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**Expert Evaluations of Your Top Fleet Options Delivered to Your Desktop**

*Europe has a history of wagon (or estate or touring) versions of cars produced concurrently with the sedan (or saloon). Peugeot is no exception. Nearly all the range has a wagon derivative—including 407. In the past the wagon version is simply a sedan with an extended tail. Not so with the 407. The unusual tail design and load space configuration means that the car from the 'A' pillar back is almost entirely designed for wagon use only. Making the 407 one of the more striking wagons available...*

## **Peugeot 407 Hdi Wagon**

**Manufacturer: Automobiles Peugeot SA, France**

**Engine: 1,997cc t diesel**

**Gearbox: 6 Speed Auto**

**Retail Price: NZ\$ 54,990.00**



### **IT NEEDS TO IMPRESS....?:**

Potential wagon buyers who enjoy luxury and practicality. With the price point about \$3,000 more than the sedan the wagon remains at the higher end of the segment in price terms.

The 407 SW is diesel powered. This makes the vehicle more expensive in sourcing from Europe, whilst in contrast being more efficient in fuel economy terms. One should, in theory, out weigh the other.

Looking for fuel efficiency, style and practicality in a wagon? Then cast an eye over the 407 SW. When you do they will discover a vehicle that has spent years at the fore front of sales in Europe and one that doesn't sacrifice comfort for wagon capability. One thing they won't find is 7 seats. Simply the 407SW is not that sort of hybrid.

As with the sibling 407 sedan, the diesel unit attracts Road User Charges. All is not lost, however, as the RUC charge is not a huge cost to carry. Additionally the 20,000km service interval and diesel frugality should offset any concerns about those RUC costs.

407 SW is also a vehicle that fleet buyers may look at. Mid-senior level managers with a need for wagon practicality should look closely at this car.

Failing that the 407SW is a vehicle that the private, discerning, buyer will take a long hard look at.

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### WHAT IT'S UP AGAINST:

There aren't many diesel wagons populating the roads of New Zealand. So to compare the 407 with other diesel units would create a very short 'Up Against' list.

So Road-Tests.com has to include the petrol variants, which, naturally, are less expensive.

Even so the choice, excluding the less than 2.0L sized wagons, is actually quite small, only 8 units of which two are substantially more expensive than the Peugeot. For your edification the list is:

Make	Model	+/-	Make	Model	+/-
Citroen	C4Hdi 2.0	-	Nissan	Primera W	-
Ford	Mondeo	-	SAAB	9-3 Sport Combi	+
Mazda	6 SportWagon	-	Toyota	Avensis	-
Mitsubishi	Lancer W	-	Volkswagen	Passat	+

NB: The + and - signs indicate that the car costs more, or less, than the evaluation car.

You pay your money...as the saying goes. Interestingly the European 'minority' brands have the more appealing selection in terms of specification. With the others what you see is what you get.

The future, however, is something different altogether. More and more Manufacturers are looking to for diesel options and, as tool of trade vehicles, wagons are likely to become more readily available. Time will tell.

### THE TECHNICAL THINGS...

The 407 SW shares the same drive technology as its sibling sedan. Now that New Zealand has Euro 4 diesel available, Peugeot's leading edge diesel technology is available including the technologically advanced 'fap' particle cleaning filtration system. All, very, good stuff.



Peugeot actively promote their environmentally friendly, particle filtered 1997cc motor. Power is a very handy 100kW @ 4000 rpm, with noticeable low end torque of 320Nm @ 2000 rpm. Clever engineering, called by Peugeot 'over-boost' can for a brief moment add another 20Nm of torque. The engine is turbo charged with computer controlled direct injection and is, as mentioned, compliant with Euro Spec IV diesel.

Putting the power to the road is the job of the 6 speed automatic transmission, through the front wheels. The auto shift is smooth, and seamless; the 'box has the option of manual clutchless shift—but in praise to Peugeot, there is little need for it, so good is the automatic change.

Could the 407SW fit in your garage? The edgily designed wagon is, not surprisingly, slightly larger than the sedan...but not by as much as you'd think. The dimensions are as follows—with the sedan in brackets for comparison—4.76m long (4.67m), 1.81m wide (1.81) and 1.49m high (1.45m). All up the 407SW is compact, with added size and a deal more capacity on the inside.



Weight? 407SW tips the scales at a 2210kg GVW a mere 100kg more than the sedan with a highly respectable 1000kg tow capacity-braked.

407SW shares the same 17" five spoke alloy wheels with 215/55R17 tyres fitted. Tyre and chassis are well matched and balanced. The full size spare is under the rear load space floor—possibly not the best place on a cold, wet winter's day.

Suspension breaks with tradition and features double wishbone suspension up front with balanced multi-link rear with inclined shock absorbers. This suspension set up is shared with the remainder of the 407 range. Users indicate that it is difficult to distinguish from the standard strut/spring style suspension, not that Peugeot use such a thing anyway.

407SW has been given a range of distinctive characteristics by Peugeot; combining elegance, flair, edginess and practicality in one striking vehicle. This combination has enough power for enjoyment; balanced by practicality and provides good looks with the family touch as needed.

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### HOW DOES IT GO?

As the 407SW shares the same drive train with the sedan part of this report mirrors the previous evaluation. (407 Sedan May 2006) Yes the 407Sw is a diesel, and it appeared to be a little 'loose' and rattly when warming up, but that doesn't mean the engine has a significant problem. Far from it.

Off to the first standard Road-Tests.com test; the long uphill drag of an on ramp to Auckland's Northern Motorway, as used by thousands of drivers every day.

Reach the bottom of the rise, place foot to the floor and...no turbo lag, no hesitation, the engine revs shoot up to the 4,250 rpm dotted red line, and the 407SW gathers speed on the ascent. Such is the design of the 407SW you don't feel you are moving that quickly. But the first marker was reached at 3/8ths of the way up the slope—putting the 407SW in the same league as the sedan and close to 6 cylinder performance. And it didn't end there. 407SW wanted to continue onwards and ever upwards, continuing to put the power down and surge forward.

Same test this time with four up, and with considerable kit in the load space. 407SW repeats the performance. In reality it was slightly slower to the magic 100kph mark, but not by much. The low end torque of the diesel unit pushes the car forward with verve and enthusiasm. As with the sedan version, the one thing to be constantly monitoring is the speedo; 407SW is deceptive, you are going faster than you think.

On to the standing start test. 407SW provides choices. A calm, powerful surge forward, with grace and elegance. Or a foot to the floor rapid take off. Either option is available; the choice is yours.

Wagon handling has, for a long while now, improved out of sight in comparison with the beefed up suspensions of yesteryear. Nowadays the handling of a wagon is hard to distinguish from a sedan. Peugeot has, Road-Tests.com would guess, tweaked the rear suspension to accommodate the larger load capacity. In doing so the engineers have maintained the precise handling the 407 range has. Steering is unerringly accurate, with a deft and responsive feel. In short it goes where you want it; precisely. You hardly notice the power steering, except when manoeuvring the wagon at low speed.



The 407SW was taken through the ‘country road’ route on a couple of occasions and proved the verdict on the steering. As with most modern day cars understeer is built into the design. 407SW is no different. On top of this stability and grip is excellent, making the wagon pleasurable to drive.

Despite the enlarged rear end and increased load capacity the 407SW has very little body roll; even when changing direction sharply the lack of dramatic pitching creates a smoothness that impressed every one of the Road-Tests.com team. Good balance all round is the order of the day.

Does the 407SW stop as well as the sedan sibling? Indeed yes. With ventilated discs up front and solid rear discs, the braking capability is excellent. Fade is non-existent, heat is whipped away from the brakes keeping them cool and working well—even when the wagon is loaded to the gunnels.

**So “How does it go?”**

**Even with a wagon chassis the 407SW has precision handling, good stability, respectable performance and decent economy. In short it goes well, bringing a smile to the face of everyone who drove it.**

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#### WHAT CAN I TAKE IN IT?

“Ooo, we can get all my photography project stuff in that!” This little cry of joy came from one of the Teen Testers. And she was right. Two step ladders, shop window mannequin dummies, lights and kit all fitted into the wagon. Sadly for the Road-Tests.com team the images taken of the wagon fully loaded—and with the dummies sat peacefully in the rear seats—didn’t come out. Nor, tragically, did the project film—all had to be done again. Nonetheless it did prove the flexibility and capacity of the Peugeot design.



For those who wish to see the numbers the volumes stated are: seats up 430 litres, seats down: the interior length is a tad over 2.0m between tailgate and rear of passenger seat. And that is large. There is even the ski tunnel and the now standard 60/40 split fold rear seats. The seats tumble forward to provide a flat base, with the head restraints neatly folding out of the way. Some juggling of the front seats is required, but that takes mere seconds.

As always, the Road-Tests.com team carried out the standard load space tests. Golf clubs? Tick—four sets, neatly laid out. Family shopping for four? Easily. Kit bags and school gear? Plenty of room—even for school projects.

The tailgate is hinged about 300mm into the roof, hinging with a neat out, up and hold system. To help you out, Peugeot has included a remote key operated glass only option. Mind you, the security cover is solid, and has a concertina folding system to open and close it. The load level is quite low; suits some but not others. The female Road-Tests.com team members indicated that low was not necessarily best.

OK. Plenty of space in the load area, what about the rest of the vehicle? On the inside from front to back storage commences with the glove box—which is air conditioned and illuminated. Adjacent to the driver is a latch lockable bin—very neat and handy.

The centre dash console has the sunglasses holder below the display unit, at the bottom an ashtray – remember this is Gallic origin car – but it does have a closable lid. Similar function applies to the single drink holder in the centre console. This is situated in front of the arm rest bin—which has very handy coin holders set into it—as well as CD racking.

In the back the arm rest folds down and flips out, revealing twin drinks holders—and a convenient tray. Pockets are behind the front seats.

Doors all have bins in them, large in the front and small in the rear.

No doubt about it, the Peugeot design team have done very well in providing so many storage and carry spaces in a vehicle of this size.

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### WHAT'S THE INSIDE LIKE?

Sink gracefully into the luxury leather seats – all leather – reach up, twist a switch and light floods into the interior of 407SW. The 1.60sq.mtr. sun roof lets in light not just to the front, but covers the rear passengers in natural light too. The control has settings from full open to closed—with a variety of options between. The enhanced glass area from the wagon rear helps too. And, in case you were quietly thinking ‘melanoma’ the roof glass is heavily tinted to prevent sun damage to either occupants or interior.



The interior style is sophistication and luxury. Black leather, light grey trim interspersed with chrome and silvered carbon fibre looking panels.

Front seats have lots of goodies; electronic adjustment, the usual fore/aft, up/down, tilt and lumbar support. And the knurled wheel that sets the heated seat levels. The seat takes a while to warm up but once

there is quite (pleasingly) hot. Front seats are comfortable, almost armchair like in their comfort. The electronic adjustment is easy and works without the need to turn the key in the ignition.

Rear seats are equally as comfortable as the front. The seats reflect the almost armchair like comfort of the front seats. There is a middle seat in the rear, it's on the small side and will accommodate small people. Adults will be pushed to last more than an hour, maybe 90 minutes at the most, in the seat.

The rear seats were complimented on by the Teen Testers. All five seats have head restraints—the front have tilt and raise, which was approved without hesitation by the petite and tall Road-Tests.com testers. All three point seat belts fitted and adjustable head restraints.

The dash board stretches out a long way in front of the driver (and passenger) which adds to the feel of space and openness in the inside of the vehicle.

The design flow of ambient light and airy space flows into the instrumentation and the ergonomics of the interior.

The steering wheel is leather, adjustment is manual. The column raises and lowers, as well as slides in and out. The large central boss houses not only an airbag, but also the horn switch, which is sensitive and activates a loud horn. The sound system remote control sits on a large stalk in the lower right quadrant of the wheel. Lower left is the cruise control—read before use as it has a speed warning system built into the control. The other stalks manage the lights and wipers—front and rear. Auto lights and wipers are available set and forget—they work very well.



The instrument pod is another work of design art. Two large dials, revs and speed with three gauges interspersed symmetrically into the pod, create a well balanced and functional instrument pod. Two temperature gauges, the left for water, right for oil and a fuel gauge. The display panel in the centre tells you to STOP before you start—allowing the glow plugs to work. The neatest tweak? The needles have fibre optic lights reflecting on the chrome surrounds, giving instant visual identification of speed and revs. Genuinely useful at night.

The trip computer has an activation button on the end of the wiper stalk. This provides not one, not two, but three economy read outs, trip distance recorders and fuel left status. The main display sits atop the centre dash console. The display provides radio, time and temperature information as well as displaying the set up menu. And for good measure the display also provides the air con settings, which can override the existing display. Sounds confusing, but the display provides the essential information with clarity.



Above the display are the two air vents, there is a air volume control sitting above the unit as well as individual shut off controllers. Below the display is the sunglasses holder shelf. Next down is the sound system. Full of buttons and including the controls for the computer. The sound system is a 6 stack CD—it tells you when to load the CD's. Note of caution: make sure you understand the functionality of the sound system buttons before you start setting the unit up to your taste. It is not the work of a moment.

Below the sound system is the row of buttons for the air control air con on/off and the heated rear screen and instant de-icer button. Still more buttons below, with the split air con controls—one for each front seat passenger—direction, fan speed and temperature. Finally—and we have no idea why it's there—except it's close to the ashtray—the Hazard Warning Light button.

All-round electric windows are standard—auto down and up for front only, and yes, Teen Tested for safety. External mirrors are electric and the interior is electrochromatic

The usual reverse up the 60m right-of-way test was undertaken. 407SW executed this move with contemptuous ease. Despite a modestly high rear window line, the visibility is above average. The side mirrors, although slim, provide good rearward vision. 407SW sailed through this test with alacrity. Reverse in parking is equally simple.

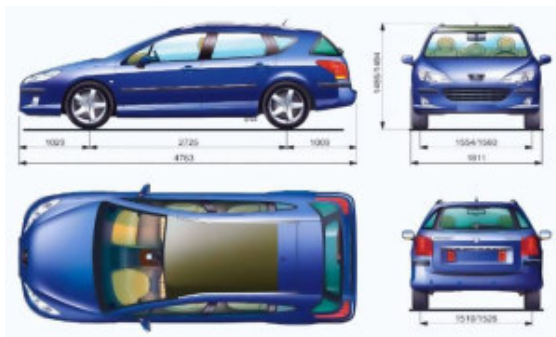
*407SW takes the already aesthetically pleasing sedan style and builds on it. The addition of the huge sunroof makes the car tremendously welcoming. High levels of electronic sophistication make the car user friendly and enhance comfort. 407SW is more than the workhorse wagon—more of the luxury practical alternative to a sedan. Definitely worth a look—inside and out.*

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### AND THE STYLING/DESIGN?

The 407 range has the distinct ‘wide mouth’ air scoop and sculpted front. This front is shared with the smaller 307 and larger 607. And yet the 407 is easily recognisable from its siblings. On top of that the wagon has clean, striking lines, with a very eye catching rear end.

The female members of the Road-Tests.com team loved the style and design of the 407 and viewed the SW version with a degree of almost loving attachment.



As stated previously the 407SW is not simply a sedan with the rear end modified—and the design proves it the case. The wrap around rear end, the ‘indented’ hinge line and the split tailgate are not design elements simply bolted onto the back.

The windows are worked into the overall design to not only provide external vision, allow light inside,

but to also enhance the overall design of the vehicle. And it works very well.

On the inside the same thought has been translated into a functional, comfortable and welcoming interior. The vanity mirrors are large and lit. Internal ergonomics are good; controls are easy to hand, pedals are comfortable, with the foot well having plenty of space both passenger and driver.

The driver gets the ‘third’ pedal for the left foot.

There is a lot happening in this design, the raking angle of the front screen, accentuated by the large expanse of dash board, the wrap rear window design, and finally the elongated, clean, flowing sculpt lines.

*407SW. Panache, style and distinction.*

*All wrapped up in a pleasing package—just for you.*

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### **HOW IT STACKS UP FOR...SAFETY**

European NCAP standards are high—407 nets 5 stars. Despite not competing in the US market—sales at home, throughout Europe in South America and Canada make up the main market for Automobiles Peugeot. And Peugeot still has to meet (and exceed) European safety standards. Will Peugeot move into the US market? Who knows what the future will bring, but the key question will be does Peugeot need the US? Probably not.

Airbags: Not many vehicles offer an optional airbag. 407SW does. Which means you can have up to nine air bags. The 8 standard bags? Driver and passenger SMART airbags, side curtain bags front and rear, and rear side bags. The ninth? A steering column air bag to protect the drivers legs.

Front seats also have pyrotechnic seat belt tensioners and anti-submarine bases. The steering column automatically moves away from the driver in the event of an accident—as do the pedals.

Brakes; ABS is standard, supported by Electronic Brake Force Distribution (EBFD). There is also EBA, in this case Emergency Brake Assist and ESP (Electronic Stability Programme). And if that isn't enough, ASR Traction Control is also built into the 407SW. And there is still more. Dynamic Stability Control with CBC rounds off the electronic package to keep you and yours safe.

407SW comes with a specifically designed safety cell, incorporating side impact beams and padding and deformable, energy dissipating impact zones. All very impressive.

In the back the seats have force limiting seatbelts (main seats only) and there are child seat anchor points in the rear.

*The 407SW shares the high levels of safety incorporated in the entire 407 range. This makes the 407SW a car that has practicality melded into a generous helping of safety. Just the thing for a family.*



### **Nuances, Nit-Picks & Necessities:**

#### **THOSE LITTLE THINGS WE THOUGHT WE'D THROW IN...**

- The wagon 407 shares the 66 litre tank of the range. On the basis of the indicated fuel consumption of 8.8L / 100kms you're good for a fraction over 675 kms of motoring. Although more than the petrol version, it is slightly less than the Road-Tests.com team achieved in the sedan.

#### **WE LIKED...**

The instrument pod—the dual temperature gauges made you feel like this is a quick car.

The retractable blinds in the back windows

The on-board computer; once set up then it provides all you need to know and personalises the car just for you.

The Hazard Warning Lights activating automatically. So simple, yet such a huge boon to driver (and passenger) safety.

The auto retracting mirrors—activated when the vehicle is locked

The tyre pressure sensors in the wheel—the little display tells you the pressure is “OK”.

The seat warmers...shameless enjoyment

#### **WE DIDN'T LIKE...**

The remote sound system controls. Not so sensitive and a bit on the complicated side.

The cruise control – takes some getting used to. Mind you any self respecting driver won't use it anyway. Well not often.

#### **WILL IT BE PARKED IN THE ROAD-TESTS.COM GARAGE?**

Here is where the Road-Tests.com faced a prickly choice. When we evaluated the 407 sedan we immediately and with little hesitation parked the car in the Road-Tests.com Garage.

The 407SW is a stylish, funky and functional car. Certainly it gained a huge standing from the Road-Tests.com, at the least equal to the sedan.

With the combination of diesel power (and economy), safety, style and the ingenuity built into the car, it is a star. But. Where would we park it?

As a solution the elder statesman of the team suggested 407SW shares the 'blue star' billing of the sedan. A simple, elegant, solution. Just like the car.

Congratulations (again) to Peugeot.

#### **How We Conduct Road-Test.Com Tests...**

In a phrase...with tenacity and time. The tenacity comes with our recognition that we go after the small things, as well as the large. Things that are understandably overlooked when buying for oneself but do affect the fleet-owner manager juggling the needs of multiple drivers. Things such as ease of adjustment, interior storage, etc. Time, is the time we are given to do that. We have the vehicles we test for at least a week—not a day or a drive round the block! And, yes, that does give us time to test the vehicle under most conditions and with various drivers. So, we do a little bit more, for a little longer. And you get the benefit.