



UN SEUL ESPRIT... A SHARED VISION.... LA STESSA ANIMA... MIT EINER VISION... UN ÚNICO ESPÍRITU...



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I - THE NEW CITROËN BERLINGO AND PEUGEOT PARTNER

HIGHLIGHTS

- A more clearly expressed brand identity.
- Front ends more closely aligned with each brand's model range.
- Two distinct families of leisure activity and light commercial vehicles, built on the same platform with the same technical components.
- The same comfortable ride, spacious interior, convenient features and robust performance.
- Powered by either a 1.6-litre HDi diesel (55 kW/74HP, 66 kW/88HP with or without DPFS (FAP®) diesel particulate filter system; 80 kW/109HP with DPFS (FAP®) or a 1.6-litre petrol engine (66kW/88HP or 80 kW/109HP).
- Sustaining the Cap 2010 quality dynamic: delivering superior quality from day one.
 - Using proven, reliable mechanical components.
 - An innovative process to certify the reliability of automotive electronics (world's first carmaker to be CMMI®* appraised).
 - An extensive pre-launch road testing program in line with PSA Peugeot Citroën's new standards, covering 3 million kilometres with a fleet of 180 vans driven by 75 van users in three key markets (France, Germany and Spain). This was twice as much testing as originally planned.
 - A supplier quality program, with the deployment of Quality Leaders at key suppliers.
 - Tighter production quality standards, with inspections for each module and systematic inspection of every vehicle as it rolls off the line.
- Manufactured at the Vigo plant, Spain.
- Uses part of Platform 2 (the Grand C4 Picasso platform).
- 60% shared parts (in Euro terms), using existing mechanical and other components.
- Maximum annual capacity: 300,000 vehicles in three shifts (1,081 units a day).
- Market launch scheduled for May 2008.

* First developed in the 1980s by the US Department of Defense, Capability Maturity Model® Integration is recognized worldwide as the standard for best development practices that extends ISO 9001 for the development of software and electronic systems.



A ROOMY INTERIOR WRAPPED IN DRAMATIC STYLING

It is not easy to replace a vehicle whose worldwide sales have totalled 3 million units and are still growing 11 years after market launch. That kind of success can only be duplicated if you leverage the proven strengths of the first generation – a multipurpose, compact family vehicle offering comfort and handling never seen before in a van, while meeting the increasingly demanding expectations of both business users and consumers. The enhanced exterior styling is more contemporary, dynamic, innovative and attentive to detail, yet remains true to the basic values of a light commercial vehicle by delivering functionality, convenience, superior load capacity, robustness and overall quality. The starting point for such a project is the interior, which had to be impressively roomy. Around this space, design teams are expected to create a stylish vehicle that blends the attractive with the useful. The result is elegance unrivalled in the van segment, combining a curvy exterior with a practically shaped cavernous interior to optimise cargo space.

Another design challenge was to express each model's identity through more distinctive styling that enabled each brand to stake out its territory, in line with its own distinctive values. Engineers also focused on comfort and safety to meet the needs of both business users, who want more comfortable vans, and consumers who are more accustomed to saloons or MPVs.

PACKED WITH SPECIFIC KNOW-HOW

In response to these deeply felt aspirations, the new Citroën Berlingo and Peugeot Partner deliver powerful, innovative solutions that build on the first-generation models. Safety performance has been enhanced by thoroughly reworking the vehicle structure (specifically the impact absorption structures, seat part cross member and centre pillar), resulting in improved impact absorption and enhanced passenger compartment protection. The entry level version features ABS, brake control valves, emergency braking system combined with hazard lights and driver airbag – all as standard equipment. For the most demanding customers, new electronic stability program systems can further enhance what is already the category's best safety performance. Comfort standards are based on PSA Peugeot Citroën's most recent mid-range passenger cars, thanks in particular to the use of Platform 2 front drive trains.



A PROJECT TEAM TOTALLY FOCUSED ON QUALITY

These same high standards have been applied to quality performance. The Citroën Berlingo and Peugeot Partner both integrate the benefits of the quality process pursued in recent years, which has been broadened and accelerated with the deployment of CAP 2010. This can be seen, for example, in our CMMI®* appraisal by an independent organisation. This system, which is recognized as a guarantee of quality in software development, has placed PSA Peugeot Citroën's electronic computer design and development processes in an ever improving cycle. To date, the Group is the first and only carmaker to have successfully launched such a project.

AN EXTENSIVE ROAD TESTING PROGRAM TO IMPROVE QUALITY FROM DAY ONE

The new Citroën Berlingo and Peugeot Partner are amongst the first vehicles to benefit from this innovative approach. As with the Peugeot 308, and the new Citroën C5, an unprecedented amount of reliability road tests has been deployed to ensure that quality objectives are met from day one. In addition to the 2 million kilometres driven during the project development phase, an additional 3 million kilometres will have been driven in real-life conditions by the time the vehicles are brought to market. A total of 180 vehicles (90 vans and 90 passenger cars) were road-tested for five months in three countries (France, Germany and Spain) to identify and eliminate residual defects prior to market launch. In addition to the usual tests conducted by professional drivers, 75 French, German and Spanish van users also tested vehicle quality in every day business use. These measures, which anticipate and improve the detection of minor defects, are being supported by supplier quality programs and by more stringent controls during manufacture. Factory inspections are carried out systematically after each module is installed and, since mid-2007, once assembly has been completed, vehicles in most PSA Peugeot Citroën plants have undergone static and dynamic testing using a vehicle conformity verification benchmark.

To guarantee the quality performance customers expect, every Citroën Berlingo and Peugeot Partner is systematically inspected by dedicated teams before it leaves the plant. Over 1,200 checks are carried out.

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THE CITROËN BERLINGO/PEUGEOT PARTNER: ENHANCING A WINNING LEISURE ACTIVITY VEHICLE CONCEPT

- 4.38 metre long.
- Distinctive styling.
- A remarkably spacious interior.
- Retains practicality and carrying capacity of a van.
- Increased modularity, with MPV-inspired rear seats, hatchback with opening window and storage areas.
- Finishing aligned with marque identity and styling.
- Highly functional storage areas.
- Enhanced multifunctional body roof window.
- Comfort and safety features: a new benchmark in the category, integrating the latest family car standards.
- 1.6 HDi engine with DPFS (FAP®) diesel particulate filter system.

THE CITROËN BERLINGO/PEUGEOT PARTNER: THE NEW BENCHMARK IN LIGHT COMMERCIAL VEHICLES

Light Commercial vehicle lineup: panel, single-window and double-window vans

- 4.38 metre long.
- Enhanced light commercial vehicle features: load volume of 3.3 cu.m.
- Wide enough between the wheel arches to load a standard Europallet.
- Payload of 625 to 850 kg.
- Usable length of 1.80 to 3.00 m (including the cab area).
- Passenger safety performance unequalled in the van category with ABS, EBD, EBA as standard, ESP, tyre pressure sensors and cruise control.
- Extensive security and protection features (separate passenger compartment/storage space locking systems, auto door lock when driving, remote control central locking).
- Easy to repair after minor impacts.
- Comfort features of the latest family cars in a light commercial vehicle, including air-conditioning system with activated carbon filter, automatic headlight activation and rain sensitive windscreen wipers.



■ Significant innovations:

- Modular, multifunctional front passenger seat that can be transformed into a mobile desk or used as needed to safely carry a third person over a short distance.
- Stowage tunnel for carrying long, fragile or valuable objects.
- Remote fleet management module.

ADVANCED TELEMATICS TO MAKE LIFE EASIER FOR USERS AND FLEET MANAGERS

While special attention has been paid to the driver's needs, fleet managers will also appreciate the fleet management service. When developing this service, PSA Peugeot Citroën's telematics engineers focused on solving a recurring problem amongst fleet managers, namely how to easily and remotely optimise vehicle fleets, without special vehicle inspections or active driver involvement.

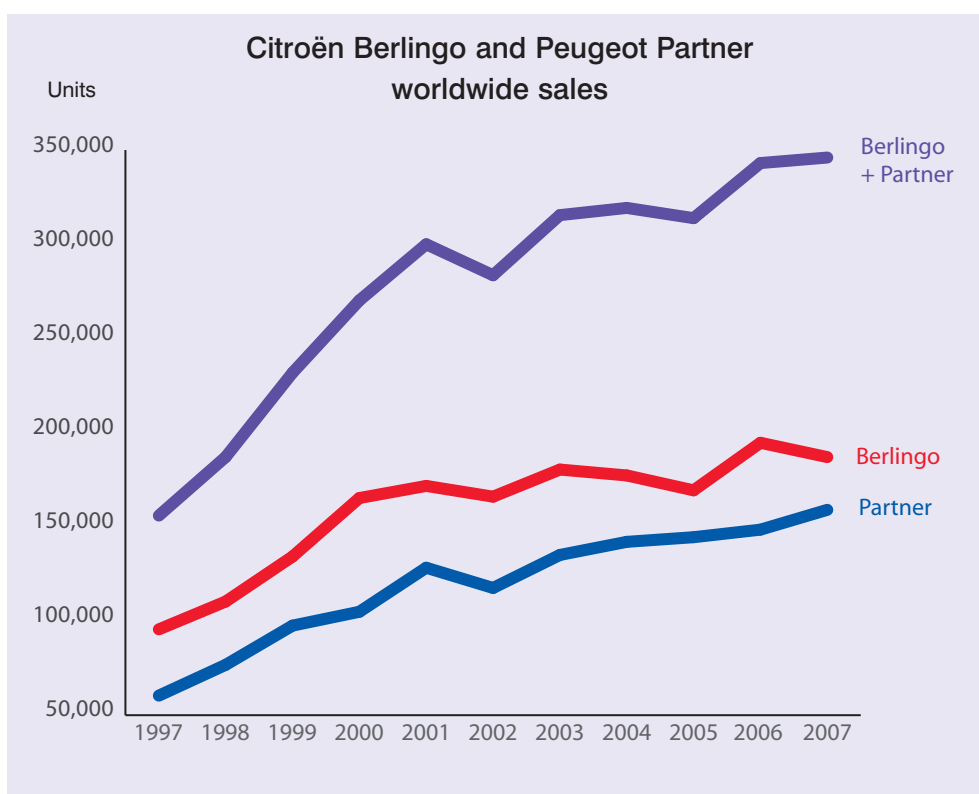
An appropriate solution is the fleet management service, which is based on an onboard telematics unit. Sold after market, the unit is the size of a matchbox and fits neatly in the dashboard. It connects wirelessly to the vehicle's multiplexed network to transmit to a server, at adjustable predefined intervals, mileage, inspection dates, average fuel consumption and other data. The server then transmits the data to the fleet manager, for example by e-mail. Warnings about engine temperature, oil levels, brake pad wear and other critical functions are reported in real time. These remotely collected parameters facilitate fleet management while freeing users from time consuming paperwork. The result is a significant reduction in additional costs caused by excess mileage or by repairs made on a vehicle whose lease is about to expire.



II - CITROËN BERLINGO/ PEUGEOT PARTNER: AN EXTRAORDINARY SUCCESS STORY

HIGHLIGHTS

- 3.2 million vehicles sold since 1996.
 - Citroën Berlingo: 1.8 million, of which 1 million leisure-activity vehicles.
 - Peugeot Partner: 1.4 million, of which 0.6 million leisure-activity vehicles.
- Steady growth in worldwide sales over the past 11 years.
- The European leader in the light commercial van segment, with a market share of 29% in 2007.
- Trail blazer of the leisure-activity vehicle segment.
- The European leader in the leisure-activity vehicle segment, with a market share of 44% in 2007.
- Produced in three PSA Peugeot Citroën plants: Vigo, Spain; Mangualde, Portugal; and Buenos Aires, Argentina.
- CKD units shipped to Turkey and Morocco for assembly.



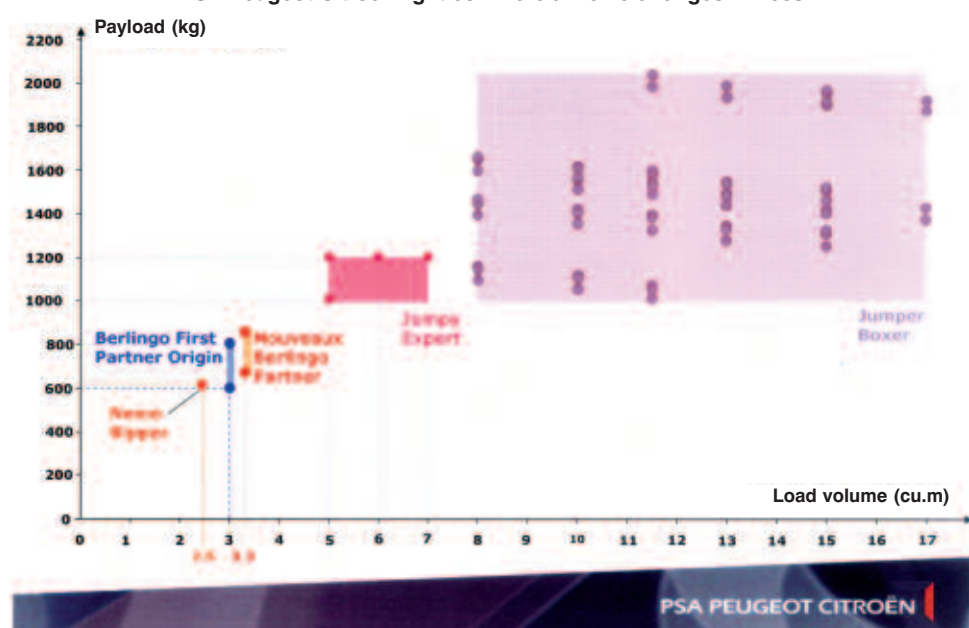


III - THE LAST LINK IN THE RENEWAL OF THE LIGHT COMMERCIAL VEHICLE LINEUP

HIGHLIGHTS

- The broadest commercial vehicle lineup in PSA Peugeot Citroën's history.
- The youngest commercial vehicle lineup in PSA Peugeot Citroën's history, with an average model age of 2.2 years in 2009, compared with 7.4 years in 2007.
 - June 2006: a new range of Peugeot Boxer and Citroën Relay/Jumper vans, with a payload of 1,000-2,000 kg and load volume of 8-17 cu.m.
 - January 2007: a new range of Peugeot Expert and Citroën Dispatch/Jumpy compact vans, with a payload of 1,000-1,200 kg and load volume of 5-7 cu.m.
 - December 2007: new compact, fuel-efficient, city van concept – the Citroën Nemo and the Peugeot Bipper – with a payload of 610 kg and load volume of 2.5 cu.m.
 - May 2008: the new multi-purpose Citroën Berlingo and Peugeot Partner vans with a payload of 625 and 850 kg and load volume of 3.3 and 3.7 cu.m.
- A range of pay loads and volumes to fully cover market needs.
- A light commercial vehicle lineup that is driving the product offensive in Europe.

PSA Peugeot Citroën light commercial vehicle ranges in 2008





With the rollout of the new Citroën Berlingo and Peugeot Partner, the Group will offer the youngest, strongest, broadest light commercial vehicle lineup in its history. The new range – which is also the most extensive offered in Europe by two volume brands – will enable PSA Peugeot Citroën to strengthen its leadership position in the European light commercial vehicle market. This market represents an important future growth driver in line with the CAP 2010 program's European marketing offensive. The program aims to increase unit sales by 300,000 by 2010, with the light commercial vehicle segment expected to generate more than a fourth of the growth in the Group's European sales over that period.



IV - VIGO: A KEY COMPONENT IN PSA PEUGEOT CITROËN'S WESTERN EUROPEAN PRODUCTION BASE

HIGHLIGHTS

- Built in 1958 (originally a Citroën plant).
- Size: 66 hectares, two thirds of which are production facilities.
- Dedicated to PSA Peugeot Citroën's Platform 2.
- Quality certification: ISO 9001 for production and ISO 14001 for environmental protection.
- Total production of more than 9 million vehicles as of year-end 2007.
- Record output of 547,000 vehicles in 2007, representing the highest output of any PSA Peugeot Citroën plant.
- The highest output of any PSA Peugeot Citroën plant.
- Capacity: up to 640,000 units/year.
- Daily output: 2,300 vehicles in 3 shifts.
- In 2007, 3 major vehicle ranges produced at Vigo on 2 separate lines:
 - Citroën Berlingo and Partner (1,035 vehicles a day)
 - Citroën Grand C4 Picasso & C4 Picasso (925 vehicles a day)
 - Citroën Xsara Picasso (340 vehicles a day)
- CKD or "part by part" manufacturing: output of 58,600 units in 2007:
 - CKD units shipped for assembly: Citroën Berlingo/Peugeot Partner to Morocco and Peugeot Partner to Turkey
 - Exterior components manufactured "part by part": Citroën Xsara Picasso for China and Brazil and Citroën Berlingo/ Peugeot Partner for Argentina
- Workforce: 9,700 employees;
 - 85% operators, 15% managers and supervisors,
 - 16% women,
 - 200,000 hours of training provided each year.
- Average age: 38.



- A long history in the specialised manufacture of light commercial vehicles:
 - Citroën AZU (2CV Panel Van) 1958-1970, the first light commercial vehicle manufactured at the plant, with a total of 106,000 units produced.
 - Citroën C15 (1984-2005): 1.2 million units produced.
 - Citroën Berlingo/Peugeot Partner (since 1996): 2.6 million units produced as of year-end 2007.

By its geographical location, the Vigo production site is limited in size to 66 hectares – a challenge when producing large vans. In spite of its compact dimensions, Vigo is PSA Peugeot Citroën's highest-volume facility, producing 547,000 vehicles in 2007 and has developed a unique expertise in the manufacture of light commercial vehicles over its 50 year history. Its first vehicle was the Citroën AZU 2CV Panel Van, built until 1970. Today, light commercial vehicles account for a quarter of all vehicles produced at Vigo.

INVESTING FOR THE NEW BERLINGO AND PARTNER

- 92% of the on-site investment was allocated to 3 lines:
 - Stamping (a new stamping line).
 - Body-in-white (upgrades and new tooling on the welding line).
 - Assembly.
- 140,000 hours of training for the 1,800 people involved.

A LEADING PLANT FOR GROUP PRODUCTION CENTRES

- A highly compact plant: outstanding ratio of vehicles produced per square metre.
- In 2003, first plant to optimise workstations and overhaul logistics (Apolo):
 - These improvements in workstation ergonomics and safety have reduced waste and improved quality by alleviating operator stress.
 - Parts delivered to the assembly line have minimal packaging and are easy to handle by operators at modular workstations.
- These environmentally friendly workstations today account for 70% of all assembly stations at the Vigo plant.



FASTER DEPLOYMENT OF THE PSA PEUGEOT CITROËN PRODUCTION SYSTEM: A FOCUS ON LEAN MANUFACTURING

- All vehicles systematically undergo both static and dynamic testing using a vehicle conformity verification benchmark.
- Deployment of the Andon system (enabling operators to stop production if a problem is detected) and a visual management system based on worldwide best practices.
- Implementation of job training centres in the various production units (dexterity and repeatability).
- Deployment of workstation and inspection station standards, backed by compliance audits.
- Application of the Plan-Do-Check-Act (PDCA) quality control process for resolving issues.

Lean manufacturing can be summed up in four key fundamentals: continuous improvement, eliminating waste, getting it right the first time and visual management. The Vigo plant is firmly committed to these four processes and has already achieved impressive results.

SATISFYING INITIAL RESULTS

- Continuous decline in final production quality shortfalls, with the number of defects reduced by two-thirds.
- Significant 15-point increase in the number of vehicles with zero defects at end-of-line.



APPENDIX 1 TECHNICAL DATA

THE NEW CITROËN BERLINGO AND PEUGEOT PARTNER

	VANS	LEISURE-ACTIVITY VEHICLES
Dimensions	<p>Length (m): 4.38</p> <p>Width (m) - over rearview mirrors: 2.11 - mirror folded : 1.81</p> <p>Height without roof rack (m): 1.80</p>	<p>Length (m): 4.38</p> <p>Width (m) - over rearview mirrors: 2.11 - mirror folded: 1.81</p> <p>Height (m): 1.87 (with roof rack)</p>
Weight	<p>Kerb weight (with driver): 1,411-1,430 kg</p> <p>SCx drag area (sq.m): 0.96 to 1</p>	<p>Kerb weight (with driver): 1,472-1,504 kg</p> <p>SCx drag area (sq.m): 0.95 to 0,99</p>
Load capacity	<p>Number of seats: Driver + 1 or Driver +2</p> <p>Gross payload with driver (kg): 625/850</p> <p>Load volume (cu.m): 3.3 to 3.7 (including cab)</p> <p>Usable load length (m): 1.8-3 (including cab)</p> <p>Load compartment height (m): 1.25</p> <p>Maximum load width (m): 1.62</p> <p>Width between wheel arches (m): 1.23</p>	<p>Number of seats: 5</p> <p>Boot volume (beneath the package shelf (l): 675</p> <p>Boot volume (package shelf removed) (l): 1,350</p> <p>Boot volume (rear seats removed) (l): 3,000</p> <p>Additional storage volume (multifunctional roof, dashboard, doors, floor, etc.) (l): 177</p>
Doors	<p>Opening width, hinged rear door (m): 1.25</p> <p>Usable height, hinged rear door (m): 1.14</p> <p>Opening width, sliding side door (m:) 0.64</p> <p>Rear load deck height (m): 0.55</p>	<p>Sliding side door fitted as standard</p>

THE NEW CITROËN BERLINGO AND PEUGEOT PARTNER

	VANS	LEISURE-ACTIVITY VEHICLES
Engines Euro IV-compliant Direct Injection Diesel	1.6 HDi, 55 Kw/75HP, 66 kW/90HP or 66 kW/90HP DPFS (FAP®), with 5-speed gearbox Combined cycle fuel consumption (l/100 km): 5.8 CO ₂ emissions (g/km): 153	1.6 HDi, 55 kW/75HP, 66 kW/90HP or 80 kW/109HP DPFS (FAP®), with 5-speed gearbox Combined cycle fuel consumption (l/100 km) 5.6 to 5.7 CO ₂ emissions (g/km): 147 to 150
Petrol	1.6 16v, 66 kW/90HP, with 5-speed gearbox Combined cycle fuel consumption (l/100 km): 8.2 CO ₂ emissions (g/km): 195	1.6 16v, 66 kW/90HP or 80 kW/109HP, with 5-speed gearbox Combined cycle fuel consumption (l/100 km): 8.2 CO ₂ emissions (g/km): 195
Main comfort and safety features	Power steering (standard) Automatic headlight activation, rain sensitive windscreen wipers Manual or automatic control air-conditioning ABS, EBD, EBA (standard) ESP (optional) Tyre pressure sensor (optional) Up to 6 airbags: Driver front airbag (standard) 1 or 2 Passenger front airbags with deactivation system (depending on seating configuration) Thoracic side airbag (depending on model) Head curtain airbag (depending on model)	Power steering (standard) Automatic headlight activation, rain sensitive windscreen wipers Manual or automatic control air-conditioning ABS, EBD, EBA (standard) ESP (optional) Tyre pressure sensor (optional) Up to 6 airbags: Driver front airbag (standard) Passenger front airbag with deactivation system (standard) Thoracic side airbag (depending on model) Head curtain airbags (depending on model)