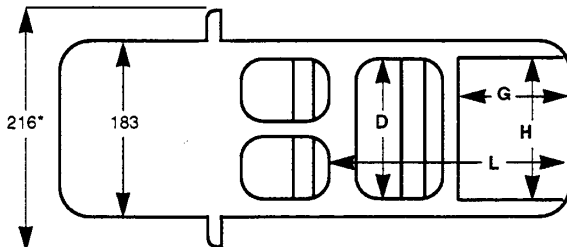
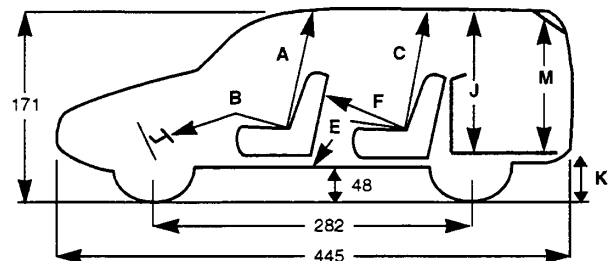


Fade test: pedal load required for a moderate (34m/.75g) stop:

14kg at start of test, 16kg at end of test. (Ideal brakes show no change)

DIMENSIONS

Centimetres



* 196 with mirrors folded

Inside (cm) – figures in brackets are for third row of seats, set fully back

A Front headroom	94-96	G Load length † (third row out)	124/112
B Front legroom (min - max)	83-102	H Load floor width (at floor/waist level)	117/140
C Headroom	94 (89)	J Maximum load height	112
D Width between armrests	160 (137)	K Sill height (inner/outer)	0/56
E Typical legroom*†	88/97 (90/81)	L Load length (third row in use/tilted forwards)	200 (41/66)
F Typical kneeroom*†	66/78 (71/65)	M Load height (to tailgate hinge)	103

† middle seats set fully forward/fully back

*"Typical" represents the mean measurement behind the driver's seat set at 100cm legroom and the passenger's seat set at 105cm

diesel's lower-governed engine speed is approached. This means there's a fairly narrow band from about 2000rpm to 4500rpm to play with, although it soon becomes second nature to keep the rev counter in its most productive mid-range sector.

Thus you need to make full use of the lower gears to keep up in cut-and-thrust commuter traffic. Once the open road beckons, however, the 806 feels significantly more obliging, with its ample mid-range surge combined with relaxed, long-legged gearing taking long hauls and motorway inclines in its stride. Up to the legal limit, the 806's soft, well-cushioned ride and civilised cabin can make it easy to forget there's an oil-burner under the bonnet. But thereafter, the diesel drone and increased wind and road noise become significantly more intrusive, making brisk long-distance hauls more fatiguing.

Although we were singularly unimpressed with the two-litre's gearshift (finding its vague and ponderous, especially between 4th and 5th slots), we're happy to report that the diesel's gearshift proved much less recalcitrant. The short, handily placed lever sprouting from the facia remains an engineering oddity compared with more conventional floor-mounted varieties. But its positioning (together with a hand-brake located low down and to the right of the driver's seat) provides a clear, uncluttered floor space between the front seats. The unimpeded step-through to the "flight deck" this allows can prove a real boon in tight car park slots, for example.

Compared with the petrol version, the diesel offers gains in both fuel economy and range between fuel stops, but by less than we might have hoped for. Our 34½mpg average (as against 30mpg overall for the



Likes . . . and gripes

Home-from-home comfort and ambience . . .	but seats more awkward than Galaxy/Sharan's
Refined, torquey diesel . . .	but mediocre economy and lethargic off boost
Sliding doors/folding mirrors a boon in car parks . . .	but washer jets prone to freezing in winter
Key-pad immobiliser is standard, . . .	but inconvenient (especially if you
even on the diesel model . . .	forget your PIN number!)

petrol) is partly explained by marginally higher weight and the need to drive the diesel harder to make reasonable progress. Nevertheless, it's roundly eclipsed by the two-litre petrol Galaxy, which is as quick as the petrol 806 against the stopwatch, yet its 34mpg average is almost a match for this diesel.

The diesel sports the same coded key-pad immobiliser and handy remote-control radio buttons on the steering wheel, but, as with petrol versions, an alarm costs extra across the board. With power steering, remote-controlled central locking, *three* sets of electric windows, a pair of sunroofs and airbags for both front occupants, the mid-range SR comes with a generous tally of equipment. Only the top SV version has anti-lock brakes and a security cover for the load area, however.

VERDICT

Far from transforming the 806 into a gutless wonder, diesel power complements its softer, slightly sedate approach rather nicely. Performance is adequate rather than ample, it's true, and perhaps we were expecting a shade too much on the economy front.

The 806's seat layout and folding arrangements are less convenient and versatile than the Galaxy/Sharan's when it comes to rearranging the furniture, and apart from the Ford/VW pair being nicer to drive, they're more keenly priced, too.

Don't be deterred if an 806 – petrol or diesel – is on your shopping list, though; it's an able contender among the latest, second-generation breed of people carriers. It's just that, because the Galaxy (or Sharan) offers a little more room, even more car-like road manners *and* the prospect of class-leading fuel economy (courtesy of VW's direct injection turbo-diesel), we reckon that it could be the diesel MPV to go for.

FOR THE TECHNICAL

ENGINE

Type transverse four cylinder with iron block/alloy head; 5 main bearings

Size 83mm bore x 88mm stroke = 1905cc

Power 92bhp at 4000rpm

Torque 144 lb ft at 2250rpm

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

Fuel/ignition indirect injection turbo-diesel with Bosch mechanical distributor pump, turbocharger and intercooler. Compression ignition with electric pre-heating for cold starts. 80-litre fuel tank with low-fuel warning lamp

TRANSMISSION

Type five-speed manual, front-wheel drive

Mph per 1000rpm 24.2 in 5th, 18.5 in 4th

CHASSIS

Suspension front: independent, MacPherson damper/struts, coil springs, lower wishbones and an anti-roll bar. Rear: torsion beam axle, trailing arms, coil springs and Panhard rod. Telescopic dampers all round

Steering power-assisted rack and pinion with 3.0 turns between locks. Turning circles average 11.9m between kerbs, with 17.6m circle for one turn of the wheel

Wheels 6½J steel with 205/65R15 94T tyres (Pirelli P2000)

Brakes ventilated discs front, drums rear, with engine-driven vacuum servo pump. ABS standard on SV and SVDT, option on all other models

HOW THE 1.9SRDT COMPARES

	Engine cap/power (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 806 1.9SRDT (turbo-diesel)	1905/92	2900	17.9	32.4/20.8	34½	27½/19	102	97/78	3.0/11.9 (p)	445
Peugeot 806 2.0SR (petrol)	1998/123	3210	13.4	35.1/23.4	30	27/28*	102	97/78	3.0/11.8 (p)	445
Ford Galaxy 2.0i GLX (petrol)	1998/115	3570	13.6	30.0/22.3	34	26/25*	108	114/88	3.3/11.3 (p)	462
Honda Shuttle 2.2i ES (automatic)	2156/150	2950	12.2†	NA	24½	27½/13½*	109	105/72	3.2/12.0 (p)	475
Renault Espace 2.1RT (turbo-diesel)	2068/88	2825	16.7	30.8/22.9	36	26½/25*	100	109/89	2.8/10.9 (p)	442
VW Sharan 2.8 VR6 GL (petrol)	2792/174	3210	9.4	24.9/18.4	25	27½/18*	108	114/88	3.3/11.3 (p)	462
All 7-seaters except Honda Shuttle (6-seater)			† using kickdown in D (10.9 using manual override)			*with ABS	§ optimised for 5-seat mode		(p) = power steering	