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Peugeot 208 tech edition review

In fact, the pre-facelift 208 was Europe's best-selling car in 2022. Electronic traction control can avoid wheel-spin but largely negates the benefit of extra power.[3] This was a reason for the adoption of the all-wheel-drive quattro system in the high performance Jensen FF and Audi Quattro road cars. At the rear, the full LED light clusters have been redesigned to incorporate Peugeot's 3D 'claws' motif. In contrast with the front-engine, rear-wheel-drive layout (RWD), the FWD layout eliminates the need for a central tunnel or a higher chassis clearance to accommodate a driveshaft providing power to the rear wheels. The engine, which takes up a great deal of space, is packaged in a location passengers and luggage typically would not use. It's a real hoot to drive, with a real willingness to rev and very little flywheel effect. There are four different arrangements for this basic layout, depending on the location of the engine, which is the heaviest component of the drivetrain. Under the bonnet are two new semi-electric hybrid engines. Indeed, it was comfortably commodious by class standards. This arrangement continued also on the second-generation Tercel, until 1987, the third generation received a new, transversely mounted engine. Choose the Active variant and you'll find cruise control, heated door mirrors and air conditioning with a refrigerated glove box. Like the rear-engine, rear-wheel-drive layout (RR) and rear mid-engine, rear-wheel-drive layout (RMR) layouts, it places the engine over the drive wheels, improving traction in many applications. Nelson Thornes. The diddy steering wheel beneath the dials was a novel idea, but set it up for smaller drivers or those who liked a low-slung driving position and you'd have remembered why every other major manufacturer suggested reading dials through the wheel. Unsourced material may be challenged and removed.Find sources: "Front-engine, front-wheel-drive layout" - news - newspapers - books - scholar - JSTOR (November 2011) (Learn how and when to remove this message) FF transversely mounted engine layout FF longitudinally mounted engine layout In automotive design, a front-engine, front-wheel-drive (FWD) layout, or FF layout, places both the internal combustion engine and driven roadwheels at the front of the vehicle. Frankly, after Peugeot spent so long in the design doldrums, we can forgive the so-so dynamics. Emissions are also very low at just 104g/km. The 208 platform just works. Dante Giacosa's Autobianchi Primula of 1964, Fiat 128 and Fiat 127, put the transmission on one side of the transversely mounted engine, and doubled back the drivetrain to put the differential just behind the transmission, but offset to one side. It got a facelift in mid-2024, which made it 37 per cent more LED-tastic. Peugeot says adding the dollop of e-boost reduces fuel consumption by 15 per cent, though your mileage will vary depending on where that mileage is. However, the Panhard's air-cooled flat twin engine was very light, and mounted low down with a low centre of gravity reducing the effect. The transmission was located in the sump below the crankshaft, with power transmitted by transfer gears. If you thought the days of small, modestly priced hatches that painted a big smile on your face had gone, you need to try this car. Buying second hand, ideally you'd look for this post-2015 facelifted version. The ride is less firm than in the heavier e-208, and if that's a concern then avoid GT-line trim and go for Allure with smaller wheels. The outer end of the intermediate shaft is supported by a bearing secured to the transaxle case and a universal joint assists with alignment. The mid-range Allure models got a bit more chrome, 16in alloys, rear parking sensors, and automatic lights and wipers thrown in, while the range-topping GT Line gained 17in alloys, dual-zone climate control, folding door mirrors, and red stitching inside. It's the base 1.2-litre version we look at here, a car with 82bhp on tap and a willing, revvy nature. The launch of the 208 supermini was a big step forward in that regard and the car's prospects have certainly been aided by the willing three cylinder 1.0 and 1.2-litre PureTech petrol options available at the bottom of the range. Which was also redesigned recently, come to think of it. In recent times, the manufacturers of some cars have added to the designation with the term front-mid which describes a car in which the engine is in front of the passenger compartment but behind the front axle. ^ "Engine & Driveline Layouts". Mid-engine, front-wheel drive (MF layout); Renault 4 mid-engine, front-wheel-drive layout allows greater distance between front doors and wheelwells, and short front overhang. Constant-velocity universal joints are normally used to transfer power smoothly between the components. The bonnet on this original Mini is open, showing the transversely mounted engine that drives the front wheels. The restyled front bumper creates a sharper and more precise line, with a wider grille and deeper chrome finisher that is now fully integrated. The cornering ability of an FWD vehicle is generally better, because the engine is placed over the steered wheels.[1] However, as the driven wheels have the additional demands of steering, if a vehicle accelerates quickly, less grip is available for cornering, which can result in understeer.[2] High-performance vehicles rarely use the FWD layout because weight is transferred to the rear wheels under acceleration, while unloading the front wheels and sharply reducing their grip, effectively capping the amount of power which could realistically be utilized; in addition, the high power of high-performance cars can result in torque steer. This keeps drive shaft angles equal on both sides and helps prevent steering irregularities and vibration. It is normally a ball and cage type with an inner race splined to the intermediate shaft. The 1934 Citroën Traction Avant solved the weight distribution issue by placing the transmission at the front of the car with the differential between it and the engine. Dimensions. The outer universal joint allows greater angular changes but not changes in shaft length. What's been done to keep it fresh? Combine that with the smarter looks and extra hi-tech connectivity of this lately improved model ... Peugeot 208 1.2 PureTech 82 Tech Edition 5dr. With the engine so far back, the weight distribution of such cars as the Cord L-29 was not ideal; the driven wheels did not carry a large enough proportion of weight for good traction and handling. This was a novelty, especially for a car being made in a communist country. This layout is the most traditional form and remains a popular, practical design. The Eagle Premier used a similar powertrain arrangement found in the Renault 21 and 25 - later becoming the basis for the Chrysler LH sedans produced until the 2004 model year. An outer race is formed in the yoke. The inner universal can be a plunge or tripod type joint. It's not going to crucify you at the pumps, no matter how spiritedly you drive the thing. Transverse front-mounted engine, front-wheel drive (FF transverse layout): Fiat 128, followed the footsteps of the Autobianchi Primula. The 1946 Panhard Dyna X, designed by Jean-Albert Grégoire, had the engine longitudinally in front of the front wheels, with the transmission behind the engine and the differential at the rear of the assembly. Inside, not too much needed doing. Most European and Japanese manufacturers switched to front wheel drive for the majority of their cars in the 1960s and 1970s, the last to change being VW, Ford of Europe, and General Motors (Vauxhall - UK and Opel - Germany). The first popular transverse engine FWD cars were the DKW 'Front' made from 1931, which had a twin cylinder two-stroke engine. p. As before, the two main talking points inside are the smallness of the steering wheel (over which you view the high-set instruments) and the colour touchscreen attached to the fascia that controls audio, trip computer and stereo functions and to which you can add a now wider range of clever downloadable apps. Boo. Further information: Automobile layout and Front-wheel-drive Front-engine, rear-wheel-drive layout Historically, this designation was used regardless of whether the entire engine was behind the front axle line. It's one you buy for its sharp creases and sabre-toothed switchgear. It drives alright, but looks terrific and that's a lot better than where Peugeot was two generations of supermini ago."The supermini you buy because of how it looks inside and out, not because of what it costs or how it drives" It's been a worthwhile update for the 208, honing its smartest-in-class looks while usefully broadening an engine line-up that wasn't anything to write home about before. As well as the older 74bhp and 99bhp petrol units, the hybrids are offered in 99bhp and 134bhp tunes. The earliest front wheel drive cars were mid-engine, front-wheel-drive layout (MF). There was plentiful room in the Peugeot 208 for four adults. A short inner stub shaft is splined to the differential side gear and an outer stub shaft is splined to the front wheel hub. Combine that with the smarter looks and extra hi-tech connectivity of this lately improved model and you've the potential for a tempting recipe. If that's not fast enough, Peugeot also offers a 1.2-litre PureTech 110 variant that improves those figures to 9.6s and 118mpg. The drive is transferred through the trunion and balls to rotate the shaft. There aren't too many. Drivingfast.net. The touchscreen's swelled from 9in to 10in across, and there are rationalised shortcut keys on the centre console. Today, Audi is the most prominent user of this mechanical layout, having used it since the 1950s in its predecessor companies DKW and Auto Union, and it can be found in its larger models from the A4 upward. Gothenburg, Sweden: A B Nordbok, 1983. The main deficit is weight distribution—the heaviest component is at one end of the vehicle. It's the smallest Peugeot you can buy, now the 108 has said au revoir and Peugeot has sadly quit the city car game. And the same could be said for the Peugeot. BMW, focused on luxury vehicles, however retained the rear-wheel-drive layout in even their smaller cars,[4] though their MINI marque are FWD. All-Wheel Driv ^ "BMW Technology Guide: Rear wheel drive". So, while the steering wheel remains a tiny saucer you have to position very carefully to avoid obscuring the digital dials, there are some useful updates. At a cursory glance, all was okay. No such worries with the 208 1.2 VTI. It's an inexpensive engine that makes all kinds of sense on the balance sheet, both for you and for Peugeot. Car handling is not ideal, but usually predictable. Despite the slightly more compact outward dimensions, there's a little more room on the back seat than you might expect - and decent luggage space behind. It was even a relatively interestingly designed cabin. Archived from the original on 27 September 2016. In front wheel drive vehicles, the drive shafts transfer the drive directly from the differential to the front wheels. And although the 'floating' communications, audio, and navigation screen on the centre console looked slick, trying to browse through radio stations while moving at moderate speed or on a bumpy road made you crave six little preset buttons on the dashboard. You can plug them in for a charge-up: if that's your preference, then the all-electric e-208 is yours, so check out our full verdict on that car at this link. The 208 was left, in this company, being moderately acceptable. Not everyone gets on with the strange driving layout but it's nothing a little familiarity wouldn't conquer. Don't get us wrong: 285-litres isn't huge by supermini segment standards but it's a very usable space that can be extended to as much as 1,076-litres of you push forward the rear bench. ISBN 978-0-7487-8082-2. It's not even particularly quick. The 1955 Suzuki Suzulight also introduced a front engine with a transversely installed two-stroke twin-cylinder engine (using DKW technology) in a city car/kei car application, based on the German Lloyd LP400. Here is a supermini you'll drive just for the fun of it. Plus there's the option of an ETG5 automatic gearbox for a premium of around £1,400. The plush 'Allure' version gets 16-inch alloys, automatic headlights, rear parking sensors and rain-sensing wipers. Hence the driveshafts to the wheels are longer on one side than the other. Smart to look at and ... Read the definitive used Peugeot 208 2019 - present review from What Car?. Combined with the car's low slung unibody design, this resulted in handling which was remarkable for the era. We tell you what you need to know before you buy. Without wishing to sound detrimental, it has a holiday hire car kind of feel to it, where you just feel inclined to travel everywhere with the throttle buried into the carpet and a huge smile on your face. 62mpg comes and goes in 12.2 seconds while the top speed is 111mph. It's a fun and infectious little fizzer of a powerplant, not particularly quick but always up for a bit of sport. Retrieved 6 January 2010. Peugeot always used to provide us with small cars that were fun to drive and in recent years, the company has been showing signs of a return to that happy place. The automatic gearbox cars also inherit Vauxhall's drive selector. A flexible rubber boot fitted to each joint retains grease and keeps out dirt and moisture. And is it good to drive? I appreciate that this could be a statement that could come back to haunt me but after driving this car, I reckon Peugeot is back. Longitudinally front-mounted engine, front-wheel drive (FF longitudinal layout): The Auto Union 1000, (today Audi) longitudinal layout superseded the DKW F89 front transverse engines in the 1950s, The glovebox was pitiful, and if you wanted to use a cupholder, you'd have effectively had to reach behind you. The 208's cabin was fine, but if you looked deeper you'd have found that it had notable failings, too. It's not the most spacious or the cheapest small car, however. Just go and try it, you'll see. Engine choices then? Where diesel engines in superminis often fail to make sense is down to the premium charged for the more expensive engine when weighed against the fact that most of these cars do modest mileage and the benefits in fuel savings will never actually break even. The latest evolution of the format in Audi's MLB platform attempts to address the long-standing drawback of uneven weight distribution. In some cases a longer drive shaft is used on one side. This became quite popular; cars using this layout included the German Ford Taunus 12M and the Lancia Flavia and Fulvia. With a little finessing here and there, it all could have been so much better, living up to the promise that its design suggested it would have had. So it no longer looks like there's a miniature electric razor laying about on the central tunnel. There's also 15-inch alloy wheels, LED daytime running lights, a multifunction colour touchscreen, Bluetooth and USB connectivity, plus a split rear bench for added versatility. The hybrids are automatic-gearbox-equipped only, which is just as well because shifting with the manual gearbox is like whisking coal. And now the Ford Fiesta is sadly departed and other superminis will also be following it out the door soon, the 208 is, by dint of standing out from the crowd, likely to be higher than ever in supermini shopping lists. A rubber dynamic damper may be fitted to absorb vibrations. This is a small car that is priced well, looks good and is even respectably practical. Other front-wheel-drive Toyota models, such as Camry, and Corolla, had transversely mounted engines from the beginning on. 9. It replaced a car also called '208' (because after the 206 and 207 Peugeot realised it was going to run out of numbers sooner or later) and it sits on a platform that also underpins the Vauxhall Corsa, DS 3 Crossback, and Peugeot's own 2008 crossover. The front seat was widely adjustable. A Ford Fiesta's matched it for design and, mostly, material quality, while being easier to work. Prices start at around £13,000 for the base 'Active' trim level with 82bhp power, but you can pay up to £16,500 if you go for the plusher 'Allure' trim level and the pokier 110bhp output wedded to the ETG5 auto gearbox. Universal joints let the shaft keep rotating while allowing for changes due to suspension movement, such as shaft length and horizontal angle, and shaft angle as the steering turns. In 1979, Toyota introduced and launched their first front-wheel-drive car, the Tercel, and it had its engine longitudinally mounted, unlike most other front-wheel-drive cars on the market at that time. Please help improve this article by adding citations to reliable sources. 37 per cent more lion-tastic. Front Drive vs. ^ "What the heck is torque steer?". Length 3,973mm Width (including mirrors) 2,004mm ... The engine positions of most pre-World-War-II cars are front-mid or on the front axle. (Includes pictures of the engine layouts of the Traction Avant and other designs.) Retrieved from " magazine Performance Handling Comfort Space Styling Build Value Equipment Economy Depreciation Insurance Total 71% Ratings in comparison with other Superminis. It's fine. This family has the distinction of being the highest engine capacity (8.2 L) front-wheel-drive vehicles ever built. This located the weight just a bit in front of the wheels. it's also available with fully electric power, too. ^ www.motortrend.com Archived 2011-07-18 at the Wayback Machine Road Test: Rear Drive vs. This arrangement, used by Panhard until 1967, potentially had a weight distribution problem analogous to that of the Cord L29 mentioned above. It is this system which dominates worldwide at present. Front-wheel drive ^ Hillier, Victor; Peter Coombes (2004). Front-wheel-drive vehicles tend to suffer from torque steer under heavy acceleration.[5] This is caused by differing drive shaft lengths which in turn results in different incident angles at the joints of the driveshaft. When hill climbing in low-traction conditions RR is considered the best two-wheel-drive layout, primarily due to the shift of weight to the rear wheels when climbing. Look out for your regular round-up of news, reviews and offers in your inbox. Retrieved 1 September 2016. As it was, a Volkswagen Polo's cabin felt of higher perceived quality. Term used in automotive technology This article needs additional citations for verification. We'll concentrate here on the combustion versions, and they're still plenty popular. Any car enthusiast who knows their stuff will know how significant it is that Peugeot is back in the game with a genuinely good supermini. The boot was fine by class standards, too, and you could split and fold the rear seats adequately. There are a number of commendable engines to try but the three-cylinder 1.2-litre PureTech 82 engine just has likeability shot straight through it. Personally, I'd stick with the lower-powered variant and the manual 'box. Peugeot stepped up a gear in the supermini segment when it launched its 208 model in 2012. It's one of the most striking and handsome superminis around.Advertisement - Page continues below As oodles of dreary-looking Chinese runabouts arrive, Peugeot must be relieved to be building one of those rare small cars where you'd know it was a Peugeot even if you covered up the badge. Ongoing running costs are tiny and equipment levels are good. As usual with the 208, you get a choice of either three or five-door bodystyles. Each stub shaft has a yoke, or housing, to accommodate a universal joint, at each end of a connecting intermediate shaft. It's not a machine built primarily for striding along motorways, after all.Advertisement - Page continues below Oui, though Peugeot has tried to rationalise it a bit for the 2024 update. The balls transfer the drive from the shaft to the hub and allow for changes in horizontal angle and for a wide steering angle to be achieved. The Trabant in 1957 was also one of the only cars to have a transverse mounted engine, being a sort of DKW successor. Peugeot's official figures quote a combined fuel economy figure of 62.8mpg, although I don't think I could ever drive the car in such a restrained fashion to approach that. The problem was that there were about a dozen superminis whose interiors were 'okay'. This is the standard configuration of Audi and Subaru front-wheel-drive vehicles. A 1975 Alfa Romeo Alfascud Sprint Veloce using a Longitudinally mounted front-engine and front-wheel drive. The farther these joints are articulate, the less effective they are at delivering torque to the wheels. Downsides? The Saab 99 and 'classic' Saab 900 also used a similar arrangement. Other models that used the 'transmission-in-ump' layout included the Datsun 100A (Cherry) and various applications of the PSA-Renault X-Type engine such as the Peugeot 104 and Renault 14. Toyota was the last Japanese company to switch in the early 1980s. Proper Peugeot - the Peugeot that we need to know and love. This caters for changes in shaft length and horizontal angle. The air-cooled flat twin engine of the Citroën 2CV was also mounted very low, in front of the front wheels, with the transmission behind the axle line and the differential between the two. If you think it's a bit of a shame that the car couldn't dip below the 100g/km barrier, well I'd agree, but there's an ETG5 automatic version that does, this variant registering 97g/km and 67.3mpg. Choosing a 208 of choice was a tricky affair, as there were four core trims to choose from plus three GTi versions and a further three special edition models. It's the first small car I've driven for a long time that suddenly gave me the pang of wanting to actually own. The claw-inspired running lights now dominate the car's cheerful cheeks, the grille has more colour-coded vanes, and there's new LED light clusters front and rear. Sedgwick, Michael Cars of the 50s and 60s. I tried some of the larger petrol and diesel engines on offer, figuring that more was better, but this 82bhp 1.2-litre powerplant aced the lot of them for sheer fun. As the steered wheels are also the driven wheels, FWD cars are generally considered superior to RWD cars in conditions in which there is low traction such as snow, mud, gravel or wet tarmac. The standard 208 GTi was adorned with 17in alloys, a rear spoiler, a chrome twin exhaust system, and leather-clad sports seats, while opting for the GTi Prestige added sat nav, heated front seats, and a panoramic sunroof. Renault is the most recent user of this format - having used it on the Renault 4, and the first generation Renault 5, but it has since fallen out of favor since it encroaches into the interior space. All in, the 208 is a hugely pleasant surprise and the 1.2-litre PureTech engine the hidden gem. Driving position aside, it's nothing revolutionary, just solid good engineering. The tripod is splined to the intermediate shaft and held by a circlip. The cage retains the balls in location in grooves in both races. Peugeot has tried to make this 208's styling a bit more assertive and distinctive. A Honda Jazz's was considerably more versatile. You'll need to be pretty slick with the stick shift to keep things on the boil, but as you punt it through corners you'll be amazed at the sheer amount of front end grip on offer and its speed of turn-in. Fundamentals of motor vehicle technology. No diesels any more. Either way, there's the option of an ETG5 auto gearbox for townies. The Peugeot 208 is a style-focused small car with a premium interior, lots of standard kit and a comfortable ride. In the 1980s, the traction and packaging advantages of this layout caused many compact and mid-sized vehicle makers to adopt it in the US. This is done by packaging the differential in front of the clutch, allowing the axle line to be further forward in relation to the rear face of the engine block. The wheel is now trimmed in full-grain leather from Active trim, while the soft-touch moulded dashboard strip - which is standard regardless of trim level - has smarter graining on higher specification models. There was nothing inherently wrong with that of a Seat Ibiza or a Fiat Punto, but you wouldn't have found us recommending them on the strength of them (or much else, in their case). The final variant saw the Peugeot Sport division tweaking the 208, with it rolling on 18s, with a wider front track, lower suspension, a Torsen differential, specific springs, dampers, and a wheel alignment set-up compared to the standard GTi, while inside there were Alcantara-covered sports seats. Other features fell into the 'good idea, but...' category. It's still an idiosyncratic thing to punt along a road, because of the acquired taste cabin architecture and driving position, but we like living in a world where the French still attempt brave, wilfully different design choices even in workaday superminis. The 1966 Oldsmobile Toronado (along with its sister model the Cadillac Eldorado) used a novel arrangement which had the engine and transmission in a 'side-by-side' arrangement with power being transmitted between the two via a heavy-duty chain, and a specially designed intermediate driveshaft that passed under the engine sump. Soft touch plastics, tactile switchgear, chrome highlights and almost faultless ergonomics show other supermini sellers how it should be done. Where the differential is not located in the center line of the vehicle, an intermediate shaft can be fitted to maintain equal length drive shafts on each side. This much improved 208 hatchback represents Peugeot more strongly in the supermini segment and the three-cylinder 1.2-litre 82bhp PureTech petrol engine many will want is an absolute cracker. Early cars using the FWD layout include the 1925 Alvis, 1929 Cord L-29, 1931 DKW F1, the 1948 Citroën 2CV, 1949 Saab 92, the 1957 Trabant P50, and the 1959 Mini. Sadly there's no longer a 200bhp 208 GTi: this generation of 208 never got to wear a pair of running shoes and a striped tracksuit. Plus most models get two-tone headlamps, with black and chrome masks and a hi-tech LED light signature. This generation of 208 has been around since mid-2019. Saab copied this design on their first car, the 1949 Saab 92. So what do you get for your money? If you wanted a bit more power from your 208, Peugeot had three variants of the GTi, all using the same 205bhp, turbocharged 1.6-litre petrol engine. Yes, the car has had to make a few concessions to modern motoring, and the electrically-assisted power steering isn't the wholly organic experience you got behind the wheel of a 205 GTi, but here is a car you'll drive just for the fun of it. Satellite navigation is an option. A ball, supported on needle roller bearings, is fitted to each post of the tripod, and these slide in a trunion inside the yoke. The engine was mounted longitudinally (fore-and-aft, or north-south) behind the wheels, with the transmission ahead of the engine and differential at the very front of the car. The entry-level Access trim equipped the 208 with heated door mirrors, cruise control, air conditioning, Bluetooth, and remote central locking as standard, while upgrading to Active added 15in alloy wheels, LED day-running lights, and a 7.0in touchscreen infotainment system with DAB radio and smartphone integration included. Issigonis's Mini of 1959 and related cars such as the Maxi, Austin 1100/1300 and Allegro had the four-cylinder inline water-cooled engine transversely mounted. But the 208 is not a car you buy for its sharp dynamics. Even putting three people in the back worked, as long as they weren't too large and demanding.

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