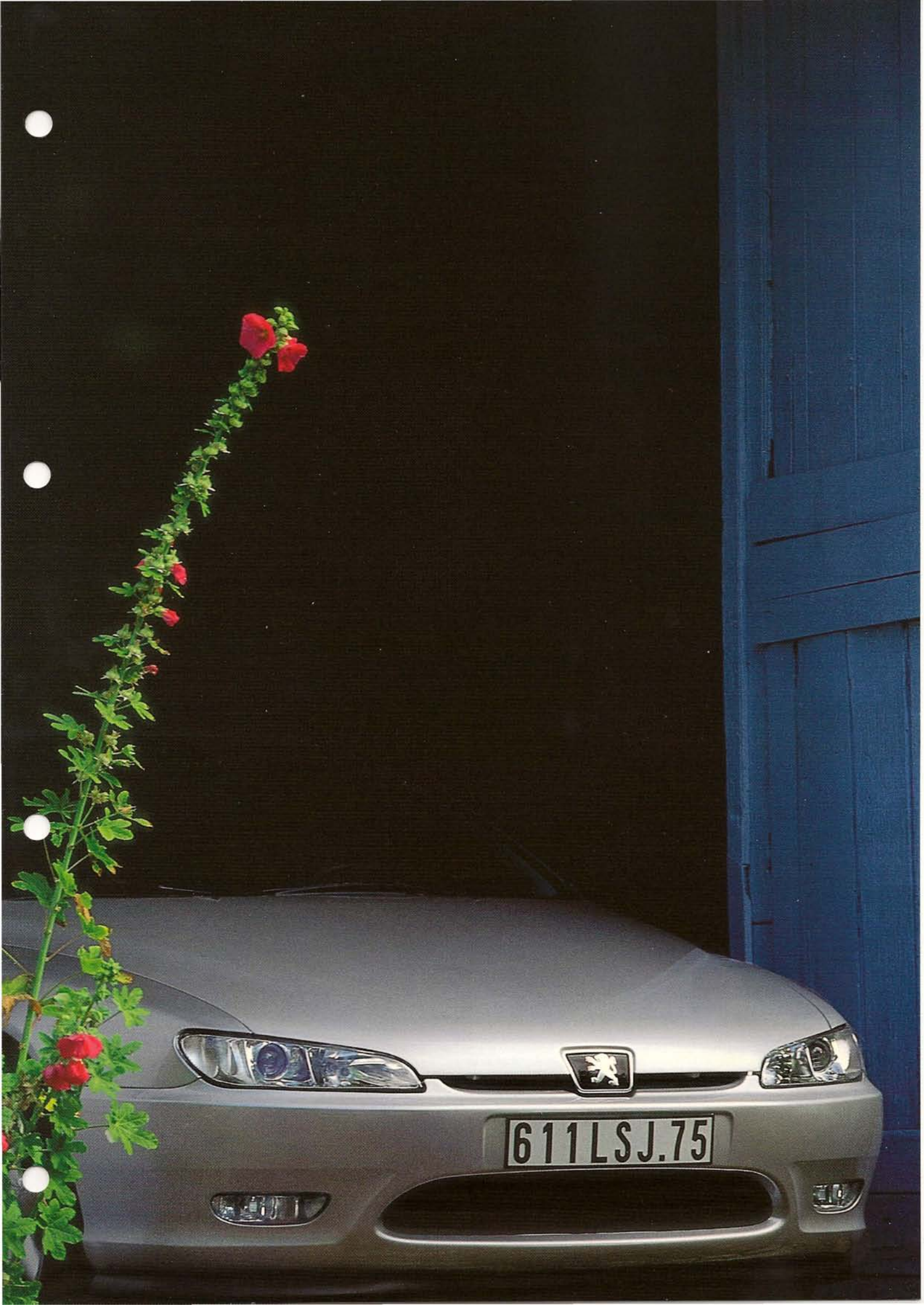
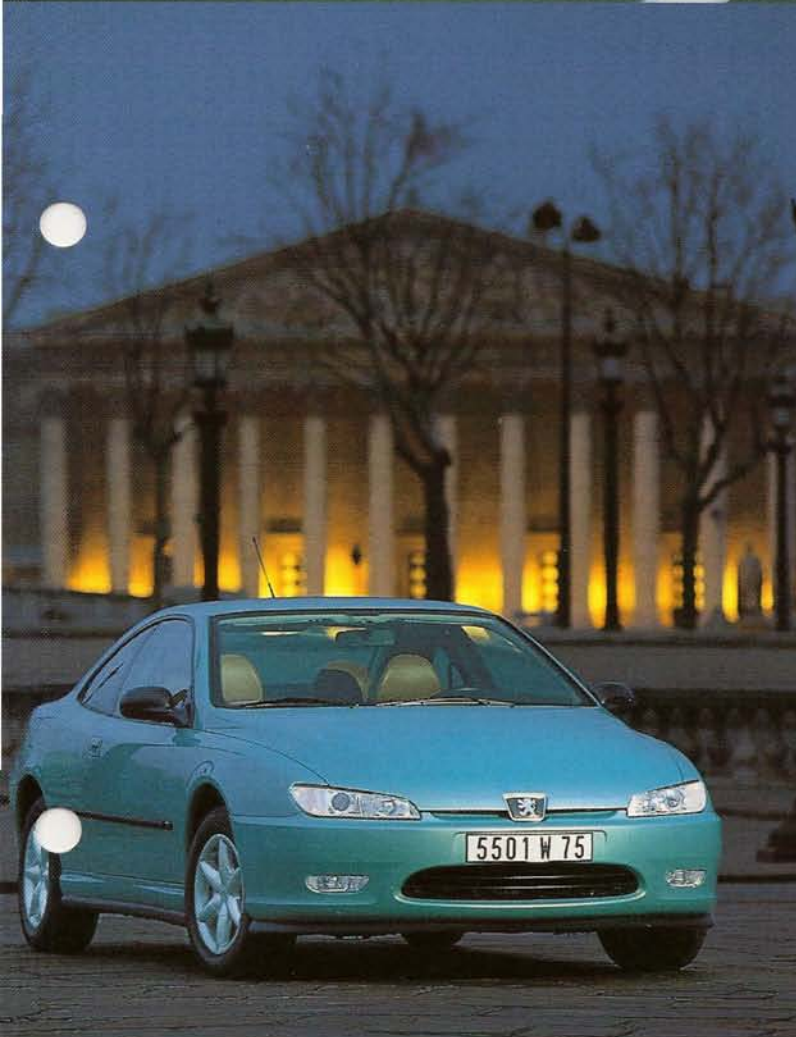


Peugeot



THE NEW PEUGEOT 406 COUPÉ - PRESS PACK

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THE NEW PEUGEOT 406 COUPÉ

The Dream Becomes Reality

The Peugeot 406 Coupé, which arrived in the UK during June 1997, is the latest product of the Peugeot's world-class engineering expertise and the styling genius of leading design house Pininfarina.

The car that set hearts pumping at its Paris Motor Show debut last autumn comes from a distinguished line of classic cars that have resulted from the 46-year Peugeot-Pininfarina partnership.

That line of thoroughbreds started in 1951 with the Peugeot 403 and includes the stylish 404 Coupé, the 504 Cabriolet and Coupé, and more recently the 205 and 306 Cabriolets - not only styled but also assembled by Pininfarina in Italy.

The new 406 Coupé is available with two engines- a 3-litre V6 developing 194bhp and a 2-litre 16-valve capable of 135bhp. Both engines can be coupled with a 5-speed manual gearbox, or 4-speed automatic.

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Artistic Passion in Automotive Form

In styling the 406 Coupé, the Pininfarina design team were allowed to give free rein to their artistic talent. The only constraint was that the new model had to use the existing 406 floor-pan; there was no obligation to use the body panels from other versions in the 406 range.

The instant visual impact of the 406 Coupé comes from the harmony of its proportions (4.62m long, 1.78m wide and 1.35m high). The front immediately attracts attention by virtue of its sleek, dynamic bonnet flanked by neat elliptical headlights.

The body style sweeps smoothly backwards to a rear shape which completes the overall impression of power, elegance and class.

The same standards of style apply to the interior. The wide (1.30 m) frameless doors give access to some of the world's most sophisticated automotive technology. For example, when the driver grasps the door handle (colour-coordinated with the bodywork) an electronic system is activated which lowers the window slightly to make access to the de-luxe interior easier. When the door is closed, the window returns to the closed position.

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Once behind the leather-trimmed four-spoke steering wheel of the 406 Coupé, the overall interior trim mirrors the car's elegance and power with its blend of sober, metallic tones and quality materials. The driving position, in true coupé tradition, reflects the car's performance.

The Tungsten grey colour scheme exudes quality, while the fascia has a matt metallic finish, with a chrome coachbuilder's insignia to the right.

The overall fascia design is enhanced by the instrument cluster of five chrome-inset dials, the aluminium gear lever with black leather trim and the four superb seats designed by Pininfarina and upholstered by Recaro to offer high compression resistance and exceptional durability. Working with the suspension system, the seats demonstrate the efforts made to marry the highest standards of style with practicality.

The same applies to the door panels, in which a large central insert improves the comfort and refined feel of the passenger compartment.

Tradition and Prestige

Like the convertible, the coupé is an integral part of Peugeot's history. The tradition is based on a partnership formed in 1951 with one of the world's most prestigious styling houses: Pininfarina, whose signature adorns some of the most sensational automotive creations of the past decade.

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Pininfarina has consistently proved its ability to come up with stunning designs for each successive range.

That partnership entered a new phase when the two companies collaborated on the 406 Coupé. For the first time, Peugeot gave Pininfarina responsibility not only for external and internal styling but also for ensuring that the new car would be engineered and manufactured to the same exacting standards - notably in terms of quality - that the marque's own production plants work to every day.

Encouraged by Peugeot's trust, the Pininfarina stylists surpassed themselves. The new car arouses the type of emotion that is only stirred by truly original creations.

Performance, roadholding and safety throughout the 406 range

Although the 406 Coupé does not look like the 406 saloon, since the two models share no body panels, it has nevertheless inherited all the qualities that have contributed to the success of the 406 range as a whole. The handling, for example, is widely regarded as setting a new standard.

The running gear is derived from the 406 saloon, but adapted to the coupé philosophy (12 mm lower, greater flexibility, modified diagram and stop for dampers) to offer optimum driveability and efficiency.

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The front suspension assembly uses the standard 406 MacPherson configuration, adapted as described above. On the more powerful V6 versions, further adaptations have been made to optimise damper guidance and facilitate steering.

The multi-arm rear suspension developed for the saloon meets the requirements of coupé customers in terms of safety and comfort. Although the multi-arm suspension is designed to offer an exemplary combination of performance and comfort, variable suspension is available as an option on the top-of-the-range V6 SE model.

As well as inheriting the active and passive safety equipment of the 406 Saloon, the 406 Coupé features a number of additional features to satisfy the even more stringent safety requirements of coupé customers: e.g. side-impact protection (specially designed centre pillar, strengthened front pillar, beams in the doors, absorbent padding, side-rail reinforcements, and box-sectioned roof cross-member).

The 406 Coupé can be powered either by a 3-litre 6-cylinder engine developing 140 kW (194 bhp) or by a 2-litre 4-cylinder 16-valve engine developing 97.4 kW (135 bhp). According to the powerplant selected, the 406 Coupé is equipped with modulated power steering on the 2-litre models and variable-assistance power steering on the 3-litre models.

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To allow the full expression of the engines' capabilities, the 406 Coupé also features a sophisticated braking system, with four disc brakes (ventilated at the front) and state-of-the-art five-sensor ABS. In addition, the V6 version boasts a special braking system developed by Brembo, with two four-cylinder brake callipers at the front, for maximum braking power.

Peugeot 406: the *haute couture* collection

With its superbly elegant Pininfarina coachwork, the 406 Coupé comes in three trim and engine variants.

Peugeot 406 Coupé with a 2-litre 16-valve engine

The 2-litre 16-valve version is powered by the XU10 J4R engine developing 97.4 kW (135 bhp) at 5,500 rpm with maximum torque of 180 Nm (18.7 mkg) at 4,200 rpm. This engine can be coupled to a 5-speed manual gearbox (BE 3/5 S) or to a self-adapting 4-speed automatic gearbox (4 HP 20) with electronic control, already available on the 406 saloon. Performance and consumption figures are as follows:

Performance

| | Manual gearbox | Automatic gearbox |
|--------------------------------------------|---------------------------|------------------------------|
| Maximum speed (mph, on racetrack) | 126 | 124 |
| From 0 to 62 mph (seconds) | 10.5 | 14.1 |
| From a standing start to 400 m (seconds) | 17.3 | 19.6 |
| From a standing start to 1,000 m (seconds) | 31.9 | 35.2 |

Consumption mpg (l/100 km) as per EEC standard 93-116)

| | Manual gearbox | Automatic gearbox |
|-------------|---------------------------|------------------------------|
| Urban | 21.6 (13.1) | 17.8 (15.9) |
| Extra-urban | 39.2 (7.2) | 35.8 (7.9) |
| Mixed | 30.1 (9.4) | 25.9 (10.9) |

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Safety and comfort features on the 2-litre model are as follows:

Technical features

- ABS
- four disc brakes
- variable power steering
- 15-inch aluminium wheels
- 205/60R15 tyres

Exterior styling features

- zero-play bumpers colour co-ordinated with bodywork
- tinted windows
- front fog lamps
- smooth-glass headlamps
- electric wing mirrors in grey lacquer finish
- amplified antenna to rear of roof
- high-mounted brake light

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Interior styling features

- tungsten dashboard with metal trim
- chrome-inset instrument dials
- four-spoke leather-covered steering wheel
- aluminium and leather gear lever
- driver's and passenger airbag
- power windows with safety interlock
- two one-touch controls
- two anti-pinching systems
- coded engine immobilizer
- central locking with deadlocking and high frequency plip
- sun roof or air conditioning
- outside temperature indicator
- height-adjustable driver's seat
- lower sill embellishers
- split/fold rear seat with headrests
- ski hatch
- rear central armrest
- storage compartment between rear seats
- 4030 sound system with steering wheel controls
 - options
 - driver and passenger's side airbags
 - 4050 sound system with CD autochanger and 8-speaker JBL sound system

Peugeot 406 Coupé with V6 engine

The V6 engine (ES9 J4) exploits the dynamic potential of the 406 Coupé, bringing additional power and an even smoother response. This unit can be coupled either to an ML manual gearbox or to the 4 HP 20 automatic gearbox. It develops power of 140 kW (194 bhp) at 5,750 rpm and maximum torque of 267 Nm (27.7 mkg) at 4,000 rpm. Performance and consumption figures are as follows:

Performance

| | Manual gearbox | Automatic gearbox |
|--------------------------------------------|---------------------------|------------------------------|
| Maximum speed (mph, on racetrack) | 146 | 143 |
| From 0 to 62 mph (seconds) | 7.9 | 9.6 |
| From a standing start to 400 m (seconds) | 15.7 | 16.9 |
| From a standing start to 1,000 m (seconds) | 28.7 | 30.5 |

Consumption mpg (l/100 km) as per EEC standard 93-116

| | Manual gearbox | Automatic gearbox |
|-------------|---------------------------|------------------------------|
| Urban | 17.8 (15.9) | 16.4 (17.2) |
| Extra-urban | 35.3 (8.0) | 33.6 (8.4) |
| Mixed | 25.9 (10.9) | 24.4 (11.6) |

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The V6 version offers the following features in addition to those found on the 2-litre model:

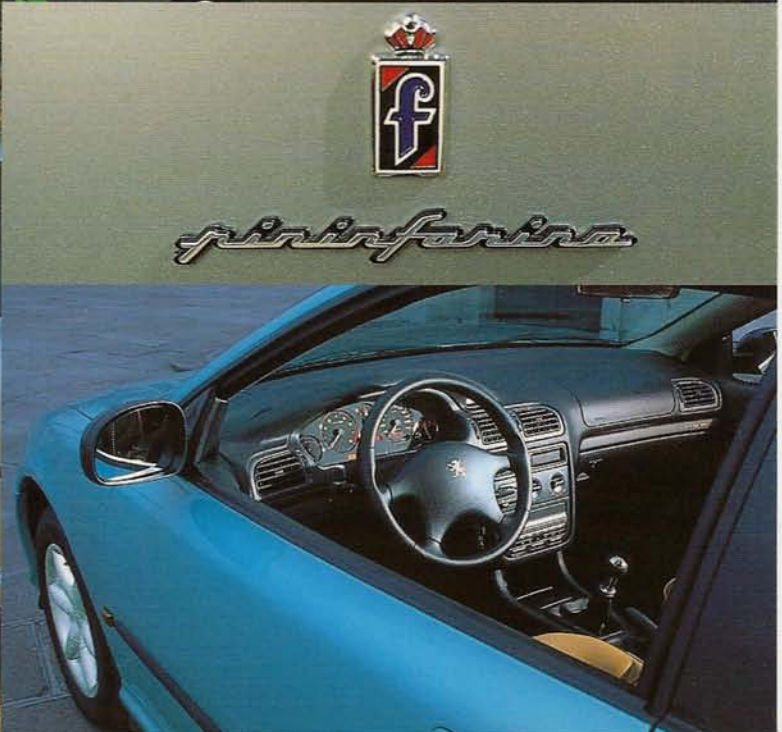
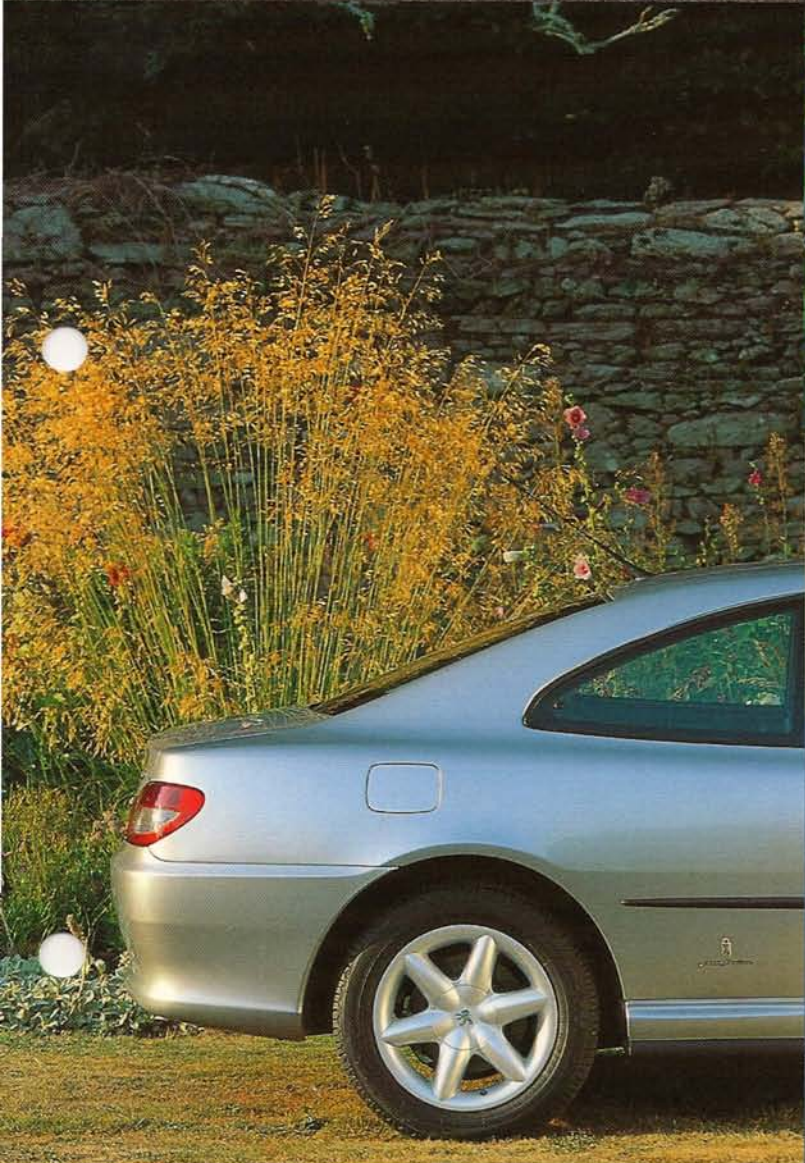
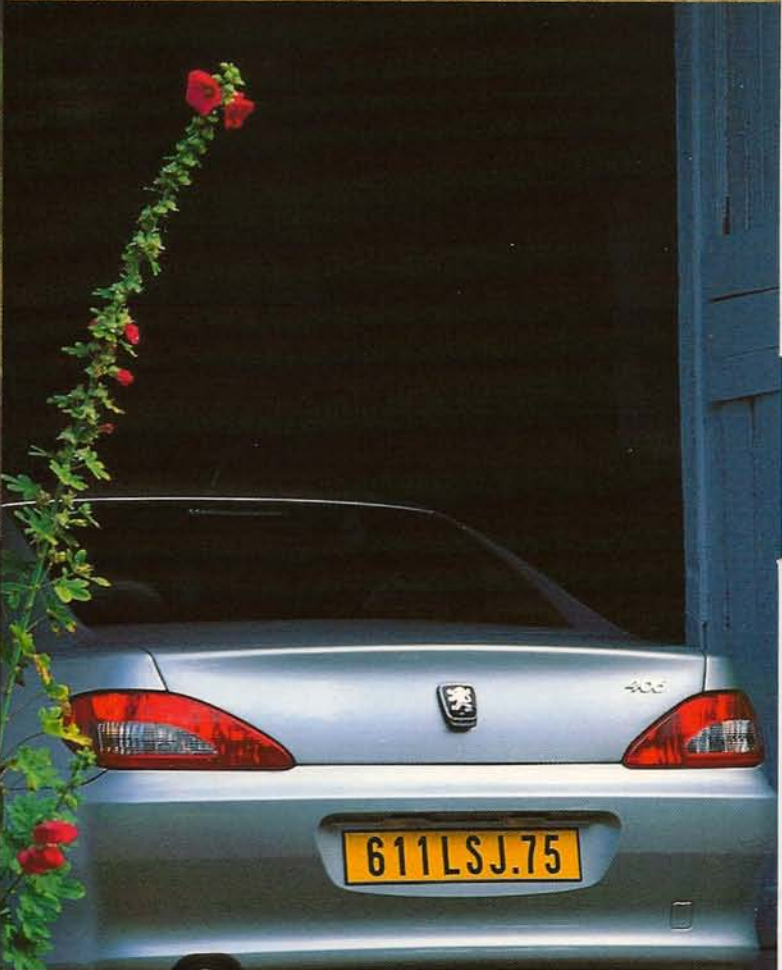
- fully variable-assistance power steering
- Brembo four-piston front brakes
- 16-inch alloy wheels
- 215/55R16 tyres
- automatic windscreen wiper with rain sensor
- digital air conditioning with temperature/climate control
- additional front floor mats
- 4050 radio/cassette system with CD autochanger
- options
 - side airbags
 - sunroof

406 Coupé V6 SE

This top-of-the-range variant of the 406 Coupé V6 offers still further refinements both inside and outside the car:

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- headlamp pressure wash
- retractable electric wing mirrors with position memory
- electrically-adjustable front seats - driver's seat with position memory
- leather upholstery and door panel trims
- heated front seats
- automatic day/night electrochrome rear-view mirror
- illuminated vanity mirrors
- additional rear floor mats
- 10-speaker JBL acoustics
- options
 - variable electronic suspension control
 - sunroof
 - side airbags



Technical description of the 406 Coupé

DESIGN

The distinctive, attractive look of the 406 Coupé combines a number of parts from the saloon with many new features. The coupé shares the recognised structural qualities of its saloon and estate counterparts, providing maximum protection in the event of an impact, and a high level of torsional rigidity ensures a positive influence on the chassis' handling.

This latest model in the 406 range has the same wheelbase as the other versions (2.70 m), and offers virtually identical passenger accommodation front and rear. Use of this design also enabled the proven multi-link rear suspension to be retained.

Overall, the coupé's overhang (+ 6.2 cm at the front, -0.2 cm at the back) makes it 6 cm longer than the saloon (4.615 m, rather than 4.555).

Finally, the coupé is 1.35 m high, 6 cm lower than its sister models. This contributes to the new car's aesthetic balance, and also emphasises its individuality.

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CONSTRUCTION

The front end of the vehicle is the same as that of the saloon. The cantrails have built-in crumple zones at each end, to help absorb energy in the event of frontal impact. In the bulkhead, the cantrails are linked by box-sectioned cross-members and run under the floor to provide further strengthening. The dashboard is fitted with a tubular steel cross-member (diameter: 40 mm), the ends of which are attached to the edges of the bulkhead. This cross-member is also attached to the central tunnel by means of a vertical bolt. Runners and cross-members also help to stiffen the sub-structure. The side members, with their longitudinal cores, feature a new surface made of redesigned sheet metal whose thickness is increased by 0.2 mm to 1.2 mm. Towards the rear of the vehicle, the floor and closed cross-members are identical to those of the saloon, as are the wheel arches. The rear parcel shelf has undergone a number of modifications, appropriate to the coupé's styling. The seat-belt anchor points are common to other 406s, as are the buckle stalks.

Although the platform and front end are the same as on existing models, the overall look differs, as the coupé incorporates a number of new body panels. The redesigned panels link fluidly with parts taken from the other models, and in some cases, such as the flanks, they perform redefined roles. The curve of the windows has been changed, and the pillars have been modified accordingly. The coupé has other distinguishing marks; for example, there is a slight indentation at the bottom of the rear window, relating to the angle formed by the top line of the wing and the descending rear pillar.

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On this 2-door car, the front pillars are 123 mm further back than on the 4-door saloon. The pillars are fitted with metal reinforcements 1.8 mm thick, designed to accommodate the substantial door hinges. To facilitate entry, the windows in the doors are frameless and each door measures 1.30 m in length. Fitted with a lateral tubular steel impact bar which is 34mm in diameter, each door weighs 17.5 kg. To make the doors easier to close, each hinge is tilted 4 degrees towards the vehicle interior.

The front wings, joined to the existing structures, are removable. The bonnet weighs 24 kg, complete with lining. It is fitted with pantograph-type hinges and two double-action cylinders. The box-sectioned body sides run from the front of the cabin to the rear. At the top of the cabin, wide-section windscreen pillars are linked by an upper cross-member. Between the side-members and the side panels stand the solidly-located centre pillars. These are joined at the top by a box-sectioned roof cross member, completing a hoop that is particularly effective in the event of side impact or rollover. An upper cross-member across the rear window provides the link with the top of the rear pillars. At the base, this role is performed by the parcel shelf. All cross-members linking the upper part of the body sides help to strengthen the structure. The pre-stamped metal sheeting used for the roof is so wide (1.88 m) that it exceeds European standards (1.75 m x 2.65 m) and thus has to be imported directly from the United States. On the rear pillar, the junction between the roof and the rear wing is marked by a fine weld. Behind the box-sectioned side-panels are the new wings and their

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redesigned linings, connected at floor level by a low boot sill formed by a closed cross-member. The boot hatch is fitted with pantograph-type hinges to give maximum access to storage space. The capacity available is close to that of the saloon (390 dm³ VDA).

Like the saloon, the coupé receives local injections of expanding foam for sealing purposes (front, rear and middle pillars, etc). The wheel arches are equipped with polypropylene mudguards.

The sixty-two individual components, including external and opening panels, are made of steel sheeting which has a minimum thickness of 0.88 mm, 75% of the body panel are coated with galvanised pre-protection on both sides. Complete with doors, bonnet and boot the assembly weighs 372 kg. In terms of structural stiffness, 100 daN of torque applied to each axle produces a torsional deflection of 0.73 mrd, while a load of 100 kg applied to the side-member level with the front passenger seat produces a maximum deformation of 0.8 mm.

ENGINES AND TRANSMISSIONS

Two engines have been selected for the launch of the 406 Coupé. The first was introduced on the 605 in 1994: a four cylinder, 1,998cc engine, with a double overhead camshaft and 16 valves. The second made its world debut on the 406 saloon and estate in October 1996: six cylinders in a 60-degree V

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configuration, four overhead camshafts and 24 valves. Both engines can be mated to either a manual gearbox or to the self-adapting 4 HP 20, a new, electronically controlled automatic 4-speed gearbox unveiled in September 1996. To make sure that the Coupé is as comfortable as it is dynamic, the overall gearing is different to that on existing 406s. This is due in part to modified ratios and to different tyre dimensions, which redefine the rolling circumference.

- **Engines**

The XU10 J4R is a 4-cylinder engine developing a maximum power of 97.4 kW (135 bhp) at 5,500 rpm. Peak torque of 180 Nm (133 lb ft) is reached at 4,200 rpm. More than 170 Nm (124.3 lb ft) is available all the way from 3,000 rpm to the 5,500 rpm peak. The thin-wall cast iron cylinder block has a reduced-play rotating assembly and a reinforced "anti-noise" link at the back of the lower crankcase. The cylinder head is made of light alloy. The timing gear is driven by a toothed wheel whereas items like the air-conditioning compressor and alternator rely on a poly-V looping belt. Cooling is performed by an aluminium radiator with a frontal area of 26.5 dm² backed up by two thermostat-controlled fans. Above the radiator, the air captured by the grille is channelled through an aerodynamic duct. A deflector at the top of the section sends most of the cooling air to the radiator and the rest to the top part of the engine.

The 60-degree V6 has a capacity of 2,946cc. The distribution system

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features four overhead camshafts (two per bank of cylinders) and twenty-four valves (four per cylinder). The engine block and cylinder heads are cast in light alloy and the dual-volume intake is based on acoustic principles, rather than moving parts, in order to favour torque without detracting from power output: 140 kW (194 bhp) at 5,500 rpm. Maximum torque of 267 Nm (197 lb ft) is reached at 4,000 rpm. The engine has ample reserves throughout its range, and the torque spread is such that at least 230 Nm (170 lb ft) is available from as low as 2,000 rpm all the way to 6,000 rpm. At 2000 rpm, 234 Nm (176 lb ft) of torque is already available.

The engine is controlled by a Bosch MP 7.0 injection unit that performs semi-sequential injection on two cylinders at a time. Jump-static ignition is managed by a Sagem BBC3.2 unit. The mapping of this ES9 J4 engine has been reworked to enhance engine response – and driving pleasure – in all circumstances. The engine has a pinking detection unit to provide protection against accidental use of low-octane fuel. It also has a memory unit that can be programmed with new settings to facilitate service operations. For cooling, the copper radiator is supplied with air in the same way as on the four-cylinder engine. Two 250 W motor fans provide additional cooling as required. The exhaust system is the same as the saloon's, and shares the latter's chrome-tipped exhaust pipe.

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- **Transmission**

Both engines are available with manual and automatic transmissions, broadly similar to those found on the saloon and estate versions. For the XU10 J4R engine, the BE3-5 5-speed manual gearbox has been adopted. To facilitate acceleration, top gear has been slightly shortened. In pursuit of the same aim, and with a view to maximising driving pleasure at all speeds, the tyres were chosen to give a speed that is slightly lower per 1,000 rpm than the saloon version (manual or automatic).

With the V6, the ML5 gearbox offers a longer first gear than either the saloon or the estate, while the two highest ratios are shorter. Moreover, this option uses 16-inch rather than 15-inch tyres, thereby increasing the rolling circumference. With these modifications, the mph/1,000 rpm figure is more appropriate to the distinctive personality of this car. Gear ratios on the new 4 HP 20 automatic have been calculated with similar purpose. This self-adapting gearbox monitors gearchange and control functions electronically. Developed by ZF, the gearbox offers three programmes with nine gearshift patterns. The calibrations defined and tested by Peugeot are tailored to the V6. The electronic units controlling the engine and the gearbox work together to maximise precision and efficiency in gearshift management, thereby enhancing both comfort and driving safety. The 'sport' and 'winter' programmes put the final touch to the versatility of this state-of-the-art automatic gearbox.

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The relevant data for the engines and transmissions is set out in a chart at the end of this section.

RUNNING GEAR

The running gear of the 406 Coupé is much the same as on the saloon or estate. The Coupé has the same 2.70 m wheelbase and – consequently – makes full use of the 406 multi-link suspension. To satisfy the requirements specific to this type of car in terms of appearance and power, the body has been lowered by 12 mm and the track has been increased. To improve overall behaviour, the suspension and brakes have been modified on certain versions.

Suspension

At the front, the Coupé is fitted with the same sub-frame as the other 406 models. The sub-frame supports the inverted MacPherson-type struts with wishbones as well as the bearings of the anti-roll bar. The body is lowered by reducing spring heights, a modification that required new bump stops. The gradual compression of the latter provides variable flexibility to enhance comfort and handling. Spring rates and dampers are adapted to each model, while the new wheels yield a 16mm track increase on both versions. The front wishbones have been firmed up, and the V6 version has received attention to ensure that its handling is a match for its power output. As a result, the cradle shims are harder and the upper bracket of the mounting has

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been reinforced. These modifications further improve damper guidance through better centring and enable greater cornering control and steadier straightline performance. To perfect the stiffening of the front end, which is subject to considerable stress, and to guarantee ideal suspension geometry, the upper mounting brackets are linked by a steel bar with an external diameter of 26 mm (18 mm inside).

The multi-link rear suspension serves to guide the vehicle through close control of wheel alignment, whatever the force transmitted. In addition, it maintains passenger comfort through smoothness of motion and cushions the bumps effectively by appropriate damping. Each axle assembly is attached to a damped cross-member and comprises three transverse arms with a longitudinal arm. It also comprises a coil spring with an integrated bump stop, a valve-type damper and anti-roll bar directly connected to each pivot. The movement of each wheel is controlled by the relative positions of the arms. Since the flexible joints performing damping functions are independent of the guidance system, they have no influence over the behaviour of the car. This rear suspension, common to all the 406s, has undergone a number of modifications on the Coupé in order to increase efficiency. The increased rear track also adorns the car with appropriate poise.

The damping patterns and spring rates have been developed specially, while the bump stop integrated within the damper produces variable flexibility. On

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the six-cylinder engine, the upper damper bracket is stiffened. The increased track (36 mm) is obtained by adopting a new lower arm and a redesigned pivot, bringing an 18 mm increase on either side. Made of forged aluminium, the pivot is designed, in conjunction with its anchorage points to make sure that it has the same deformation characteristics as the cast iron version on the saloon. Aluminium was chosen in order to reduce the weight of the car (-2.8 kg). This is the first time that the PSA Peugeot Citroën Group has used the "Cobapress" technique for a safety feature.

In the same way as the saloons equipped with the V6 engine, the six-cylinder Coupé can be equipped with an optional variable damping system comprising 'soft' and 'firm' settings. The car switches automatically from one to the other according to the dynamic state of the car, driving style and road conditions. The system focuses on comfort at lower, steady speeds ('soft') and on improved handling at higher speeds ('firm'). By pressing a button, the driver can temporarily disable the automatic function to remain in 'firm' mode.

Steering

The Coupé is fitted with rack-and-pinion steering complete with hydraulic power assistance. As on all 406s, the energy-absorbing steering column is height adjustable over 35mm and length-adjustable over 27 mm. The four-cylinder model is equipped with a system of modulated power assistance that varies according to engine speed. This means that, in practice, the driver

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has maximum assistance at low engine speeds (urban driving, parking manoeuvres) and less assistance at higher engine speeds (open roads, motorways). The transformation from one level of assistance to the other is gradual, and occurs from 1,500-3,800 rpm. It is controlled by variations in the amount of oil flowing through the power steering pump. On the six-cylinder model, power steering is linked to vehicle speed, further to enhance driver comfort. The hydraulic system is managed by a computer designed to improve the level of 'feel' to the driver and to provide all the necessary information for efficient performance in any conditions. With this variably-assisted steering, the hydraulic cylinder is integrated in the rack housing.

Brakes

The brakes are power-assisted in all cases, with fifth-generation Bosch ABS. The system relies on four discs, the two at the front being ventilated. Four-cylinder cars feature the same components as the saloon: ventilated discs at the front (diameter: 283 mm – thickness 26 mm), solid discs at the rear (diameter: 290 mm –thickness 10 mm) and a brake pressure compensating system dependent on vehicle load.

On the six-cylinder Coupé, the brakes have been resized at the front as the vehicle's dynamic characteristics are totally different. Here, the discs are 305 mm in diameter and 28 mm thick, while the Brembo caliper is equipped with four pistons. The rear brakes are the same as on the four-cylinder model.

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EXTERNAL EQUIPMENT

The front bumper comprises a beam which is firmly attached to the cantrails of the body structure. It is covered with a "Xenoy" polycarbonate skin selected for its dimensional stability and guaranteed low peripheral movement. Three blocks of absorbent foam are placed between the skin – colour coordinated with the bodywork – and the beam. The bumper incorporates the air intake grille, fog lamps, headlamp washers (when fitted) and the flap to access the towing hook. The lower part of the skirt is fitted with a flexible black skirt which serves as an aerodynamic deflector. The rear bumper is of the same design as the front, but it has no beam because a single plastic absorber is sufficient to meet standards.

The design of the headlamps reflects a styling choice that matches the qualities of all the marque's models. The streamlined style of the lights, flanking the new lion grille, distinguish the Coupé as a member of the 406 family and the Peugeot range as a whole. Each headlamp incorporates the functions of indicator, sidelight, dipped beam and main beam. The different light sources are grouped in the same unit, protected by a one-piece transparent polycarbonate lens. The dipped headlamp is ellipsoidal, while the main beam function comprises a complex-shape parabola with an H7 lamp. In the full beam position, the main beam fills the non-illuminated part of the dipped beam, which already has a range of 54 m.

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Directional indicators are located on the front wings, level with the protective side mouldings. At the rear, the "ruby" and "crystal" presentation gives the lens depth. The design is the same as on the saloon but the new layout conveys a different image. Although the base of the external rear-view mirrors is specific to the Coupé, the housings are the same as on the other 406 models. However, they are painted a speckled smoky grey so as not to detract from the overall appearance of the car. From a distance, they blend in with the side windows. Both mirrors are heated, electrically controlled and feature anti-glare. The driver's mirror is wide-angle double-lens. In certain models, the position of the rear-view mirrors can be arranged in relation to the memorised position of the driver's seat. In this case, the mirrors can be folded down against the body automatically, e.g. for easy parking.

The radio antenna is located at the back of the roof. It comprises a short but flexible stalk with an amplifier.

The wheels of the 406 Coupé are light alloy and have six fixing bolts. V6 models have 16-inch rims with 215/55 R16Z tyres. With the four-cylinder engine, the 15-inch rims are equipped with 205/60 R15 V tyres.

Doors

The design of the frameless doors and windows is the result of an advanced feasibility study. This was initiated in 1990, without an immediate

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application in mind. The absence of a frame is a styling choice, but the objective is also to avoid the potential breakdown of features often associated with long doors. The large surface area ensures that every window offers generous visibility while contributing to the airiness of the interior. As part of the manufacturing process, all the windows are put through a mould. This method guarantees that the finished product is free of peripheral deformation and fits perfectly. The door panes, which are 5mm thick, automatically slide down 10 mm when the doors are opened. This feature satisfies the styling requirements imposed by a large frameless window, and also seals the vehicle from the outside for maximum passenger comfort in all conditions. For optimum results, the door is fitted with a longitudinal beam and box-sectioned linings for maximum stiffness. Moreover, the front pillar attachments use the reinforced hinges found on the 806, joined to a reinforcing steel plate which is 1.8 mm thick, embedded in the lining of the door.

Inside the door, the main component of the window-lift mechanism is a thick frame made of pre-protected sheet metal, with two crossed arms to eliminate spurious play. Designed by Brose, the mechanism is equipped with generously sized joints and a rear guide in which the window support moves on a ball bearing.

The window is controlled by a Bosch electric motor delivering 12 Nm (8.8 lb ft) of torque, which is more than sufficient to supply the 6 kg of effort necessary to raise and lower the window. The entire system can be adjusted

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for altitude and tilt using inspection holes behind the side moulding. This operation does not require dismantling of the inner door lining during initial adjustment of the system at the Pininfarina production plant in San Giorgio, or during operations by the aftersales network.

When the door is opened, the contact in the locking mechanism (interior lighting) activates an electric motor that opens the window slightly. As soon as the door is opened, the window slides down 10 mm and closes again when the door is closed. A computer monitors the number of engine revs to determine with precision the extent of travel necessary for the window to lodge in the groove of the seal joined to the body. When the window moves down, an electronic stop prevents it from opening to its full extent. This function, which eliminates noise, also relies on the computer measuring the engine revs. To optimise passenger comfort, the sealing of the interior is completed by an airtight foam sheet attached to the door lining by a Hot Melt joint.

Fully equipped, the door weighs 37 kg, including the 6.2 kg windows. To test their endurance, the mechanisms undergo extensive bench tests over 100,000 cycles. In the event of malfunction, the window is sufficiently flexible to allow the door to be manoeuvred.

contd...

Windows

The new windscreen is 5.2 mm thick. Like the other windows on the Coupé, it transmits little light since the glass is tinted to a greater extent than on the other 406 models. The car is equipped with the automatic windscreen wiper found on all 406 models and a rain sensor is fitted in the silkscreen printing at the top of the windscreen surround.

The rear window is fitted with a timed demisting function. A high-mounted brake light is mounted centrally. On either side of the stop lights and up to each rear pillar, the silkscreen printing comprises a series of black dots, gradually decreasing in size as they travel downwards, and forming a sunvisor for the two passengers in the back. The quarter windows can be partially opened and are 4.2 mm thick.

The electrically controlled sunroof made of athermal glass is optional. Sliding back outside the passenger compartment, it is equipped with a foldaway aerodynamic deflector and an interior louvre-type blind for total integration.

contd...

INTERIOR EQUIPMENT

The passenger compartment of the 406 is designed to accommodate four adults in comfort. The main dimensions are the same as on the saloon, but the layout and trim are different. The coupé interior exudes opulence and power with its special seats, door panels and upper panels together with the remodelled mouldings. The dashboard and central console are basically the same as on the saloon, with a few minor changes to reflect the personality of the coupé.

Dashboard -driver's station

On the Coupé, the wood trim of the saloons is replaced by a metallic grey moulding on a leather-grained, single-tone, Tungsten grey dashboard. The new air vent surrounds are painted in the same metallic shade of grey. To the right of the moulding, overhanging the storage pockets, is the chromed signature of coachbuilder Pininfarina. On the upper foam-covered part of the dashboard is a 90 litre passenger airbag, four swivelling, concealable air vents, two loudspeakers hidden by a grille and the instrument cluster protected by a non-reflective visor. The lower part of the dashboard is equipped with a large-capacity glovebox on one side and a keypad for the coded engine immobiliser. In the centre, under the two central air vents, the air-conditioning controls, the stereo, the buttons for the heated rear window, the hazard warning signal and other

contd...

functions are grouped together. This section also houses a screen displaying the outside temperature and data from the high-performance stereo system.

The technical functions of the instrument cluster are the same as those on other 406 models with the same information tailored to each level of trim, main features being the electronic tachometer and two digital odometers. On the Coupé, however, the five dials have a chrome surround, the graduation of the tachometer comprises uneven values ranging from 30 km/h to 250 km/h while the rev counter displays single figures indicating rpm x 1,000. On cars equipped with an automatic gearbox, the instrument cluster contains a panel showing the selection gate, the gear selected and the programme adopted. To the right of the instrument cluster are the clock and the onboard computer (optional).

The steering wheel boss houses the height and depth settings for the steering wheel as well as conventional functions, such as the controls for the twin-lens headlamps. The four-spoke steering wheel has a new, sporty design and is fitted with a 45 litre airbag. The steering wheel is shaped with two integral grip areas with thumb rests. The wheel is upholstered in perforated leather with a cross section decreasing from 32 mm to 28 mm, while the other parts of the hoop are covered in non-perforated leather. In the centre resides the Automobiles Peugeot lion. Stretching to the back of the front seats, the central console sweeps down from the dashboard and features the same

contd...

Tungsten grey grained finish. The console contains a number of storage compartments, the ashtray, with its chrome-plated surround and grid, and the hand brake.

In keeping with the interior decor of the Coupé; the manual gear lever has a more sporting appearance. The aluminium gear lever knob is partially covered in black leather with a grid etched on the top. The gearshift gaiter is made of top-stitched leather.

Seats

The front seats are lower than on the saloon, the H-frame lowered by 20 mm to maximise the comfort of passengers whether they are sitting still or moving. To the same end, and to facilitate access to the rear seats by providing more space, the lower seat runner has been lengthened by 40 mm at the front. The top of the runner is the same since the H-frame retains the same longitudinal position as on the saloon. Total travel distance is 205 mm (manual) and 200 mm (electric). To enable passengers to access the rear, the back of each front seat folds down and the seat moves forwards at the same time. Since the twin-roller seat runners are equipped with a positional memory, the seats return to their initial position when the manoeuvre is complete. On both mechanical and electric seats, the fold-down function is

contd...

controlled by a lever located at the top of the seat back on the outside. A second, 'courtesy' command is located on the inner side of the passenger seat.

The driver's seat is equipped with a number of controls including height variation, controlled by a lever to the left of the seat, and rake adjustment, controlled by a handle at the front. If the driver's seat has electric controls, the buttons are located on a panel located on the lower part of the seat housing. On the V6 Pack version, the panel also has three buttons to memorise the position of the seat and the two external rear-view mirrors. The height and rake-adjustable headrests are equipped with positive-locking, activated when they reach the maximum travel limit. The frames of the front seats are particular to the Coupé. The seat-belt stalks are equipped with pyrotechnic pre-tensioners.

On the outside of each seat, below the fold-down lever, a 12 litre side airbag will soon be available. Since the airbag is fixed to the metal frame of the adjustable backrest, it will always be correctly positioned in relation to the passenger's chest. Each airbag is equipped with its own sensor and a self-diagnosis function to prevent any anomalies. The side airbag will be gradually extended to other vehicles in the Peugeot range, where it will complement the wide range of safety equipment already on offer, e.g. door impact bars, side impact absorbent padding and the reinforced base of the side member/central pillar link.

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The foam used for the seat cushions and backrest is of varying density. The central part is fitted with soft foam, whereas the strips are covered with harder foam but with a soft surface to facilitate access while providing excellent lateral support. The rear folding seat folds 60/40 and is designed for two people. The broader backrest, on the left, is fitted with a central elbow rest and ski hatch. Each backrest is fitted with a neck rest or headrest plus a locking system, based on that of the saloon, that isolates the passenger compartment from the boot.

In the centre of the backrest is a storage compartment with a recess at the bottom for a small bottle. Able to resist a load of 80 kg, the compartment is fitted with a rigid cover and is covered with foam matching the interior upholstery. The metal frames are the same as on the 406 saloon, but the design of the cushions and upholstery has been changed in order to complement the new passenger compartment.

The folding rear seat considerably increases the modular storage space available. The seat covers are made of fabric and crushed velour, with velour piping to accentuate the accommodation area. The leather trim is finely perforated in the central parts and smooth on the side strips. Map pockets are fitted to the back of the front seats.

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The passenger compartment

The door panels and upper panels are designed to emphasise the coupé's opulent interior. They are made of agglomerated wood fibre and shaped resin (Woodstock). The door panels incorporate one of the two padded protective cushions. Fully lined with an insert matching the seat fabric (velour or leather), the panels are framed by a black trim with a band running along the window. The door handles are of the type found on the saloon and are designed for easy closing (door stop with two notches).

On the driver's side, the door panel is equipped with the buttons controlling the electric windows. Of advanced design, these buttons have a built in safety function since they have to be raised to close the window and pressed to open it.

On the same panel as the window controls is a new type of electric button for adjusting the external rear-view mirrors. A 'joystick' button, with integrated geographical kinematics incorporates the function for selecting the right-hand or left-hand rear-view mirror and – on the V6 SE version – the function for folding the rear-view mirrors against the body. At the bottom of each door panel is a small storage compartment, a sill lighting function and a loudspeaker recess protected by a grille. A grab handle is installed on the upper panels which, like the doors, features a small insert in the same fabric as the seat covers. A black band conceals a small loudspeaker (tweeter).

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Air-conditioning

Where air-conditioning is fitted on four-cylinder models, the system of compressor management is unusual in that the electronic thermostat communicates with the engine computer.

In response to the engine's workload, and to optimise comfort and overall vehicle performance, the compressor can be started up or shut down automatically. Models fitted with the six-cylinder engine offer automatic air-conditioning with temperature and air flow regulation, together with a digital display on the control panel. The system also has an electronic function linked to the engine management, and the compressor may be temporarily disengaged in certain conditions. This prevents the car from stalling if engine speed falls to around 500 rpm (in parking manoeuvres, for example). It also helps the car to 'take off', if the engine is idling and the throttle barely open, and to maintain power for overtaking, when the throttle needs to be wide open.

Sound system

The 406 Coupés are all equipped with a high-performance stereo. From the basic level of trim, vehicles are equipped with a remote control lever behind the steering wheel and six speakers. The 4 x 7W car radio offers an integrated display, an RDS tuner and a cassette drive. A hi-fi installation with JBL acoustics is standard on the V6 SE model and optional on the

contd...

other versions. A series of tests were conducted in the anechoic chamber of the Peugeot test centre in Belchamp to tailor this sophisticated equipment to the passenger compartment of the Coupé. The system comprises a CD drive and an eight-channel 320 W amplifier-equaliser installed in the boot, behind the left wheel arch. It also has a filter on each channel, an automatic distortion limiter per frequency band and ten loudspeakers in eight locations: the dashboard (two speakers), the doors (four), the upper panels (two) and the rear parcel shelf (two). Inside the passenger compartment, the sound is crystal clear. Each note is audible and the exceptional dynamics respect the timbre of the music.

Soundproofing, upholstery and sealing

The soundproofing of the passenger compartment is the same as on the saloon. The dashboard cowl is the same, as are the curved floor panels. The structure comprises few fusible soundproofing parts (around 6 kg in all) and expanding foam is used to fill hollow cavities. The bulkhead is fitted with a heavy partition (7 kg/m^2), shaped to each of its contours and held firmly in place by metal struts. A similar component (with a density of 5 kg/m^2) runs from the bottom of the cowl to the point where the front passenger would rest his/her feet. A third element of 3.5 kg/m^2 runs across the floor to the heel board. Single- or double-sealing is provided for the bulkhead cross-members, the pedal assembly and the main wiring bundle. The final touch is provided by the carpet, which is the same as on the saloon, except for a few

contd...

minor modifications around the seat runners. According to the level of trim, protective mats are provided at the front or both front and rear. The side-members running across the doors incorporate a special trim part marked with the Peugeot name.

Towards the rear of the car, a layer of cotton stuffing is placed between the sheet metal and the carpet, running from the seat cushions across the boot floor. The boot itself has a minimum capacity of 390 dm³ and is fully lined. Lighting is provided and the lining of the tailgate incorporates a stamped mould forming a handle. There is also a recess for the warning triangle, which is obligatory in certain countries.

In the upper part of the passenger compartment, the front and rear pillars are covered with the same light-coloured fabric as the roof. The centre pillars are black, matching the trim of the parcel shelf. The latter comprises a storage box and two loudspeakers. The forward section of the roof is equipped with a control console and a grab handle for the passenger. At the rear are two clothes hooks, an overhead light and the third brake light.

An in-depth study was conducted on the sealing properties of the 406 Coupé, the objective being to optimise comfort in all circumstances. In the engine compartment, each end of the bulkhead seal is fitted with new shot moulded parts to eliminate any gaps between parts taken from the saloon

contd...

and those specific to the coupé. The windscreen is bonded and a protective strip running the length of each front pillar prevents the side windows getting dirty in rainy weather.

On the sides of the body and around the door entrance is a ring-shaped joint. A smooth joint around the door further improves sealing, which is completed by a lip running along the centre pillar, opposite the vertical part of the door window. This acts as a deflector to protect the quarter-light from air currents. The upper part of each side window, whose position depends on whether the door is open or closed, slots into the groove of a joint located in a rabbet running from the bottom of the front pillar to the end of the roof. The joint is mounted at a temperature of 205 C and the bearing surface is covered with fireproof velour to facilitate movement of the window. At the top of the door panel, a window joint contributes to sealing and enhances the overall appearance.

At the rear, the slightly recessed window is bonded to the structure and possesses a shot moulded joint. The boot aperture is sealed by a peripheral tubular joint.

Interior rear-view mirror

The V6 SE version of the 406 Coupé gains an automatic dipping rear-view mirror, known as the 'electrochrome'. It comprises two probes, an electronic

contd...

microcomputer and a rear-view mirror made up of two plates enclosing a solid gel. All these components are integrated in the body of the mirror. The probe or cell facing the rear of the vehicle detects the presence of a car with its lights on, while the cell facing the front measures the intensity of the external light. This information is sent to the computer, which makes a calculation and activates an electrolyte to make the gel rise between the two plates of the mirror so that the surface gradually becomes darker. The reaction time is about one second. The system is deactivated when the car goes into reverse, for parking in a garage, for example.

PRODUCTION OF THE 406 COUPE

The Peugeot 406 Coupé will be produced by Pininfarina (IPF). The Grugliasco plant will be responsible for body-in-white and painting, while the San Giorgio plant will manage body trim and mechanical assembly. All final inspections and running tests will be conducted in and around the San Giorgio plant.

The parts shared with the 406 Saloon are transported to the manufacturing facility, which also takes delivery of all the specific parts ordered from MAC (*), a company working in partnership with IPF and a supplier to specialist carmakers. The main body assembly operations are conducted on two automatic welding stations. Before going to the paint shop, each body undergoes a strict dimensional inspection covering 216 points. In the body-in-white shop a gantry-type robot changes its own tools. Each coupé has around 3,500 spot welds (1,100 for the sub-frame from Sochaux and around 2,400 at IPF). The paint line uses robots and rotary sprays.

When the vehicles arrive at San Giorgio, painting and protection operations are complete and the coupé bodies are ready to receive the trim parts and

contd...

mechanical assemblies. The assembly line comprises fifty-seven stations producing thirty-five vehicles per cycle, i.e. 70 a day. In addition to the numerous inspections conducted during assembly (electrical system, brake and cooling systems), each vehicle undergoes tests to verify the sealing and operation of all equipment and parts. These tests take place in specific installations and on a road of at least twenty-five kilometres.

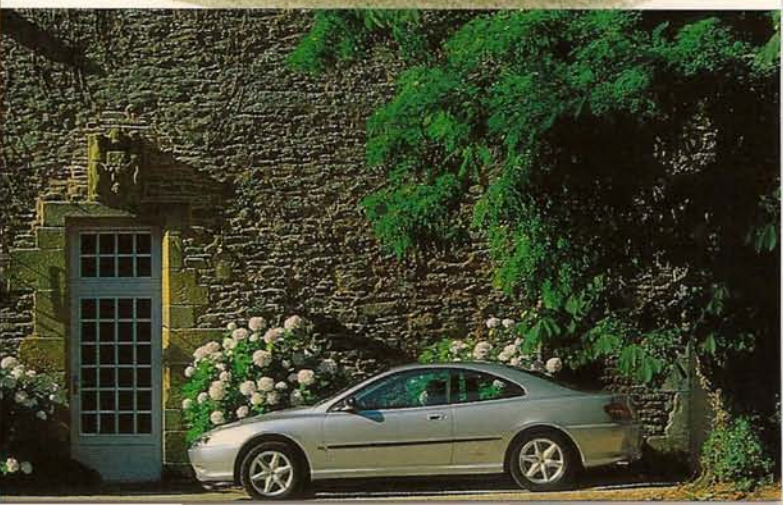
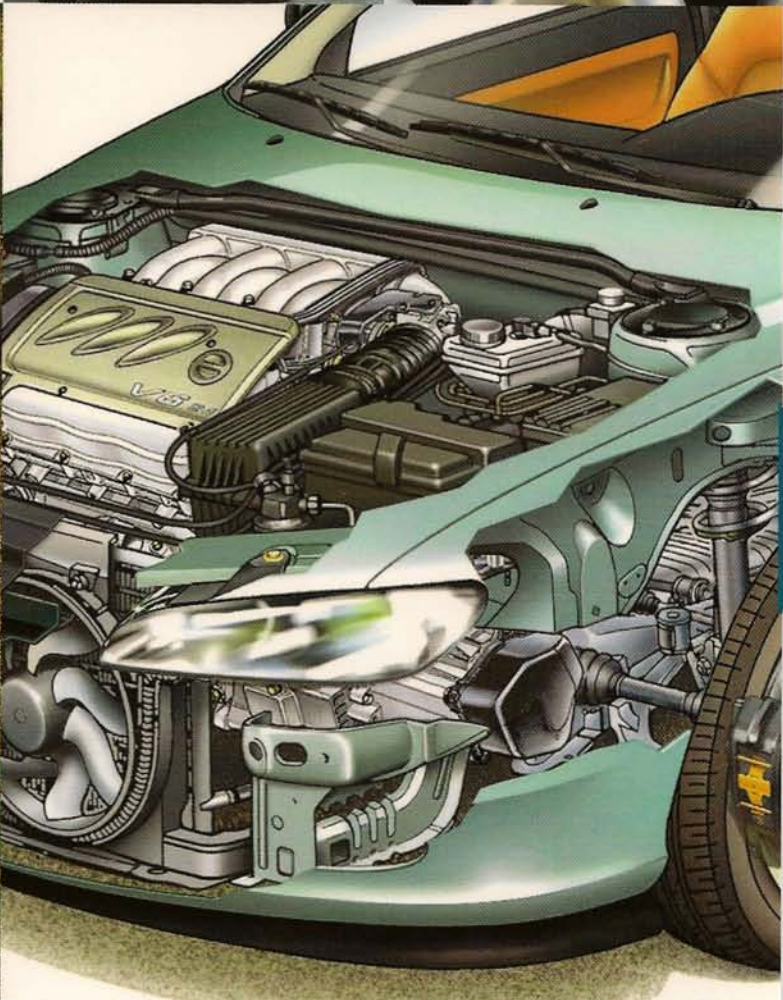
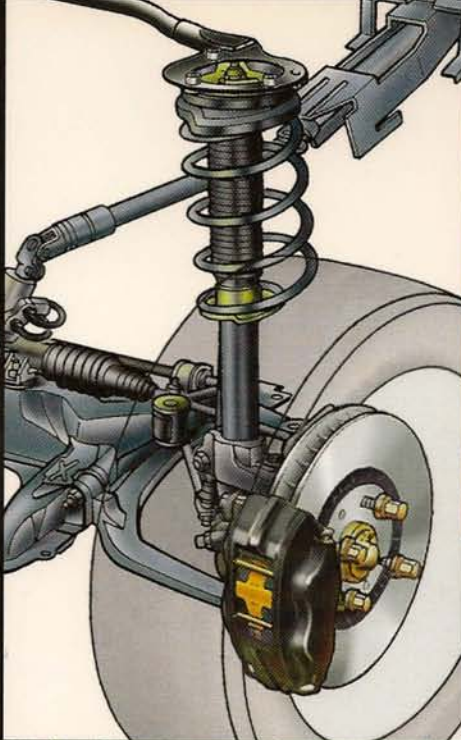
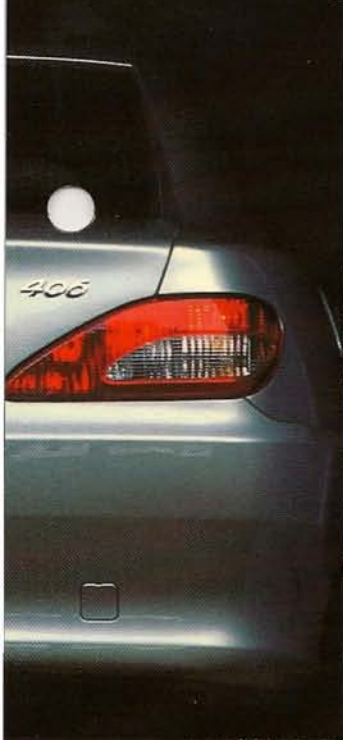
(*) Metallurgica Assemblaggio Carpenteria

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406 Coupé

Engine and transmission characteristics

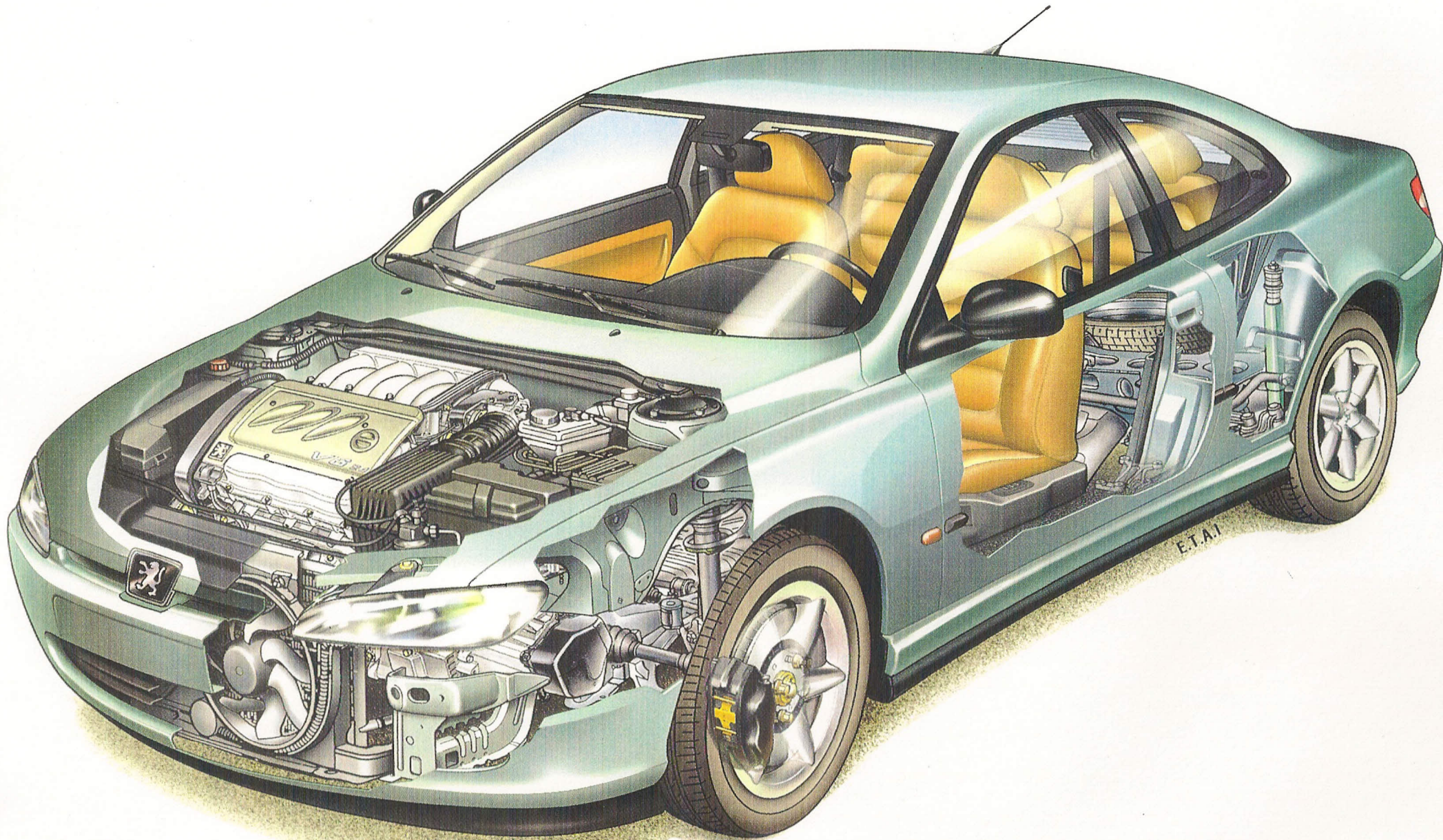
| | | | | |
|---------------------------|------------|---------|------------|---------|
| Capacity (cc) | 1998 | | 2946 | |
| Bore x stroke (mm) | 86 x 86 | | 87 x 82.6 | |
| Max power (bhp) | 135 | | 194 | |
| Max torque (mkg) | 18.7 | | 27.7 | |
| Number of forward speeds | 5 | 4 | 5 | 4 |
| Gear ratios: | | | | |
| 1st | 0.2894 | 0.3006 | 0.325 | 0.34 |
| 2nd | 0.5348 | 0.5514 | 0.5609 | 0.6241 |
| 3rd | 0.7352 | 0.8169 | 0.8378 | 0.9242 |
| 4th | 0.9512 | 1.1346 | 1.1081 | 1.2837 |
| 5th | 1.1621 | - | 1.3636 | - |
| Torque ratio | 19 x 79 | 20 x 69 | 16 x 69 | 20 x 69 |
| Wheels | 6.5 J 15 | | 7 J 16 | |
| Material | Aluminium | | | |
| Tyres | 205/60R15V | | 215/55R16V | |
| Rolling circumference (m) | 1.92 | | 1.96 | |
| Km/h per 1000 rpm: | | | | |
| 1st | 8.01 | 10.02 | 8.85 | 11.57 |
| 2nd | 14.81 | 18.42 | 15.28 | 21.26 |
| 3rd | 20.36 | 27.27 | 22.83 | 31.49 |
| 4th | 26.35 | 37.87 | 30.20 | 43.74 |
| 5th | 32.19 | - | 37.17 | - |
| Maximum speed (mph) | 126 | tba | 146 | tba |
| Acceleration (secs) : | | | | |
| 400m from standing start | 17.3 | 19.6 | 15.7 | 16.9 |
| 1000m from standing start | 31.9 | 35.2 | 28.7 | 30.5 |
| 0 - 100 km/h | 10.5 | 14.1 | 7.9 | 9.6 |

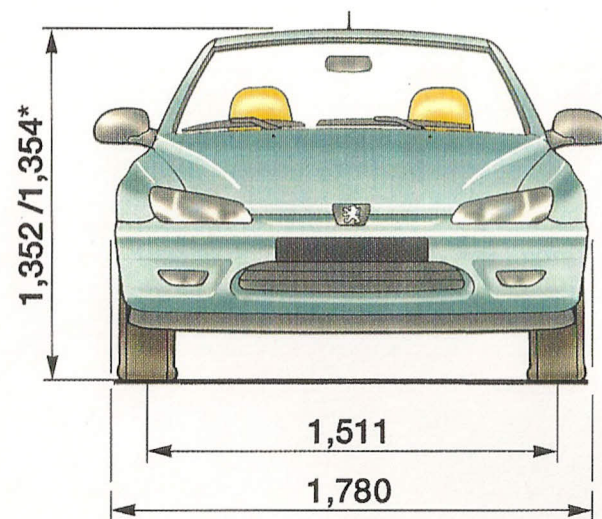
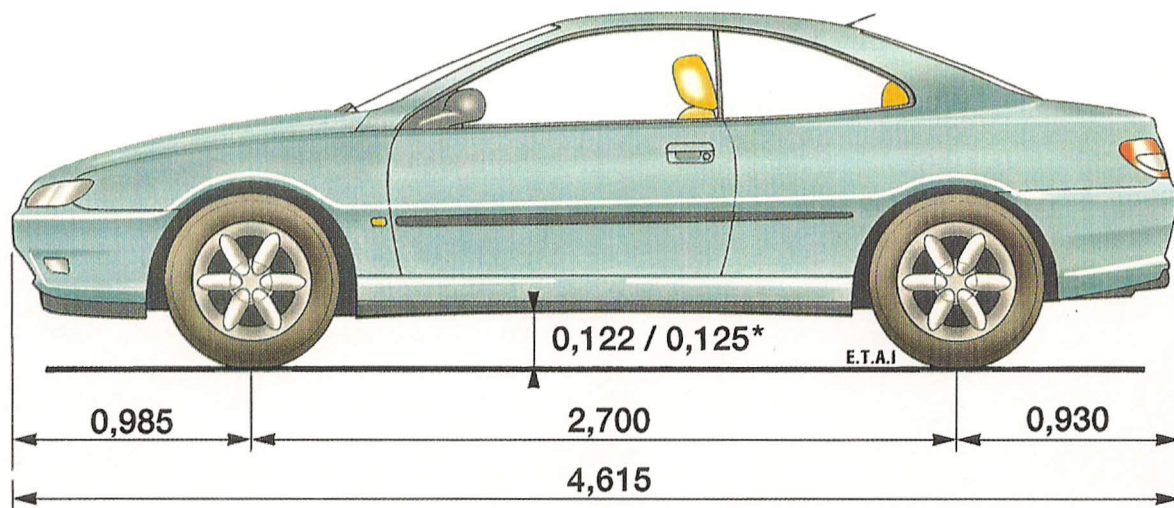


CAPTIONS - TECHNICAL ILLUSTRATIONS

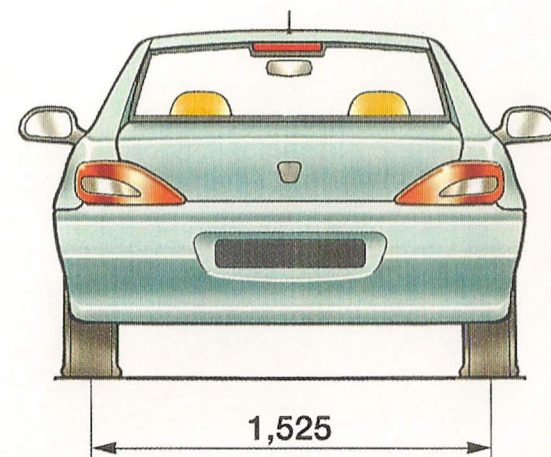
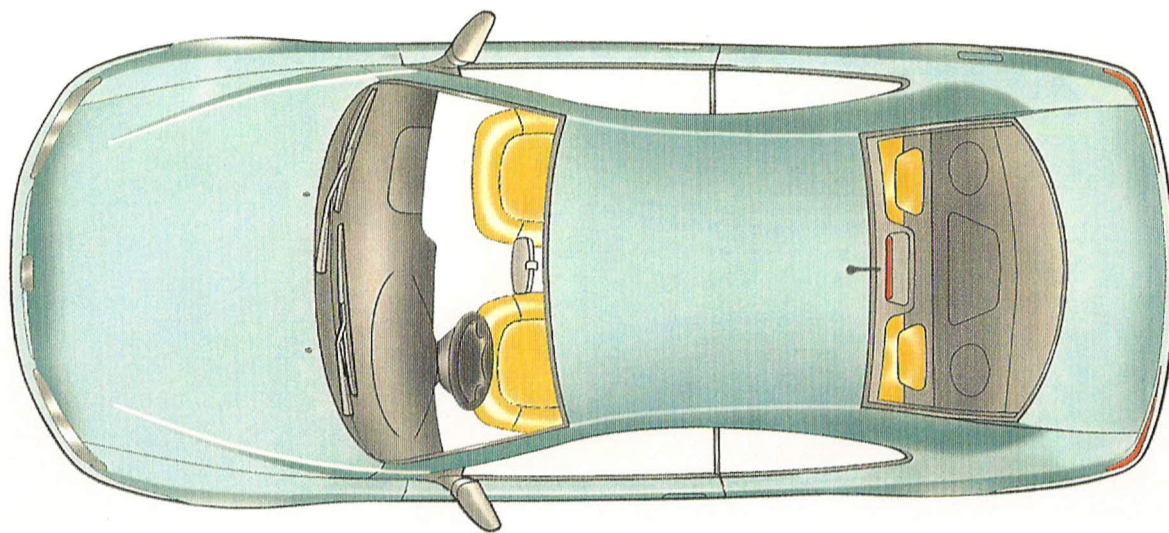
- | | | | |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | 406 COUPÉ Leather interior | I | 406 COUPÉ ES9 J4/L3 Engine 2.946 cm ³ - 140 kW (194 ch) - 267 Nm (27.7 mkg) Six cylinders in a V at 60° Four overhead camshafts 24 valves Injection BOSCH MP 7.0 - SAGEM BBC 3.2 ignition |
| B | 406 COUPÉ ES9 J4/L3 six cylinder engine | J | 406 COUPÉ ES9 J4/L3 Engine Performance data: ML5A manual, AH820 automatic |
| C | 406 COUPÉ Exterior dimensions (m) | K | 406 COUPÉ Running gear |
| D | 406 COUPÉ Interior dimensions (m) | L | 406 COUPÉ Front suspension steering and brakes |
| E | 406 COUPÉ Structure a - Parts shared with saloon b - Specific parts | M | 406 COUPÉ Multi link rear suspension |
| F | 406 COUPÉ Mechanical assembly | N | 406 COUPÉ Modular rear interior |
| G | 406 COUPÉ XU10 J4R/L3 - engine BE 3.5 gearbox 1.998 cm ³ - 97.4 kW (135 ch) - 180 Nm (18.7 mkg) Double overhead camshaft 16v Injection BOSCH MP 5.1.1. | O | 406 COUPÉ Main features for protection of front passengers |
| H | 406 COUPÉ XU10 J4R/L3 Engine Performance data: BE3.5S manual, 4HP20 automatic | P | 406 COUPÉ Perfect-seal window function |

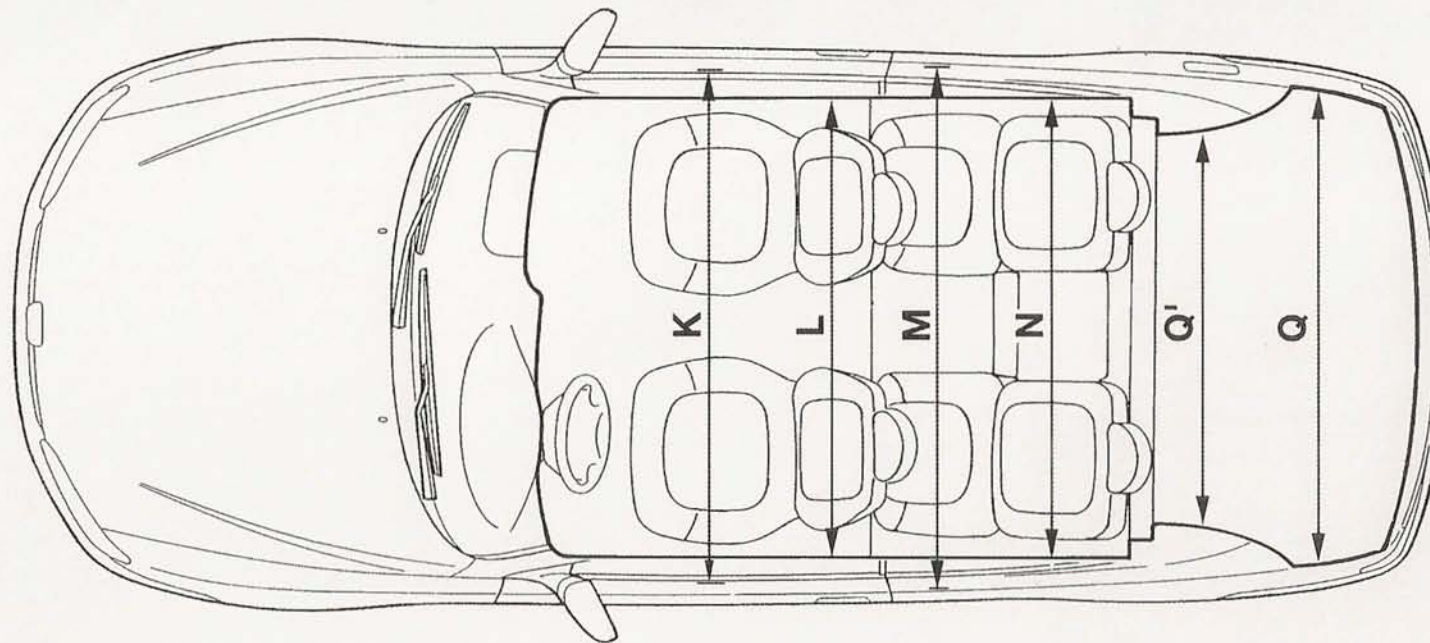
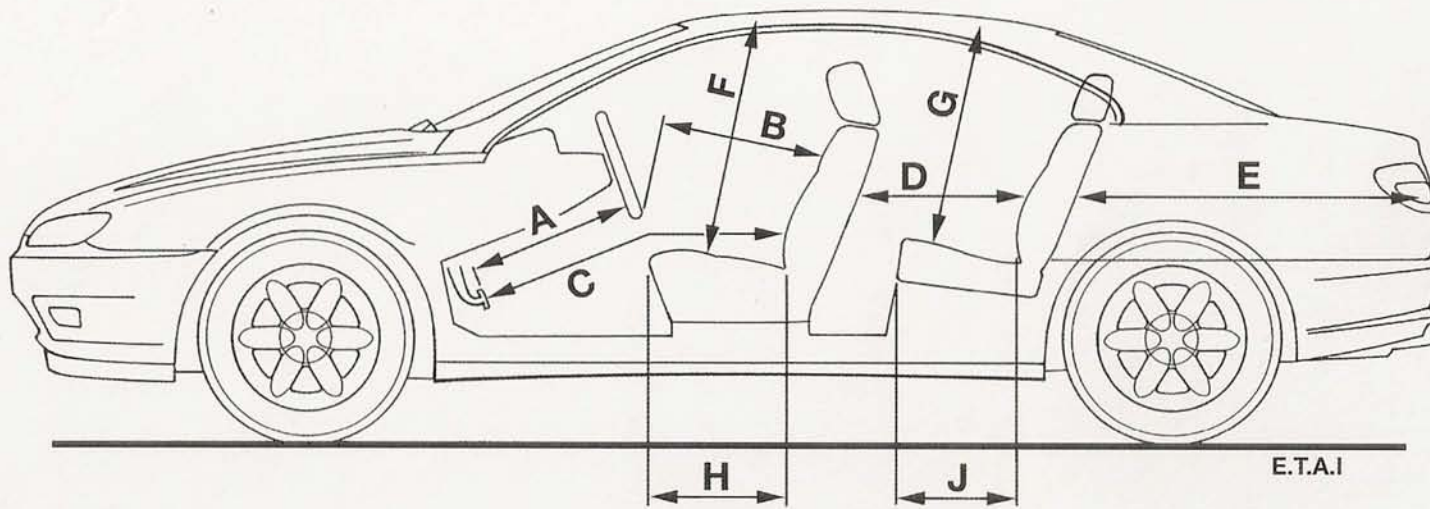




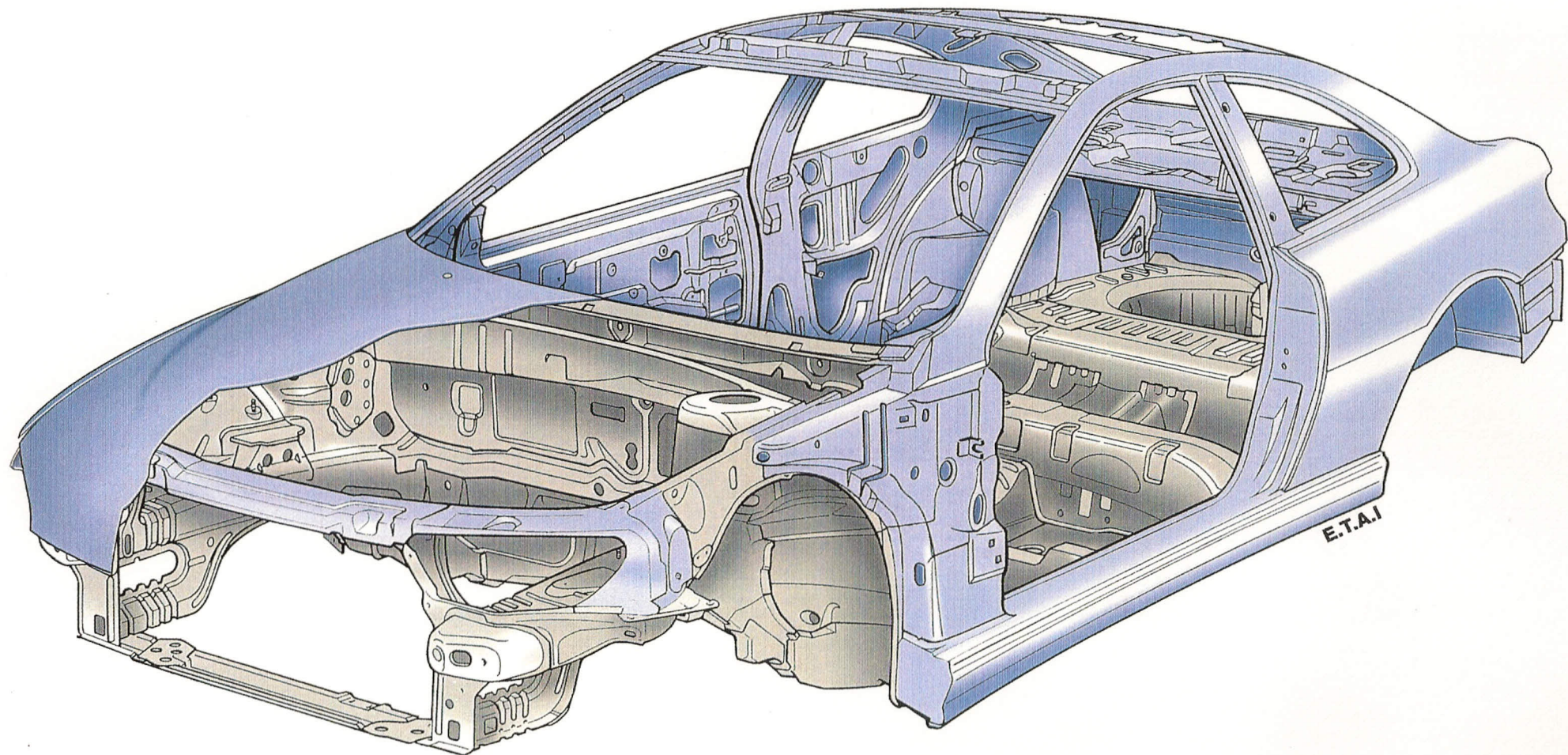


* V6





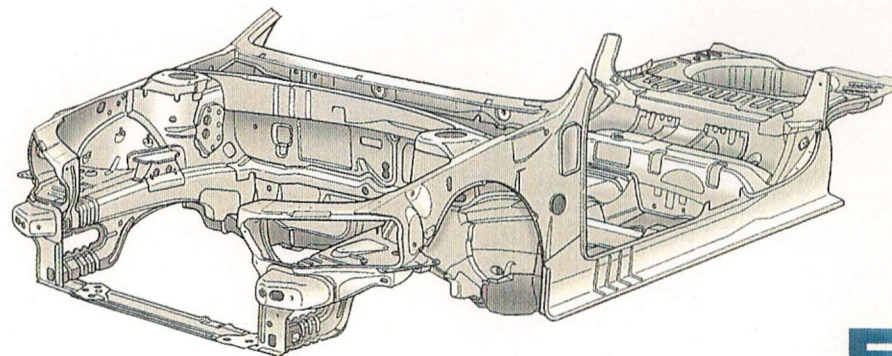
| | |
|----|---------------|
| A | 0,614 |
| B | 0,571 |
| C | 1,071 |
| D | 0,685 à 0,910 |
| E | 1,015 |
| F | 0,862 |
| G | 0,806 |
| H | 0,470 |
| J | 0,485 |
| K | 1,414 |
| L | 1,392 |
| M | 1,426 |
| N | 1,234 |
| Q | 1,150 |
| Q' | 1,030 |

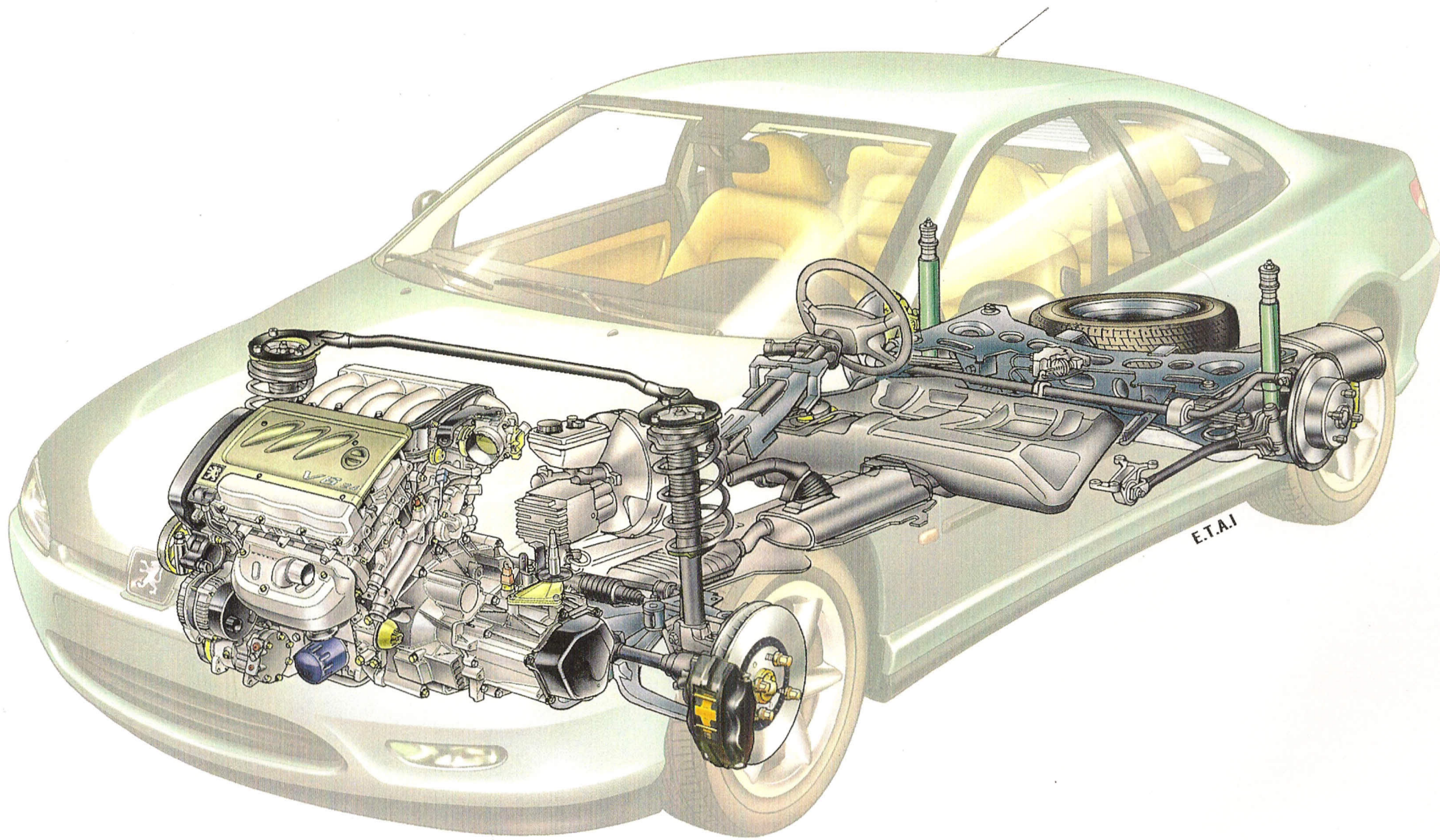


a

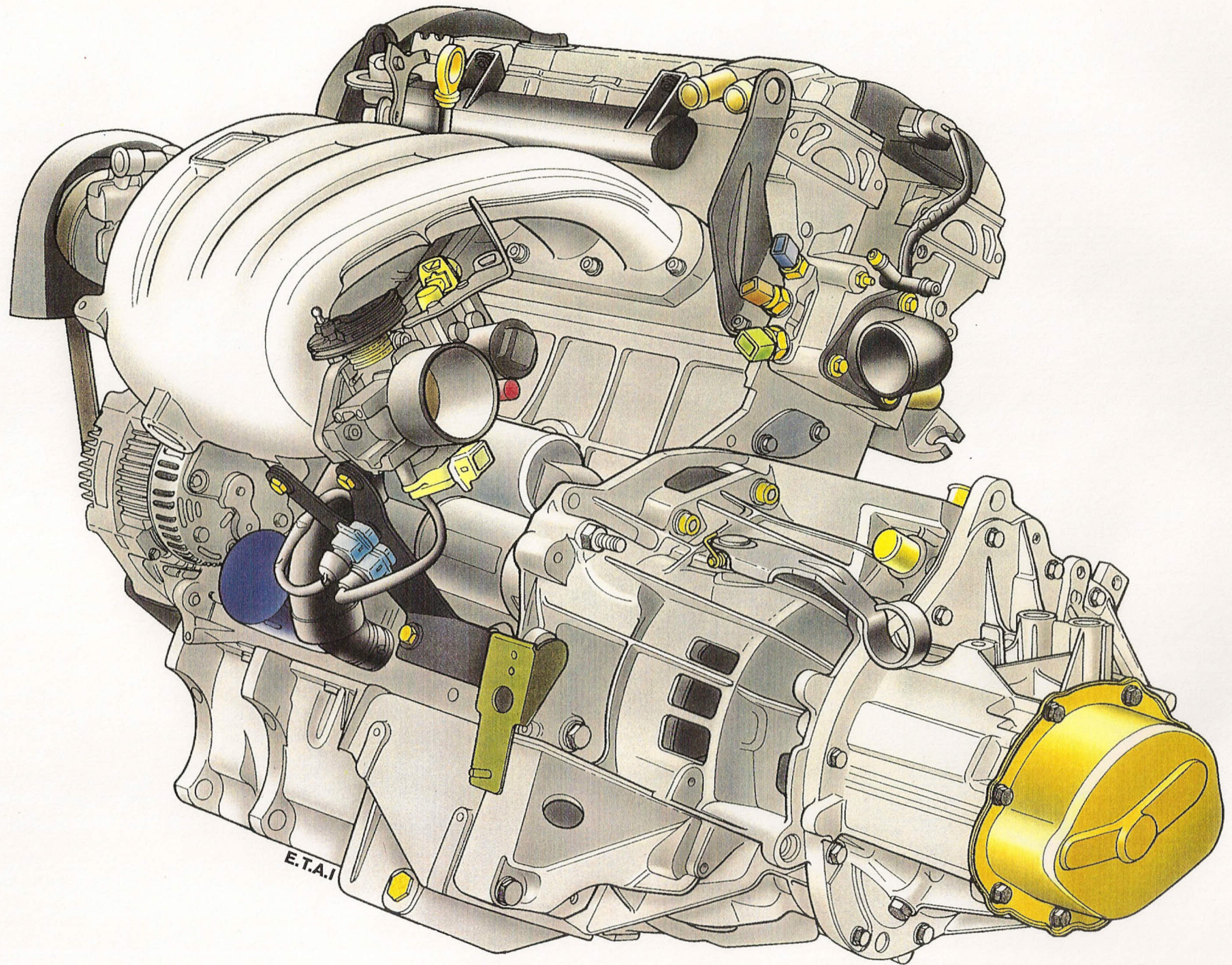


b



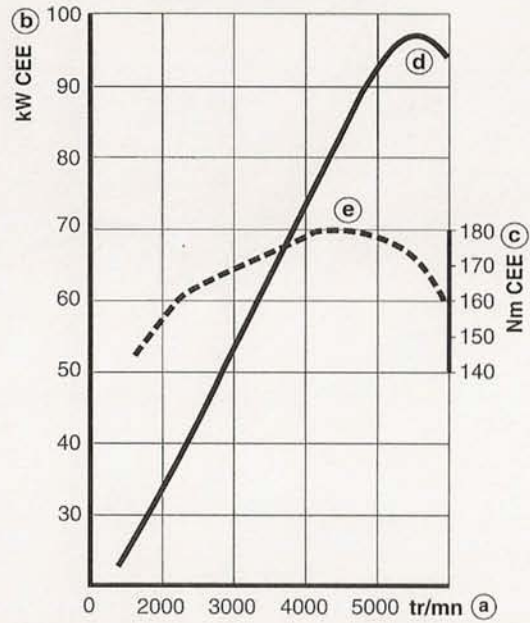


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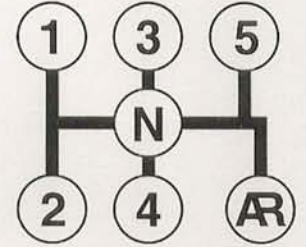
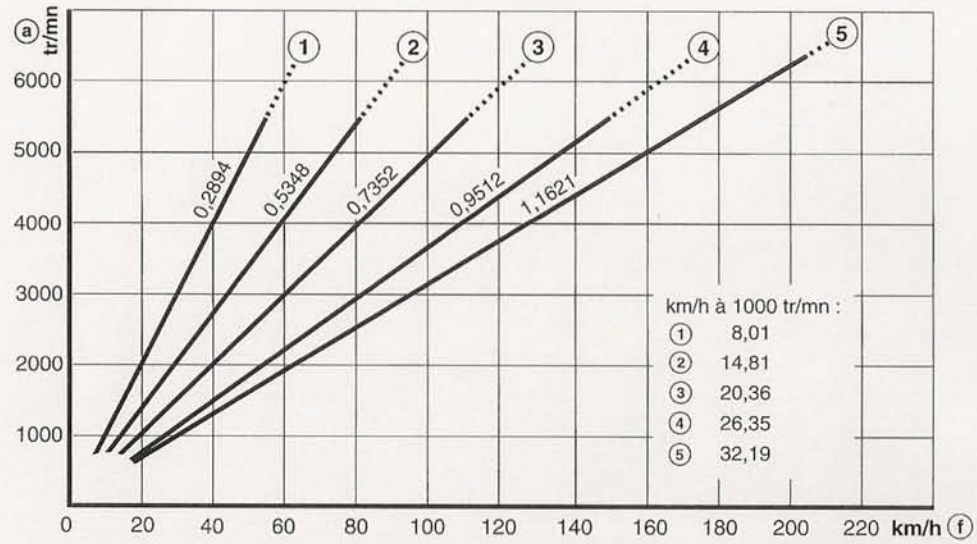


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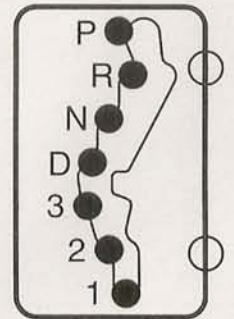
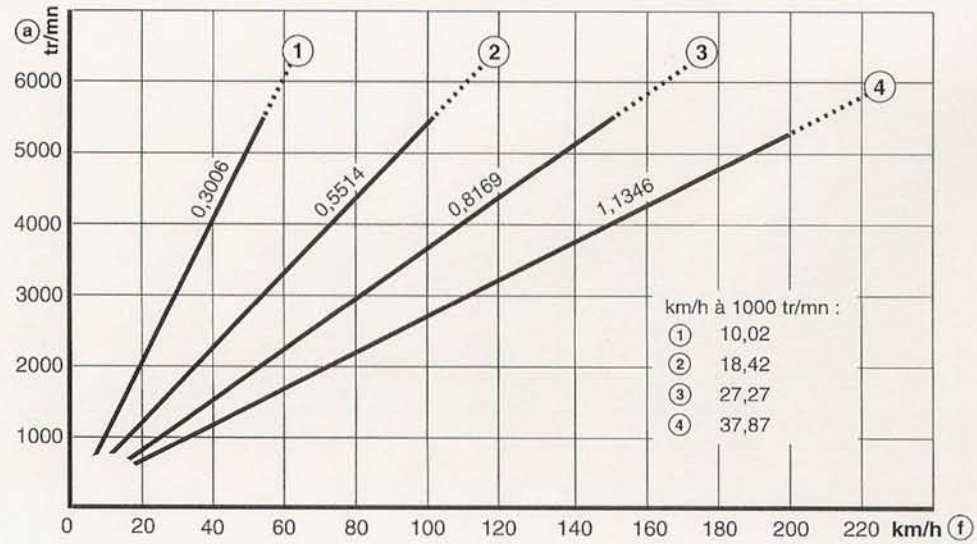
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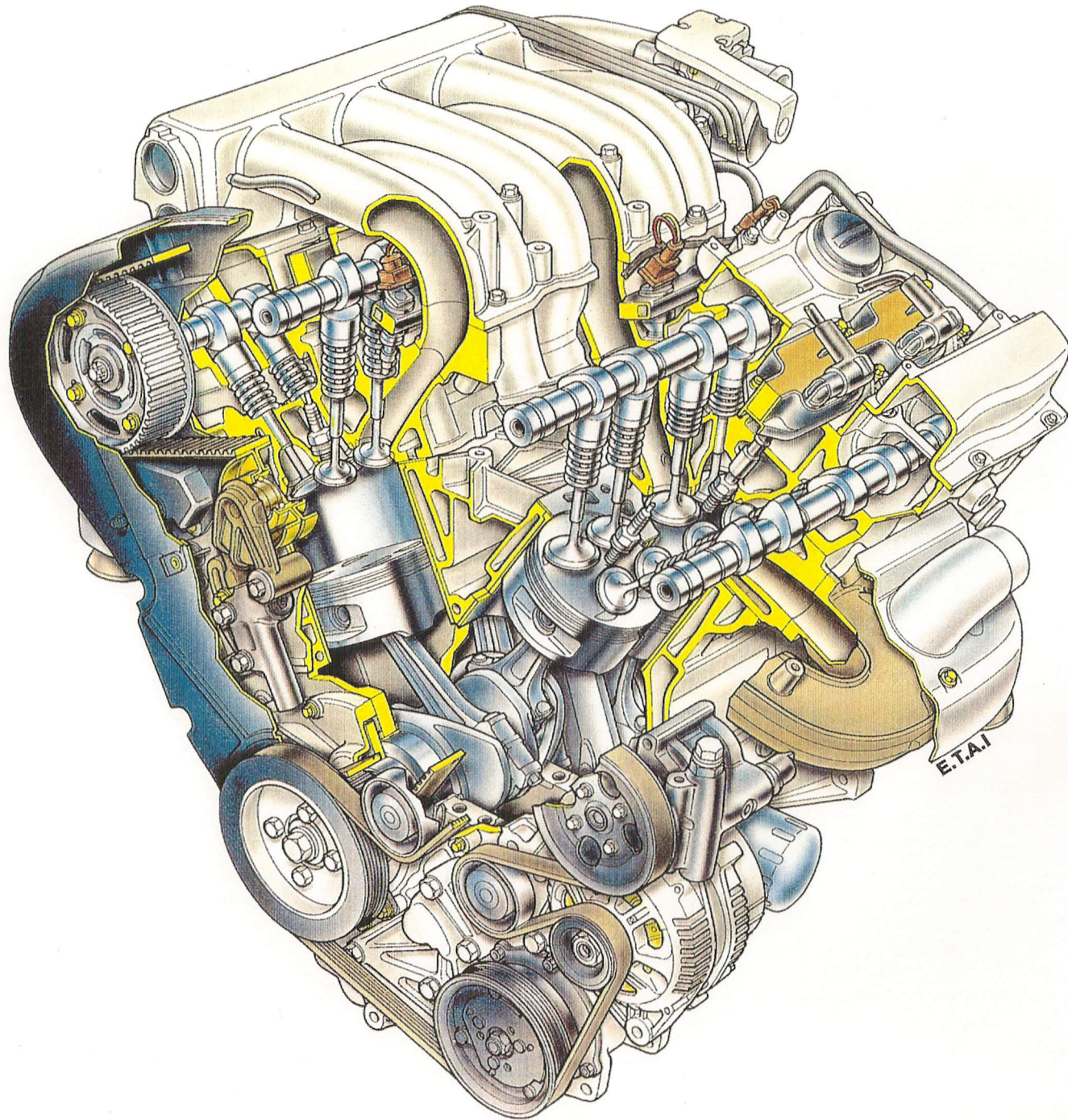


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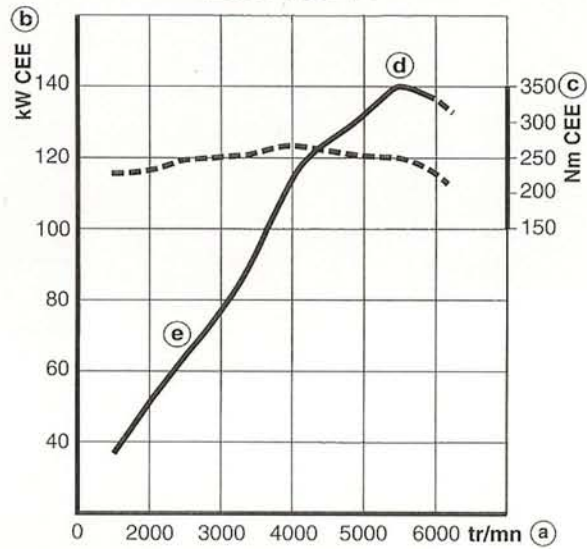


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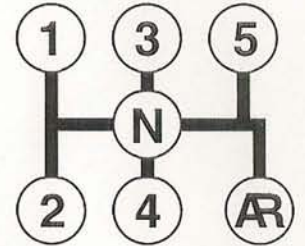
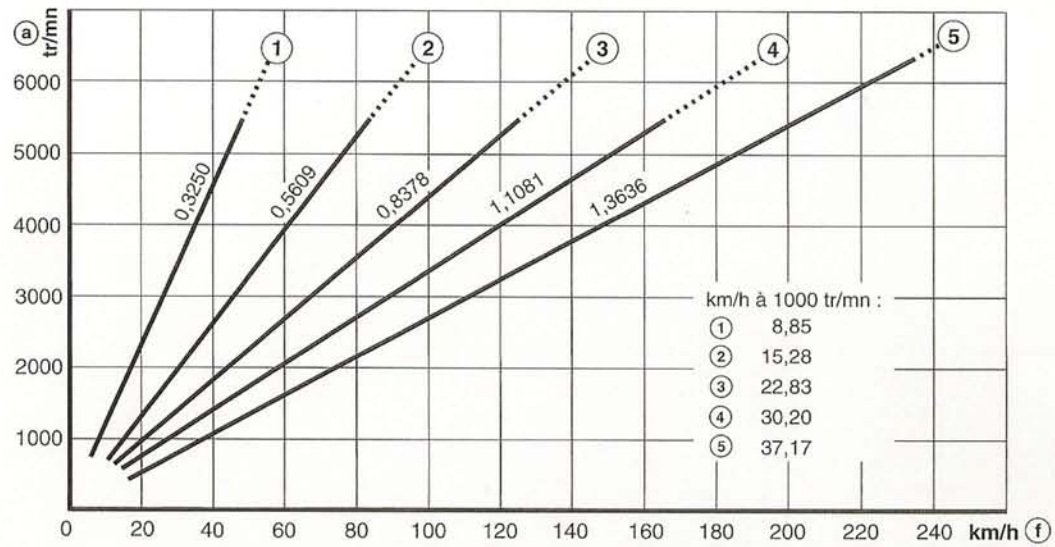




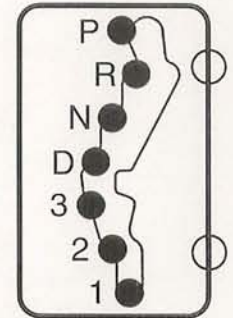
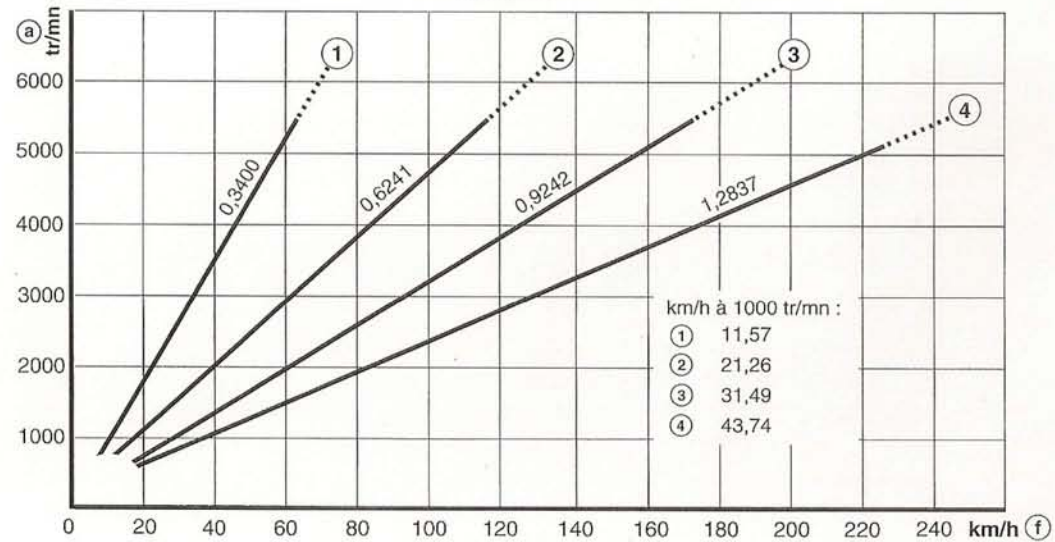
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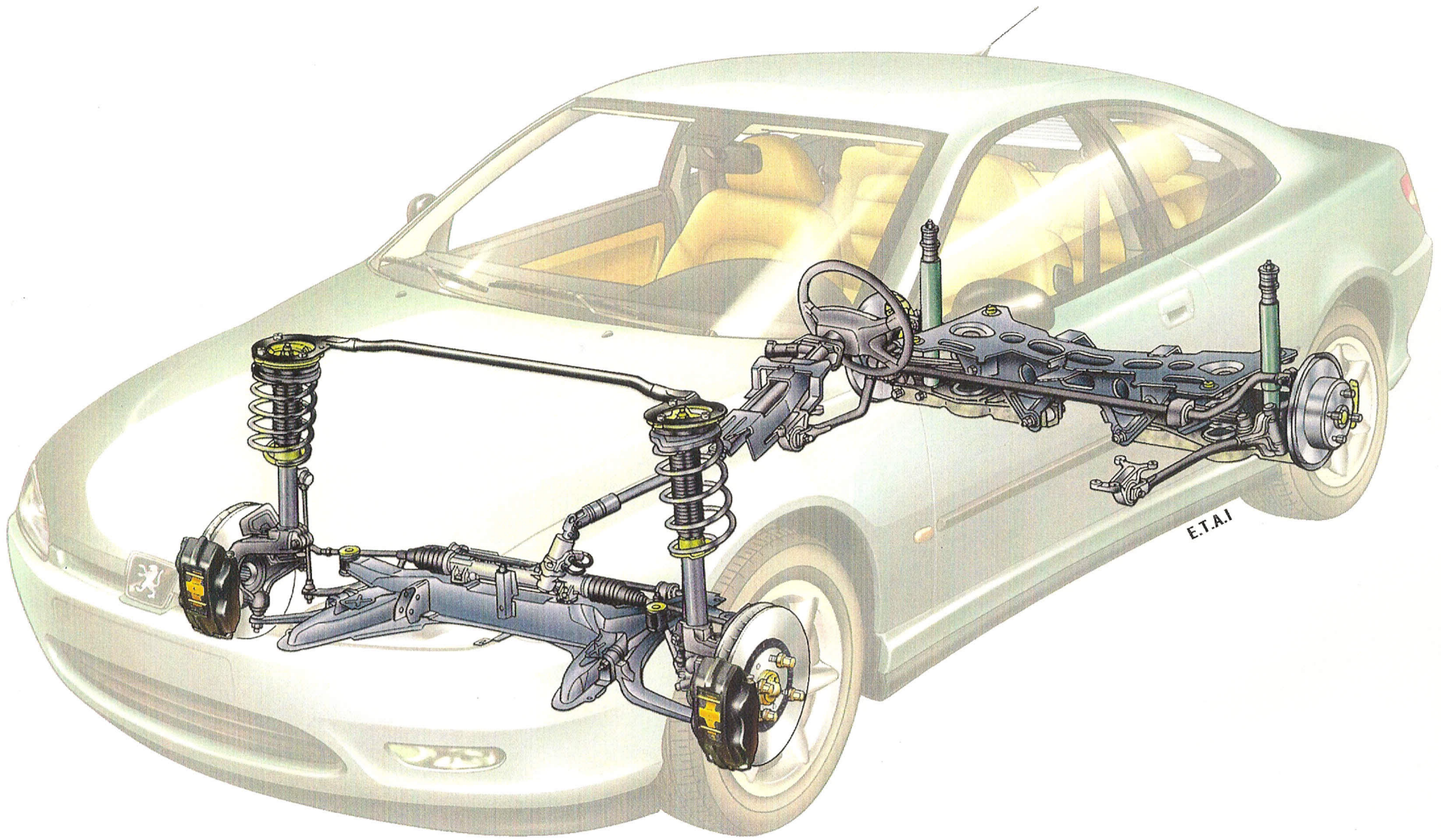


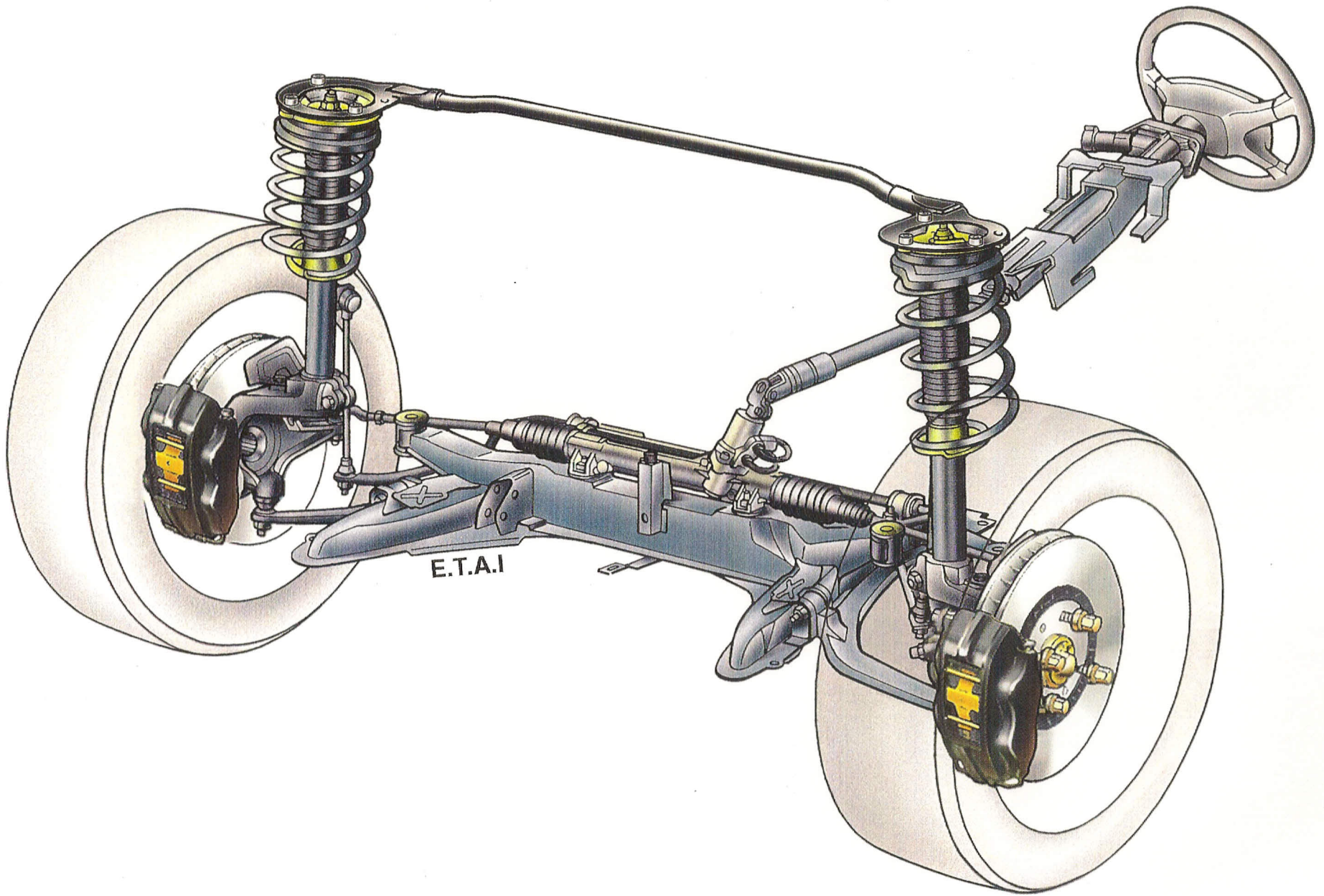
ML 5 A



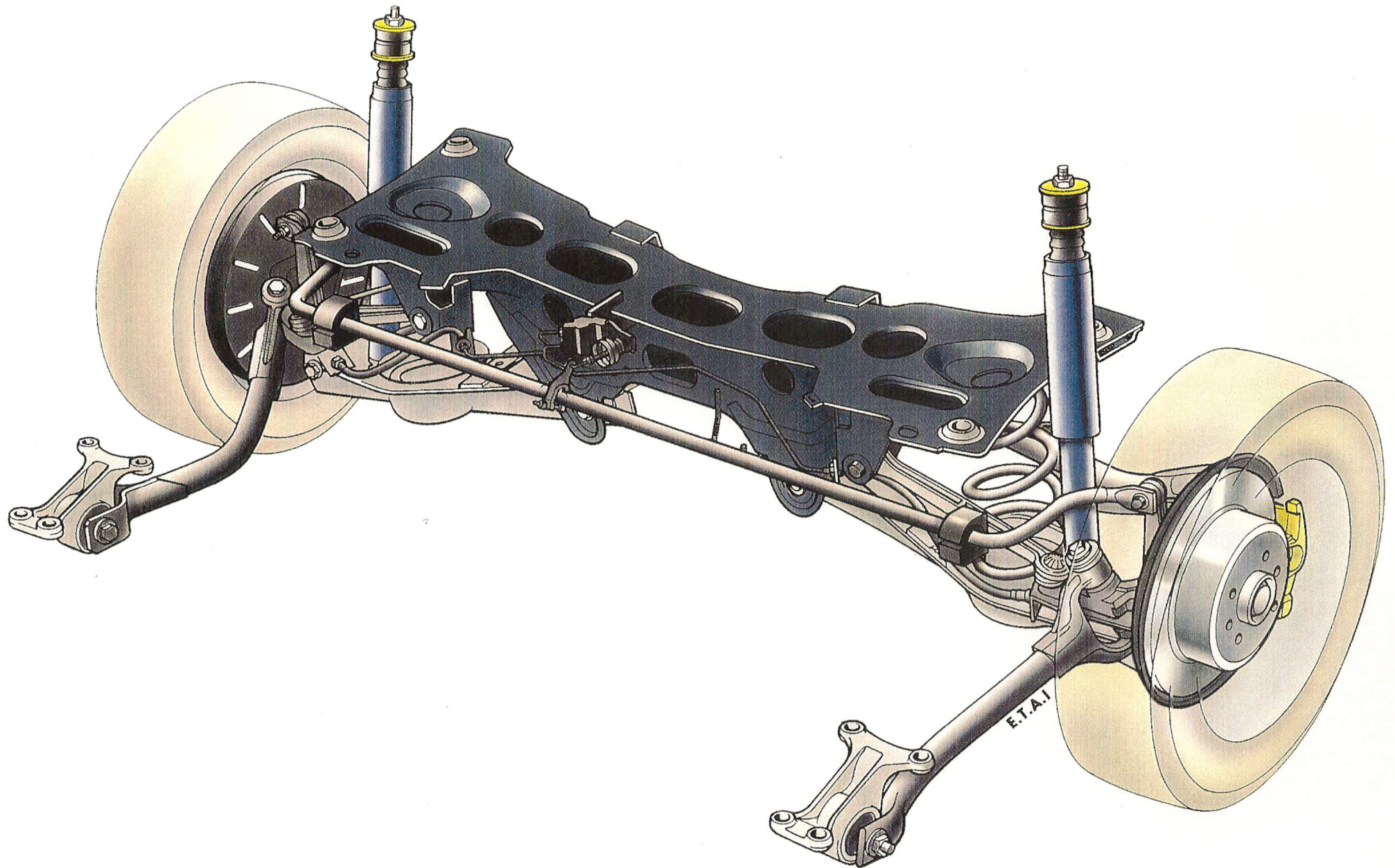
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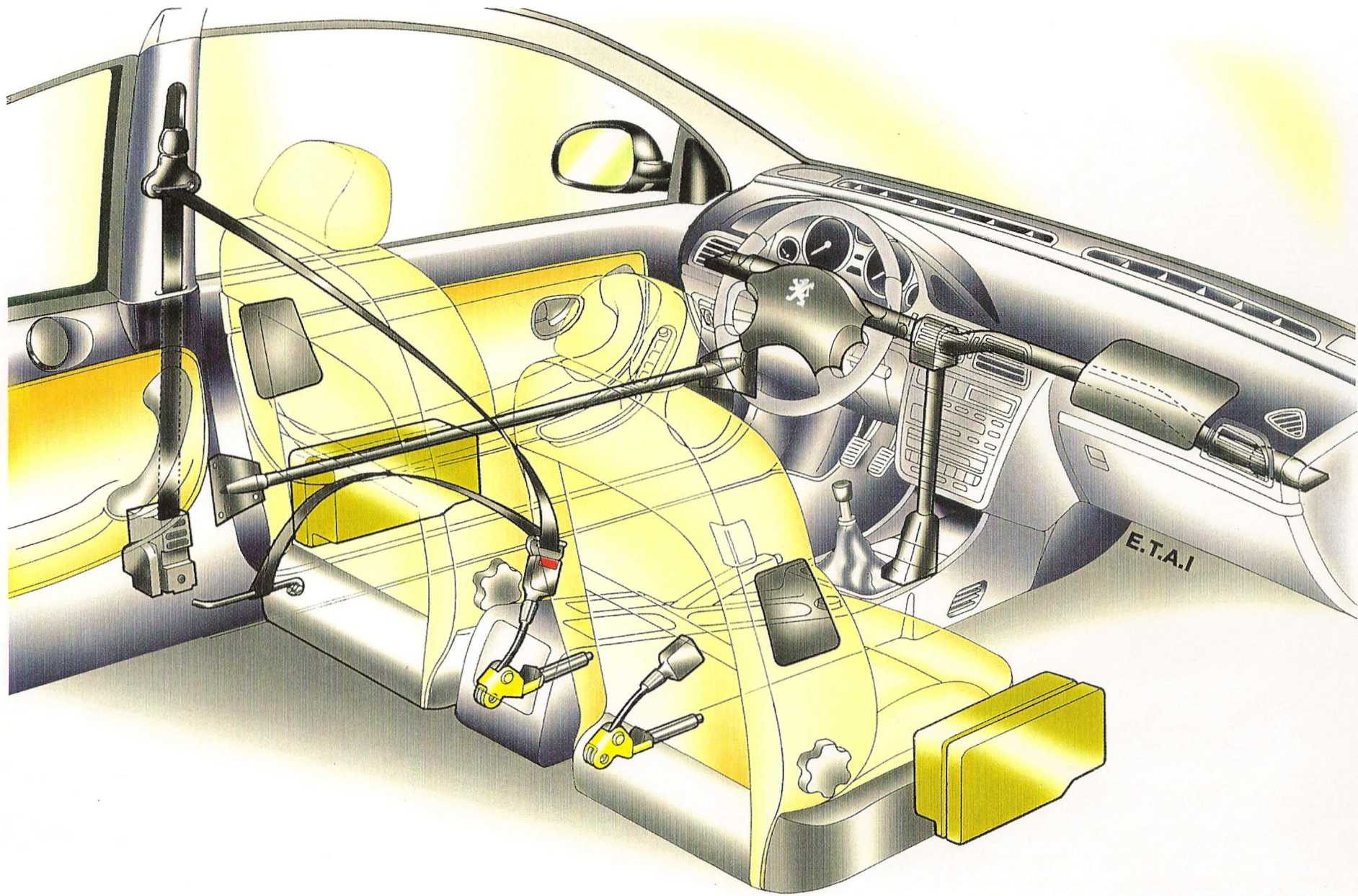
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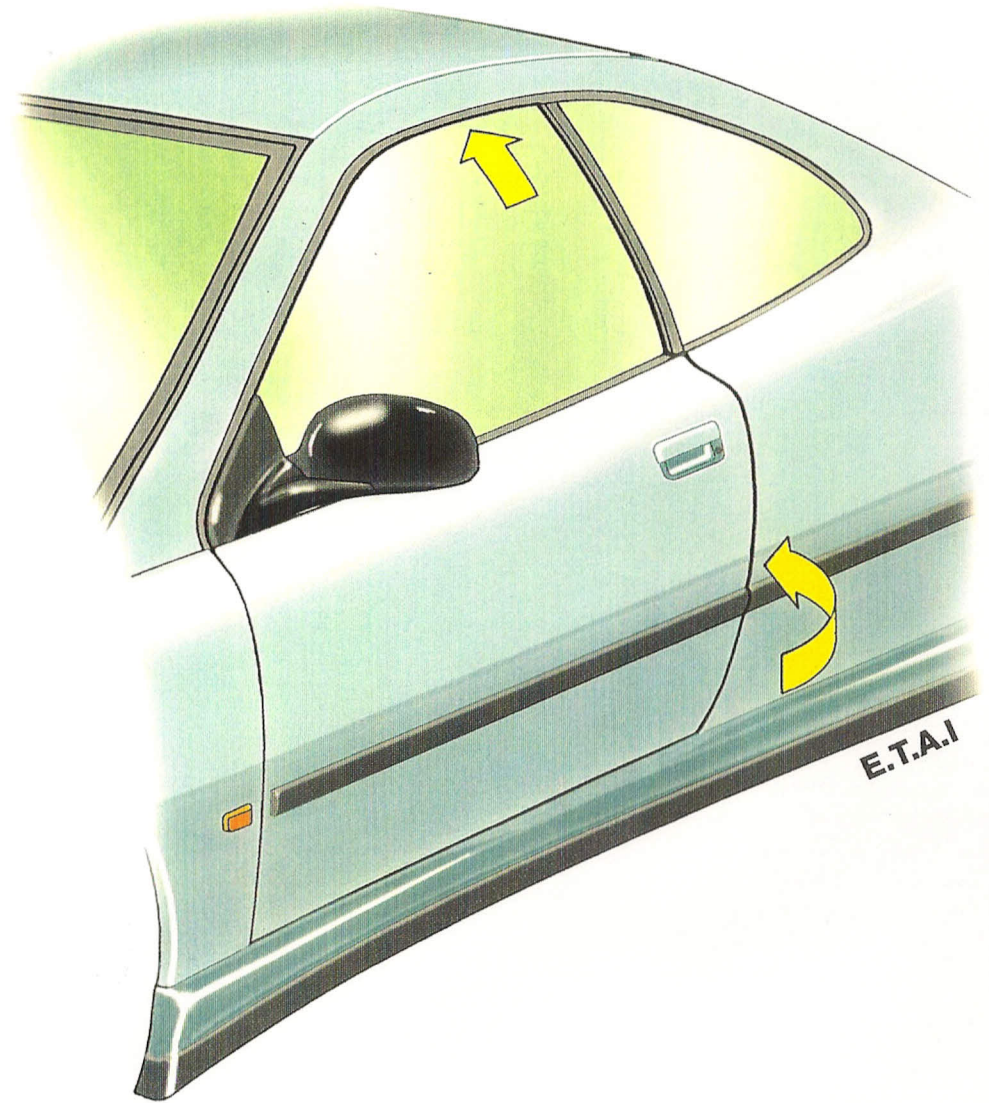
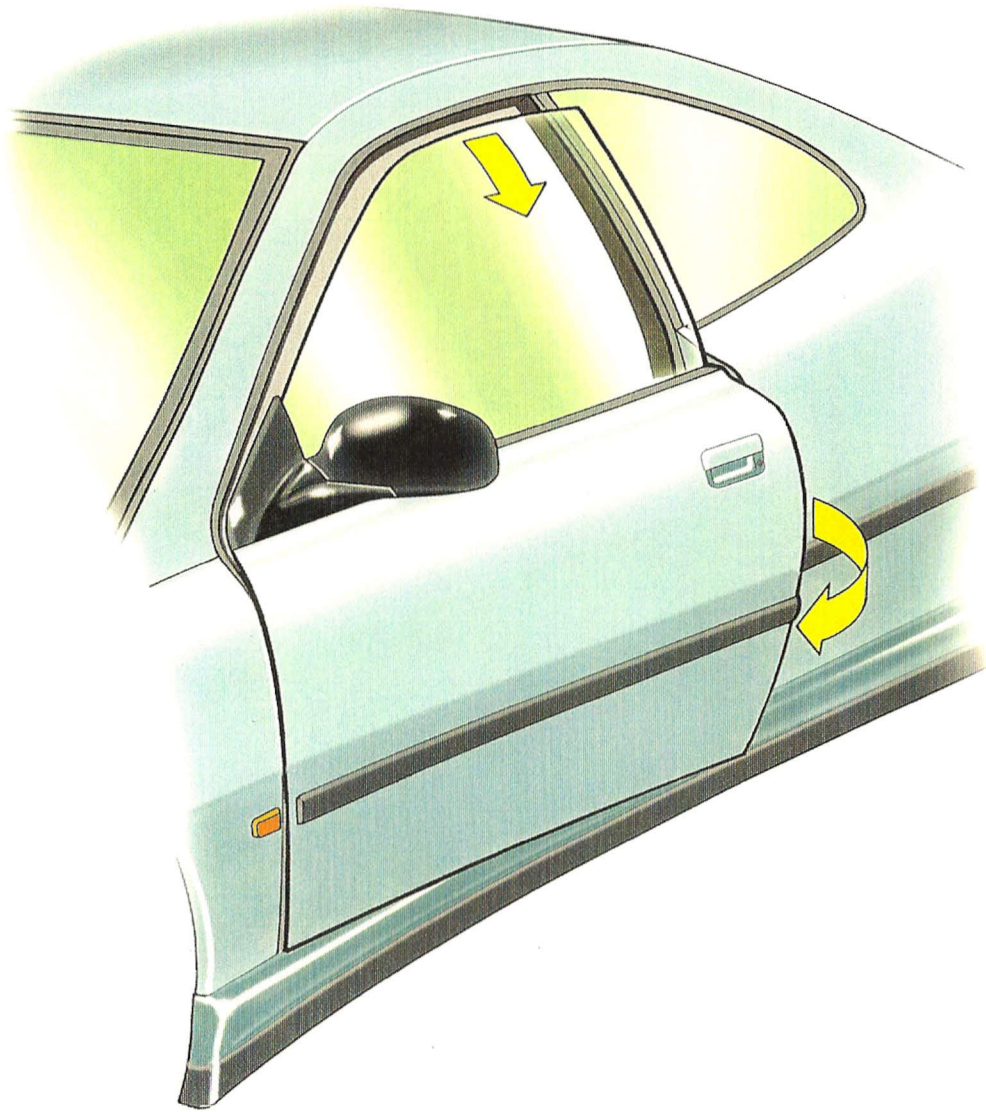
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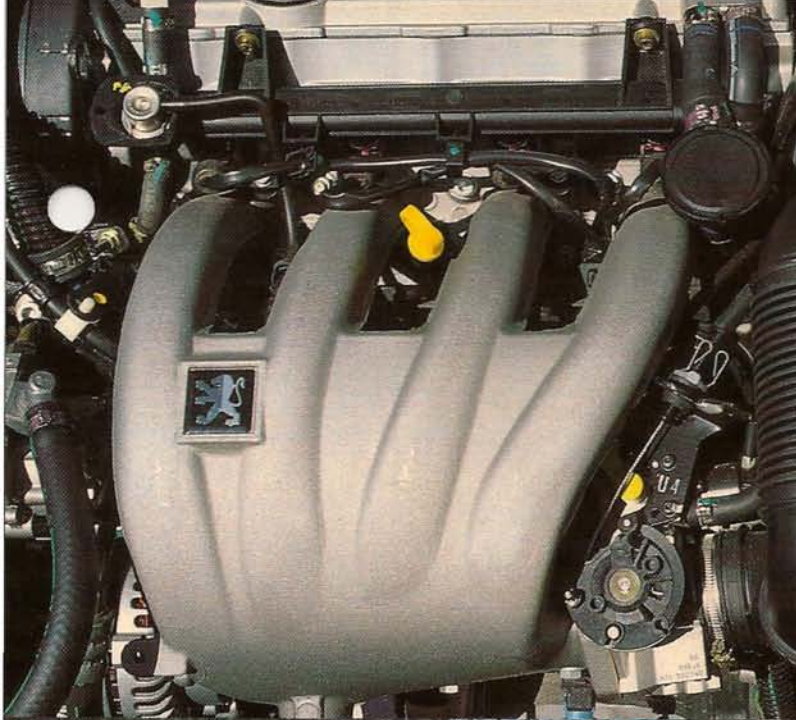


E.T.A.I





E.T.A.I



DOMESTIC PRICE LIST PEUGEOT 406 COUPE

Effective from 98MY June 1997

| MODEL | Passport Code | BASIC | VAT | TOTAL | On the Road* |
|---------------------------------------------------|---------------|-----------|----------|-----------|--------------|
| COUPE 2.0 with Sunroof | 4515 | 16,578.72 | 2,901.28 | 19,480.00 | 20,120.00 |
| COUPE 2.0 with Airconditioning in lieu of Sunroof | 4516 | 16,834.04 | 2,945.96 | 19,780.00 | 20,420.00 |
| COUPE 3.0 V6 with Digital Airconditioning | 4517 | 19,557.44 | 3,422.56 | 22,980.00 | 23,620.00 |
| COUPE 3.0 V6 SE with Digital Airconditioning | 4518 | 21,940.42 | 3,839.58 | 25,780.00 | 26,420.00 |

OPTIONS

| | | | | |
|-----------------------------------------------------------|--------|--------|--------|-----|
| Metallic Paint | 208.51 | 36.49 | 245.00 | n/a |
| Pearlescent Paint | 208.51 | 36.49 | 245.00 | n/a |
| Electric Tilt/Slide Sunroof | 348.93 | 61.07 | 410.00 | n/a |
| Driver and Front Passenger Seat Mounted Side Airbags | 144.68 | 25.32 | 170.00 | n/a |
| Electronic Suspension Control | 625.53 | 109.47 | 735.00 | n/a |
| 4050 Radio Cassette + CD Autochanger + JBL Speaker System | 638.29 | 111.71 | 750.00 | n/a |
| JBL Speaker System | 255.31 | 44.69 | 300.00 | n/a |

OPTION AVAILABILITY

| | Coupe 2.0 | Coupe 3.0 | Coupe 3.0 SE |
|-----------------------------------------------------------|-----------|-----------|--------------|
| Metallic Paint | O | O | O |
| Pearlescent Paint | O | O | O |
| Electric Tilt/Slide Sunroof | ** | O | O |
| Driver and Front Passenger Seat Mounted Side Airbags | O | O | O |
| Electronic Suspension Control | - | - | O |
| 4050 Radio Cassette + CD Autochanger + JBL Speaker System | O | - | - |
| JBL Speaker System | - | O | S |

O = Option at cost

S = Standard

** = Option available on Air Conditioned Vehicles

* Includes Delivery, Number Plates & 12 months Road Fund Licence





THE NEW PEUGEOT 406 COUPÉ

2997



THE NEW PEUGEOT 406 COUPÉ

3697



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