



Peugeot //

HDi diesel





HDi Diesel Intelligence.

Switching to an 'alternative' such as diesel is not an easy choice. Are there any significant advantages? Will I have to compromise? Introducing Peugeot HDi – diesel engine technology that simultaneously delivers outstanding economy and stirring performance, all the while being responsible to the environment. It's what we call diesel intelligence.

Direct injection and intercooled turbo-charging helps produce rewarding, high-torque performance - but not at the expense of the environment.

The inclusion of pioneering FAP particle filter technology eliminates diesel particles to barely measurable levels, on top of the fact that all materials used on Peugeot cars

are at least 90% recyclable. All this combined with 30 years of experience in Australian conditions add up to diesel intelligence that's evident in every Peugeot HDi.

HDi engines are designed around the revolutionary common rail injection system. Simply put, the system manages a more efficient delivery and burning of fuel in the

engine. It's the type of diesel intelligence that all HDi engines are packed with, to contribute to a better driving experience.

Peugeot HDi gives you all the benefits of diesel – with no compromise.



Leading the way.

With a Peugeot HDi you're stepping into decades of diesel expertise. The first Peugeot diesel rolled off the production line in 1928, and they have been on sale in Australia since 1978. The Peugeot 504 diesel quickly developed a loyal following – its combination of size, durability and style were perfect for Australian conditions.

Since that first arrival, Peugeot has always had a diesel model in its Australian range.

Now, HDi engines are widely available throughout the Peugeot range, with 3 different engines to choose from: a 1.6 litre, 2.0 litre and the 2.7 litre V6 twin turbo.

In fact, Peugeot now sells more HDi diesel cars than petrol in Australia.

Today, when it comes to technical innovation and engineering, Peugeot HDi diesels are leading the way.



More in your pocket.

In the face of fluctuating petrol prices, the economy benefits of HDi diesel are more attractive than ever. Peugeot HDi engines are as frugal with consumption as they are generous with power. And this means more money in your pocket.

In fact, a full tank in a Peugeot 308 HDi (based on combined cycle for 308 HDi 1.6L manual) could get you over 1,200km. Figures like this are made only marginally less

surprising by the fact Peugeot holds three Guinness World Records for fuel economy.

On top of that, fewer visits to the service station appeals on a more pragmatic level. Like doing the dishes or mowing the lawns, a trip to fill up your car is a chore that none of us really enjoy doing. HDi means you won't need to fill up nearly as much as you're used to.

Guinness World Records.

Peugeot HDi diesel vehicles have achieved three Guinness World Records for fuel economy – all set in tough Australian conditions. Viewing these presents a truly amazing set of numbers:

“Longest distance travelled on one tank of fuel”

- Melbourne to Rockhampton – that's 2,348kms from the 70-litre tank

“Round Australia Diesel Economy World Record” and “Overall Round Australia Fuel Economy World Record”

- 14,634km, averaging 3.49L/100km.



A new kind of performance.

Leaving misconceptions about diesel well behind, a Peugeot HDi diesel will give you better performance than what you'd expect from a similar sized petrol engine. But it's a different, new kind of performance. The HDi engine's high torque and turbo power makes it easier to overtake, easier to carry heavy loads or towing, all with fewer gear changes – adding up to a more effortless drive.

High torque.

Simply put, torque is 'pulling power', or the force used to get the car moving. One of the most important characteristics of Peugeot HDi engines are their high torque output, achieved with a long stroke dimension and high compression ratio. For example, in our 4 cylinder, 2.0L HDi turbo diesel engine, the torque of 320Nm is equivalent to a typical Aussie

6 cylinder petrol engine. And with overboost, this can momentarily be boosted to 340Nm.

Even more impressive, maximum torque is reached very low in the rev range, meaning an HDi engine doesn't need to work as hard to achieve maximum performance.

Turbo power.

Due to their low revving nature, diesel engines were traditionally

down on power compared to a similar sized petrol engine.

The solution Peugeot offers are turbochargers, fitted to all of our HDi engines – including twin-turbo on the V6 HDi. Our turbo technology also includes an intercooler which cools the air coming out of the turbo before it goes into the engine, creating even more power.



The feel good factor.

The obvious environmental benefit of diesel engines is that as they are burning less fuel, naturally they are sending less exhaust fumes (CO₂) into the environment (CO₂ is the gas that most contributes to global warming). Peugeot HDi diesels go a step further than merely reducing exhaust. Our world-first FAP particle filter eliminates diesel particles, commonly known as soot, to barely measurable levels.

And it doesn't stop there. Peugeot is proactive in caring for the environment in more than just the manufacture of its cars. In 1998 we created a carbon sink in the Amazon basin that further absorbs CO₂ emissions. Combined with the fact that the materials used on Peugeot cars are at least 90% recyclable, our HDi diesels are among the most environmentally friendly cars on the planet.

The FAP Particle Filter.

All current Peugeot HDi engines are fitted with our pioneering FAP particle filter technology. Peugeot were the first manufacturer in the world to develop the particle filter. FAP reduces particle emissions to a quantity that is almost impossible to measure. In fact, tests have shown that the FAP particle filter removed more than 99.9% of the fine particles before they could escape

into the environment. It works by trapping and burning these particles, which combine to form soot. It is so effective that it complies with the stringent Euro 4 emissions standard. What's more, the FAP particle filter is self-cleaning, and is virtually maintenance free.

HDi and FAP make you feel good about driving.



The HDi diesel engine range.

Peugeot's HDi diesel engine range is a result of our passion to produce more fuel efficient engines and reduce emissions. There are three engines available; 1.6 litre and 2.0 litre 4-cylinder turbo diesel engines and a 2.7 litre V6 twin turbo diesel engine.

Peugeot HDi (High-pressure Direct Injection) engines are designed around the revolutionary common

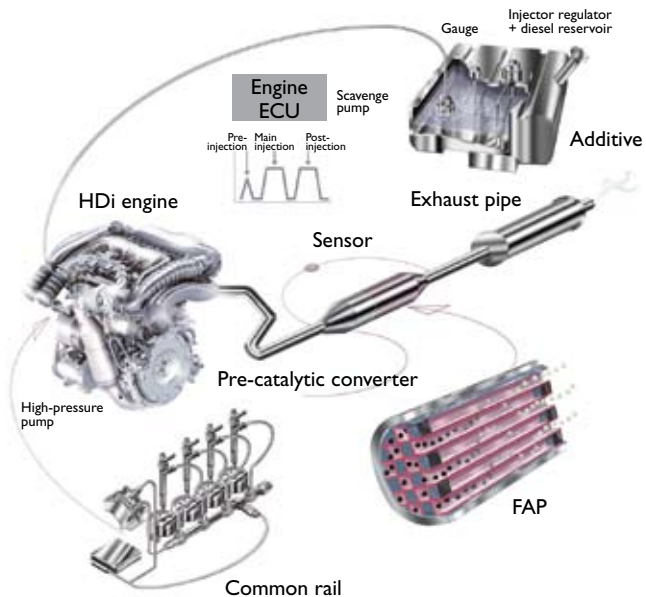
rail high pressure injection system. They benefit from the very latest precision engineering and technology to offer outstanding refinement.

The common rail has two functions. First, it generates pressure and stores the fuel under high pressure in a central accumulator rail. Second, injecting the fuel into individual electronically controlled

fuel injectors (one per cylinder). In the injection phase, the common rail uses a 'pilot injection' system, which injects a small amount of extremely fine diesel fuel into the combustion chamber before the main quantity of fuel is delivered each cycle. With this steady, regulated delivery of the fuel, mechanical vibration and chassis shudder is reduced, meaning less noise. At the same time, the fuel

is burned more effectively, thus reducing emissions and improving economy.

These engines are also fitted with the FAP particle filter, a Peugeot innovation. The filter works by trapping then burning harmful diesel emissions down to barely measurable levels, helping to preserve the environment without spoiling the performance of your Peugeot HDi.



Engines	1.6 HDi	2.0 HDi	2.7 V6 HDi
Power (kW @ rpm)	80 @ 4000	100 @ 4000	150 @ 4000
Torque (Nm @ rpm)	240 @ 1750	320 @ 2000	440 @ 1900
Emission Standard	Euro 4	Euro 4	Euro 4



There's more to come.

Peugeot drivers have much to enjoy now – and even more to look forward to. Cutting edge new models and improvements are always a priority, beautifully evidenced by the stunning 908 concept – a four-door limousine powered by a 5.5-litre V12 HDi diesel engine. Delivering 515 kW and more than 1200Nm of torque, the 908 combines breathtaking performance with room for four people – and their luggage.

HDi Motorsport.

In sporting endeavours, Peugeot is taking on an enormous challenge. After winning five titles in the

prestigious World Rally Championship, Peugeot is now tackling the gruelling 24 hours of Le Mans in a V12 HDi diesel powered vehicle. Our successes and learnings from the track equate to greater advances in our road cars, furthering the development of HDi.

HDi Hybrid Technology.

Peugeot's research into HDi Hybrid technology continues with the development of diesel-electric hybrid powertrains, with average fuel consumption of a staggering 3.4 litres per 100km. The Hybrid HDi introduces several innovative features, including recovery of

kinetic energy during deceleration and braking, an all-electric mode or Zero Emission Vehicle (ZEV) that eliminates noise and emissions for urban driving at up to 50 kilometres an hour, and an extended ZEV mode, in which electrical power is used by default depending on the battery charge level. We can expect to see Hybrid HDi vehicles on the road in the not too distant future.

Sustainability.

At Peugeot, we're doing things now that will benefit generations to come. HDi diesel technology and the use of recyclable materials are just two examples of this. But we're

also developing active improvements for the environment beyond those already built into our cars, including Operation Carbone in the Amazon basin. This large scale project reduces CO₂ levels in the atmosphere, helps assess the feasibility of other carbon sinks worldwide, and contributes to the scientific advancement of ecosystem recreation and biodiversity.

And you can be assured – we'll be doing even more in the future to reduce the impact of motoring in our world, and HDi is a critically important piece of the puzzle.

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For full specifications visit peugeot.com.au



ENGINEERED TO BE ENJOYED

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