

## PEUGEOT 206 XT

### 1.6-Litre 5-Door Auto Hatch

FEATURES	
BEST	WORST
Engine performance	Premium grade fuel (PULP)
Road holding package	Harsh ride & road noise
European flair & style	Auto transmission indecision



Peugeot's 206 hatch is a popular car in Europe and has won several European automobile awards since its inception in 1999. The previous model line-up of GTi and XR hatches has been expanded with the latest 206 XT, a five door hatch with a 1.6 litre, 16 valve engine.

With contemporary style and charisma, the 206 has been hailed as one of the best looking of the small hatches. Its smooth flowing lines are typical of a smart European hatch, attaining the look that others outside the Continent have tried to imitate without the same success.

The XT is available in both manual and automatic with a price tag of \$22,990 and \$24,990 respectively.

Standard equipment on the XT includes dual front airbags, air conditioning, remote central locking, engine immobiliser, power steering, electric windows and mirrors, driver's seat height adjustment, CD player and front seat belt pre-tensioners. Anti-lock brakes (ABS), side airbags, metallic paint and power sunroof are optional.

The 1.6 litre, SOHC engine has been replaced with one of the same capacity, but with two camshafts and 16 valves in a new cylinder head, boosting the power from 67 kW to 82 kW and the torque from 137 Nm to 147 Nm. The engine has been upgraded using lighter pistons and roller type rockers to reduce internal friction, and incorporates a single multi-toothed drive belt to drive all ancillaries. A new fuel injection system combines with an upgraded ignition system that has individual coil packs for each cylinder and a more effective cooling system to provide greater power and efficiency.

An 'Auto-Active', four speed, electronically controlled automatic transmission has been added to the line-up, using a program that adapts its operation to coincide with driving conditions, driver style, and engine load and temperature. Three buttons adjacent to the selector lever provide 'sports', 'slippery surface' and 'first gear lock' modes.

The front suspension consists of McPherson struts, coil springs and an anti-roll bar, while the rear uses torsion bars with trailing arms. The four-wheel disc brake system can be upgraded with an optional four sensor ABS.

Head and leg space in the front cabin area is quite acceptable with supportive and comfortable front seating. Space in the rear is quite tight with limited head, shoulder and

legroom. The seat width is really only suited to two persons and while the seat itself is quite comfortable, the space is fairly restrictive.

In keeping with most European cars, safety is a high priority and with the 206, many of its safety features are built into the bodywork. Its structure incorporates extensive energy absorption elements that are designed to protect the occupants. Numerous features involving seats, safety belts, padding, air bags and steering column combine to provide a high standard of safety that satisfies both Australian and European standards.

The European control layout requires only minor driver orientation, the column stalks for the wiper and light operation being opposite to the usual Australian/Japanese positions. I found the window and mirror controls, located toward the rear of the centre console, a little awkward to operate. This would be accentuated when the seat is further forward.

The previous 1.6 SOHC engine earned a reputation for its refinement and responsiveness, noticeably surpassing its competitors. The DOHC multi-valve engine used in the XT extends the reputation even further with good torque and response.

There are times when the transmission's 'smart' technology seems to outsmart itself. Whilst its shift quality is quite good and the automatic downshifting when decelerating provides excellent acceleration when driving through and out of corners, there are times when the transmission tends to hang on in some gears causing some shuddering and indecision, especially when bringing the vehicle to a stop.

Peugeots are also renowned for their excellent handling qualities and braking with the 206 being no exception. On urban roads or country touring it provides reassuring stability, supported by steering that has good feel and feedback, plus confident braking.

#### SUMMARY:

The 206 XT has a high price tag compared with many of its competitors, although it could be argued that it has more built-in safety. Rear cabin space is always a compromise in this vehicle class, and I felt the transmission and ride quality was not up to Peugeot's usual standard. Whilst there is a pocket of buyers who will pay for the European flair with its associated touring finesse, not all will be willing to indulge.

### PEUGEOT XT 206 1.6 Litre Auto Hatchback

#### SPECIFICATIONS

##### ENGINE:

Type ..... Four cyl., in-line, DOHC, 16 valve  
 Capacity in litres..... 1.587  
 Induction ..... Multipoint fuel injection  
 Fuel recommendation..... PULP  
 Claimed max. power ..... 82 kW at 5750 rpm  
 Claimed max. torque ..... 147 Nm at 4000 rpm  
 Specific power output..... 51.7 kW/litre

##### TRANSMISSION:

Type ..... Four-speed automatic  
 Driving wheels ..... Front  
 Speed per 1000 rpm in top gear..... 34 km/h

**WHEELS:** ..... Steel 5.5J x 14 inch

**TYRES:** ..... Michelin Energy 185/65R14

##### STEERING:

Type ..... Power assisted rack & pinion  
 Turns lock to lock..... 3.2  
 Turning circle (measured) ..... 10.8 metres

##### DIMENSIONS:

Mass ..... 1119 kg  
 Length ..... 3835 mm  
 Width (incl. mirrors 1895 mm) ..... 1652 mm  
 Height ..... 1432 mm  
 Ground clearance (measured)..... 155 mm  
 Seating capacity ..... 5  
 Fuel tank capacity..... 50 litres

##### TOWING:

Max. towed mass (trailer plus load)..... 1100 kg  
 Max. towball download (loaded trailer) 50 kg

##### NRMA THEFT RATING:

Points on 0-110 scale (high score best) ... 56.5

**WARRANTY:** ..... Two years, unlimited km

**MANUFACTURED IN:**..... Great Britain

#### TEST RESULTS

##### ACCELERATION:

50 - 80 km/h (in Drive)..... 4.3 sec  
 60 - 100 km/h (in Drive)..... 7.2 sec  
 0 - 80 km/h ..... 8.4 sec  
 0 - 100 km/h ..... 12.0 sec  
 0 - 400 metres..... 18.5 sec

##### FUEL CONSUMPTION:

Litres/100 km in city ..... 8.6  
 Litres/100 km on highway..... 6.9  
 Litres/100 km overall ..... 7.5

##### BRAKING:

Distance to stop from 80 km/h ..... 30.8 metres

##### NOISE:

Interior at constant 80 km/h..... 66.0 dB(A)

• Test vehicle supplied by Peugeot  
 Concessionaires Australia

**Call NRMA Automotive Technical Services on 1300 655 443, should you require additional information on this vehicle, on other makes, or for general advice on automotive matters.**