



PEUGEOT



2020

# Peugeot 2008

1.2 PureTech 110 petrol 4x2 manual



5.3  
/10 

Clean Air  
Index

5.8  
/10 

Energy Efficiency  
Index

4.8  
/10 

Greenhouse Gas  
Index



## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
4.8/10 Cold Test	adequate	adequate	marginal	marginal	weak
6.5/10 Warm Test	good	adequate	adequate	adequate	weak
2.2/10 Cold Ambient Test	weak	adequate	weak	weak	weak
5.0/10 Highway	good	good	weak	marginal	weak



## Road Test

5.4/10 On-Road Drive	n.a.	good	n.a.	adequate	weak
4.6/8 On-Road Heavy Load	n.a.	good	n.a.	good	weak
3.3/5 On-Road Light Load	n.a.	good	n.a.	good	weak
4.0/5 On-Road Short Trip	n.a.	adequate	n.a.	marginal	adequate
2.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



## Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

Oxides of Nitrogen (NO<sub>x</sub>) are well controlled in all tests and emissions of non-Methane hydrocarbons are also generally low. Control of particulate number is generally weak, despite the gasoline particulate filter and is poor in some of the more demanding tests.

# Energy Efficiency Tests



## Laboratory Test

### Energy

6.6/10 Cold Test



6.9/10 Warm Test



5.6/10 Cold Ambient Test



4.3/10 Highway



### Consumption

### Driving Range

Average

6.3 l/100 km

808 km

Worst-case

7.4 l/100 km

675 km



n.a.



good



adequate



marginal



weak
















poor

### Comments

The 2008 performs well in this part of the assessment, scoring well in the cold and warm tests and degrading only slightly in the more demanding cold ambient temperature test and the high-load highway assessment.

# 4.8 Greenhouse Gases Tests

/10

	<u>Greenhouse gases</u>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
3.7/7	Cold Test			
4.0/7	Warm Test			
3.1/7	Cold Ambient Test			
2.7/7	Highway			



n.a.



good



adequate



marginal



weak



poor

### Comments


The 2008 emits little Methane (CH<sub>4</sub>) or Nitrous Oxide (N<sub>2</sub>O), two very potent greenhouse gases. This trend is seen across all tests.

## Our Verdict

The 2008 is a sub-compact crossover produced by Peugeot since 2013 and now in its second generation. An all-electric version of this popular car is expected soon but here it is tested with the 82 kW, 1.2 litre direct-injection petrol engine. The car impresses with a three-star overall rating and balanced performance across the three areas of assessment. Values of NO<sub>x</sub> are low but so also are non-Methane hydrocarbons and, for the on-road tests especially, carbon monoxide. For a car with a small engine, robustness is quite good, performance degrading only a little in some of the more demanding tests but holding up well under high-load highway conditions.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	VF3CUHNP3KY20xxx	Euro 6d-Temp	205/50 R17 89V
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
1,209 kg	1,199 cc	81 kW/205 Nm	139 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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