

PEUGEOT 605



PREVIEW



INTRODUCTION

In the late Spring of 1990, Peugeot will launch in the UK the new Peugeot 605, following its first public viewing at the Frankfurt Motor Show in September 1989.

This completely new car will compete in the executive segment of the market and completes the range of Peugeot's models from the chic 205, the 309 Family hatchback and the award winning 405.

The new 605 will further enhance Peugeot's reputation for excellent vehicle dynamics and establishes new levels of quality and luxury in the executive segment of the market. The 605 embo-

dies the latest in automotive engineering and utilises the most recent advances in material technology. It provides the ideal balance of performance with driver and passenger space and comfort, together with a large practical boot.

The new Peugeot 605 will undoubtedly appeal to both the family and business user alike.

Specialist motor press reaction to this exciting new entrant in the market place has been very favourable and can be encapsulated in the final comments by Autocar and Motor in its issue dated 11 September 1989.

"Peugeot has put nearly £500 million on the table developing the 605. The time is nigh for potential customers to decide between traditional favourites and a promising newcomer." AUTOCAR & MOTOR.

SUMMARY DESCRIPTION

605 is a four door saloon with transversely mounted engine and gearbox driving the front wheels. Suspension is fully independent on all four wheels and features automatic ride control on selected models. Power assisted steering is standard on all models with top of the range versions using a speed variable system. Initially a choice of three fuel-injected engines will be available - 2.0 litre, 3.0 litre and 3.0 litre 24

valve. Except for the high performance 24 valve engine, which is offered exclusively with a 5 speed manual gearbox, either 4 speed automatic or 5 speed manual gearboxes may be specified with 2.0 litre or 3.0 litre engines. Anti-lock brakes are fitted as standard on all models, operating via ventilated disc brakes at the front and solid discs at the rear.

"The eagerly awaited Peugeot 605 is big, stylish, technologically advanced . . . the 605 should give Peugeot the armour it needs to take on BMW and Mercedes in the executive saloon market." AUTOCAR & MOTOR.

MODEL RANGE

The product range available at public launch will be structured around a four model line-up. Detailed specifications have yet to be finalised.

TRIM LEVEL	ENGINE	GEARBOX	TYPICAL COMPETITORS
1	4 cylinder 1998 cc inj. (122 b.h.p.)	5 speed man 4 speed auto	Granada GL Carlton GL Rover 820
2	4 cylinder 1998 cc inj. (122 b.h.p.)	5 speed man 4 speed auto	Granada Ghia Carlton CD Rover 820 Se, Si
3	V6 2975 cc inj. (170 b.h.p.)	5 speed man 4 speed auto	Granada Ghia X Carlton GSi Rover 827
4	V6 2975 cc inj. (170 b.h.p.) V6 2975 cc inj. 24 v (200 b.h.p.)	4 speed auto 5 speed man	Granada Scorpio Senator CD Rover Sterling

A new turbocharged diesel engine will be announced later in 1990.

BODY STRUCTURE

The use of CAD (Computer Aided Design) in motor vehicle engineering is now commonplace and in the case of the 605 has been used to produce an extremely accurate bodyshell defined by no less than 12,000 reference points. Its torsional stiffness is several times that of the Peugeot 505, and the body incorporates a rigid passenger compartment which is protected by deformable front and rear structures. The effectiveness of the design is demonstrated by the fact that at a 36 mph impact speed the front structure dissipates 36% more energy than that demanded by the tough U.S. Federal Standard. Front and

rear bumpers are designed to withstand low speed impacts without damage.

Great care has been taken to ensure high resistance to corrosion, and 72% of all the steel used in the 605 is either galvanised or zinc-coated, some on both sides, notably that used to fabricate box sections. This figure compares with around 50% for Mercedes and 40% for BMW.

Careful attention to detail during over 700 hours of wind tunnel development has resulted in extremely low aerodynamic drag coefficients of 0.28 and 0.30, according to model, the former figure being equal lowest in its class.

"Most striking is the convex rear window, which gives the four-door 605 almost a coupé look. The sweetness of its form is clearly evident in profile, although head-on, it will be difficult to distinguish at a glance from its 405 cousin. Tail treatment is neat and restrained." AUTOCAR & MOTOR.

ENGINES

All three engines available at launch are petrol units.

2.0 LITRE ENGINE

This is a 4 cylinder unit which has a cast iron block and integral bores to provide an extremely strong unit. It is a fuel injected SOHC engine, and develops 122 b.h.p. from 1998 cc.

3.0 LITRE ENGINE

This is a revised version of Peugeot's well-known all-alloy 90 degree V6 engine, increased in capacity to 2975 cc and producing 170 b.h.p. It is controlled by a fully integrated Bendix electronic management system.

3.0 LITRE 24V ENGINE

The new 24 valve engine is derived from the 3.0 litre V6 and is only the second production engine to employ an automatically controlled variable length inlet manifold. By gradually increasing the length of the inlet manifold, according to engine speed, good gas flow is maintained at low and intermediate engine speeds without prejudicing gas flow at high engine revs. The engine is therefore able to maintain a high maximum power output of 200 b.h.p., but with much improved low and mid range torque, to provide outstanding flexibility. This power unit is controlled by a new Bendix Fenix 4 fully mapped management system.

SUSPENSION

Front suspension is by modified MacPherson struts using forged steel lower wishbones. To improve effectiveness, the anti-roll bar is linked directly to the shock absorbers. Particular attention has been paid to the design of the suspension bushes to eliminate road noise and reaction as far as possible, whilst maintaining the CAD-developed geometry.

The rear suspension utilises double wishbones and coil springs, as used on many competition cars. This sophisticated suspension comprises 13 bushes on each side of the car, and these have been carefully engineered, with varying degrees of stiffness, to ensure maximum compliance for superb ride comfort, whilst retaining the accurate geometry required for precise hand-

ling. This geometry ensures that the rear wheels are always vertical to the road surface, in order to provide maximum grip.

On the 3.0 litre models in the range, the suspension system of the 605 is complemented by automatic electronic control of all four shock absorbers. Sensors continually transmit data from five measurement points and a computer is programmed to respond to changes immediately by issuing instructions which alter the setting of each shock absorber, independently, to be softer or firmer, as conditions require. This system ensures that the settings are always at the optimum level to ensure the best possible combination of ride and handling. A manual over-ride enables the driver to lock the setting into the firm (or "sport") setting, if required.

"Without doubt the 605's greatest innovation is its semi-active suspension system, fitted to SV3.0 and SV24 models." AUTOCAR & MOTOR.

INTERIOR

The luxurious interior shows the great attention to detail paid by Peugeot's engineers which is reflected in the quality of the interiors, the design of instrumentation and the ergonomics of controls. All models feature a steering column which is adjustable for both reach and rake, remote control central locking and electrically operated and heated door mirrors. Some models are fitted with one-touch electric windows, electric seat adjustment, and an extremely sophisticated eight speaker Clarion PC 300 sound system which selects the strongest signal from either the vertical aerial mounted on the rear wing or the horizontal aerial incorporated in the rear screen. Quality is further evidenced by the damped opening of the glove

box lid, and ashtray/radio covers, and the careful use of polished wood cappings. Naturally, provision has been made for the installation of car phones, premium in-car entertainment systems including CD players, radio data systems, and anti-theft alarms.

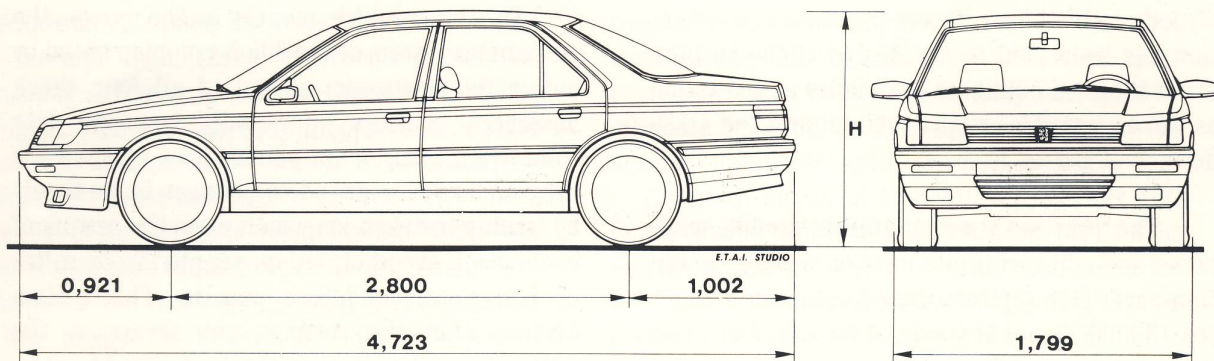
A sophisticated heating and ventilation system is fitted, which enables climatic conditions to be controlled separately, on either side of the car, for both front and rear occupants. Automatic temperature control is standard on certain models.

With a high level of built-in reliability, effortless performance and superb roadholding allied to strong aesthetic appeal and luxurious finish, the 605 is a worthy flagship for the Peugeot range.

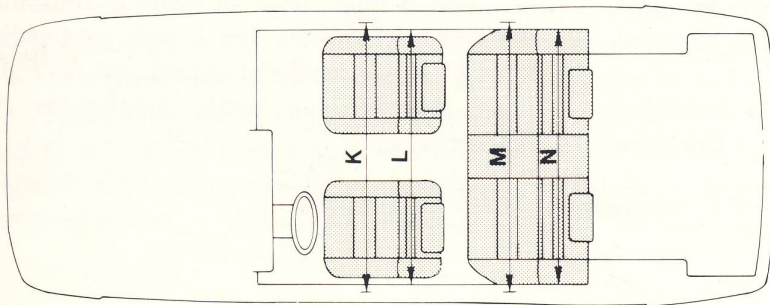
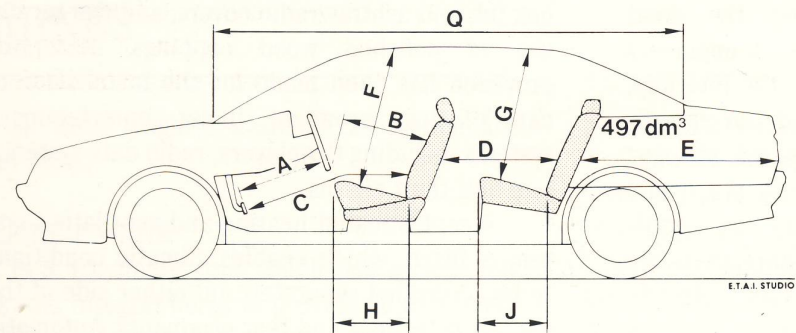
"Car looks roomy, well equipped." AUTOCAR & MOTOR.



DIMENSIONS – EXTERIOR



DIMENSIONS – INTERIOR



A	0,624
B	0,424
C	1,098
D	0,653
E	1,142
F	0,991
G	0,950
H	0,477
J	0,470
K	1,502
L	1,482
M	1,527
N	1,472
Q	2,938

GO TO THE FRONT OF THE QUEUE

The Peugeot 605 will be launched in the UK in the first half of 1990. Since its first sighting at the Frankfurt Motor Show, the car has attracted considerable interest from the British motoring public.

If you are interested in the new 605, we would like to keep in touch with you. In this way, you would be among the first to know, the first to see and the first to drive the new 605.


We will keep you posted with the latest developments and invite you to the pre-launch functions, previews, etc.

To be certain that your time is not wasted and that you are only receiving relevant information, please complete the questionnaire below.

Once completed, please detach the questionnaire from the brochure and put it in an envelope and post to:

Peugeot Talbot Motor Company Ltd
Front of the queue
FREEPOST
Liverpool
L18 8AB

No stamp is required

 Yes, I would like to receive more information regarding the Peugeot 605.

Surname: Mr./Mrs/Ms _____


Initials: _____

Home address: _____

_____ Postcode

Telephone number: (home) _____

(business) _____


 Regarding your current car, please will you tell us the:

Make (e.g., Peugeot) _____

Model (e.g., 205) _____

Year of registration: C D E F G

other _____

 Who owns this car?

I do

My spouse does

Another member of the family

It's a company car





If you drive a company car, please complete the following:

What is your job title? _____

At (name of company) _____

Business Address _____

Postcode _____



When it comes to replacing your company car, do you have:

An unlimited choice

A choice from a pre-selected list



Is Peugeot on the list? Yes No



To the best of your knowledge, is your company car:

An outright purchase

Finance leased

Contract hired

Lease purchased

Contract maintenance



Is your company car replaced on a:

a) Fixed time scale (e.g., every 3 years)

If so, when is your current car due to be replaced?

Within 6 months

Within 6 – 12 months

Within 12 – 18 months

Within 18 months – 3 years

b) Fixed mileage scale

If so, at what mileage do you expect to replace your car?

5,000 miles

10,000 miles

15,000 miles

20,000 miles

25,000 miles

Other _____

What is your current mileage? _____ miles

What is your approximate annual mileage? _____ miles

Do you have any responsibility for your company fleet?

Yes No

If "no", then please give the name of the person who does?

If "yes", how large is your fleet? _____ Vehicles,

which comprises of _____ cars and _____

Light Commercial Vehicles.

Thank you for answering these questions. This information is covered and bound by the terms and conditions of the Data Protection Act and will only be used to provide you with information and literature concerning the products and services provided by Peugeot Talbot Motor Company Ltd and its registered dealers.

