

# CHAMPION MOTORING

## The classy and comfortable Peugeot E408

by Seán Creedon

AFTER driving several small cars and SUVs in recent weeks, it was a pleasant change last week to sit into the new Peugeot E408, a car that definitely has a very stylish coupe-like look to it.

This is the first time that Peugeot has introduced a fully electric version of their 408 as the company continue to expand their electric range. The new car is powered by a 58kWh battery which generates 210 brake horse power and comes with a claimed range of 453km. I think most drivers will be happy with a range of approx. 450km.

Like its internal-combustion-engine siblings, the new EV has a distinctive fastback silhouette promising a combined elevated driving position, sleek coupe-like lines and generous cabin space.

With the battery pack fitted into the floor, rear passengers benefit from class-leading legroom while boot capacity is a generous 471 litres, expanding to 1,545 litres with seats are folded. But as it normal with most new cars nowa-

days, no spare wheel is provided.

Classy on the outside with the still relatively new Peugeot 'Shield' logo on the grille and on the boot door. You also get 408 spelt out on the bonnet to let passers-by know the name of the car. You also get a very stylish and impressive cabin also.



Unlike most new cars where a huge infotainment dominates the dash, in the 408 the infotainment screen is embedded into the dash.

I liked the way there is a demarcation line between the driver and front seat passenger in the front and between you is a drinks holder and space for mobile phones, pens etc.

You get the latest Peugeot i-Cockpit, featuring a neat flat-bottom steering wheel, ten-inch digital instrument panel and ten-inch central touchscreen. The car is

loaded with safety kit as standard including adaptive cruise control, lane-keeping assist and automatic emergency braking.

Overall the interior in the electric version was very dark, but there are some nice bright touches on the seats and you also get green stitching on the seats and that green look is replicated all over the interior.

I have often mentioned dark interiors in previous reviews and it was explained to me that the dark look was probably

what the designer wanted to achieve. I am not going to criticise any car designer; I just prefer to have a car that brightens my spirits in the morning.

The car will charge very quickly once you can find an ESB fast charging machine that is free. Very few cars delivered the range promised, but I found that you could get to 450k, with a full charge. As usual with Peugeot two trims are available, Allure and the GT version that I drove and five different colours.

Prices start at €36,9945, while the GT version I drove will cost you €43,995.

The 408 is certainly different from many of the electric cars out there and it's reasonably priced. You are likely to see this design used in many more cars from the Stellantis group, who now handle Peugeot in Ireland.

I really liked the 408; it was classy and comfortable and there were no issues. I'm still not a massive fan of electric cars and truth be told I probably preferred the hybrid version which I also drove.

The range in the Hybrid with a full tank of petrol was 560km and that figure rose to 660km after 24 hours of careful driving.

Also the roofline in the Hybrid version was white which I liked. Prices for the Hybrid version start at €31,495.

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