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The Stellantis Poissy site is situated in Yvelines, France and serves as one of the company's main establishments in the region. This complex comprises an automobile production plant, a digital manufacturing facility, and a "Green Campus" that benefits from its prime location along the La Seine river and proximity to major transportation routes. The Poissy plant initially opened in 1940 under Ford France's ownership, having been commissioned in 1937. It changed hands several times over the years, with Simca selling their business to Chrysler in 1963, which later led to Peugeot acquiring Chrysler's European operations in 1978. Notably, former Simca models were rebadged as Talbots during the early 1980s and continued production at Poissy until they were eventually phased out. Since then, the plant has focused on producing small vehicles under the Citron and Peugeot brands. The construction of this facility was spearheaded by Maurice Dollfus, Ford's dynamic leader in France. Following a contentious partnership with Mathis, which led to the eventual abandonment of their own car production, Dollfus sought an alternative solution by establishing the Poissy plant on a 240,000 m2 site along the River Seine. Construction commenced in November 1938 and was completed remarkably quickly, finishing on May 1, 1940. Strategically located near Paris and adjacent to key transportation links, including the railway line connecting Paris with Le Havre, the Poissy plant has played a significant role in automotive manufacturing throughout its history.The production of cars at Ford's Poissy plant began with the existing US Model 48, but it featured a restyled rear end reminiscent of the Ford Pilot. Another car produced at the same facility was the Matford Alsace V8 13CV, which had a smaller engine and resembled its larger counterpart in appearance, despite being slightly shorter. Initially, these cars were part of the Matford joint venture, but they would eventually be badged as Fords after the plant's operational launch in late Spring 1940.However, the German Army occupied Poissy on June 14, 1940, forcing the plant to focus on producing light trucks under occupation conditions. Later, plans were made to crate up the completed plant and ship it to Ford's Cologne location, but this proposal was blocked due to intervention by former Vichy government minister François Lehideux.Poissy was liberated by American forces in August 1944 after several days of bombardment and civilian casualties. The plant initially resumed production of pre-war light trucks, but also started producing the Ford F698W 5-ton truck, known as the "Poissy", in 1946. Additionally, they produced a smaller engined Matford-based model, which was later marketed as the Ford 13CV and later versions of the F-472.Despite initial ambitions for higher production volumes, the French auto-industry struggled to regain pre-war levels due to material shortages and economic constraints in the late 1940s. The post-war period saw industrial unrest, affecting Ford's Poissy plant severely. Nevertheless, the North American-designed Ford Vedette became the plant's principal model, with improved sales during the early 1950s.Franois Lehideux took over as the head of Ford's French operation in January 1950, following Maurice Dollfus' departure.The new car launch was met with disappointment due to low sales volumes. Although produced in-house and assembled at the Poissy plant, other components were sourced from suppliers, making production vulnerable to disruptions. The limited market for larger engines due to heavy taxation and investment constraints limited scope for improvement. A new V8 model, the Ford Vedette, was planned for 1954.In the late 1940s, France's economy was fragile, with a strong communist presence. Strikes at the Poissy plant and poor industrial relations with Renault raised concerns about the French economy's future. Ford sought to sell its French manufacturing business, which was eventually acquired by Simca in 1954 for the new V8 model.The Simca acquisition led to significant expansion at the Poissy site, with new factory buildings constructed during 1955. The Simca Vedette made a strong start, with over 14 times more production than in 1947. However, the Suez Crisis in 1956 affected sales, and small cars regained popularity. The V8 Simcas saw sales recover, but production volumes never matched those of 1956.To counter this, Simca introduced the Ariane, a large car with a small engine, also produced at Poissy. Despite its success, the market was increasingly dominated by the Citron DS, which offered a more attractive tax regime.The Simca 1000 marked a turning point for the company in 1961, becoming the first Poissy product to surpass one million units sold. By then, it was no longer a lack of demand that hindered Vedette production, but rather Simca's own preparations to revive small car manufacturing at its underutilized Poissy site. The Simca 1000 effectively maximized Poissy's potential capacity, producing over 100,000 units annually from 1962 to 1973. However, with the sale of Nanterre plant in 1961 and subsequent ownership by Chrysler from 1963 to 1978, Poissy became a key facility for the Pentastar emblem-bearing cars. Despite retaining its name on French market vehicles like the Simca 1307 until 1980, the brand eventually phased out as Talbot-badged cars took over production at Poissy, only to be replaced by Peugeot's models in the 1985 launch of the Peugeot 309. This shift came after a series of changes in ownership and branding strategies that saw Chrysler's exit from Europe in the late 1970s and PSA Peugeot Citron acquiring Simca's operations on August 10, 1978.The Peugeot 306 was produced in Poissy, France, starting in 1992, with Ryton handling right-hand drive versions. Between 1992 and 2002, the Peugeot 306 was the top-selling model at the plant, with 1,685,470 units manufactured.From 2002, the focus shifted to the "Platform 1" small cars, including the Peugeot 206 and 207, as well as their Citron counterparts. The Poissy plant also became a significant supplier of parts and sub-assemblies to other PSA group plants.The 206 was produced at Ryton until the plant closed in December 2006, with production then moving to Slovakia before being discontinued in 2010.Vous pouvez commander un véhicule en ligne sur le site Citron Store, l'exception des modèles destinés aux professionnels. Pour connaître la durée de garantie d'un véhicule commandé en ligne, il est essentiel de noter que vous bénéficiez de la même protection contractuelle constructeur que dans une concession, soit 2 ans. Vous avez également la possibilité d'ajouter une extension de garantie si vous le souhaitez.Il convient également de prendre note que pour les véhicules électriques, la durée de garantie pour les batteries est de 7 ans. En outre, il est possible de s'occuper de l'immatriculation de votre véhicule en ligne grâce au concessionnaire vendeur.Par ailleurs, votre véhicule doit être assuré dès le jour de la livraison en concession. Si vous souhaitez obtenir une estimation de reprise de votre véhicule, vous pouvez cliquer sur le bouton "Estimer votre reprise" qui est présent sur la page du modèle que vous avez choisi.L'estimation de reprise est calculée en fonction des caractéristiques de votre véhicule, telles que sa marque, son modèle, sa motorisation, sa finition, son kilométrage et sa date de mise en circulation. Elle prend également en compte les observations du marché, c'est-à-dire les transactions récentes réalisées par des professionnels sur des modèles équivalents.Il est important de noter que l'estimation de reprise n'est pas engageante et qu'elle ne constitue qu'une estimation indicative. Si vous souhaitez acheter un véhicule en ligne tout en tenant compte de la valeur de votre véhicule actuel, cela est possible sous réserve d'éligibilité. Vous pouvez également obtenir une offre de reprise ferme en ligne après avoir cliqué sur "commander en ligne". L'offre de reprise ferme est calculée à la date de livraison du nouveau véhicule sur la base du kilométrage provisionnel du véhicule d'occasion.Vous souhaitez prendre rendez-vous pour obtenir un prix du marché et une offre de reprise ferme de votre voiture Citron ? Voici les étapes à suivre : 1. Nous vous demandons des détails sur l'état de votre véhicule, tels que les impacts sur la carrosserie, l'état des pneus ou la conservation du carnet d'entretien.2. Vous pouvez réserver un rendez-vous en ligne ou au point de vente du réseau Citron pour obtenir une estimation objective et recevoir une offre de reprise ferme.3. L'offre de reprise ferme est indicative et peut être ajustée par un expert après votre rendez-vous.4. Pour confirmer votre reprise ferme, nous vous demandons de fournir des documents tels que la carte de grise de votre voiture, une pièce d'identité, un justificatif de domicile et le carnet d'entretien.5. Il est souhaitable que vous venez avec votre véhicule lors de votre rendez-vous en concession.Given article text here To know if you'll be fully reimbursed when your vehicle is delivered online, check with the seller beforehand. If you cancel an order before it's shipped, you should get all the money back.The Citroen Berlingo has had a strong presence in the commercial market since its launch, offering a range of options for both van and passenger use. Now in its third generation, the Berlingo boasts diesel and electric powertrains, as well as clever practical touches that have helped it remain competitive against rivals like the Ford Transit Connect and Renault Kangoo. A recent facelift has also seen the introduction of Citroen's new corporate logo.Dimensions for the 20/25 Berlingo include a length of 4,403mm (M) or 4,753mm (XL), with a height of 1,796mm (M) or 1,812mm (XL). The van also features a payload capacity of up to 982-984kg for diesel models and 759-781kg for electric versions. Cargo capacity ranges from 3,300 litres (M) to 3,900 litres (XL), while towing capacity reaches 1,000kg with the turbodiesel engine or 750kg with the electric powertrain.The Berlingo's versatility is enhanced by its clever packaging, including a large cargo bay that can be further expanded using a nifty hatch in the bulkhead. This allows for the transportation of long items without having to secure an opened rear door. Additionally, the van offers the option of three seats up front, with the two-person bench seat folding down to create a flat working surface or storage area.The Berlingo's engine options include a 1.5-litre turbodiesel producing either 101bhp or 129bhp, as well as a 52kWh electric version generating 134bhp. Transmission choices vary depending on the power output, with the entry-level BlueHDi 100 available with a six-speed manual gearbox and the BlueHDi 130 featuring an automatic transmission.The Citroen Berlingo e-Berlingo boasts an impressive range of up to 213 miles on a WLTP combined cycle, making it one of the most economical options in the small electric van market. Additionally, rapid charging capabilities enable fast replenishment of the battery, allowing for expedited delivery operations with minimal downtime.The Citroen Berlingo is available in three trim levels: Enterprise, Enterprise-Plus, and Driver. Each trim comes equipped with an assortment of standard features, including air-conditioning, power-assisted steering wheel, electric windows, adjustable seating, Bluetooth connectivity, and advanced driver assistance systems.The Enterprise Plus trim upgrades the smartphone cradle to a multimedia audio system with a 10-inch touchscreen display, Wi-Fi mirroring, and two USB connections. This model also includes a unique folding passenger bench and EXTENSIO comfort design seats for optimal front-seat convenience.For those prioritizing safety, the Driver trim offers additional features like Dynamic Surround View, featuring a digital rear-view mirror, blind spot detection, and reversing camera, as well as enhanced driver convenience amenities like rain-sensitive wipers and integrated satellite navigation.

Citroen berlingo 2025 van. Citroen berlingo 2025 diesel. Citroen berlingo 2025 tyre pressure reset. Citroen berlingo 2025 prix maroc. Citroen berlingo 2025 model. Citroen berlingo 2025 manual. Citroen berlingo 2025 fiyat listesi. Citroen berlingo 2025 prix. Citroen berlingo 2025 price. Citroen berlingo 2025 motability. Citroen berlingo 2025 review. Citroen berlingo 2025 electric. Citroen berlingo 2025 dimensions. Citroen berlingo 2025 specs. Citroen berlingo 2025 interior.