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necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. From November 2021, the range comprised three models, starting with the Peugeot 508 SW Allure that has heated and electrically adjusted door mirrors, reversing camera, automatic headlights and wipers,
electric windows all-round and an updated front grille. Inside, there's the i-Cockpit, 10-inch infotainment screen with the Driver Assist Pack Plus that includes adaptive cruise control with Stop and Go. It also has a 360-degree parking camera, 18-inch Epherra
alloy wheels, GT badging, aluminium trim inserts, half-leather and Alcantara upholstery, heated front seat lumbar and cushion adjustment. At the top of the pile sits the Peugeot Sport Engineered model with its 'Claw Effect' light design front and rear, keyless entry and ignition and Active suspension with
Comfort, Normal and Sport modes. An uprated stereo is joined by Nappa leather upholstery and front seats with eight-way electric adjustment. On the outside, there are 20-inch alloy wheels and a front grille unique to this trim. Up to November 2018, the trims were slightly different. The Peugeot 508 SW Active had Peugeot Connect SOS and
assistance, safety pack (with advanced autonomous emergency braking, distance alert and lane keeping assistance), automatic dual zone climate control, rear parking sensors and a warning triangle. There was also a leather steering wheel, cloth seats with manual adjustment, navigation, voice recognition, DAB radio, Mirror Screen (with MirrorLink, rear parking sensors).
Apple CarPlay and Android Auto), 17-inch alloy wheels plus the visibility pack with automatic headlights, automatic windscreen wipers, auto dimming rear view mirror and 'follow me home' headlights. In the Peugeot 508 SW Allure there was have active suspension (on the 1.6 PureTech), safety plus pack (with active blind spot detection, advanced
driver attention alert, smart beam assist, speed limit and road sign recognition), Peugeot i-Cockpit with 10-inch touchscreen infotainment display, keyless entry and push button start and power-fold door mirrors with a blind spot detection indicator. There was also a rear armrest with ski flap and two cup-holders, front and rear parking sensors, a
reversing camera, ambient interior lighting, front and rear carpet mats, electric front seats, leather seats, leather seats, two rear USB sockets and 17-inch alloy wheels. The Peugeot 508 SW GT Line came with self-levelling headlights, tinted windows, aluminium pedals, wireless phone charger, black door
mirrors, chequered radiator grille with chrome trim, 18-inch alloy wheels, LED head and taillights and visibility pack (with frameless, auto-dimming rear view mirror). With the Peugeot 508 SW GT, buyers got active suspension, drive assist pack plus (with adaptive cruise control and lane positioning assist), memory function for door mirrors, power
folding door mirrors, smart electric tailgate, multi-way adjustable electric seats, massage seats, a premium speaker system and 19-inch diamond-cut alloy wheels. At launch, the Peugeot 508 SW First Edition featured night vision, 360-degree colour camera system, fully automated parking assistance, Alcantara and part leather seat trim, stainless steel
door sill scuff plates with 'First Edition' inscription, chrome chequered radiator grille with gloss black edge trim, plus 19-inch two-tone diamond cut alloy wheels. This is the mildly facelifted version of the 508 estate, or SW for station wagon in Peugeot-speak. Not much needed to change with the style - we love its wildcat front end and long, low,
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depreciation). We find a top-spec 508 PHEV is about the same monthly rate as the cheapest-spec BMW 330e PHEV. Go to the used-car sites and the pure-petrol or diesel 508s are on a par with oversupplied premium rivals' too. Ok, let's get moving. How does it drive? The 508 sits on the Stellantis Group EMP2 platform, as used by countless biggish
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driving style. The execution of the 508 SW isn't flawless. In some places, it's downright frustrating. But we're still glad it exists. GAMMA PEUGEOT 508: Consumo di carburante gamma 508 (l/100 km): 5-6,3; emissioni CO2 (g/km): 131-141. Valori omologati in base al ciclo misto WLTP, in base al quale i nuovi veicoli sono omologati dal 1° settembre
2018, aggiornati al 31/07/2023, e indicati sono a scopo comparativo. I valori effettivi di consumo di carburante e di emissioni di CO2 possono essere diversi e possono variare a seconda delle condizioni di utilizzo e di vari fattori quali: optionals, temperatura, stile di guida, velocità, peso totale, utilizzo di determinati equipaggiamenti (aria condizionata,
riscaldamento, radio, navigazione, luci, ecc.), tipologia e condizioni degli pneumatici, condizioni stradali, condizioni climatiche esterne, ecc. Immagini illustrative; caratteristiche/colori possono differire da quanto rappresentato. Messaggio pubblicitario, con finalità promozionale. GAMMA PEUGEOT 508 PLUG-IN HYBRID: Consumo di carburante
gamma 508 HYBRID (1/100 km): 1,1 - 1,8; consumo di energia elettrica (kWh/100km): 15,9-14,3; emissioni CO2 (g/km): 25-40. Valori omologati dal 1° settembre 2018, aggiornati al 31/07/2023, e indicati sono a scopo comparativo. Il consumo effettivo di carburante e di energia
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differire da quanto rappresentato. Messaggio pubblicitario, con finalità promozionale. Given its average boot size, the 508 SW is a car you'll have to purchase with your heart rather than your heart rather 
looks do appeal and the SW has a raft of abilities strong enough to convince us that Peugeot has produced another car worthy of your attention. Just like the 508 Saloon, it feels plush enough to be a proper flagship for the brand. Advertisement - Article continues belowPeugeot has made no secret of the fact that the latest 508 is a car it's using to win
hearts and minds. The mainstream D-segment saloon market is in dire need of a shot in the arm, as more and more families turn away from the traditional low-slung three-box models in favour of a crossover market now packed with a staggering amount of choice. When we drove the new 508 earlier this year, we found it to be a highly convincing
saloon verging on proper premium territory. And arriving soon in Europe and in May next year in Britain is the estate version: the new 508 SW. It could actually play out to be the more important member of the 508 line-up, given that the sales split between D-segment saloons and estates in Europe is 60:40 in favour of wagons. Skip
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saloon's style, with the larger boot elegantly incorporated into the car's muscular rear end. Cargo space leaps up from the saloon's 487 litres to 530 litres, while the load bay itself is a little longer too. Fold the rear seats flat - easily done with a prod of the 'Magic Flat' button - and total carrying capacity stands at 1,780 litres. Advertisement - Article
continues belowHowever, those figures are far from class leading, and the boot is 30 litres down on the class - the Volkswagen Passat Estate and the Skoda Superb Estate - the 508 SW's hand isn't the strongest. Those cars get 650-litre and 660-litre boots respectively, with 1,950
litres on hand with the seats down in the Skoda. The Peugeot is firmly a midfield runner in this area, then, just behind the Vauxhall Insignia Sports Tourer's 560-litre capacity but ahead of the posher Audi A4 Avant. Ultimately, the average boot size is the price you'll pay for the 508 SW's impressively sleek styling. Skip advertAdvertisement - Article
continues belowThe cabin feels exactly as it does on the 508 Saloon, with the exception of a smidgen more headroom in the rear. Up front, a sharply designed dashboard and familiar 'piano key' style switchgear. Models equipped with the
EAT8 eight-speed automatic transmission get a joystick-style gear lever. On high-trim cars like the GT-Line model we tested, the level of standard equipment is strong, and the cabin is very nice place to be too, using a combination of upmarket woods, premium plastics and soft leather upholstery. The 508 SW's interior feels more than smart enough in
the company of more upmarket rivals, such as the Mercedes C-Class estate. Advertisement - Article continues belowThe instruments still use Peugeot's i-Cockpit layout, and while it's a neat looking solution, it's not the most practical set-up. For some drivers, a comfortable seating and steering wheel position will still mean that the top of the wheels
blocks off some of the information on the digital instrument panel. The steering wheel itself feels remarkably small by modern standards, and the steering system itself is short on any real road feel and suffers from some slightly inconsistent weighting that is only enhanced when you toggle the 508 SW into Sport mode. However, the car's nose still
feels darty and light - aided by that small wheel - and by and large it's a front-wheel-drive estate that's fun to drive, feeling fairly agile and with a front axle you can aim at corners with confidence. Keep it in Comfort mode and by and large the ride quality is pleasant too, being supple but without unnerving amounts of body roll. The effect of larger
wheels and low-profile tyres can creep in occasionally on poorer surfaces, though. Petrol power is likely to prove more popular than diesel, with the 178bhp PureTech 180 unit predicted to be the best seller. It's not the most exciting engine in the world but it's a good all-rounder, with its reserves of 250Nm of torque found easily across the eight gear
ratios, and engine noise kept at a respectable level at a cruise. Fuel economy stands at a decent 51.4mpg, homologated under the tougher new WLTP test. It's only a matter of time before Jaguar Land Rover builds a factory in the USAMike Rutherford thinks Jaguar's
'Reimagine' strategy will result in the company exploring further opportunities in the USALabour hints at major luxury car tax U-turn to boost EV sales Is pressure from retailers and car makers finally cutting through with ministers? Car Deal of the Day: Ford Explorer gives you practicality,
style and EV power for £228 a monthCar Deal of the Day: Ford Explorer gives you practicality, style and EV power for £228 a monthFamily-friendly SUV is arguably Ford's best electric car, and great value, too. It's our Deal of the Day for 24 May "Interesting and good-looking, but getting long in the tooth "Written by James Dennison Updated: 17
September 2024 This is the Peugeot 508 SW - and it's a more stylish alternative to the best SUVs on sale. But we'll warn you now, if you're looking for the most practical option for your money, you might want to look elsewhere. The 508 SW isn't exactly troubling the BMW 3 Series in the UK in terms of sales, but it's doing well enough for the firm to
have gone to the trouble of facelifting it for 2024 with a sharp new look and some welcome interior updates. We think Peugeot has done rather well here. The 508 SW is sleek and stylish, and appeals to buyers who want some extra versatility, but wrapped up in a package that really looks the business. As such, it rivals the likes of the premium BMW 3
Series Touring and Volvo V60. Despite this, Peugeot's still firmly a mainstream brand, so the 508 SW must also compare favourably with the Skoda Superb Estate and Volkswagen Passat Estate. It's off to a great start with handsome styling, a wide range of powerful and efficient engines and an avant-garde interior that's like nothing else in the class.
But can its driving credentials back up the bold looks? There's petrol and plug-in hybrid engine options for the Peugeot 508 SW. The range is identical to the Fastback's, so there's a 1.2-litre turbocharged petrol developing 130hp and a 225hp plug-in hybrid (PHEV). All are matched to an eight-speed automatic. The plug-in hybrid option comes at a
price premium over the standard model, but it has a good claimed electric driving range of up to 39 miles. Don't forget that there's also the 360hp Peugeot Sport Engineered high-performance version, which gets its own review. The 508's model range is nice and simple, offering Allure and GT variations with both available engines. Standard
storage for front passengers and two USB-A ports for rear passengers. It's not a massive upgrade, but enough to keep things relevant. As you'd expect, it's the GT that's the most appealing here, with very fancy quilted leather upholstery, interesting carbon-effect dashboard trim and plenty of chrome. Click through the next few pages to read
everything you need to know about the Peugeot 508 SW, and whether the last round of tweaks have been enough make it worth recommending. You can find out exactly how we test cars here. Plus, if you'd rather absorb our thoughts on the 508 through more visual means, we've got a detailed video of the car below. Scroll down to watch it. This is
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of soft-touch materials and neat trim inserts, while top-spec PSE models make good use of high-quality stitched leather. Sadly, some cheaper-feeling plastic on the doors lets the side down a bit, and the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness. Due to the 508 SW can't match the Audi A4 Avant for plushness.
restricted, so you'll be glad that a rear-view camera plus front and rear parking sensors are standard on all trims. It's worth noting that the camera's image resolution has to be one of the lowest on the market - that of the Volvo V60 is markedly clearer - with the 360-degree camera on GT Premium trim and above proving no better. All models get
automatic lights and wipers, although frustratingly you have to activate the latter every time you start the car. If you want powerful LED headlights, you'll find adequate head room even with a sunroof fitted, although a
Skoda Superb provides even more scalp clearance. Oddment storage is excellent - there's a huge central cubby under the armrest, two big cupholders, another lidded cubby next to the gear lever and a tray with wireless smartphone charging (on higher-spec cars) below it. It's a shame, though, that the glovebox is so small and compartmentalised that
there's no space in there for the car's manual, which is relegated to one of the door pockets. Page 20ur favourite Mazda 6 Tourer: 2.2 Skyactiv-D 150 SE-LThe Ford Mondeo Estate isn't quite as capacious as it once was, but it still has plenty of cargo capacity and is quite nice to drive. The downsides are the rather cheap-feeling interior and
complicated multimedia infotainment system. The Skoda Superb Estate is huge inside. Luxury limousines struggle to offer more back seat space. It isn't quite as good to drive as rivals, though, and its diesel engines sound a bit gruff when accelerating. The Vauxhall Insignia Sports Tourer is a great-value used estate, even if the svelte rear end
compromises the amount of stuff you can put in it. The interior is well made and features lots of gadgets to keep idle fingers busy. It won't set your pulse racing to drive and the diesel engines aren't that refined. For all the latest reviews, advice and new car deals, sign up to the What Car? Newsletter hereIf you're interested in buying a used Mazda 6,
or any of the other cars mentioned here, check out our used car classifieds site here. Page 3The Mazda 6 finished in a great sixth place out of 24 cars in the executive car class in our most recent 2023 What Car? Reliability Survey with an overall score of 93.3%. Reliability rating 93.3%Bodywork and brake system issues were the most commonly cited
problems for the 31% of 2013-2022 Mazda 6 owners whose cars went wrong. They also told us there were some problems with other electrical systems, the air-con and the gearbox/clutch. Mazda covered the cost of all fixes, and 58% of cars were out of the garage in a day or less. Only 8% of faulty cars took more than a week to put right. Mazda as a
brand finished in 13th place out of 32 manufacturers in the same survey with a good overall score of 92.8%. This placed it above Audi, Ford, Mercedes and Volkswagen, among others, but below BMW, Honda, Kia and Volvo. Used Mazda 6 reliability: the owners' viewAs part of our annual Reliability Survey, What Car? readers provided feedback on this
version of the Mazda 6. That feedback suggests that the Mazda 6 is a dependable car with few serious mechanical issues. Most of the reliability concerns were for minor electronic components and infotainment system glitches, which were occasionally troublesome but not severe. "Peugeot 5" redirects here. For the small car produced from 1893 to
1896, see Peugeot Type 5. Motor vehicle Peugeot 508Peugeot 508 (second generation)OverviewManufacturerPeugeotProduction2010-presentBody and chassisClassMid-size/large family car (D)Body style4-door saloon5-door estateLayoutFront-engine, front-wheel-drive or all-wheel-drive or all-wheel-driveRelatedPeugeot 5008ChronologyPredecessorPeugeot
407Peugeot 607 The Peugeot 508 is a mid-size/large family car produced by the French automaker Peugeot, slotted above the 208 and 308 in size. The 508 serves as the successor to both the 407 and 607 model lines,
replacing both vehicles under a single nameplate for which no direct replacement was scheduled. It shares its platform and most engine options with the second generation Citroën C5: the two cars are produced alongside one another at the company's Rennes Plant,[2] and in Wuhan, China, for sales inside China.[3] Motor vehicle First
generationOverviewModel codeW23Production2010-20182012-2019 (Malaysia)AssemblyFrance: Rennes (Rennes Plant)China: Wuhan (DPCA)Malaysia: Gurun (NAM)Nigeria: KadunaKazakhstan: Kostanay (Saryarka AvtoProm)[4]Kenya: Thika (KVM)Body and chassisPlatformPSA PF3 platformRelatedCitroën C5PowertrainEnginePetrol:1.6 L Prince I4
VTi1.6 L Prince Turbo I4 THP1.8 L EW7 I41.8 L Turbo I4 THP2.0 L EW10 I42.3 L EW12A I4Diesel:1.6 L DV6 I4 HDi1.6 L DV6 I4 HDi1.6 L DV6 I4 HDi1.6 L DV6 I4 HDi2.0 L DW10 I4 HDI2.0
speed manual 6-speed automated manual BMP6(Auto6r)6-speed automatic AM6 (2010-2014)6-speed automatic EAT6 (2015-)Hybrid drivetrainFHEV (Full Hybrid Electric Vehicle)BatteryNi-MHDimensionsWheelbase2,817 mm (110.9 in)Length4,792 mm (188.7 in)4,828 mm (190.1 in) (RXH)Width1,853 mm (73.0 in)1,864 mm (73.4 in)
(RXH)Height1,456 mm (57.3 in)1,525 mm (60.0 in) (RXH) The 508 saloon is 4.79 m (189 in) long, while the 508 SW (estate) is 4.81 m (189 in) long.[5] Compared to the Peugeot 407, the first definitive details and images leaked to the
web on 12 July 2010.[7] Peugeot released additional information on 6 September 2010.[8] The 508 was officially launched at the 2010 Paris Motor. It was launched there on 10 August 2011.[9] It was reported in 2011 that Peugeot expected China to be the largest
market for the car, at almost twice that of France. If predictions were correct, it would be the first time that the company sold more units in any country other than France for any model that is available in Europe.[3] The Peugeot 508 was given a facelift in 2015, with the introduction of a vertical grille with the Peugeot lion in the centre.[10] The front
of the car was redesigned and full LED headlights became available. New engines were also launched, and front-wheel drive introduced for the RXH. The Peugeot 508 has received several international awards including Car of the Year 2011 in Spain (awarded 2012), Next Green Car, and Best Large Family Car 2011.[11] Citations commented on the
car "being spacious and well equipped" and that it "represented excellent build quality and has the best fuel economy in its class" (Peugeot 508 1.6 e HDi 109g CO2/km) or also Auto Zeitung Best Imported Family Car 2011[12] (readers' votes). Peugeot has equipped the 508 for the market in Europe with its HDI common rail diesel engines. The 1.6-
litre HDI 112 can be fitted with the e HDI 'micro hybrid' system, including an electronically controlled automatic gearbox, which reduces fuel consumption to 4.20 L/100 km; 56.0 mpg-US (67.2 mpg-imp) with CO2 emissions of 109 g/km.[13] Though this matches the Volkswagen Passat Bluemotion, it features a slightly larger fuel tank which allows it
to cover a slightly longer range of 1637 kilometres (1017 miles).[14] At least two e HDI engines were available from 2011 to 2012. The first engines had an emission level of 114 g/km. The later model reduces emissions to 109 g/km. A modified air intake is the main reason for the improvement. The 508 range also included PSA's HYbrid4 diesel
electric hybrid powertrain, which reduced fuel consumption further, to 3.80 L/100 km; 61.9 mpg-US (74.3 mpg-imp) with CO2 emissions of 99 g/km.[15] The top GT version comes with a 201 bhp (150 kW; 204 PS), 2.2-litre turbodiesel engine which generates 458 N·m (338 lbf·ft) of torque. It comes mated solely to a six speed torque converter
automatic gearbox which offers manual shifts via paddles or a central selector. From a system which rates to a maximum of five stars, the 508 received a five star rating by Euro NCAP in 2011. The score was: Eur
each side. The Hybrid4 powertrain combines a 120 kW (163hp) 2.0-litre HDi FAP diesel engine with a 27 kW (37hp) electric motor to lower fuel consumption to 4.2 L/100 km. The powertrain offers four working modes: AUTO, in which the vehicle strives for the best fuel economy, throttle response is slow and the automated manual transmission shifts for the best fuel economy.
early, furthermore the vehicle switches to ZEV mode as often as possible. SPORT mode offers a combined power output of 150kW (200hp) and 450Nm at speeds up to 120km/h, throttle response is very aggressive and the engine revs up to 4000RPM before upshifts. 4WD mode keeps the HDi engine running constantly and charging the high voltage
battery to offer constant 4WD at speeds up to 120km/h. ZEV mode is available if the high voltage battery is at least 1/3 full. In this mode, the vehicle moves only via the rear electric motor and the performance is limited. ZEV mode is available at speeds of up to ~60km/h with moderate acceleration, the range on a full charge is about ~2miles (~3km),
the A/C compressor is automatically switched off in this mode. If the driver presses the accelerator beyond a certain point, the HDi engine restarts automatically as to offer better acceleration and the vehicle goes to AUTO mode. Auto Start Stop is available in all modes except for 4WD when the engine is constantly running so that the reversible
alternator can top up the battery and provide constant rear drive. The engine automatically shuts down whenever possible (cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising on a level surface at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising on a level surface at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising downhill at speeds of up to 85km/h, when the battery is not fully charged or cruising dow
can occur at any moment, if the HYbrid4 control unit determines that additional power is needed; or the battery is fully charged and the vehicle is going downhill, as to offer additional engine braking, no fuel is used in this mode, but ZERO
EMISSION is not displayed, as the HDi engine is rotating. The battery consist of 42 packs of four D-size SANYO batteries (201.6V nominal, ranging from 168V to 250V during use). To offer a longer battery pack life the HCU (hybrid control unit) never charges the batteries over 90% of their capacity, nor discharges them under 30%. The 508 RXH
HYbrid4 also has raised ground clearance of 184mm - 30mm more than the standard 508 SW and 508 HYbrid4. The RXH was released in the beginning of 2012.[17] The 508 RXH was launched in a single high spec limited edition version, before a full range became available. It is competing with the Audi A4 Allroad, the Volvo XC70, the Passat Alltrack
or even more, the BMW 3 Series XDrive. Interior A concept "hybrid power" car prefiguring the style of the future 508 coupé, called the Peugeot SR1, was presented at the Peugeot SR1 would go on sale in 2012.[19] Peugeot SR1 (concept) Peugeot SR1 Concept (dashboard) The
Peugeot 508 has been equipped 1.8 THP engines, which is only sold in China.[20] The 1.8 THP engine's power is 150 kW (201 hp) at 5,500 rpm and 280 N·m (207 lb·ft) of torque at 1,400-4,000 rpm. Pre-facelift) Saloon (facelift) Sal
Motor vehicle Second generationOverviewModel codeR83Also calledPeugeot 508L (China)[21]FMC P5 (Iran)Production2018-presentAssemblyFrance: Mulhouse (Mulhouse Plant)China: Wuhan (DPCA)Iran: Semnan (FMC)DesignerGiovanni Rizzo (exterior, liftback)Sylvain Henry (exterior, estate)[22]Body and
chassisBody style5-door liftback 5-door estate4-door sedan (508L)PlatformPSA EMP2 platformRelatedCitroën C5 XDS 9DS 7 CrossbackCitroën C6 IIDongfeng Fengshen A9PowertrainEnginePetrol:1.2 L Turbocharger PureTech (EP6FDT) I41.6 L
Turbocharger PureTech PSE (EP6FDT) I4Diesel:1.5 L Ford DV5 BlueHDi I42.0 L PSA DW10FC BlueHDi I42.0 L PSA DW10FC BlueHDi I4Electric motorSynchronous Electric motorSynchronous Electric Motor (PHEV version)Transmission6-speed PSA / Aisin EAT6
automaticDimensionsWheelbase2,795 mm (110.0 in)2,848 mm (12.1 in) (508L)Height1,403 mm (55.2 in)1,855 mm (73.0 in) (508L)Width1,859 mm (73.0 in) (508L)Height1,403 mm (55.2 in)1,855 mm (73.0 in)1,8
Motor Show in March 2018.[23] The estate version was rumoured in June and was officially unveiled at the 2018 Paris Motor Show. It won the "Most Beautiful Car of The Year 2018" award at the International Automobile
Festival, where the Peugeot e-Legend also won "The Most Beautiful Concept Car of The Year". [24] In terms of powertrain options, the new 508 has petrol engine options, and is the first passenger vehicle sold under the Peugeot brand to be
six speed automatic of the previous generation.[27] Pre-facelift Saloon Pre-facelift SW Interior Unveiled on February 24, 2023, the facelift Peugeot 508 Facelift Peugeot 508 SW Rear view The Peugeot 508L premiered at the 2018
Guangzhou Auto Show in China. Compared to the European 508 model, the 508L exclusive to China has a 55 mm (2.2 in) longer wheelbase, making the length of the 508L wheelbase, making the length of the 508L wheelbase, making the length of the 508L wheelbase 2,848 mm (112.1 in). The Chinase 508L version is also 100 mm (3.9 in) longer overall than the 508 sold in Europe, at 4,870 mm (192 in). Another difference between the
two versions is in the rear with the five-door liftback configuration of the European 508 being replaced by a conventional frunk, making the 508L a traditional four-door sedan in China. Stylingwise, the frameless doors of the European 508 was replaced with framed ones for the 508L.[30] It received a facelift mid-2023. Pre-facelift 508L (front view)
Pre-facelift 508L (side view) 508L (rear view) Facelift 508L (front view) Facelift 508L (front view) Facelift 508L (front view) Facelift 508L (rear view) Petrol engines [31][32] Model Type Power, Torque at rpm 0-100 km/h (0-62 mph) (s) Top speed Transmission CO2 emission (g/km) Years 1.2 PureTech (130PS) 1,199 cc (73.2 cu in) I3 130 PS (96 kW; 128 hp) at 5500, 230 N·m
250 \text{ km/h} (155 mph) 8 speed EAT8 130-132 2018-2021 Petrol PHEV engines[31][32] Model Type Power, Torque at rpm 0-100 km/h (0-62 mph) (s) Top speed Transmission CO2 emission (g/km) Years 1.6 PureTech EP6FDT (180PS) 1,598 cc (97.5 cu in) I4 + 1 electric motor 180 PS (132 kW; 178 hp) at 5500, 250 N·m (184 lb·ft) at 1650 7.9 229 km/h
(142 \text{ mph}) \ 8 \text{ speed EAT8 } 123-127 \ 2019-1.6 \text{ PSE EP6FDT } (360 \text{ PS}) \ 1,598 \text{ cc } (97.5 \text{ cu in}) \ 14 + 2 \text{ electric motors } (1 \text{ front, } 1 \text{ rear}) \ 360 \text{ PS } (265 \text{ kW}; 355 \text{ hp}) \ at 5500, 520 \text{ N} \cdot \text{m} \ (384 \text{ lb} \cdot \text{ft}) \ at 1650 \ 5.2 \ 255 \text{ km/h} \ (0.62 \text{ mph}) \ (s) \ Top \ speed \ Transmission
CO2 emission (g/km) Years 1.5 BlueHDI (130PS) 1,499 cc (91.5 cu in) I4 130 PS (96 kW; 128 hp) at 3750, 300 N·m (221 lb·ft) at 1750 10 208 km/h (129 mph) (Electrically limited) 6 speed manual 101 2018-2020 1.5 BlueHDI (130PS) 1,499 cc (91.5 cu in) I4 130 PS (96 kW; 128 hp) at 3750, 300 N·m (221 lb·ft) at 1750 10 208 km/h (129 mph)
(Electrically limited) 8 speed EAT8 98 2018-2024 2.0 BlueHDI (160PS) 1,997 cc (121.9 cu in) I4 160 PS (118 kW; 178 hp) at 3750, 400 N·m (295 lb·ft) at 2000 8.3 235 km/h (146 mph)
8 speed EAT8 124-125 2018-2020 From a system which rates to a maximum of five stars, the 508 received a five star rating by Euro NCAP in 2018. The score was: Euro NCAP test results Peugeot 508 (2018) Test Points % Overall: Adult occupant: 42.4 86% Pedestrian: 34.5 71% Safety assist: 10.3 79% The Peugeot 508
includes various features. The safety kit includes automatic emergency braking, adaptive cruise control, active blind spot detection including some steering correction to avoid an accident, speed and road sign recognition, automatic headlight beam selection and some driver-attention monitoring systems. A windscreen camera is used to provide the
features such as Active Lane Keeping Assistance and Road Edge Detection, speed sign recognition and Lane Positioning Assist, which can keep the car in the driver by a LED. The car has also parking aids, ranging from front and rear sensors
up to fully automated assistance for both parallel and car park spaces.[33] Pre-facelift Peugeot Sport Engineered Post-facelift Peugeot Sport Engineered In February 2020, Peugeot Sport Engineered Post-facelift Peugeot Sport Engineered Post-facelift Peugeot Sport Engineered In February 2020, Peugeot Sport Engineered Post-facelift Peugeot Sport Engineered Post-facelift
way under Peugeot sales target (5 to 6% of the 508 total sales).[35] As of April 2022, only 2,000 units had been manufactured.[36] In February 2019, and officially presented at the 2019 Geneva Motor Show, this concept is a sporty plug in hybrid version of the 508. The
maximum combined output of 400 PS (294 kW; 395 hp) and 500 N·m (369 lbf·ft) of torque is attained, thanks to a 200 PS (147 kW; 197 hp) electric motor on the rear axle (although the sum of the power numbers of each engine/motor sum to around
500 hp, the hybrid system cannot provide peak power for all three systems at once so maximum real world power output is lower at around 400 hp). [38] 0 to 100 km/h (62 mph) is accomplished in 4.3 seconds, with an electronically limited top speed of 250 km/h (155 mph). Its 11.8 kWh battery allows this 508 to travel up to 50 km (31 mi) on electricity
alone.[39] Its CO2 emissions are 49 g/km per the WLTP test cycle. It also gets a sportier bodykit to improve aerodynamics. This concept was used as base for the 508 PSE production model that became available, both as a saloon and an estate, in the second half of 2020. Peugeot 508 Sport Engineered Concept Rear view Year Worldwide Production
Worldwide sales Notes 2010 6,400[40] 1,400[40] 2011 131,658[1] 124,150[1] Total 508 production reached 138,043 units.[1] 2012 116,400[41] 124,150[41] Total 508 production reached 121,700 units.[41] ^ a b c d "PSA Annual Report 2012" (PDF). Car manufacturers. PSA. Retrieved 12 April 2013.[permanent dead link] ^ Peugeot 508 Camouflage
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to Start 2019 Peugeot 508 RXH dimensions Retrieved from "This is the mildly facelifted version of the 508 estate, or SW for station wagon in Peugeot-speak. Not much needed to change with the style - we love its wildcat front end and long, low, slinky tail. The car has a long, low, sporting stance and the front and rear lights are very distinctive,
whether it's the LED tusks up front or the dark trim that links the clusters at the back of the car. Advertisement - Page continues below People do love their SUVs these days, and Peugeot's new 408 is perhaps more the sort of estate/crossover mash-up we might be expecting. But there's still life in the old estate car yet, as the 508 proves. As evidenced
by the 530-litre boot, which improves on the saloon car's 487. In practice it's more of a gain than that, because these numbers assume the load covers are in place and the SW can swallow more if you load it toward the upright rear window, versus the hatchback's laid-back glass. Fold the seats down and you get a gargantuan 1,780 litres of space. The
PHEV versions don't lose any space either, as the battery is physically small. Remind me of the rivals? The opposition from Germany comes in the shape of the Audi A4 Avant, Mercedes C-Class Estate, BMW 3 Series Touring and the like, but in reality they attract a different kind of buyer, so it's not the most direct of rivalries. Think Mazda 6 (now
dead, of course) or VW Passat and you're more in the ballpark. Don't forget the Skoda Superb Estate or Volvo V60 (no longer sold here) either. Advertisement - Page continues below Diesel sales are wilting, so for the facelift the powertrain range drops to just three petrols: a plucky little three-cylinder, an FWD plug-in hybrid and a sporty Peugeot
Sport Engineered one which adds electric drive for the rear wheels too. We review that PSE version separately here. The facelift brings changes to bumpers, grille and lights, but nothing revolutionary. Inside, the centre-screen software is usefully updated, and there's freshened upholstery. You still get in via frameless doors, which allow a lower roof
without compromising the size of the hole through which you're climbing. Indoors, it's even more distinct from its rivals, because it adopts the company's iCockpit twin-screen design, using a small, low-mounted steering wheel so you view the instruments over its rim. What about depreciation? Yeah, the traditional enemy of big French barges. After
three years they'd be worth about the same as your three-year-old underpants. But Peugeot has got a bit of a grip now. Look at the lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the term (high lease rates because the lender will factor in the value of the lease rates because the lender will factor in the lender will factor in the 
330e PHEV. Go to the used-car sites and the pure-petrol or diesel 508s are on a par with oversupplied premium rivals' too. Ok, let's get moving. How does it drive? The 508 sits on the Stellantis Group EMP2 platform, as used by countless biggish Peugeots, Citroens, DSs and Vauxhalls. It's relatively light for its size, but doesn't feel fragile or floppy.
This is the most sophisticated version of the platform, with multi-link rear suspension. There's also an option of adaptive dampers but it doesn't need them. You don't get much steering feel, and your relationship with the car is defined by that tiny steering wheel, which means you can use small arm movements. Then you find keen and level cornering.
The ride can be a bit firm and niggly around town, but it settles down on more expansive roads. All powertrains come with an auto 'box, and the bad news is it's one that shifts ratios indecisively. The base 1.2 engine is sweet enough and saves 300kg over the plug-in hybrid, so isn't much slower. That PHEV is 1.6-litres with a total combined petrol and
electric output of 225bhp, but the handoff between petrol and electric is jerky if you're accelerating through tight bends or roundabouts. PEUGEOT1.2 PureTech GT 5dr EAT8£38,560"You'll want one for its looks, its individuality and its chic gallic flair. The big boot and sweet handling are bonuses"The 508 SW is a very practical car and a more heart-
than-head choice. You'll want one for its looks, its individuality, its chic gallic flair. The big boot and decent handling are bonuses. There are a bajillion SUVs you could go for, of course, and get more rear legroom for your trouble. But an estate like this still offers that bit more engagement for drivers than a high-riding lump. This is one of the most
subjective, try-before-you-buy cars on sale today. Peugeot's interiors are like little else out there, and you'll need to be sure you're comfortable with how it seats you and where you hold the wheel. Also check the PHEV suits your needs and driving style. The execution of the 508 SW isn't flawless. In some places, it's downright frustrating. But we're
still glad it exists.
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