

PEUGEOT LAUNCHES A UNIQUE ADDITION TO THE EXECUTIVE CLASS

Peugeot has provided a unique choice for car buyers in the \$60,000 to \$100,000 executive class, where there is little choice between Germanic austerity or Japanese blandness, with the launch of the Peugeot 605 which boasts Latin styling and design flair matched with Peugeot's exceptional reputation for chassis performance and refinement.

"Although there appears to be a very wide choice of cars in the executive class between \$60,000 and \$100,000, there is, in fact, very little choice and that is something that Peugeot aims to set right," says Ray Bowden, General Manager for Peugeot Australia. "Basically cars in that category can be defined as offering Germanic austerity with no warmth or tactile pleasure, or they are bland Japanese offerings that are just better equipped versions of lesser models."

"The Peugeot 605 offers styling, inside and out, with the Latin flair and skill of Pininfarina, and a fine blend of materials that make the 605 a pleasure to look at and to experience. As would be expected from the company that produces what the experts call "the best handling front wheel drive car in the world" and the best hot hatchback of all time, the 605 is a total pleasure to drive, with an optimal blend of ride comfort, handling and road holding."

Powered by a 3.0 litre 127 kW V6 engine which drives the front wheels, the Peugeot 605 costs \$74,995 and is comprehensively well equipped. Electric windows and climate control air conditioning are standard, along with remote control central locking, burr walnut wood inlays, cruise control, driver's side air bag and a four speed electronic automatic gearbox.

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The suspension boasts electronically controlled dampers that automatically adapt to different driving conditions and styles and the steering is also computer controlled: It is a speed sensitive variable ratio power steering system. Also included in the equipment package are electrically heated and controlled door mirrors, the windscreen washers are electrically heated and the headlights have washers, the front seats are electrically adjusted and heated and there is a five function trip computer.

The Peugeot 605 has a top speed of 217 kmh and its powerful V6 engine gives it the ability to dispatch the sprint to 100km/h in just 9.9 seconds. Fuel consumption is 8.5 litres per 100 kms on the Highway cycle and 13.5 litres/100 km on the City cycle.

"Our plan is not to flood the market with the Peugeot 605," explains Ray Bowden. "Rather, we will keep it in limited supply, to retain its distinct position in the market place. Considering how special the Peugeot 605 is, it will come as no surprise to learn that the 605 is, without any pre-launch publicity, already a much sort after car and the first six months supply is already sold out."

Unmistakable timeless Peugeot styling

The Peugeot 605 is another co-production between the renowned Italian styling house, Pininfarina, and Peugeot. It shares with the other Peugeot models the classic elegance and good looks that has made every Peugeot a classic in their market sectors. The 605 shares the styling elements - long wheelbase, distinctive headlights, tail treatment - of other Peugeot models, but adds its own flair, making it a stand-out design in the executive class.

But the 605's body is not just about good looks, it is a strikingly efficient body aerodynamically, with the Australian specification 605 having a drag co-efficient of just 0.30. Nor does style compromise interior space and comfort: There is room inside for five people to travel in comfort and the 497 litre boot can carry their luggage with ease.

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More than 700 hours of wind tunnel testing in Peugeot's two wind tunnels at Saint Cyr enabled the French company to achieve this remarkably low drag figure, which reflects not just a low overall figure but also excellent vertical aerodynamic loads at both the front and rear of the car, which aiding the Peugeot 605's superb stability under all conditions.

Safety as standard in the Peugeot 605

The Peugeot 605 is also an extraordinarily safe car. Of course Peugeot's expertise with suspension and steering ensures that the 605 is remarkably agile, aiding its ability to avoid accidents in the first place. ABS anti lock brakes are also standard.

The strong body also offers the maximum level of protection in an accident, with impact absorbing areas protecting the passenger safety sell. In addition the 605, as standard, is the first Peugeot in Australia to offer driver's side airbag and front seatbelt pre-tensioners.

The 80 litre fuel tank is not only made from impact-absorbing polypropylene, it lies in a cradle ahead of the rear axle, where it is least likely to be impacted on in an accident, and is protected by a steel safety shield. Both front and rear bumpers offer more than sleek good looks, they are made from a honeycomb impact absorbing material.

Protection in depth guarantees a long life

The 605 has been designed to exceed safety requirements, for example in a 48 km/h frontal crash test the steering wheel moves by just 30mm, a fraction of the 127 mm allowed by the EEC standard.

More than 73 per cent of the metal used in the body, which is made up of 238 parts welded in 3,800 places by 91 robots and weighing 310 kg, is pre-protected against rust prior to construction by zinc-coating or galvanising.

The entire underside of the car is PVC coated, with a heavy additional layer in the wheel arches and the areas likely to suffer stone damage. In total eight kilos of PVC protection is applied to the body. Plastic wheel arch liners are fitted in all the wheel arches.

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Performance, refinement and efficiency from Peugeot V6 engine

The 3.0 litre 127 kW V6 engine fitted to the Peugeot 605 is the latest version of a family of V6 engines designed and developed by Peugeot which have been acclaimed for their performance and refinement, as well as offering optimum efficiency.

With a bore and stroke of 93 and 73 mm respectively, the ZPJ version of the Peugeot V6 engine has a capacity of 2963cc³. It develops 127 kW at 5600 rpm and the peak torque of 245 Nm is developed at a commendably low 4600 rpm.

The ZPJ engine has an alloy block and cylinder head with an overhead camshaft driving two valves per cylinder. These are fed by a Fenix 3B multi-point fuel injection system, which is activated by a mapped engine management system. This system gathers information on the engine from 10 sensors so that it can operate the engine at optimum efficiency. The software used in the engine management system is adaptive: It can alter its operating characteristics as the engine runs in and ages. The engine management system has a fail-safe limp home mode, which allows the Peugeot 605 driver to get home even in the unlikely event of an engine management system malfunction.

For added refinement, the lefthand cylinder bank has a counter rotating balancer shaft, the tappets are hydraulic and the forged steel crankshaft runs in four bearings with the two centre bearings supported both laterally and vertically.

Suspension: The 605 maintains - and extends - Peugeot's enviable record

Peugeot's expertise with suspension is not only legendary, it is much envied and imitated by other manufacturers. Peugeot does not believe in complexity to achieve results: The Peugeot route is to take a tried and tested system, one that is already renowned for its durability and reliability, and then refine it to a level that allows it to offer the ride comfort, handling and roadholding of a seemingly more complex system without losing the inherent durability or reliability. It is a philosophy that has won Peugeot both plaudits and loyal customers around the world.

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Hence the Peugeot 605 has a front suspension system designed around McPherson struts with wishbones.

The main components of this suspension are a combined spring and shock absorber suspension strut between the top of the steering swivel pin and the body of the car; an anti-roll bar directly connected to the strut by rods and four ball joints; a lower wishbone which guides the vehicle and filters out vibration.

At the rear there are two wishbones with divergent centre lines which give active compensating geometry. This system, which was designed specifically for the 605, was adopted for the following reasons: Camber variations are eliminated, aiding adhesion; the active control system stops the car diving under braking thus aiding stability; the system compensates for changing wheel loads, which aids roadholding. This system also offers major benefits in ride comfort and, at just 290 mm high, is very compact, enabling the 605 to have a spacious boot.

To enable the 605 to meet the demands of every driver, from those wanting a boulevard smooth ride to those want a stiff, sporting response, the Peugeot 605 is fitted with automatic electronically adjustable dampers. Five sensors transmit information to the suspension's control computer informing it about the amount of lock being applied to steering and the rate at which it is being wound on and off; the angle of twist in the anti-roll bars; the acceleration/deceleration rate of the car and the speed at which the car is travelling.

The computer takes this information and decides what type of suspension response is required, from soft to stiff. The system can alter the suspension setting in the time it takes for the information to travel from the sensors, to the computer and then to the suspension, which is just 150 milliseconds, a remarkably short time. However, it is possible for the driver to manually select the suspension setting required via a switch on the dashboard.

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The range, from softest to stiffest, covers a greater range than from the softest ever Peugeot suspension, on the 505 SR, to the extremely sporting suspension on the 205 GTI, the stiffest ever full production Peugeot suspension.

In the unlikely event of failure, the automatic suspension has a fail-safe mode, it sets itself to the stiff setting, a memory section records the fault for read-out in the workshop and a light illuminates on the dashboard to warn of failure.

The leather-bound four spoke 393 mm steering wheel on the Peugeot 605 operates a variable ratio power assistance system that provides more assistance at lower speeds, to aid parking and low speed manoeuvring, and, as speed increases, the power assistance is gradually lowered to provide more weight and 'feel' to the steering.

The steering wheel is adjustable for both height and reach, allowing the driver to select the optimum position for comfort.

Brakes: Confidence and safety with ABS anti lock as standard

With total brake pad area of 278 sq cm (182 at the front and 96 at the rear), ventilated discs at the front and solid discs at the rear and ABS anti-lock brakes as standard, the Peugeot 605 offers powerful, reliable and safe braking under all conditions. The front discs are 276 mm in diameter and 22 mm thick. Their single pillar callipers allow easy brake pad changing and they are self cleaning. The rear discs are 290 mm in diameter and 10 mm in diameter. All the pads are fitted with wear sensors that will trigger a light on the dashboard if safety standards are exceeded.

Like the suspension, the ABS anti-lock brake computer system includes a memory for faults that can be read out in the workshop, and a failsafe operation mode.

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Comprehensive equipment as standard

The Peugeot 605 is fully equipped - there are only two options, sun roof and leather upholstery - to provide luxury for all the senses, with fine materials such as the wood veneer inlays for visual pleasure and deep pile woollen carpet with plush velour or sumptuous leather for tactile pleasure.

Comfort and ease of use is ensured with fully automatic climate control air conditioning, cruise control, digital stereo radio & cassette with ten speakers and a 10 stack CD changer, trip computer, front seats that both move electrically and are electrically heated, electric windows, remote control central locking, individual reading lights for each seat, illuminated vanity mirrors, front and rear centre armrests, through-loading feature from the boot, driver's side air bag, front and rear fog lights, front driving lights and height adjustable headlights.

Silence is, of course, also a luxury and here the 605 is no exception.

Peugeot has gone right back to the source of the noise to stop it. For example, the inlet manifold includes an acoustically designed nozzle that stops noise production and the exhaust system has no less than three mufflers. Every cable and wire passing through a bulkhead into the passenger compartment has double sealing to cut noise transmission.

The majority of the body facing into the passenger compartment is coated with 6 kg/sq m. sound deadening bitumen, while the front bulkhead has a double application of this material and a 25 mm thick layer of moulded foam plastic. The sides of the scuttle, as well as the sound deadening bitumen, have an 8.0 mm thick noise absorbent layer. In total, the Peugeot 605 has 60 kg of sound deadening material.

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The Peugeot 605 3.0 SV

Engine

Capacity (cc)	2963
Engine Type	V6/2 valves per cylinder/overhead camshafts
Bore/stroke (mm)	93/73
Power (kW/rpm)	127kW/5600
Torque (Nm/rpm)	245Nm/4600
Fuel system	Multi-point fuel injection with mapped electronic control.
Compression ratio	9.5:1
Transmission	4HP 18 electronic four speed automatic gearbox
Steering	Rack and pinion speed sensitive steering, electronically controlled
Steering column	Adjustable for both height and reach.
Suspension	Electronically controlled with sports override setting
Front	Triangulated McPherson strut suspension, coil springs, integrated hydraulic shock absorbers.
Rear	Super imposed double triangulated with controlled stress, separate coil springs and hydraulic shock absorbers.
Brakes	ABS anti-lock brakes, diagonally split system.
Front	Ventilated discs with floating callipers, wear compensation
Rear	Discs with floating callipers, automatic load adjustment.
Tyres	205/65 R15 Pirelli steel-belted radials
Weights (kg)	
Kerb Weight	1460
Maximum laden	1915
Towing capacity, braked trailer	1500
Dimensions (mm)	
Length	4,721
Width	1,799
Wheelbase	2,800
Front track	1,527
Rear track	1,525
Height	1,417
Front elbow room	1,502
Rear elbow room	1,527
Boot space (litres)	497
Drag co-efficient	0.30
Capacities (litres)	
Fuel tank	80
Oil	7.0

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Performance

Top Speed (kmh)	217
0-100 kmh (secs)	9.9
1000 metre standing start (secs)	31.1
Fuel Consumption (1/100km)	
City cycle	13.5
Highway Cycle	8.5

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