

The New MEGANE and MEGANE E-Tech Plug-in, more technology for driving pleasure



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Introduction



Since the first Renault Mégane was introduced in 1995, seven million cars over four different generations have been sold worldwide. More than just a model, Mégane has become an entire line, including R.S. range sport versions, regarded as standard-setters in the sport's hatch category, especially with the R.S. TROPHY-R, a new lap record holder at the famous Nürburgring (Germany) in 2019.

A sedan with many facets, as demonstrated once again The New Mégane demonstrates once again that it is a hatchback with many aspects thanks to the introduction of a plug-in hybrid powertrain - a first for Renault in the compact segment.

The E-Tech Plug-in Hybrid engine combines the advantages of electric vehicles, such as low noise and immediate responsiveness, without compromising autonomy. It uses technologies developed by the Alliance and the Renault Engineering Department and benefits from the electric-vehicle expertise acquired by Groupe Renault over the last ten years, as well as its experience in Formula 1 racing.

The New Mégane offers a revamped and modernised driver's cockpit. Featuring a new 9.3-inch screen for the multimedia system and a 10.2-inch screen for the dashboard, the techno cockpit benefits from all the features of the Renault EASY LINK multimedia system. Inspired by smartphone codes and uses, the system aims to be more ergonomic, functional and user-friendly.

The New Mégane is equipped with new driver-assistance systems for the safety and comfort of all passengers, including the Highway & Traffic Jam Companion, a Level 2 autonomous system that ensures comfort and peace of mind while driving.

Still boasting the same design and dynamic lines that have made it such a success, the New Mégane has become more elegant and sophisticated: all versions now feature new LED Pure Vision headlights, improving visibility and comfort on the road.

With five variations (hatch, estate, R.S. Line, R.S. and R.S. TROPHY) and a large choice of engines, including the new E-TECH Plug-in Hybrid, the New Mégane caters for all needs.

The New Mégane has been on sale since the end of the summer of 2020.

"The New Mégane E-TECH Plug-in Hybrid has a rechargeable hybrid powertrain that incorporates all our technological advances, offering a true electric experience and driving with complete peace of mind," **Marion Humeau, Mid-size Cars Marketing Director**

Exterior design

EVEN MORE CHARACTER AND SOPHISTICATION

Already popular with customers, the New Mégane's exterior design has been improved with sculpted and dynamic lines in keeping with the Renault brand identity to offer even more character and sophistication.



FULL LED LIGHTING

The New Mégane's headlights now feature the LED Pure Vision technology. Available from the first trim-level, it replaces the previous halogen lights. More efficient, these new headlights improve and increase the headlamp beam by nearly 30%, offering greater visibility, safety and driving comfort. Tail lights and fog lamps are also switching to a more durable and efficient 100% LED technology.

A REDESIGNED FRONT BUMPER

The New Mégane has a new front bumper as well as a new front end and lower grille, incorporating a chrome feature from the third trim-level.

NEW DEFLECTORS

The New Mégane now features fog-light surrounds with a chrome trim and air deflectors at the front of the wheel arches for improved aerodynamics.

DYNAMIC INDICATORS

The contour lines of the new LED rear lights have been raised to display a new trim design and the indicators have become dynamic. The New Mégane also features a new, more sophisticated lower panel.

A MORE ASSERTIVE PROFILE

The design of the wings has been changed and they also feature door-handle lighting. New 16- and 18-inch wheels are also available.

THREE NEW COLOURS

At launch, the New Mégane and the New Mégane Estate will be available in 10 body colours, including three new ones: Solar Copper, Baltic Grey and new Highland Grey.

Interior design

AN UPGRADED AND MORE REFINED PASSENGER COMPARTMENT

The interior of the New Mégane is more intuitive and ergonomic thanks to new technological features integrated in an increasingly elegant and sophisticated environment.



A 10.2-INCH NEW DIGITAL SCREEN

For the first time, the New Mégane features a digital dashboard based on a 10.2-inch screen (depending on the version). This includes sat nav to offer a tailored and intuitive driving experience.

9.3-INCH VERTICAL TABLET AND RENAULT EASY LINK SYSTEM

The new 9.3-inch screen on the dashboard provides a display area twice the size of the 7-inch version. This vertical tablet fits perfectly into the dashboard and gives the passenger compartment a very modern look. With its new Renault EASY LINK connected multimedia system, it offers the entire range of multimedia, navigation and infotainment services, as well as Multi-Sense settings.

MORE INTERIOR SOPHISTICATION

The centre-console controls, especially the air conditioning control panel which includes the temperature display, have been given a more modern, upmarket look and improved ergonomics. All driver-assistance controls can be activated from the steering wheel.

The new upholstery, available from the second trim-level, adds to the sophistication. The New Mégane's driver seat now features power adjustments (depending on the version).

The New Mégane features a new rimless electrochromic inside rear-view mirror from the third trim-level.

New Mégane R.S. Line

A NEW DESIGN TRIM INSPIRED BY RENAULT SPORT

R.S. Line, the new design trim of the Mégane range, replaces the previous GT Line design trim, a mainstay of the Renault Sport range strategy across all markets for the last ten years.



More sophisticated and diverse, the R.S. Line design trim is more than a simple change of name. Its exterior design and interior adopt a sportier look that meets the demands of growing numbers of customers looking for a highly distinctive and vibrant design.

The New Mégane R.S. Line shows shared kinship with R.S. models, reflected in the use of the external and internal design codes most strongly identified with the Renault Sport brand.

On the outside, the New Mégane R.S. Line features the F1 blade, the iconic signature of R.S. models. It also stands out for its honeycomb grille and its special Monthlery 17-inch or Magny-Cours 18-inch alloy wheels. The tail is more muscular, with two exhaust tail pipes on the New Mégane hatchback and one chrome tail pipe on the New Mégane Estate.¹

On the inside, the trim's hallmark features are the sport seats with additional lateral support, carbon-look inserts, a sporty perforated leather steering wheel stamped with the double R.S. diamond and a

¹ On the internal combustion engine version

sporty aluminium pedal unit. A black environment set off by new red and grey topstitching and edging on the seats and the gear lever turns the driver's seat into a real cockpit.

With these additional sport features, the New Mégane R.S. Line design trim enables customers to feel even more strongly associated with Renault's racing heritage.

Technology and sensations

ON-BOARD TECHNOLOGY FOR AN IMPROVED DRIVING EXPERIENCE

The New Mégane remains true to its DNA continuing to offer a pleasant driving experience and state-of-the-art technology, from the connected multimedia screen to Multi-Sense personalised driving modes. These features enhance the New Mégane's comfort, safety and connectivity.



EASY LINK, THE LATEST IN ON-BOARD CONNECTIVITY

The New Mégane features the Renault EASY LINK system available in three versions, all compatible with Android Auto and Apple CarPlay:

- a 7-inch version;
- a 7-inch version with integrated sat nav;
- a 9-inch vertical version with integrated sat nav.

With a brand new interface, the Renault EASY LINK multimedia system uses smartphone codes and uses to offer an innovative ergonomic and functional experience. The modular widgets allow users to customise their screen and give them direct access to their favourite features and apps.

The MY Renault smartphone app, the brand-new Renault EASY LINK multimedia system, is an essential part of the New Mégane's EASY CONNECT offer, which includes a whole set of connected apps, platforms and services that facilitate connected mobility both inside and outside the vehicle. For instance, it allows remote interaction with the vehicle, including vehicle location, door-to-door navigation with journey instructions sent to the vehicle.

MULTI-SENSE, AN EVER-SO-VARIED TECHNOLOGY

The Renault Multi-Sense technology can combine several vehicles in one. Multi-Sense settings adjust the engine mapping, steering, ambient lighting and configuration of the digital display that replaces the dials to offer a tailored driving experience that matches your mood at the wheel of the New Mégane.

Four modes are available:

- Eco Mode, to reduce your consumption and CO2 emissions;
- Comfort Mode, for a more relaxed experience with more flexible steering;
- Sport Mode, for increased driving pleasure, agility and responsiveness;
- MySense (default mode), for a tailored experience.

Three modes are available with the E-TECH Plug-in engine: Pure, MySense and Sport (see page 16).

The Multi-Sense system's revamped design and new graphics offer an even more immersive driving experience. The new features include better ergonomics for more intuitive and simplified settings, new ambient lighting colours and the R-Sound app to adjust engine sound.

The dashboard 7- and 10.2-inch digital screens provide a display area customisable with widgets. The driver can choose the information displayed according to the chosen mode, such as consumption in Eco mode, or power and torque potentiometers in Sport mode. The dashboard 10.2-inch digital screen includes sat nav in the display.

Driving and safety

DRIVER-ASSISTANCE SYSTEMS REVAMPED FOR AN EVEN MORE RELAXED DRIVING EXPERIENCE

The New Mégane features Renault EASY DRIVE driver-assistance systems, including the Highway & Traffic Jam Companion, a Level 2 autonomous driving feature, for an easier driving experience and safer travel.



Highway & Traffic Jam Companion

The Highway & Traffic Jam Companion combines adaptive speed control (fitted with automatic Stop & Go) with Lane Centering Assistance. Activated up to 100 mph (160 km/h), the system features in all vehicles with EDC automatic transmission. It regulates the speed of the vehicle and maintains a safe distance from other vehicles ahead while providing lane centering assistance. This driver-assistance system is particularly handy during heavy traffic and on motorways, since it allows the New Mégane to stop and start automatically within three seconds without any action by the driver.

The Highway & Traffic Jam Companion, a Level 2 autonomous driving feature, significantly improves driving comfort. However, it still requires drivers to keep their hands on the wheel and their eyes on the road.

The Highway & Traffic Jam Companion is available with TCe 140 and 160 EDC FAP engines as well as E-TECH Plug-in Hybrid engine.

The Stop & Go adaptive speed control feature

Adaptive speed control, already featured in the Mégane range, now features the Stop & Go system, available with E-TECH Plug-in Hybrid, TCe 140 and 160 EDC FAP engines. If the car needs to come to a complete halt, in a traffic jam for example, the system can safely stop the vehicle and restart it automatically within three seconds when the traffic starts moving again.

Active Emergency Braking System

The Active Emergency Braking System is enhanced with pedestrian detection. It provides optimum safety by warning the driver of a hazardous situation and, if the latter fails to react, can activate the braking system.

Blind Spot Warning

Fitted with a new radar sensor technology, Blind Spot Warning has a wider reach and ensures more accurate identification of nearby vehicles, even those exiting a car park, regardless of weather conditions.

Lane Departure Warning and Lane Keeping Assist

Already featured in the Mégane range, Lane Departure Warning is now more effective and paired with Lane Keeping Assist. Activated from 37 mph (60 km/h) and 43 mph (70 km/h) respectively, both features are paired to warn drivers, or even correct course, if the vehicle is about to cross a line without first using the turn indicator.

Driver drowsiness detection

Available from the second trim-level, the driver drowsiness detection feature identifies the driver's tiredness based on steering-wheel movements: they receive an audible and visual warning encouraging them to take a break.

Still featured

Park assist systems such as radar sensors and reverse camera, or Easy Park Assist, the cruise controller/speed limiter, the automatic switch between main- and dipped-beam headlights and Traffic Sign Recognition continue to feature in the New Mégane range.

E-TECH Plug-in Hybrid engine

THE NEW MÉGANE IN THE AGE OF PLUG-IN HYBRID VEHICLES WITH THE E-TECH PLUG-IN TECHNOLOGY

The New Mégane's engine portfolio is expanding with the E-TECH Plug-in hybrid technology. It provides optimum versatility and a new electric-vehicle experience while reducing CO2 emissions and limiting fuel consumption, even over long distances.



The core-market plug-in hybrid technology

Renault, a leader and expert in electric mobility, brings its expertise to the New Mégane with the 160hp E-TECH Plug-in Hybrid engine, a unique energy-recovery technology that draws directly on our Formula 1 expertise to offer a unique driving experience.

This core-market offering aims to address customer expectations and is a competitive offer for a demanding clientele, such as fleet customers. With various trim levels starting at the intermediate level up to R.S. Line level, it will give most drivers an opportunity to experience electric driving and the pleasure associated with it. Available on launch on the New Mégane Estate, the E-TECH Plug-in hybrid engine will subsequently also be offered on the hatchback version.

F1 experience and electric expertise

The E-TECH Plug-in technology was developed by Renault's Engineering Department and has 150 patents. It uses components designed by the Alliance, like the latest four-cylinder 1.6-litre petrol engine with two electric motors and an innovative multi-mode clutch-less gearbox transmission which optimises gearshifting.

The design draws on the experience of the Renault F1 Team, which shared its energy-management expertise (energy recovered during deceleration and braking is used to recharge the battery outside charging cycles) so that the E-TECH Plug-in engine offers maximum energy efficiency. Paired with a braking system developed by Renault's electric vehicle experts, the New Mégane features optimum electric efficiency on the road: systematically starting in electric mode, it offers noiseless comfort when driving, immediate dynamic responsiveness for unique driving pleasure and minimised energy loss.

Versatility and fuel economy

The hybrid E-TECH Plug-in engine with its 9.8 kWh (400V) battery means that the New Mégane can run on full-electric mode for 30 miles (50 km) up to a top speed of 85 mph (135 km/h) in mixed cycle (WLTP) and 40 miles (65 km) in urban cycle (WLTP City).

The New Mégane E-TECH Plug-in Hybrid is versatile. It can run without using fuel on regular trips, then take you on longer weekend or holiday journeys without having to worry about the distance. Regardless of the state of charge of the battery the New Mégane E-TECH Plug-in Hybrid engine benefits from the key advantages of the E-TECH hybrid system – systematic start in electric mode and lower consumption – even when the battery is discharged.

In mixed cycle, the New Mégane E-TECH Plug-in Hybrid emits 28 grams of CO₂/km and consumes 1.3 L/100 km (WLTP figures).

Custom settings

The New Mégane E-TECH Plug-in Hybrid features specific Multi-Sense settings with three driving modes:

- Pure: available in the on-screen settings or by pushing a special button on the dashboard, it switches to full-electric mode provided there is enough power;
- MySense: it optimises the hybrid mode for lower running costs. Its "E-Save" feature helps to save battery power (at least 40%) so that it can switch to full-electric mode when required for driving in city centres, for example;
- Sport: it allows drivers to take advantage of maximum performance by combining the power of the three engines.

Finally, although part of the boot is dedicated to cable storage, the New Mégane E-TECH Plug-in Hybrid retains all its modularity features, such as the EASY BREAK fold-flat rear bench seat and the tipping forward front passenger seatback. The Estate version has a payload volume of 447 litres.

Internal combustion engines

AN EXTENSIVE OFFER TO SUIT ALL USES

The New Mégane offers a selection of petrol and diesel internal combustion engines with a wide range of power levels and a choice of manual or automatic transmission, to suit all types of use.



1.3 TCe FAP petrol engine

In petrol, the New Mégane still offers the Alliance 1.3 TCe with a particulate filter. It comes in 115, 140 and 160 hp versions, in order to address all needs. The 115 hp version is exclusively paired with a six-speed manual transmission. The 140 hp engine offers the choice between six-speed manual transmission and dual-clutch seven-speed EDC automatic transmission, whereas the 160 hp engine features dual-clutch seven-speed EDC automatic transmission.

At the end of the year, the New Mégane will also feature the Alliance 1.0 TCe engine in a highly efficient 120 hp version with manual transmission, optimised to reduce consumption and CO2 emissions.

1.5 Blue dCi diesel engine

In diesel, for high-mileage drivers, the New Mégane offers the 115 hp version of the 1.5 Blue dCi engine adapted to new anti-pollution standards, including selective catalytic reduction (SCR). It is

available with six-speed manual transmission and with dual-clutch seven-speed automatic transmission.

AT THE WHEEL

THE IDEAL BALANCE BETWEEN COMFORT AND DYNAMISM

The New Mégane now offers more driving sensations and a new driving experience thanks to its hybrid E-TECH Plug-in engine, without compromising its philosophy of combining comfort and dynamism.



Better sensations at the wheel

A benchmark in terms of the balance between dynamic behavior and comfort, New Mégane now offers better sensations behind the wheel. Its new steering assistance system provides a slight weight saving and features new, more powerful and responsive onboard electronics. It responds more precisely to driver input. In addition, the Auto-Hold function of the handbrake, which allows the driver to remain stationary with the brake released, has been improved for greater comfort in the city.

Refined MULTI-SENSE settings

The MULTI-SENSE settings evolve on New Mégane, for greater differentiation of sensations between the different driving modes. For example, in Sport mode, the steering assist is 25% firmer and the engine mapping offers 20-25% more torque at the same pedal position, for a more dynamic driving experience. In Comfort mode, on the other hand, steering assistance is increased for greater flexibility, from 10 to 40% depending on speed.

For versions of New Mégane equipped with a dual-clutch EDC automatic transmission, gearshift speeds are increased in Sport mode, with reduced shift times, while they are reduced in Comfort mode.

Quality at the heart of our concerns

Thanks to more frequent and accurate customer feedback, significant improvements have been made to the New Mégane in terms of quality. For example, retractable "comma" headrests in the rear seat backrest make it easier for the driver to see behind the wheel, while the cruise control controls are now positioned on the steering wheel. New Mégane is also equipped with a new hands-free card that unlocks and locks the vehicle as the driver approaches or leaves the vehicle without having to touch the handle.

The manufacturing process is subject to ever-increasing demands, with the Palencia plant using new, sophisticated tools for measuring and controlling the radars used as driving aids, for greater precision in use. Likewise, the quality of the waterproofing of the anti-corrosion and anti-scratch treatments has been improved with robots equipped with cameras to increase their precision.

Finally, tests simulating customer usage have been stepped up for the E-TECH Plug-in Hybrid version of the New Mégane, with a fleet of 60 vehicles and 147 drivers who are not specialists in the subject and who have covered 200,000 kilometers. In total, this version, which also benefited from the knowledge of Nissan engineers specializing in this field and from the experience of ZOE, will have been tested over 3 million kilometers.

Priority to electric in hybrid version

On the New Mégane E-TECH Plug-in Hybrid, the same search for a compromise between the dynamic behaviour on the road and the comfort of the occupants has been carried out. To compensate for the extra weight of the batteries, even though their location beneath the rear bench seat has made little change to the weight distribution, the rear axle is now a multi-arm system, rather than a semi-rigid shaft, and the suspension settings have been really fine-tuned by the engineers

This version gives the priority to the use of electric traction. Every start is all-electric, so when the driver gets behind the wheel, there is the same feel and the same driving pleasure as in an electric vehicle like the ZOE: torque that is immediately available and instantly responsive acceleration. This dynamic behaviour not only makes itself felt in urban and suburban driving (where stops and starts are frequent), it is also evident on fast roads, thanks to the electric boost available during hard acceleration.

The adaptation of the power sources to the demand occurs automatically, but the driver can also put its very own stamp by using the MULTI-SENSE settings. In particular, Pure mode is provided to force electric driving (on arrival in a town centre, for example) and Sport mode takes advantage of the full combined power of the different sources when overtaking, for example.

Inside the car, comfort is improved by the silence of the electric motors: there is no noise from under the bonnet when they are operating without the combustion engine, and there is a noticeable reduction in the noise level when they complete the combustion engine as they allow the latter to run at lower speeds.

Renault Sport version

MÉGANE, A RENAULT SPORT ICON

Mégane also owes its reputation and success to its sport versions. A benchmark for high-performance sport hatchbacks since 2004, the Mégane R.S. celebrated its 15th anniversary in 2019. The dynamic and sport versions, Mégane R.S. and R.S. TROPHY, have been revamped.



THE NEW MÉGANE R.S.

A benchmark for sportiness

For its renewal, the New Mégane R.S. adopts a range centred on the Sport chassis and the same single 300hp (220kW) 1.8 turbocharged direct-injection engine as the TROPHY version. This engine, the result of Alliance synergies, is also featured on the Alpine A110. The torque has also increased to 420 Nm (+30 Nm) on EDC transmission models and 400 Nm on manual transmission models. Increased power gives better acceleration, including at high revs, while best-of-class torque increases driving pleasure and driving comfort.

The New Mégane R.S. exhaust system now includes a mechanical valve to adjust the soundtrack. The hallmark features of the Mégane R.S are still present, including the 4CONTROL frame for maximum agility in sharp turns and stability in fast curves, and a new R.S. Monitor (option), which displays many

car settings in real time, such as acceleration, braking, steering-wheel angle, 4CONTROL system operation, temperatures and pressures, etc.

The New Mégane R.S. also benefits from the new features added to the entire range, with the integration of the new 9.3-inch screen and the Renault EASY LINK multimedia system, as well as the new 10.2-inch TFT digital speedometer (depending on the version).

For driver-assistance systems (on option depending on the country), the New Mégane R.S. is fitted with Lane Departure Warning, adaptive speed control (with Stop & Go on the EDC transmission version) and the Active Emergency Braking System now featuring an extension of the advanced emergency braking system for city driving and pedestrian detection.

THE NEW MÉGANE R.S TROPHY

For even sharper sportiness

The New Mégane R.S. TROPHY, a benchmark for ultra-high-performance hatchbacks, is designed for racing. It stands out for its now-exclusive Cup frame, coupled with a 1.8-litre 300 hp turbo engine.

Compared with the New Mégane R.S.'s Sport chassis, the chassis Cup features a mechanical Torsen® limited-slip differential which improves cornering control and driveability when exiting corners. It features shock absorbers and suspension springs whose stiffness has been increased by 25% and 30% respectively, and an anti-roll bar with a 10% higher setting than on Mégane R.S.

The New Mégane R.S. TROPHY retains its bi-material front brake discs. Lighter and more efficient, they provide better heat dissipation when used on an intensive basis for optimum endurance. The red Brembo® callipers are still there, making this version stand out visually, as is the TROPHY inscription on the F1 blade of the grille and the specific Jerez (standard) and Fuji Light (optional) 19" wheels.

Inside, the sporty Alcantara design has been upgraded with a new red/gris technique (technical grey) environment. The sportier Recaro seats are an exclusive option for this TROPHY version.

The Mégane R.S. TROPHY-R: three new records in 2019 and several awards

In 2019, the Mégane R.S. TROPHY-R limited edition took lap records on three exceptional race tracks: the famous Nürburgring NordSchleife, Spa-Francorchamps and Suzuka. Enough to assure the high-performance credentials of this most radical version of the Mégane R.S range.

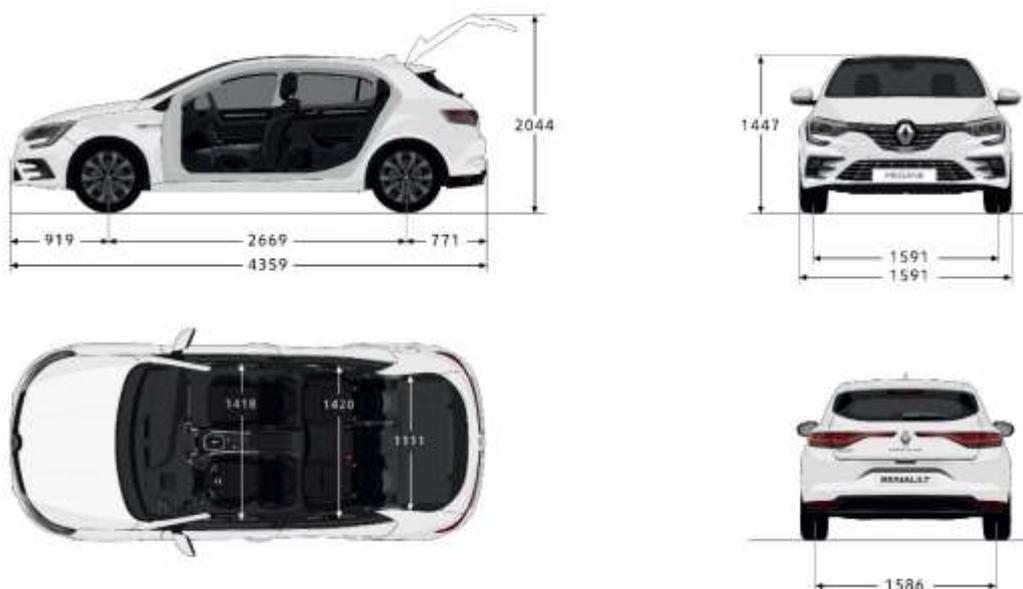
A success also hailed by the press, the Mégane R.S. TROPHY-R won three prestigious awards in 2019:

- Performance Car of the Year – Top Gear
- Sport model of the year – Échappement
- Sport model of the year – L'Argus

Dimensions and technical sheet

New Mégane hatch

Dimensions (mm)



TRUNK VOLUME

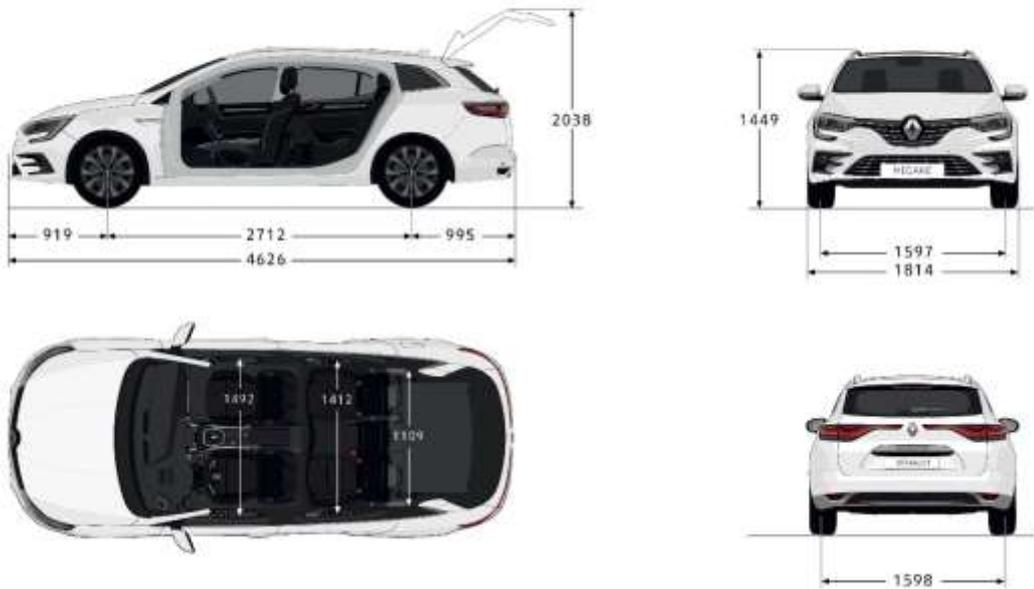
Trunk volume (dm ³ / liters)	402 / 473
Maximum trunk volume with rear bench folded down (dm ³)	1 247

DIMENSIONS (mm)

Overhall length	4 359
Wheelbase	2 669
Front overhang	919
Rear overhang	771
Overall width with folded mirrors / unfolded mirrors	1 814 / 2 058
Front track ground, 17" wheels	1 591
Rear track ground, 17" wheels	1 586
Overall height	1 447
Open tailgate height	2 044
Trunk sill height	750
Ground clearance	145
Knee radius in 2nd row	179
Front elbow room	1 418
Rear elbow room	1 420
Front shoulder width	1 441
Rear shoulder width	1 390
Front headroom	886
Rear headroom	866
Trunk entry maximum width	1 080
Interior width between wheel arches	1 111
Maximum load length with rear bench folded	1582

New Mégane Estate

Dimensions (mm)



TRUNK VOLUME

Trunk volume (dm ³ / liters)	521 / 563
Maximum trunk volume with rear bench folded down (dm ³)	1 504

DIMENSIONS (mm)

Overhall length	4 626
Wheelbase	2 712
Front overhang	919
Rear overhang	995
Overall width with folded mirrors / unfolded mirrors	1 814 / 2 058
Front track ground, 17" wheels	1 597
Rear track ground, 17" wheels	1 598
Overall height	1 449
Open tailgate height	2 038
Trunk sill height	597
Ground clearance	143
Knee radius in 2nd row	216
Front elbow room	1 492
Rear elbow room	1 412
Front shoulder width	1 441
Rear shoulder width	1 377
Front headroom	886
Rear headroom	871
Trunk entry maximum width	1 036
Interior width between wheel arches	1 109
Maximum load length with rear bench folded	1 754

Version	ESSENCE				DIESEL	
	TCe 115 FAP	TCe 140 FAP	TCe 140 EDC FAP	TCe 160 EDC FAP	Blue dCi 115	Blue dCi 115 EDC
ENGINE						
Fuel type	Unleaded or E10 petrol				B7 Diesel	
Emissions standards	Euro6				Euro6	
Approval protocol	WLTP				WLTP	
After-treatment pollution clean-up system	3-way catalyst + GPF				SCR + GPF	
Engine type	4 cylinders, 16 valves				4 cylinders, 8 valves	
Engine capacity (cc)	1333				1461	
Bore x stroke (mm)	72,2 x 81,3				76 x 80,5	
Injection type	Direct + turbo				Common rail turbo direct injection	
Maximum power kW (PS) at rpm	85 (100) à 4500	103 (140) à 5000		117 (159) à 5500	85 (115) à 3750	85 (115) à 3750
Maximum torque (Nm) at rpm	220 à 1500	240 à 1600		270 à 1800	260 à 2000	260 à 2000
Stop & Start with Engine Smart Management	Yes				Yes	
Overhaul / Oil change interval	1 year / 30 000 km				1 year / 30 000 km	
Distribution	Chain				Belt	
GEAR BOX						
Type	Manual - 6 speeds	Manual - 6 speeds		EDC - 7 speeds	Manual - 6 speeds	EDC - 7 speeds
TYRES						
Standard tire size	16/17/18 inch				16/17/18 inch	
Inflation kit / spare wheel	Yes / Option (17 inch)				Yes / Option (17 inch)	
BRAKES						
Diameter / thickness of vented front discs (mm)	280 / 24			296 / 26	280 / 24	
Diameter / thickness of solid rear discs (mm)	260 / 6				260 / 6	
PERFORMANCE						
Top speed (kph) hatch/estate	190 / 192		205		190 / 193	192 / 193
0 - 100 km/h (s) hatch/estate	10,6 / 11	9,4 / 9,7	9 / 9,3	8,3 / 8,6	11,1 / 11,4	10,8 / 11,1
1 000 m standing start (s) hatch/estate	32,3 / 32,8	30,4 / 30,8	30,7 / 31,3	29,2 / 29,6	32,7 / 33,1	33,3 / 33,9
Reprise 80-120 km/h en 4 ^e /5 ^e (s) hatch/estate	9 / 11,5 // 9,3 / 11,9	7,7 / 10,2 // 8,1 / 10,6	8,2 / na // 8,5 / na	7 / na // 7,3 / na	8 / 10,6 // 8,1 / 10,3	8 / na // 8,3 / na
FUEL ECONOMY AND EMISSIONS WLTP						
CO ₂ (g/km) hatch/estate	133 / 133	134 / 139	137 / 137	139 / 139	117 / 117	120 / 120
Combined cycle (l/100km) hatch/estate	5,9 / 5,9	5,9 / 6,2	6,0 / 6,0	6,1 / 6,1	4,5 / 4,5	4,6 / 4,8
Tank capacity fuel / urea (L)	47 / na				45 / 16	
STEERING						
Type	Electric power steering				Electric power steering	
Turning circle, curb to curb (m) hatch/estate	11,2 / 11,3				11,2 / 11,3	
Steering wheel turns, lock to lock	2,9				2,9	
Front axle	Pseudo McPherson				Pseudo McPherson	
Rear axle	Semi-rigid axle				Semi-rigid axle	
WEIGHT						
Kerb weight (kg) hatch/estate	1231 / 1279	1229 / 1278	1255 / 1303	1285 / 1350	1316 / 1364	1342 / 1390
Gross vehicle weight (kg) hatch/estate	1799 / 1859	1797 / 1857	1823 / 1882	1826 / 1886	1883 / 1944	1910 / 1970
Gross train weight (kg) hatch/estate	3349 / 3559	3347 / 3570	3473 / 3582	3476 / 3586	3533 / 3644	3560 / 3670
Max. braked trailer weight (kg) hatch/estate	1650 / 1700				1650 / 1700	
Max. unbraked trailer weight (kg) hatch/estate	650 / 675			665 / 685	680 / 710	695 / 715