

## FUEL CONSUMPTION

The fuel consumption figures, shown below, have been calculated using a standard testing procedure (the new EC test procedure from Directive 99/100/EC), and produced in accordance with The Passenger Car Fuel Consumption (Amendment) Order 1996.

Under normal use, a vehicle's actual fuel consumption figures may differ from those achieved through the test procedure, depending on driving technique, road and traffic conditions, environmental factors, vehicle load and condition.

Variant	Urban L/100 km (mpg)	Extra-urban L/100 km (mpg)	Combined L/100 km (mpg)	CO2 emissions combined g/km
<b>Diesel, 150 PS</b>				
Manual, 5 seats	6.90 (40.9)*	5.00 (56.5)*	5.69 (49.6)*	149
Automatic, 5 seats	7.20 (39.2)*	5.30 (53.3)*	5.99 (47.1)*	154
Manual, 7 seats	6.90 (40.9)*	5.20 (54.3)*	5.80 (48.7)*	159
Automatic, 7 seats	7.47 (37.8)*	5.48 (51.5)*	6.20 (45.5)*	164
<b>Diesel, 190 PS</b>				
Manual, 5 seats	7.2 (39.2)	5.4 (52.3)	6.1 (46.3)	159
Automatic, 5 seats	7.1 (39.8)	5.5 (51.4)	6.1 (46.3)	162
Manual, 7 seats	7.0 (40.4)	5.6 (50.4)	6.1 (46.3)	161
Automatic, 7 seats	7.4 (38.2)	5.7 (49.6)	6.3 (44.8)	166
<b>Petrol, GTDi</b>				
5 seat	10.6 (26.7)	6.5 (43.5)	8.0 (35.3)	191
7 seat	10.9 (25.9)	6.8 (41.5)	8.3 (34.0)	197

\*Estimated figures.

## URBAN CYCLE

The urban test cycle is carried out from a cold start and consists of a series of accelerations, decelerations and periods of steady speed driving and engine idling. The maximum speed attained during the test is 50 km/h (30 mph) with an average speed of 19 km/h (12 mph).

## EXTRA-URBAN CYCLE

The extra-urban test cycle is carried out immediately after the urban test. Approximately half of the test comprises steady speed driving, while the remainder consists of a series of accelerations, decelerations and engine idling. The maximum test speed is 120 km/h (75 mph) and the average speed 63 km/h (39 mph). The test is carried out over a distance of 7 km (4.3 miles).