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ROAD
TEST



Space Traveller



SPECIAL REPORT:
**Autonomous
vehicles**

**Traveller Allure BlueHDi 180:
Peugeot's new seven-seater MPV**



PROFILE:
The cooperative chauffeur



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Peugeot joins the space race

Tim Barnes-Clay and Mark Bursa

When you need a vehicle capable of carrying seven people, you're into super-large MPV territory. Trouble is, this sector is dwindling. Many of the most popular vehicles—Chrysler Voyager, Renault Grand Espace, Peugeot 807 and Kia Sedona—have been withdrawn in recent times, with no immediate replacement.

Only SsangYong's Turismo remains as a big seven-seater with luggage space, and for all its virtues, it lacks up-market brand appeal. So chauffeurs in need of seven seats have been forced to make a choice. Either drop down in size to a Ford Galaxy or VW Sharan, or move up to a full-blown van conversion, such as a VW Caravelle, Ford Tourneo Custom or Mercedes-Benz V-Class.

The new Peugeot Traveller could provide the solution. It is in the latter camp—sort of—as it's based on a van. But the new Peugeot-Citroen van range is based on the same car platform that is used on all the latest models from the group, including the 3008 and 5008 crossovers, and that car heritage is reflected in the car's road behaviour.

Citroen sells basically the same MPV as the Space Tourer, and it's also being supplied to Toyota, as the ProAce Verso, so expect to see a lot of these vehicles on the roads in the future.

And because of the way PSA organises its van range, the Expert—the van basis for the Traveller—feels like a bit of an in-between. A bit smaller than the likes of the Ford Transit Custom. So that means the Traveller is a slightly more compact MPV—and that means your customers won't feel like they're clambering into a light commercial.

In reality, the mid-length Traveller Standard on test is 4,956mm long, 1,920mm wide and 1,890mm tall. That's

shorter and narrower than either a standard-wheelbase Volkswagen Caravelle or a Mercedes-Benz V-Class, but not as tall as either rival. It's even shorter than the SsangYong Turismo. It's the relatively low height of the Traveller that gives it that compact, car-like feel.

The Peugeot Traveller's handsome looks help too. It's certainly far more car-like than its forerunner, the Expert Tepee. You can still tell it's based on a commercial vehicle—but only just. The Traveller has a distinct and contemporary style, radiating muscle and refinement in equal measure. Proportions are balanced and the high window line contributes to its pleasing profile.

The Peugeot's Xenon headlights and beefy 17in alloy wheels reinforce its kerbside presence, too. And there's another reason why the French automaker has made sure the roof of the Traveller is low—it means it will fit into multi-storey car parks as low as 1.9 metres.

Peugeot offers the Traveller in three lengths—4.60m Compact, 4.95m Standard and 5.30m Long—all of which can be arranged as five-to nine-seaters. We've tested a Standard-length Allure version, with eight seats—single driver and passenger seats, plus two rows of three individual seats.

Both the rear seat rows are removable, and seats can slide back and forth individually on floor-mounted rails, so there's a good deal of flexibility for transporting people and luggage. You can take it to the extreme and turn the Traveller into a van with only the two front seats, if necessary.

As soon as you open the standard motor-operated sliding rear side doors, you're greeted with door sill illumination and a luxurious cabin, including leather seats and soft carpeting. The standard-wheelbase 4.95m Travel-

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“Traveller has a distinct and contemporary style, radiating muscle and refinement”



data

PRICE as tested	£39,985
Metallic paint	£520
Connect Nav	£240
Driver Assist Pack	£250
WARRANTY	2 years / unlimited miles
INSURANCE	22E
VED	G

performance

ENGINE	1,997cc 4-cyl 16v turbodiesel
TRANSMISSION	Six-speed auto, front-drive
POWER	180bhp @ 4,000rpm
TORQUE	400Nm @ 2,000rpm
0-62MPH	11.0sec
TOP SPEED	106mph
COMBINED FUEL ECONOMY	49.6mpg
CO2 EMISSIONS	151g/km

dimensions

LENGTH	4,956mm
WIDTH	1,920mm
HEIGHT	1,890mm
WHEELBASE	3,275mm
TURNING CIRCLE	12.4m
LOADSPACE (3rd row up)	640 litres
LOADSPACE (3rd row folded)	1,100 litres
FUEL TANK	70 litres

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ler, reviewed here, has loads of legroom and headroom in all three rows of seats for six-foot-tall occupants.

Rear passengers on both rows of seats have independent leather sliding armchairs with elbow rests and reclining backrests. These are a no-cost option over standard bench seats. The ability to slide the second-row end seats forward and fold the back flat makes access to the third row seats much easier.

There are also two glass roof panes, which deliver light and a panorama of the sky. Next to these, the multi-functional roof on the Allure model incorporates individual reading lights and climate control. LED mood lighting also glows pleasantly from above. For added practicality and comfort, there are aviation-style tables on the back of the front seats and sun blinds in row two.

The Traveller's loadspace is very flexible. With all seats installed, and arranged to maximise legroom, there is 640 litres of boot space below the parcel shelf. This is really only enough for a couple of large suitcases. But the rear seats can slide forward, so there is a compromise position with restricted legroom but more luggage space.

If you have three passengers, the rear seat banks can fold flat, giving up to 1,100 litres behind the seats and on top of the folded backs. And if you are able to remove the third row, that swells to 1,700 litres up to the top of the seat backs.

If you are regularly carrying six or seven passengers with bags—aircrew pick-ups, for example—then we would recommend that you look at the Long body option. This has greater rear overhang, and thus even with all seats fully back, the length of the load bed grows from 627mm to 927mm.

This makes a huge difference, as luggage volume rises from 640 litres to 1,060 litres—more than a short-wheelbase Ford Tourneo Custom (922 litres) but not as good as the 1,447 litres of the LWB Tourneo. But you'd have no problem stacking six or more standard wheeled cases in the Traveller's boot space.

NICE TOUCH

An additional nice touch on the Traveller is an opening rear window, similar to that on the Mercedes V-Class, which making loading easy, especially when parking spaces are too tight to lift the big, non-powered tailgate.

The Peugeot Traveller's dashboard is unfussy and the switchgear is intuitive. It incorporates a 7in touch-screen in addition to its multimedia system. Fundamentally, all the services needed to simplify driving are here. Just touch the screen or use voice control.

Goodies such as cruise control, dual-zone climate control, automatic lights and wipers, are also fitted. Our Allure model added to this with heated,



electrically adjustable front seats, and a head-up display.

In addition, four 12V sockets are distributed in the passenger compartment, as well as a 230V socket and a USB port for charging mobile devices. Tech also extends to the sliding doors, which are hands-free on the Allure version. It means you can unlock and open the side doors with a foot gesture.

Alternatively, blip the key, or press a button on the dash and the doors will glide open or shut. There are also buttons inside near the doors that occupants can press, should they want to control exit themselves.

We drove the 2.0-litre BlueHDi Traveller, with 180PS and automatic transmission. Behind the wheel, things feel surprisingly dynamic, and the weighting of the steering is pleasing. The Traveller runs wide in corners, but this is only because you get used to it feeling so car-like on the straights.

Bends are there to remind you that the Traveller has van DNA. The instrument panel and steering wheel are in a vertical position, giving you an environment anywhere between an SUV for the authoritative driving position and an executive saloon for comfort.

The Allure trim's 17in alloy wheels provide a pleasant ride, if a little bouncy on poorer-quality surfaces, and the six-speed automatic transmission is a slick-shifting unit, smoothing the ride further. There's no gear lever—instead a rotary dial, similar to that used by Jaguar, is fitted on the centre console.

The French MPV is also relatively quiet. Things

get boomier at speed, but noise-deadening foam pads and thicker than usual window glass stop the MPV sounding van-like on motorways.

For even more relaxed and safe motoring, the Traveller has safety equipment, including Driving Time Warning, which alerts you after two hours of uninterrupted driving at a speed of 40mph or above. Voice Recognition means you can make calls, use media features and operate navigation without taking your eyes off the road.

BLIND SPOT

Blind Spot Monitoring alerts you to the presence of a vehicle in an adjacent right or left-hand lane that's in your blind spot. This kit is available when the Traveller is furnished, as ours was, with front and rear parking assistance. This tech completes the front and rear radar parking assistance equipment, or rear radar with reversing camera. It provides a 180-degree overhead view of the rear of the Peugeot.

A vehicle can look progressive and have all the kit in the world shoehorned into it—but it's useless to a professional driver if it isn't efficient and it doesn't drive well. There are no concerns to be had in this area with the Peugeot Traveller.

The manufacturer claims combined fuel economy of 49.6mpg, with CO2 emissions of 151g/km. Overall, with a lot of urban driving, we achieved 33.9mpg at an average speed of 27mph. On a run from Northamptonshire to Norfolk, involving a long stretch on the A14 and A11, the Traveller returned an impressive 42.2mpg.

verdict

Spanning the gap between Peugeot's passenger car line-up and the brand's light commercial vehicle range, you'd think the Traveller might have a job persuading drivers of its large MPV qualifications.

But we think the Traveller won't have to try too hard. Why? Well, the Peugeot is priced competitively compared with its VW and Mercedes-Benz adversaries. The 180PS version we tested costs £39,985 on the road, while a Mercedes-Benz V-Class in V220d Sport form comes in at £46,920.

Sure, the Peugeot symbol doesn't have the same cachet as a Benz badge, but it's just as solidly built and so well designed and kitted out that it makes an excellent case for itself. Add its capable driving dynamics to the mix, and it seems well-suited to its target markets.

At the moment, Allure trim is the best specification available. But Peugeot is looking to launch a super-luxury edition, with conference seating and a central table, which would certainly give chauffeurs something to rival the V-Class in the "mobile boardroom" stakes.

We'd recommend that you opt for the Long body option. This has the same wheelbase as the Standard that we tested, but has an extended body behind the rear wheel arch—so all the extra space is in the boot. It really makes a difference, and gives the Traveller the ability to match key rivals as a transporter of passengers and their luggage.

ProDriver
Tested
33.9mpg /
27mph
March 2017

key competitors



Mercedes-Benz V250d Sport Extra Long

The Mercedes-Benz V-Class retains a unique position in the market—a large and luxurious MPV with a prestige brand that's ideal for corporate shuttle and "mobile boardroom" jobs. But the prestige badge is expensive.



SsangYong Turismo 2.2 EX auto

Last purpose-designed large MPV on the market, Turismo has improved looks, while new 2.2-litre engines have better performance and economy. Still excellent value, if less economical than rivals.



Ford Tourneo Custom 2.0TDI Titanium

Facelifted last year with new engines, automatic transmission and leather trim option. Transit-based Tourneo is very roomy and a comfortable drive. LWB version is a genuine seven-people-plus-luggage vehicle.



data

Price [OTR]	£50,130
Warranty	3 years /unlimited mileage
VED Band	H

performance

Engine	2,143cc 4-cyl turbodiesel
Transmission	7G-Tronic 7-speed auto
Max Power	190PS @ 3,800rpm
Max Torque	440Nm @ 1,400-2,400rpm
Combined economy	44.8mpg
CO ₂ emissions	166g/km

dimensions

Loadspace	1,410 litres (3rd row up)
Length	5,370mm
Width	1,928mm
Height	1,880mm
Wheelbase	3,430mm

data

Price [OTR]	£22,750
Warranty	5 years/unlimited miles
VED Band	J

performance

Engine	2.2-litre turbodiesel
Transmission	7-speed auto, RWD
Power	178PS @ 4,000rpm
Torque	360Nm @ 1,500rpm
Combined economy	37.3mpg
CO ₂ emissions	196g/km

dimensions

Loadspace	875 litres (3rd row up)
Length	5,130mm
Height	1,850mm
Width	1,915mm
Wheelbase	3,000mm

data

Price [OTR]	£39,430
Warranty	3 years/10z0,000 miles
VED Band	H

performance

Engine	2.0-litre turbodiesel
Transmission	6-speed manual, FWD
Power	170PS @ 3,500rpm
Torque	385Nm @ 1,600rpm
Combined economy	43.5mpg
CO ₂ Emissions	166g/km

dimensions

Loadspace	1,447 litres (3rd row up)
Length	5,339mm
Width	1,986mm
Height	1,978mm
Wheelbase	3,300mm