



PEUGEOT



2020

# Peugeot 208

1.2 PureTech 100 petrol 4x2 manual



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/10

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# Clean Air Tests



## Laboratory Test

	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
4.1/10 Cold Test	Orange	Yellow	Brown	Red	Brown
5.9/10 Warm Test	Green	Green	Orange	Orange	Brown
0.0/10 Cold Ambient Test	Red	Yellow	Red	Red	Brown
6.1/10 Highway	Green	Green	Orange	Orange	Brown



## Road Test

5.4/10 On-Road Drive	Grey	Green	Grey	Yellow	Brown
3.7/8 On-Road Heavy Load	Grey	Green	Grey	Red	Brown
2.3/5 On-Road Light Load	Grey	Orange	Grey	Green	Brown
3.9/5 On-Road Short Trip	Grey	Yellow	Grey	Orange	Yellow
2.0/2 Congestion	Grey	Green	Grey	Grey	Grey



## Robustness



n.a.



good



adequate



marginal



weak



poor

### Comments

The 208 demonstrates good control of oxides of Nitrogen (NO<sub>x</sub>) in all tests. Unfortunately, the same cannot be said for particulates which are close to legislative limits (Green NCAP's limit) in most tests. Non-Methane hydrocarbons (NMHC) and carbon monoxide are high in the cold ambient temperature test, especially during engine warm-up. Nevertheless, the car scores well enough for other pollutants to achieve a Clean Air Index of 4.7.

# Energy Efficiency Tests



## Laboratory Test

### Energy

**7.1/10** Cold Test



**7.2/10** Warm Test



**4.7/10** Cold Ambient Test



**6.0/10** Highway



### Consumption

### Driving Range

**Average**

**5.7** l/100 km

**772** km

**Worst-case**

**7.2** l/100 km

**615** km



n.a.



good



adequate



marginal



weak



poor

### Comments

The 208 is a small, light car and this benefits its fuel efficiency. Average fuel consumption of 5.7 l/100 km in the laboratory tests is not overly impressive for a car of this type but adequate performance all-round leads to an index of 6.2 in this part of the assessment.

# 5.1



/10

## Greenhouse Gases Tests



### Greenhouse gases

CO<sub>2</sub>

N<sub>2</sub>O

CH<sub>4</sub>

3.9/7 Cold Test



4.1/7 Warm Test



2.8/7 Cold Ambient Test



3.6/7 Highway



n.a.



good



adequate



marginal



weak



poor

### Comments

The 208 shows good or adequate control of Methane (CH<sub>4</sub>) and of Nitrous Oxide (N<sub>2</sub>O) in all tests. These are two very powerful greenhouse gases and this performance contributes to the index of 5.1.

## Our Verdict

The 208 is Peugeot's offering in the supermini segment, first sold in 2012 and now, since 2019, in its second generation. The car tested here has a 74 kW three-cylinder 1.2 litre petrol engine, offering sprightly performance. Peugeot has done well to kerb emissions, with very respectable performance in each of Green NCAP's areas of assessment. In particular, Oxides of Nitrogen (NO<sub>x</sub>) and Nitrous Oxide (N<sub>2</sub>O) are well controlled but the car struggles to control carbon monoxide (CO) and particulates (PN) when cold. Nevertheless, a balanced all-round performance leads to a very creditable 3 star rating.

## Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	VR3UPHNKKT08 <sub>xxxx</sub>	Euro 6d	195/55 R16
Mass	Engine Size	Engine Power/Torque	Published CO <sub>2</sub>
1,105 kg	1,199 cc	74 kW/205 Nm	124 g/km
	Battery Capacity	Published Driving Range	
	n.a.	n.a.	

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