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## Introducing the Peugeot E-308: Now also fully electrified

Von Ute Kernbach

With the E-308 and E-308 SW, the Peugeot compact series is now being joined by the first purely electric five-door model and estate. The diesel, petrol, mild hybrid and plug-in hybrid variants are still available. The electric models, which will be on sale from the end of November, will be launched in the Allure and GT equipment versions at prices starting from 44,765 euros for the saloon and 45,765 euros for the estate.

Peugeot expects the estate to account for around 60 percent of sales in Germany and that half of all customers will opt for the all-electric versions. The electric 308 is produced in Mulhouse, France.

The 4.64 meter long and 1.85 meter wide E-308, which is based on the EMP2 platform, is 28 centimeters longer as an estate than the hatchback version. The long hood and sloping roofline give it a dynamic appearance. The front with its striking radiator grille, new logo and daytime running lights extending deep into the bumpers round off the sleek design of the vehicle. Behind the large tailgate of the estate, 548 to a maximum of 1574 liters of luggage can be stowed. The five-door model has a capacity of 361 to 1271 liters. The low loading sill is a nice touch. Thanks to the now 2.73 meter long wheelbase, the space in the estate is ample, and there is plenty of head and legroom for adults in the rear. In the interior, the i-Cockpit with digital instrument cluster and ten-inch touchscreen for the infotainment system behind the small, flattened steering wheel catches the eye. The materials used are neatly finished and make a good impression.

The approximately 1.8-tonne French car with front-wheel drive is powered by the 115 kW (156 hp) electric motor from Stellantis, which is also used in the Opel Astra, and delivers 270 Newton meters of torque. From a standstill, the compact car accelerates to 100 km/h in 9.8 (SW: 10.0) seconds and reaches a top speed of 170 km/h (governed). The engine is powered by a 54 kWh lithium-ion battery with a usable capacity of 51 kWh. It consists of 80 percent nickel and ten percent each of manganese and cobalt. Thanks to the standard heat pump, WLTP standard ranges of up to 415 kilometers can be achieved. The official consumption is between 14.9 and 15.7 kWh per 100 kilometers. On our first brisk test drives with the E-308 SW around Tarragona, our on-board computer showed a consumption of 14.3 kWh.

The driver can choose between three driving settings (Eco, Normal and Sport) to propel the electric vehicle. Thanks to the low center of gravity, the station wagon sits firmly on the road and offers a high level of ride comfort even on winding roads and uneven surfaces. The steering is direct and provides sufficient feedback. But at some point, the Stromer has to be plugged in. Charging at a 100 kW fast-charging station takes around 35 minutes, after which the battery is 80 percent full. At a wallbox at home (11 kW), it takes a good five and a half hours.

The Allure version already has all the standard assistance systems on board, such as automatic cruise control including Active Safety Brake Plus, high beam assist, reversing camera with 180-degree view of the surroundings, lane departure warning with steering intervention, traffic sign recognition and much more. Matrix LED headlights are standard on the GT. (aum)

Data Peugeot E-308 SW

Length x width x height (m): 4.64 x 1.85 x 1.44

Wheelbase (m): 2.73

Drive: Three-phase synchronous motor with permanent magnet

Power: 115 kW / 156 hp

Max. Torque: 270 Nm



Top speed: 170 km/h  
Acceleration 0 to 100 km/h: 10.0 sec.  
WLTP average consumption: 15.1-15.7 kWh  
WLTP range: max. 409 km  
Test consumption: 14.3 kWh  
Battery capacity: 54 kWh  
Unladen weight / payload: min. 1791 kg / max. 384 kg  
Trunk volume: 548-574 liters  
Base price: 45,765 euros

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## Images for article



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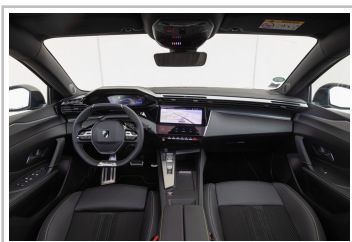


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