

New Renault ARKANA spacious, sporty, hybrid



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Introduction



By launching its sporty-looking Arkana SUV in Europe, Renault is reinventing the conventional codes of the market. It becomes the first general-purpose manufacturer to offer a SUV coupé in Europe, a segment that until now has been the preserve of premium brands. This new offering, which complements the other models in the compact range (Mégane, Kadjar and Scénic), is in line with a very fast-growing global SUV market – particularly in the C segment.

With the New Arkana, Renault brings a new generation SUV with a highly advanced hybrid technology, both in its form and function – a reassuring, elevated driving position, spaciousness, without giving up any boot capacity and a distinctive, innovative style. It guarantees a more thrilling and responsive driving experience, especially with the R.S. Line trim design. It also makes no compromises on safety with a maximum score of 5 stars in Euro NCAP crash tests. At the same time, it can carry several types of engines with the latest full-hybrid technology– E-TECH Hybrid 145 hp – and its 1.3 TCe micro-hybrid 12V motors, not to mention the 140 hp and 160 hp versions (as of October 2021).

The New Renault Arkana is designed to meet the very diverse expectations of international markets. It illustrates the Groupe Renault's global approach and its capacity to conquer new markets. This is a worldwide vehicle, with technical features tailored to each market. In Europe, the New Arkana is based on the Alliance's CMF-B modular platform which was also featured on the latest generations of Clio and Captur.

Like the Renault Samsung Motors XM3, the New Renault Arkana will also be made at the Busan plant (South Korea). The Group is set to start taking orders in March 2021 for a release, depending on the markets, by the end of March for the TCe versions and as of June for the E-TECH Hybrid version.

"Arkana is another example of how modernity and innovation are rooted in Renault's DNA. It is a hybrid on every level, and perfectly blends the codes of the SUV with a positively sporty allure, combining responsiveness with versatility. It brings a fresh impetus to the mainstream compact SUV segment which is core to the European market. Arkana's hybrid technology engines are clearly forward-looking and offer a unique driving experience, with the innovative E-TECH Hybrid system at the top of the range, guaranteeing driving pleasure in combination with reduced CO₂ emissions and improved fuel efficiency."

François Laurent, Arkana Programme Director

Exterior Design

A unique design, striking and sporty

The New Renault Arkana brings an all-new addition to the Renault line: a sporty SUV. The exterior combines elegance and sturdiness with even more character at the R.S. Line trim level.



Hybrid through and through

The New Arkana boasts an exclusive hybrid look. With pronounced ground clearance (200 mm), an elevated and muscular beltline and wide shoulders, the Arkana fits perfectly in the world of SUVs. The front and rear skid plates and the wheel arch protections enhance the SUV look, while the plunging roofline and window line both create an agile and slender curved design that extends to the rear window and enhances the car's dynamic look, thereby capturing the features of 'SUV-coupé' models.

Front end: elegance and durability

The front grille, with a bigger Renault logo sitting proudly at the centre, is flanked by chrome brightwork and trim elements that give the New Arkana a touch of elegance and sophistication. Below, the very expressive front bumper enhances the dynamic design while the skid plate gives the car a more robust look.

Lighting signature

The all-LED headlights feature the C-shaped lighting signature specific to Renault models and which exemplify the stylish and dynamic design of the New Arkana. The back of the car also displays the C-shaped lighting signature with a strip extending over the whole width of the tailgate, emphasising the taut yet stylish lines and distinctive look of the New Arkana.

Profile

The New Arkana's profile is one of its most striking features. The dynamic lines of the SUV are instantly recognisable, combining style with sturdiness and sportiness. Planted on large 690-mm diameter wheels, the car measures 4,568 mm in length, 1,571 mm in height and has a 2,720-mm wheelbase. The car's overall size gives it a more flowing profile. The chrome aspects, such as the trim accentuating the windows, the side door protections, and the front fender trim, serve to underline the car's stature.

Colours and wheels

The New Arkana is being launched in seven body colours: Opaque White, Pearl White, Metal Black, Metallic Grey, Zanzibar Blue, Fire Red and Valencia Orange (exclusive to the R.S. Line version). An optional black roof further enhancing the dynamic aspect of the car, and three types of 17- and 18-inch wheels are available.

R.S. Line version

R.S. Line finish: for an even sportier touch

The New Renault Arkana is now available in its Renault Sport (R.S.) Line version that meets the expectations of customers looking for a vehicle that clearly stands out with a dynamic design.



The New Arkana is the fourth model in the Renault range (after the Clio, Captur and New Mégane) to offer the new R.S. Line design trim which combines elegance with sportiness. It draws its inspiration from Renault Sport's DNA and the iconic New Mégane R.S. model. The car's even bolder design is further enhanced by the Orange Valencia colour unique to this version and the intense backdrop created by black-painted and dark metal parts that embellish the bodywork, including the Formula 1-inspired aerodynamic blade. The bumper features red inserts and Silverstone wheels are unique features of the range. An R.S. Line badge has been added to the wings trim while the rear sports a chromed dual exhaust outlet and a darker skid plate, like the F1 bumper and skid plate before.

An optional Colour pack will further enhance the look of the New Arkana R.S. Line: its front and rear bumpers and the lower protective door strip will be painted in the colour of the bodywork, with a black roof and glossy black spoiler.



The passenger compartment of the R.S. Line version features a special interior, with a carbon-finish dashboard and door lining, a red trim running along the top of the dashboard and a black roof. Stylish and sporty red topstitching embellishes the perforated leather steering wheel as well as the mixed leather/suede-like finish upholstery and door panels, while a red strip accentuates the colour of the seat belts. Completing the package are an aluminium pedal unit, an e-shifter gear lever (with the E-TECH Hybrid engine) and R.S. Line badges.

The R.S. Line trim is available with the New Arkana's E-TECH Hybrid engine as well as with the micro-hybrid engines TCe 140 and TCe 160 (fourth quarter 2021).

INTERIOR DESIGN

A high-tech cockpit without compromising on roominess

The New Arkana aims to accommodate all its passengers the best possible way with a high-tech interior and cockpit that improve quality and comfort, without compromising on roominess, for a sporty design.



Digital dashboard

The New Arkana has a digital dashboard, featuring a 4.2-, 7- or 10.2-inch coloured screen (depending on the versions), offering a personalised, intuitive driving experience. Complemented by the 7- or 9.3-inch centre screen, it has one of the largest display surfaces of its category.

Centre console

The centre console offers a large amount of storage space and features a smartphone wireless charging system and side storage, including a storage net on the passenger side. It also features an electric automatic parking brake available from the first trim level, with Auto hold function on high-end trims. The latter also features a large vertical 9.3-inch touch screen for a more cutting-edge passenger compartment (with a horizontal 7-inch screen at other trim levels).

Gear lever

The E-TECH Hybrid version of the New Arkana R.S. Line can come with the e-shifter gearbox (no mechanical transmission cable) like the one found on the New Espace and Captur high-end versions.

Instrument panel

The stylish architecture of the instrument panel matches the New Arkana's exterior and boasts resolutely modern ergonomic features. The upper part is covered with a soft feel foam lining, and each trim level boasts its own exclusive lining strip.

Lining

From the first trim level upwards, door handles and air vents are embellished with chrome while the gear lever is made of leather. At the second trim level, the steering wheel comes in leather while chrome inserts are added to the dashboard and cup holder, and the upper part of the doors are covered with a foam lining.

Storage and connectivity

In addition to wireless charging, the New Renault Arkana also features four USB plugs (two at the front, two at the rear) for connecting and recharge of electronic devices. The door pockets are each large enough to hold 1.5-litre bottles.

Comfort

Drivers can enjoy an elevated seating position for improved comfort and ergonomics. According to selected features, back-seat passengers can enjoy a (removable) wide centre armrest and adjustable air vents on the centre console rear panel. Every version comes with an air purifier as part of the automatic air-conditioning system.

Sunroof

Certain versions of the New Renault Arkana can be fitted with a sunroof for a brighter passenger compartment.

Upholstery

Various versions of upholstery embellish the interior of the New Renault Arkana. The first trim level offers fabric upholstery while the seats of the upper trim level are covered with a faux leather fabric (with leather as an option). The R.S. Line version features mixed leather/suede-like finish upholstery.

No compromise on space

The New Arkana offers unprecedented levels of roominess for a sporty model, especially at the back with 211 mm of knee room – the most in its category. The 305 mm foot space is also a benchmark in the market, as is the headroom in the back, which is 862 mm, significant for a vehicle with sporty lines.

Generous boot

The New Renault Arkana has a generous loading capacity with a 513-litre boot (480 litres for the E-TECH Hybrid version), with a repair kit. It also features a raised floor that can be placed at the bottom to increase the loading capacity or at the top to accommodate heavier luggage. In this configuration, the 2/3-1/3 passenger bench seat can be folded to obtain a flat floor.

ENGINES

A unique hybrid offer in the segment

The New Arkana boasts the E-TECH Hybrid 145 hp technology as well as the high-performance TCe 140 and 160 engines in their 12-volt micro-hybrid version for greater efficiency, responsiveness and driving pleasure.



E-TECH Hybrid 145, the beginnings of electric driving

Following in the tyre-tracks of Clio, Captur and New Mégane, Renault is using the same strategy for the New Arkana and integrating its innovative E-TECH hybrid technology. The full-hybrid engine can already be found in the Clio E-TECH Hybrid.

The hybrid technology is based on a revolutionary solution that has been the subject of more than 150 patents and draws on Renault's expertise in Formula 1 racing, particularly in terms of energy

recovery and regeneration. The E-TECH Hybrid engine is based on hybrid architecture called 'series-parallel'. It brings multiple advantages: it offers the maximum number of operating combinations between the internal combustion engine and the electric motor and maximises the reduction of CO₂ emissions.

The 145 hp E-TECH Hybrid engine is made up of a new-generation 4-cylinder 1.6 petrol engine from the Alliance. It is adapted to hybrid technology and is equipped with a particulate filter to limit pollutant emissions. Its power output is 69 kW (91 hp) and it is backed by two electric motors – an 'e-engine' (36 kW) and a 15 kW HSG (High-Voltage Starter Generator) type high-voltage starter.

An innovative, clutchless multi-mode dogbox transmission completes the powertrain. The revolutionary combination of the electric motors and dogbox transmission optimises and smooths gear shifts. This architecture is synonymous with improved fuel efficiency and is also the result of Renault's experiment in Formula 1 racing.

With its 1.2 kWh (230V) lithium-ion battery located in the boot, this E-TECH Hybrid engine ensures a significant reduction in fuel consumption and CO₂ emissions. It is thereby possible to obtain up to 80% of urban driving time in 100% electric mode, for a 40% reduction in fuel consumption in the city, compared to a traditional combustion engine. The New Arkana E-TECH Hybrid boasts a combined fuel consumption of 4.8 l/100 km and CO₂ emissions of 108 g/km (WLTP values).

As with an electric vehicle, the battery regenerates during deceleration and braking. It can also be recharged via the internal combustion engine by using the extra thermal power not used to drive the car when the engine is running at its optimum speed. To that effect, this technology delivers quiet and comfortable operation while limiting energy losses.

In all-electric mode, the New Arkana E-TECH Hybrid can travel at speeds of up to 75 kph.

This 145 hp E-TECH Hybrid engine is available for all versions of the New Arkana, including the R.S. Line finish. This mixed offer allows the driver to benefit from a dynamic, racy style while enjoying technology that ensures maximum efficiency and versatility.

Micro-hybridisation with the TCe 140 and TCe 160: economy, flexibility, and convenience

The New Arkana is also available on all finishes in a micro-hybrid version based on the 4-cylinder turbocharged direct-injection 1.3 TCe petrol engine. Micro-hybridisation is achieved by adding a starter-alternator system coupled to a 12V lithium-ion battery placed under the passenger seat.

Economical and high-performance, this micro-hybrid petrol engine ensures real driving pleasure while meeting the highest requirements in terms of reliability and durability. Combined with a 7-speed EDC double-clutch automatic transmission, it is available in two versions: 140 hp (at launch) and 160 hp (as of the fourth quarter of 2021).

The 12V micro-hybridisation technology in the New Arkana improves Stop & Start and ensures energy regeneration during deceleration phases. It also enables the internal combustion engine to shut down during braking phases. The starter-alternator and the battery also assist the engine in its most energy-consuming phases, during starting or acceleration. Micro-hybridisation reduces fuel

consumption by up to 8% and CO₂ emissions by up to 8.5%, while ensuring smoother restarts and greater driving comfort.

This micro-hybrid 1.3 TCe petrol engine is also equipped with a particulate filter that removes particles from the exhaust gases by capturing them in a microporous, honeycombed structure that regenerates itself automatically at regular intervals.

In the TCe 140 micro-hybrid version, the New Arkana has a torque of 260 Nm from 1,750 to 3,500 rpm. This represents +10 hp and +20 Nm compared to the old 1.3 TCe 130 engine. The New Arkana thus brilliantly combines economy, flexibility and driving pleasure, with combined fuel consumption of 5.7 l/100 km and CO₂ emissions of 130 g/km (WLTP values).

For anyone looking for more dynamism, the New Arkana will also come with the micro-hybrid 1.3 TCe engine in a 160 hp version. It will offer pleasing responsiveness and driving pleasure, while keeping fuel consumption and emissions under control. This version will go on sale in the fourth quarter of this year.

AT THE WHEEL OF THE NEW ARKANA

An enriched driving experience

The New Arkana is based on the CMF-B modular platform developed by the Alliance. This base, which is recognized for its efficiency and driving pleasure, enables the New Arkana to offer the driver effective handling, all in a very comfortable environment.



The New Arkana uses the CMF-B platform, which makes it extremely versatile. It's just as comfortable in the city, where a smooth ride should prevail, thanks in particular to its E-TECH Hybrid 145 engine, as it is on all types of roads where a certain amount of dynamism is required to make driving a pleasure.

The New Arkana's reassuring handling is supported by a rear axle guidance system that offers great stability when taking curves at high speeds. Lateral movement is limited, even on the most severe roads, and comfort is improved thanks to an optimised shock absorber tune up. The efficiency of the

chassis is enhanced by a precise and direct steering. The vehicle's agility is also remarkable thanks to the reduction of the steering gear ratio to nearly zero, as well as the reduction of the turning circle diameter of 11.2 meters between curbs.

Smoothness, dynamism, and efficiency

In its 145 hp E-TECH Hybrid version, New Arkana offers an unprecedented driving experience, based on system intelligence and energy management laws optimized for all situations.

The driver enjoys a very smooth ride, as starting is done whatever the conditions in 100% electric mode. The absence of a clutch on the gearbox means that the combustion engine is not required. The advantage is twofold: the torque is available immediately, which ensures very responsive starting and CO₂ emissions are reduced.

On the road, the choice of combinations on the drive train takes the driver's expressed wishes (power demand) into account and the ongoing calculation of optimum efficiency. This helps improve on performance and consumption.

The driver doesn't have to worry about any parameters, E-TECH Hybrid technology does it all automatically and imperceptibly. It adapts to all types of roads and uses, for maximum versatility. It is suitable for those who are looking for greater efficiency thanks to electric driving as well as those who are looking for low fuel consumption without having to change their lifestyle.

The MULTI-SENSE settings allow the driver to choose a particular driving mode between My Sense for everyday use, Eco for even lower fuel consumption and Sport to combine the power of all engines.

Realtime indication of the behaviour adopted is enhanced on the dashboard and in the multimedia system, by the animation of the flow diagram indicating the direction of traffic and the nature of the energy that provides traction (electric, mechanical, combined). The "power meter" on the dashboard shows the amount of power required for acceleration, as well as the regenerative phases (letting off the accelerator, braking). Finally, the battery charge gauge on the right side of the dashboard indicates the amount of electrical energy available in real time, as well as the associated consumption dynamics as a function of power demand and/or road profile.

DRIVING AND SAFETY

A complete set of driving-assistance systems for greater comfort and safety

The New Arkana features state-of-the-art driver-assistance systems for safer, stress-free driving, including Highway & Traffic Jam Companion. These Advanced Driver Assistance Systems come in three versions – Driving, Parking and Safety – and between them form the Renault EASY DRIVE label.



Driving

Highway & Traffic Jam Companion

Highway & Traffic Jam Companion combines adaptive cruise control (with Stop & Go) and lane centring assistance, which even works on curved roads up to a certain level. It controls car speed from 0 to 160 kph (99.4 mph) and maintains safe distances between vehicles while providing lane centring assistance. It is particularly useful in heavy traffic conditions and automatically stops and restarts the car after three seconds without any action by the driver.

Highway & Traffic Jam Companion offers level-two autonomy, significantly improving the comfort of drivers while keeping their hands on the wheel and eyes on the road.

Adaptive cruise control (with Stop & Go)

Cruise control comes as an adaptive standard or optional feature depending on the versions. It is available between 0 and 170 kph (106 mph) and automatically maintains a minimum safety distance with the vehicle in front. If the car is stuck in a traffic jam and needs to stop, the system safely stops the engine and restarts it after three seconds if traffic starts moving again. After three seconds, drivers are required to either press a button on the steering wheel or use the accelerator pedal.

Automatic switch between main- and dipped-beam headlights

Using the front camera, the system automatically switches from main- to dipped-beam headlights, based on the brightness of the light outside and the traffic to make night-time driving easier, even when there is little light outside.

Safety

Active emergency braking system

The active emergency braking system detects cyclists and pedestrians and optimises safety by warning drivers of any dangerous situations. It can also activate braking if the driver fails to react. It is always activated at day and night.

Blind spot warning

This device featuring a new radar sensor technology accurately detects any vehicle, to the side or behind, out of the driver's sight, in all weather conditions. Drivers are warned of a possible collision when changing lanes and if they are being overtaken by a speeding vehicle.

Traffic sign recognition with excess speed warning

This system uses the front camera to automatically inform drivers of existing speed limits and offers to adjust their speed.

Lane departure warning and lane guard system

This dual system is activated when driving from 70 kph (43 mph). It warns drivers before adjusting the course of the vehicle if it is about to unintentionally move out of the lane without indicating.

Parking

360-degree camera (not yet available)

An additional four cameras can be added to the reverse camera, offering a view from above the vehicle that provides a single image of all the obstacles around it. The 360-degree camera is simple to use and automatically activated when the car is reversing. The system displays two images: the front or rear view based on the selected speed and the choice between a 360-degree view or a zoom of the passenger-side camera.

Rear Cross Traffic

This driver-assistance system uses radar sensors to inform drivers of any vehicles arriving from behind when reversing out of a parking space.

Front, rear and side parking sensors

Drivers are guided by 12 ultrasound sensors during parking manoeuvres, warning them of any obstacles or objects.

Easy Park Assist

Easy Park Assist (for parallel, oblique, or vertical parking) makes manoeuvring easier when entering or exiting a parking space. The sensors control steering while drivers control the pedals and transmission.

Connectivity

A connected and customised driving experience

Connectivity at all times, additional services, system and mapping always up-to-date, customised settings... the New Arkana's onboard technologies provide an immersive driving experience.



Renault EASY LINK: an ergonomic multimedia system at the heart of a connected ecosystem

Thanks to the Renault EASY CONNECT ecosystem, the New Arkana is part of a connected universe of services accessible via the MY Renault app and the new Renault EASY LINK multimedia system. It features continuous 4G connectivity and additional services offered by partners such as Google (address finder) and TomTom (real-time traffic information and danger zones). From remote vehicle control to real-time traffic information, including door-to-door navigation with the destination information sent to the car, vehicle location and (coming soon) remote door control, all systems aim to offer a unique connected experience, both inside the vehicle and outside, via smartphone. The Renault EASY LINK multimedia system and onboard mapping also offer automatic and regular updates thanks to 'Over the Air' technology.

The Renault EASY LINK multimedia system is available in three configurations, all compatible with Android Auto and Apple CarPlay:

- with 7-inch screen;
- with 7-inch screen and in-vehicle sat nav;
- with 9.3-inch screen and in-vehicle sat nav.

The Renault EASY LINK multimedia system draws on the codes and uses of smartphones to create a practical, ergonomically designed interface. Users can create profiles and customise certain screens using widgets, enabling everyone to access their favourite features directly.

MULTI-SENSE: the personalised New Renault Arkana experience

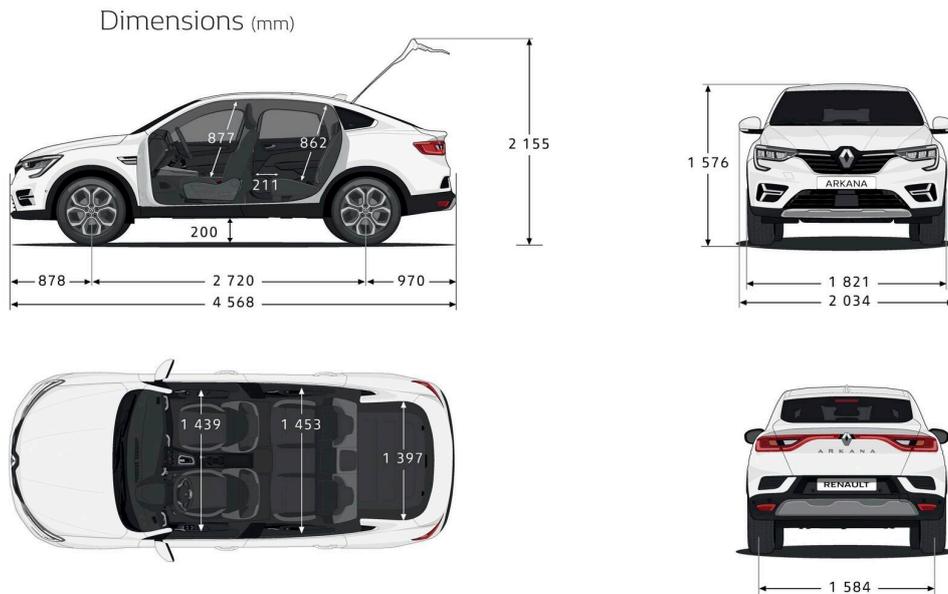
Renault MULTI-SENSE technology gives drivers the opportunity to personalise their driving experience depending on their mood. Interacting with engine mapping, power-assisted steering, ambient lighting, and the digital screen configuration (replacing the dials), MULTI-SENSE settings offer several vehicles in one, including three available modes:

- Eco, to reduce fuel consumption and CO₂ emissions.
- Sport, for better reactivity on acceleration and sporty steering feeling.
- MySense (default mode), for an optimum personalised experience.

MULTI-SENSE settings can be easily accessed from the new Renault EASY LINK multimedia system's interface or a special keypad on the centre screen. A single touch will open the MULTISENSE window and allow drivers to change their preferences, including eight ambient lighting options.

Depending on the selected mode, drivers can display a customisable widget on the dashboard screen, such as the consumption in Eco mode or power and torque potentiometers in Sport mode.

DIMENSIONS AND TECHNICAL DATA



TRUNK VOLUME (L)	
Trunk volume	513 (E-TECH Hybrid: 480)
Maximum trunk volume with rear bench folded down	1 269 (E-TECH Hybrid: 1 263)

DIMENSIONS (mm)	
Overall length	4568
Wheelbase	2 720
Front overhang	878
Rear overhang	970
Overall width with folded mirrors / unfolded mirrors	1 820 / 2 034
Front track ground	1 562
Rear track ground	1 584
Overall height	1 576

Open tailgate height	2 155
Trunk sill height	767
Ground clearance	200
Knee radius in 2nd row	211
Front elbow room	1 439
Rear elbow room	1 453
Front shoulder width	1 406
Rear shoulder width	1 397
Front headroom	877
Rear headroom	862
Trunk entry maximum width	1 077
Interior width between wheel arches	991
Maximum load length with rear bench folded	1 872

TECHNICAL DATA	NEW ARKANA	
	Petrol	
Version	TCe 140 EDC FAP	E-TECH Hybrid 145
ENGINES		
Fuel type	Unleaded petrol – E10	Petrol + Self recharging electric
Emissions standard	Euro6 D Full	
Approval protocol	WLTP	
After-treatment pollution clean-up system	3-way catalyst + GPF	
Engine type	4 cylinders, 16 valves	4 cylinders, 16 valves + E-MOTOR + HSG
Engine capacity	1 333	1 598
Broke x stroke (mm)	72,2 x 81,4	78 x 83,6
Injection type	Direct + turbo	Multipoint indirect
Combine power kW (PS)	“ - ”N/A	105 (143)
Maximum power kW (PS) at rpm	103 (140) btw 4 500 and 6 000	ICE = 69 (94) E-MOTOR = 36 HSG = 15
Maximum torque (Nm) at rpm	260 btw 1 750 and 3 500	ICE = 148 at 3 600 E-MOTOR = 205 HSG = 50
Stop & Start and Energy recovery	Yes / yes	yes / yes
Overhaul / Oil change interval	1 year or 30 000 km / 2 years or 30 000 km	1 year or 30 000 km / 2 years or 30 000 km
Distribution	Chain	
GEARBOX		
Type	EDC – 7 gears	E-TECH multi-mode automatic transmission with 15 combinations
BATTERY		
Type	Lithium-ion	
Voltage (V)	12	230
Capacity (kWh)	0,13	12
TYRES AND BOOT		
Standard tire size	215/ 60 R17 215/55 R18	
Inflation kit / spare wheel	Yes / Option	
Boot volume (VDA dm ³ / scanned litres)	513	480
BRAKES		
Diameter / thikness of vented front discs (mm)	280 / 24	296 / 26
Diameter / thickness of solid rear discs (mm)	260 / 8	
PERFORMANCE		
Top speed (km/h)	205	172

0 - 100 km/h	9,8	10,8
1 000 m standing start (s)	31,5	32,6
Resumption 80-120 km/h	7,6	8,5
FUEL ECONOMY AND EMISSIONS (WLTP)		
CO ₂ (g/km)	130	108
Combined cycle (l/100km)	5,7	4,8
Fuel tank capacity (L)	50	50
STEERING		
Type	Electric power steering	
Turning circle, curb to curb (m)	11,2	
Steering wheel turns, lock to lock	2,6	
Front axle	Pseudo McPherson	
Rear axle	semi-rigid essieu	
WEIGHT		
Kerb weight (kg)	1 336	1 435
Gross vehicle weight (kg)	1 876	1 961
Gross train weight (kg)	2 776	2 721
Max. braked trailer weight (kg)	900	760
Max. unbraked trailer weight (kg)	705	750