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## THE ALL-NEW RENAULT AUSTRAL: THE 'NOUVELLE VAGUE' TECH SUV TEST DRIVE





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## INTRODUCTION



Renault brings an ambitious model to its SUV range: the All-New Renault Austral. It will serve to bolster efforts to win back the C segment that forms the core of the global automotive market. The All-New Austral is part of the 'cars for living' tradition and marks the next milestone in the C-segment offensive started by the Arkana and the Megane E-TECH Electric, with a resolutely modern approach. The 'Nouvelle Vague' that aims to turn the brand into an industry benchmark for technology, clean energy, and services.

The All-New Renault Austral falls perfectly within the 'Renaulution' plan. Its name evokes images of the wide-open spaces of the South, a promise of endless possibilities, a hallmark of the brand's DNA. A warm, welcoming, and modern brand where customers are given an enhanced experience of life.

As such, the exterior design of the All-New Austral is not only true to the codes of the SUV category, but also athletic and even technological. The range is based on three trims: Equilibre, Techno and Iconic. For the first time ever on a Renault vehicle, it also comes in an exclusive Esprit Alpine version for a sportier look, with two higher-end trims.

The sleek, high-tech interior on the All-New Austral boasts the level of comfort worthy of the family models that have marked Renault's history. The crowning jewel of the generous and welcoming interior, the OpenR screen displays both the instrument panel and the navigation and multimedia systems while incorporating the best Google services

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and applications. The two large 12-inch screens plus the 9.3-inch head-up display make for a total screen space of nearly 1,000 cm<sup>2</sup> for an intuitive, immersive, and connected driving experience.

The All-New Austral is the pinnacle of modernity with 32 driving aids (ADAS), MULTI-SENSE settings, and Renault's third-generation four-wheel steering system, 4CONTROL Advanced. Each useful, proactive, and intelligent technological feature is there to improve passenger comfort, pleasure, and safety.

The first Renault vehicle to be designed on the 3<sup>rd</sup> generation CMF-CD platform that was co-developed within the Alliance, the All-New Austral features the latest more powerful and more efficient version of the 'Full Hybrid' E-TECH system, and two petrol 48V or 12V 'Mild Hybrid' engines. A range with a selection of electrified motors so private owners and fleets have something to cover their specific use.

Made in the ultra-modern Palencia factory in Spain, the All-New Austral is put through rigorous checks during every



stage of production. From choosing materials to checking each functionality, from assembly to painting, nothing is left to chance. As quality and durability are the guiding principles of the design brief, nearly a thousand criteria are assessed throughout the design phase by both in house experts and an external panel of consumers.

In France, orders for the All-New Renault Austral began in September 2022 with deliveries starting in December 2022.

// Featuring one of the best infotainment systems on the market and the world's most efficient hybrid powertrain, the All-New Austral is renewing Renault's range in the C segment with a product that befits its ambitions and targets the core of the European market.



**Luca de Meo**, CEO of Renault



## ATHLETIC AND CLASSY DESIGN

The All-New Renault Austral combines the hallmarks of an SUV with Renault's new design language. Its elegant, sporty design is full of character. Inside, the high-tech cockpit with its distinctive materials and sleek finishes boasts generous spaciousness like that of a family vehicle. For the first time ever on a Renault vehicle, it also comes in an exclusive Esprit Alpine version for a sportier look, with dynamic and captivating design features.





Exterior design: a sculpted SUV

**Protruding muscles, strong lines, sculpted forms, proud front-end, structured technical features, hints of sophistication: the All-New Austral is the next stage of a brand reborn.**



### **Strength, character, and all the hallmarks of an SUV**

New platform, new style. The first Renault vehicle to use the Alliance's latest CMF-CD platform, the All-New Austral displays a clearly modern style. Its large wheels (up to 20 inches and 720 mm in diameter) underpin the muscular silhouette of the bonnet line that sits close to the wheel arches. A technical feat that imbues the vehicle with additional strength and character.

The All-New Austral also features the traditional hallmarks of an SUV: front and rear skid plates, contrasting side and sill guards, high clearance (180 mm), and high beltline for occupant protection.



## Modern and structured shapes and forms

The exterior of the All-New Austral is based on Renault's new design philosophy. Its generous shapes merge with the taut lines and precise, structural details. The sculpted bonnet gives it an athletic character that reflects the muscular lines of the silhouette. Its rounded shoulders echo the prominent flanks and clear-cut lines of the wings that sweep around the lamps.

The combination of generous curves and taut lines is enhanced by technical features such as the laser-cut rear LED lights with micro-optics technology and all the way through to the diamond patterns integrated into the front optics. As a whole, it imbues a heightened sense of perceived quality that is further enhanced by the readily visible mastery of geometric shapes included in the design.

## Strong front end

The front end on the All-New Austral combines energy and sophistication. A horizontal chrome trim extending through into the headlights crosses across the top of the wide, chequered grille in Ice Black. A design element that makes the front feel much wider while also giving it an added sense of elegance and sophistication. In the centre, Renault's new 'Nouvel'R' logo in brushed chrome satin attests to the All-New Austral's modern personality. On models with high clearance, the front end's distinctive design is enhanced by a lower rim featuring an expressive looking sport blade in the same colour as the body and aerodynamic scoops in Diamond Black. In general, the quality of the assembly is immediately perceptible. This has been made possible by reinforced automated and manual quality control procedures throughout production (see page 45).





// The All-New Renault Austral brings together bold stylistic features for a dynamic and elegant design. Engineered volumes, precisely drawn lines, and sophisticated details imbue the design with an overall sense of readily visible quality. Gaps in the body are extra slim and all flush lines have been drawn in a way to give off an immediate feeling of quality. //

**Gilles Vidal**, Renault Director of Design

#### **Dynamic profile and rear end**

The protruding lines that run along the top of the wheel arches give a new shape to the vehicle. In standing out from the smooth, generous, flowing surface, they bring energy and precision to the car's profile.

A forward-facing fold in the lower flanks further enhances the model's dynamic silhouette. All of these structural elements are underpinned by the low-running guards and wheel casings in Diamond Black that echo the colour used on the shark-fin antenna and side mirrors.

Polished stainless-steel piping runs along the top of the side windows to highlight the plunging roof line and dynamic curve of the glass as it extends down to the rear door.

In the rear, the vehicle's name is proudly displayed in elegantly sculpted and equally dynamic chrome lettering. The E-TECH Full Hybrid versions feature a distinctive golden 'E', and the Esprit Alpine version a blue 'E'.





## Brand-new proportions and sleek aerodynamics

For the All-New Austral, Renault architects and designers have harnessed the fundamental proportions that make SUVs so desirable, such as the overhang (925 mm in the front and 917 mm in the rear) and wheel dimensions (up to 20 inches and 720 mm in diameter), for added muscle and sophistication.

Measuring 1.62 meters high by 1.83 meters wide and 4.51 meters long with a wheelbase of 2.67 meters, its measurements give an immediate feeling of spaciousness, robustness, and sportiness.

The quest to improve aerodynamics through efficient design has also had a major impact on the final style. The central and side air inlets located on the front bumper, the drop of the roof line extended by a curved rear spoiler lip, and the linear highlights integrated into the sculptural flanks not only serve to improve aerodynamic efficiency but are also visual markers of the car's aerodynamic performance.

## Signature lighting

The 100% LED front and rear lights on the All-New Austral is finely cut in a markedly modern design.

The front features Renault's signature C-Shape lights. Here in its updated form, the signature lights give the vehicle a technological look that adds character and prestige. The compact lamps incorporate up to 7 high-tech beam modules that can adapt the way light is distributed according to traffic conditions. Multifunctional lighting is available in three versions: Pure LED Vision, Adaptive LED Vision, and Matrix LED Vision with dynamic turn signals (see details on page 43).



The rear lights, which also feature the C-Shape signature, connect through to the Renault logo crossing from one side of the boot to the other, further underpinning the vehicle's prestigious stature. Characteristic of the micro-optical technology first seen on the Megane E-TECH Electric, the moiré effect and sense of depth seen on high versions are made possible thanks to a multitude of laser-cut engravings. Forming two clear-cut bands, they create a vivid 3D

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hologram effect that brings the rear of the car alive by day and by night. Stylish, dynamic indicators round out the set with a final touch.

### **Animated welcome sequence**

The All-New Austral automatically detects the key card whenever the person holding it approaches the car. The vehicle then starts its light sequence. Using Matrix LED Vision lights, the sequence starts with the inside headlights then progresses out to the day lamps before reaching the indicators. At the back, the light strip and rear lights light up while the rear indicators turn on with a dynamic pulse.

### **Distinctive colours and rims**



The All-New Austral comes in seven elegant body colours: Glacier White, Pearl White, Flame Red, Iron Blue, Diamond Black and Shale Grey. The Esprit Alpine version also features the new and exclusive Satin Shale Grey that helps accentuate its athletic look. This latest generation of matte-finish body colours is robust and easy to maintain. This is the first time Renault is featuring the range on a mass-market model.

For more personality and a sleeker silhouette, production models of the high versions feature a bi-tone finish (also available as an optional extra with the Techno trim), whereby the same Diamond Black is used for the roof, shark-fin antenna, mirror casings, air inlets on the front bumper, and sill panel.

The vehicle sits proudly atop its imposing wheels bearing distinguished alloy 17-inch to 20-inch rims, most of which are diamond-cut. All of them display the new Renault logo in brushed aluminium in their centre.



## Interior design: a cocoon of technology

**The All-New Renault Austral features a brand-new interior design. The high-tech cockpit and welcoming passenger compartment fully embody notions of quality, practicality, and spaciousness. The whole family are sure to feel welcome and comfortable in a high-tech environment.**



### **Welcome aboard**

When drivers climb into the All-New Austral, they are taking seat in an iconic, technological, and intuitive cockpit. The large OpenR screen turns on with a welcome display. Ambient lighting highlights the driver's instrument panel while the interior speakers play Renault's signature welcoming sound. An immediate technological and sensorial experience.

### **OpenR screen: where immersive technology begins!**

First seen on the Megane E-TECH Electric, the OpenR screen is one of the largest screens in the automotive market. The crowning jewel of interior on the All-New Austral, the upside-down 'L-shape' screen displays both a digital instrument panel and the multimedia interface of the centre console. These two elements have been merged into a



single large slab, a hallmark of the immersive experience of life on board vehicles belonging to the Renault 'Nouvelle Vague'. Everything is within reach for an optimised, intuitive, and connected experience (see page 48). The 'Wow' effect is guaranteed!



The finish on the OpenR screen has been made to the same standards as high-end tablets and smartphones. The screen is covered in Gorilla-Glass aluminosilicate glass – tempered glass that is ultra-resistant to scratches, everyday bumps, and repeated cleaning. It has also been given additional anti-fingerprint and anti-glare coatings to keep it as much a pleasure to touch as it is to see.

The screen's brightness (up to 900 cd/m<sup>2</sup>) adapts to the surrounding light while its reflective qualities have also been optimised, in particular thanks to the use of advanced micro-blind technology. They ensure that the screen is easily read even in direct sunlight. These techniques have meant that there is no longer any need for the instrument panel visor, thereby freeing up space and giving a very modern floating effect to the ensemble.

Designers and engineers worked together to enhance the immersive experience offered by the OpenR screen. So as to not disturb one's gaze with unsightly air vents, the slab elegantly incorporates discrete central vents. Without compromising on the quality of ventilation, they operate through an internal flow guidance system. Another minimalist feature is the screen's ultra-thin outline has been reinforced to sit flush so that all shapes, colours, and notifications run right up to the edge of the display area.

### **100% high definition**

The OpenR screen boasts one of the largest display areas: 321 cm<sup>2</sup> for the 12.3-inch instrument panel (1,920 x 720 pixels, landscape) and 453 cm<sup>2</sup> for the central 12" multimedia display (1,250 x 1,562 pixels, portrait). That makes for a



grand total of 774 cm<sup>2</sup>. With the additional high-resolution image projected on the 9.3" large and 210 cm<sup>2</sup> Head-Up Display, the All-New Austral features one of the largest display areas on the market at nearly 1,000 cm<sup>2</sup>!

On entry-level models, the multimedia display measures 9 inches (1,250 x 834 pixels, landscape). Both screens have the same technical spec: TFT LCD IPS technology, HD resolution with 167 pixels per inch, 60 Hz refresh rate, 8-bit colour for 16 million colours, 80% NTSC gamut, and glove-compatible capacitive screen.

The section of the OpenR screen devoted to the instrument panel offers the driver four display options, depending on what **you** need at any given moment: Classic (speed, rpm, etc), Navigation (maps), Zen (minimalist), and Road (visualisation of the surrounding road and traffic).



The widely customizable dashboard display also features five widgets (fuel economy, tire pressure, distance, eco-monitor, music) and eight lighting colours.

### **Integrated compact steering wheel**

The OpenR screen and steering wheel merge into a single entity through finely tuned details. The slightly square shape of the steering wheel makes it easy to get in and out of the vehicle and grants an optimal view of the instrument panel. Its compact size is a perfect match for the look of the OpenR screen cockpit.

### **Cruising console**

The interior design on the All-New Austral is a nod to the great tradition of long-haul vehicles with its unique high-positioned wide centre console known as the cruising console. Sleek and modern, it creates a subtle divide between the driver and front passenger, giving each person their own ultra-modern protective cocoon but still open enough so they can still enjoy each other's company.



The console boasts a finely crafted finish. The form-fitting padding features double stitching from the Techno trim up. The sleek design has been cleared of all buttons and switches, which are now located around the steering wheel and OpenR screen, such as the power-controlled e-shifter automatic transmission.

### Elegant handrest

The added free space on the centre console is now home to a handrest<sup>1</sup> covered in a fine-grain finish that is pleasant to touch and built upon a sturdy Satin Chrome support.



Ergonomically designed, it can slide back and forth while guaranteeing easy use of the multimedia screen and the piano-key like buttons located just below. It also features a handy vertical smartphone holder.

Inspiration for the handrest comes from the worlds of aeronautics and fine watchmaking, the aerodynamic form of the rest makes it easy to manipulate. When slid back and forth, it emits [a pleasant sound](#) like that made by the turning of a dial on a wristwatch. Such attention to detail showcases Renault's expertise when it comes to minute mechanics.

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<sup>1</sup> Available only on vehicles with automatic transmission.



### Inductive smartphone charger

A mechanism that can hold the driver's or a passenger's smartphone has been built into the handrest. Equipped with an inductive charger,<sup>2</sup> the small ledge-like space is upholstered in a soft, slip-free material with a diamond pattern made using a laser cut mould. The smart inductive charger automatically stops charging the phone once fully charge to avoid overcharging the battery. When the phone is connected via Bluetooth, its battery level is displayed on the multimedia screen for the driver to keep an eye on it at all times.

### Connectivity and storage for all

In front of the handrest, a 'pocket' storage area is complemented by two cup holders, two USB Type-C ports and a 12V socket<sup>3</sup>. Two additional USB Type-C ports are available on the back of the comfort console to allow rear seat passengers to charge their mobile devices.

The All-New Austral's cruising console also includes two useful storage compartments for all sorts of day-to-day items. There is a wing-lid compartment located under the handrest that can be opened with a simple push, and a deeper compartment hidden under the handrest.

### Living Lights



Officially known as LIVING LIGHTS,<sup>4</sup> the All-New Austral creates a unique mood lighting experience for its passengers. 100% LED, it spreads out through the compartment via light strips housed in the dashboard and doors for a heightened feeling of wellbeing for driver and passengers alike.

Based on the circadian cycle of the human body's 24-hour clock, it adapts to the exterior light and automatically changes colour every 30 minutes. The smooth transitions between colours are enhanced by dynamic and natural

flurries, giving the impression that the mood lighting is in fact alive. By day, cool shades highlight the car's interior

<sup>2</sup> Inductive charger available as an optional extra. On manual versions, the ports and outlets are located on either side of the gear stick.

<sup>3</sup> On manual versions, the ports and outlets are located on either side of the gear stick.

<sup>4</sup> Available on the production model starting with the Techno trim.



design and accentuate the technological aspects. By night, the ambiance is different as a warm halo of light shrouds the driver and passengers in a comforting glow for extra comfort.

Of course, the mood lighting can also be customised through the MULTI-SENSE settings, which can be accessed directly from a button on the steering wheel. The driver can also adjust the colour and intensity of the on-board lights depending on their mood and preferences via the OpenR screen where a slide bar helps choose between 48 different colours. Lighting of the dash, door panels, and instrument panels also change colour according to the chosen driving mode.

### Carefully selected materials for a high-end finish

A main feature of the iconic cockpit on the All-New Austral is the use of sophisticated materials that echo the exterior's design.



Depending on the trim and chosen extras, the interior of the All-New Austral incorporates real timber, leather, Alcantara, padded textiles, and other form-fitted materials that are soft to the touch and paired with lacquered highlights in Deep Glossy Black and Satin Chrome. Top-quality materials that bring a feeling of warmth and prestige to the car's interior.

The dashboard is mounted in multiple layers for a more dynamic, lightweight, and modern finish. The sculpted structure is as elegant as it is technological, much like the car's exterior. All versions feature a Satin Chrome strip that frames the interior space and reflects the LIVING LIGHTS mood lighting that naturally draws the eyes to the OpenR screen.

Starting on the Techno trim, the strip extends into the door panels with a C-shaped curve that makes the interior space appear bigger. It is mirrored by the handrest on the cruising console and the Satin Chrome highlights on the Nappa leather steering wheel, giving the interior a splash of 'tech' highlights. This feeling is enhanced by the sleek sophisticated finish on the surfaces in Deep Glossy Black that tie in with the glossy finish of the OpenR screen. This is particularly the case for the door handles, overhead console, and cruising console.

Starting on the Equilibre trim, the top section of the dashboard is also covered in a form-fitted padded cover that is soft to the touch. In front of the front passenger, the covering matches the seat upholstery and features an elegantly



placed air vent. The Iconic trim includes a real wood insert that replaces the textile cover. The beauty of the open-pore ash veneer is elevated thanks to the use of a Japanese cabinetry technique known as *'maki-e'*. The technique involves using a cloth to apply multiple layers of metallic pigment to timber to highlight the wood's natural grain. It also helps keep the natural feel of the timber's grain and contours.



### **Well-crafted upholstery**

Particular care was given to the car's upholstery. The entry-level seats are fitted with recycled grey fabric that is also featured on the door panels, dashboard insert, and cruising console.

Upholstery on the Techno trim incorporates a quilted material with a Titan Black coating that gently fades from black on the seat pad up to light grey on the headrest. The shift from black to grey lightens the interior. Silver stitching and piping enhance the overall look.

The Iconic trim features a Titan Black coated textile and washed-grey fabric. The Warm Titanium used for the piping and stitching on the quilted seats is also used on the door panels and cruising console. The trim also includes micro-perforated padded leather in Titan Black with Warm Titanium piping and stitching as an optional extra.



### **An interior with cocoon-like comfort**

On all versions, the front and rear seats have been designed for optimal comfort. The Iconic trim features a driver's seat with power adjustment (front-back, height, back-rest angle), lumbar massaging, and in-seat heating.

The same padding across the upper section on both front and rear door panels provides a premium feel in every seat.

The washed-grey fabric used for the roof lining that wraps down the front windscreen pillars features on every trim and adds a final touch to the interior's 'cocoon-like' feel. In the front and centre, the Deep Glossy Black overhead console is highlighted by touch activated reading lights and a frameless electrochromic rear-view mirror<sup>5</sup> for added elegance. Two more touch-activated reading lights are built into the rear section of the roof for the comfort of passengers in the back row.

To further confirm the choices for each trim, a series of poly-sensory evaluations were conducted with an in-house panel of test subjects that represented potential clients of the All-New Austral. Nearly a thousand criteria were assessed, be it the visual aspect, the feel, and even the sounds made by moving parts.

### **Maximum space for all**

Like the many 'cars for living' that have left their mark in Renault's history books, the All-New Austral has been designed to comfortably fit the whole family. The Alliance's new CMF-CD platform has helped maximise space and practicality.



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<sup>5</sup> Available on the production model starting with the Techno trim.



The ergonomically designed front seats are extra comfortable (150 cm of elbow-width and 137 cm of hip-width) as there is more space available around the centre console and under the dashboard. The elevated driving position and streamlined centre console make for a roomier and more comfortable drive.

The rear passengers have not been forgotten. Thanks to the new platform, the comfort level and ergonomic performance of the seat position have been improved compared to standard SUV models, with second row spaciousness among the category's best. With knee-room measuring 27.4 cm<sup>6</sup> and more than 90 cm of head height. The carefully calibrated angle of the rear bench seat also makes it possible for passengers to keep the heels flat on the floor without having to raise their knees. This enhances comfort for long journeys.

The car also boasts optimal accessibility with some of the widest front and rear side openings for the category (67.6 cm in the front and 57.7 cm in the back).

Lastly, the panoramic glass roof panel – available as an optional extra from the Techno trim up – heightens the feeling of roominess on board. The tinted roof is equipped with an electric sun shield for better temperature control in summer.



### **Plenty of convenient storage**

The All-New Austral has plenty of storage for the whole family.

In moving the shifter<sup>7</sup> and other controls to the steering wheel and Open R display, it has left a large area between the two front seats that can be used for new storage compartments. These include a 'spare-change' tray with two

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<sup>6</sup> On versions with fixed rear bench or with the sliding rear bench in standard position.

<sup>7</sup> On automatic models.



cup holders, a smartphone holder with in-built inductive charging, a 2-litre storage area hidden under the sliding handrest and a 3.6-litre closed storage compartment behind the centre console. The closed compartment is easily opened with a simple push on the wing-lid flap. For convenience, a storage compartment for sunglasses has been built into the overhead console. The glove box has a capacity of 6.4 litres and the door bins can each fit 4.3 litres in the front and 2.1 litres in the rear.

Second row passengers benefit from a large, removable centre handrest with built-in cup holders.<sup>8</sup> They also have two large 2.2 litre pockets in the backs of the seats in front of them.

In total, the All-New Austral has 35 litres or 31 litres of storage on automatic and manual models respectively.



### Sliding rear bench

Modular and versatile, certain version of the All-New Austral have a 2/3-1/3 split-folding seat in the rear. Each section can slide back and forth over 16 cm separately from each other.

The bench seats slide along rails when triggered by simply pulling a user-friendly handle located under the seat. A simple and quick manoeuvre to change up the car's interior volumes to either increase the boot capacity or give more leg room to back seat passengers.

The angle on the rear seat backrests can also adjusted (25°, 27°, and 29°) for added comfort and to better suit each passenger.

Handles on each side of the boot are used to lay the backrests down flat.

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<sup>8</sup> Available with the sliding rear bench.



## Generous boot space

Thanks to the extended wheelbase on the new CMF-CD platform and the sliding rear bench, the interior of the All-New Austral has been optimised without compromising on boot capacity.

In the Mild Hybrid or Mild Hybrid Advanced versions, with the fixed rear bench seat, the rear luggage compartment can fit 500 dm<sup>3</sup> VDA (430 dm<sup>3</sup> VDA on the E-TECH Full Hybrid).

With the sliding rear bench, boot capacity can reach up to 575 dm<sup>3</sup> VDA (555 dm<sup>3</sup> VDA on the E-TECH Full Hybrid).

And, with the rear seats folded down, the available capacity reaches 1,525 dm<sup>3</sup> VDA (1,455 dm<sup>3</sup> VDA on the E-TECH Full Hybrid)!



## Hands-free motorised tailgate

The All-New Austral is equipped with a motorised tailgate, which comes as an optional extra or as standard depending on the trim.

With the press of a button, the driver can easily open and shut the boot right from their seat in the front. Outside, the boot can be opened or shut by using the electric button located on the rear door, the hands-free key card, or by simply moving one's foot under the sensor mounted on the rear bumper. New generation motion sensors have helped improve how the system operates.

The opening motion can be stopped at any time if there is limited available height. A maximum opening height can also be programmed for the handle to always stay within reach or to avoid having the door hit the ceiling in a frequently used parking spot.

A great deal of work went into making sure the motorised rear door was of the finest quality around. Renault engineers worked on the speed at which it opens and shuts, and reduced the sound made by the mechanism to make it as silent as possible.

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## A full range of accessories

The All-New Renault Austral has a full range of accessories.

The exterior design can be customised with colour packs for the front, rear skid plate, and mirror casings. The packs come in four versions: 'carbon', 'gold', 'light grey', and 'satin metallic grey'.

Metallic running boards for the extra SUV feel are also available.

Inside, sport pedals, light door sills, and an elegant boot sill make for a complete range of accessories.

A new electric retractable tow bar makes its grand début on a Renault vehicle in this segment. By simply pressing a button located in the boot, it automatically slides out to full length without any grime or grunt. When not in use and stowed away, it disappears from sight to preserve the vehicle's exterior style.

'Quickfix' horizontal roof bars are also available and can be mounted without requiring any tools. Available in two versions, either roof-mounted or on front-to-back rails, they can be used for roof boxes, ski racks, bicycle racks, and more.

Lastly, the All-New Austral offers many accessories for greater on-board comfort, pleasure, or safety: floor mats, boot protectors and dividers, mud flaps, air deflectors, snow chains, alarm, etc.



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The All-New Renault Austral Esprit Alpine: a brand-new high-end trim

**The Esprit Alpine trim makes its début on the Renault line up. This exclusive, brand-new set of features pushes the bounds of sporting style, elegance, and technology on the All-New Austral.**



### **Exterior design: A proudly athletic style**

The emblematic design of the Esprit Alpine trim draws its unique style from the sporting DNA of Renault Group's flagship brand, Alpine.

This version, available with the Techno and Iconic trims, sees the All-New Austral with an even more assertive design underpinned by a new, specially designed, Satin Shale Grey body colour. The exclusive varnish with a specifically studied formula gives it a satin finish that is part way between gloss and matte, while also making it more resistant than ever. The finish is found on no other mass-market model, it is soft to touch and highlights the vehicle's muscular



and dynamic silhouette. A bold style that is further enhanced by the bi-tone finish<sup>9</sup> with Diamond Black, the Deep Glossy Black used for the décor above the side windows, and the Satin Black roof bars.

Esprit Alpine also features 20-inch 'Daytona' aluminium rims with 'Alpine' markings. With a black diamond and smoky grey varnish, the dynamic look is also reflected in a series of broken lines.

On the front end, the Satin Grey horizontal bar on the grille is underpinned by an aerodynamic sport blade in the same colour, while the Renault logo (front, rear, wheel centres) is in a sleek and sophisticated brushed Ice Black.

The elegant and sporty silhouette is enhanced by Deep Glossy Black highlights around the windows and along the dynamic curve of the roof. The side wings are fitted with two 'Esprit Alpine' side badges.

The vehicle name is displayed on the back in Ice Black lettering that matches the Renault logo that is showcased by two high-tech lights with 3D moiré patterns and dynamic indicators.



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<sup>9</sup> Bi-tone finish is standard on the Ionic Esprit Alpine, and an optional extra on the Techno Esprit Alpine.



### **Interior design: Elegance in every detail**

Inside, Esprit Alpine includes Alcantara upholstery with a carbon-fibre like 'twill' and Alpine Blue double stitching. An embroidered Alpine logo on the headrests and a discreet French flag inserted into the inner side seams, add the final touch of elegance.

Matching Alcantara inserts with blue stitching have been used on the door panels and passenger-side dashboard.



The form-fitted padding on the cruising console also features Alpine Blue double stitching.

However, the Nappa leather steering wheel with Alcantara inserts has stitching in red, white, and blue.

Blue-trimmed safety belts, aluminium pedals, and 'Alpine' markings on the door sills finish the look.

Lastly, when the driver climbs on board, the OpenR screen displays a welcomes sequence designed in Alpine colours.

### **Premium equipment**

In terms of equipment, the All-New Austral in Iconic Esprit Alpine trim has a heated steering wheel, heated front seats with power-settings (front/back, backrest height and angle), a lumbar massage for the driver, and the sliding rear bench. The standard model also includes the technological advantages of the Active Driver Assist, an intelligent and proactive adaptive cruise control system (see page 40).



## **PLATFORM, ENGINES AND DRIVING: LESS CO<sub>2</sub>, MORE TO ENJOY**

The All-New Renault Austral is the first Renault model to benefit from what the Alliance's new CMF-CD platform has to offer. Made to house various hybrid motors, it means the All-New Austral can be equipped with innovative electrified powertrains, such as the new E-TECH Full Hybrid engine, the new Mild Hybrid Advanced engine with 48V battery, and the Mild Hybrid engine with 12V battery. Combined with latest-generation MULTI-SENSE and 4CONTROL technologies, the All-New Austral opens the door into a new world for the senses.





## New platform, new performance

**The completely new CMF-CD platform heralds in an overhaul of the Renault-Nissan-Mitsubishi Alliance's line-up for the compact and high-end segments. The All-New Austral is the first Renault model to use it and has a brand-new architecture, redesigned chassis and steering, and the latest on-board technology, making it a model that will give others on the market a run for their money.**



## **A completely new chassis for unparalleled comfort and driving pleasure**

In terms of driving behaviour, the finely engineered, rigid chassis on the All-New Austral strikes a perfect balance between behaviour, comfort, and handling for true driving pleasure. The rigid body and optimised shock absorbers and suspension have helped to greatly reduce vibrations and noise to enhance comfort without cutting corners on performance.

The chassis comes in two versions: a flexible axle with a torsion beam for two-wheel steering models and a multi-link rear axle with 4CONTROL Advanced for four-wheel steering (see page 36).

The flexible axle has been completely redesigned to boost the vehicle's driving behaviour. The torsion beam provides greater stability and better chassis handling, and the rear axle cushions more of the vibration before it reaches the passenger compartment, with reinforcements on the body and points of contact. The jounce bumper, which has also been redesigned, softens the axle's movement and protects the vehicle from bumps when the vehicle is loaded and strained. Lastly, the shock absorbers are now more upright to reduce friction and thereby optimise performance. They thus filter out more of the lumps and bumps on the road surface and improve handling to enhance driving comfort.

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In versions with four-wheel steering, the All-New Austral provides next-level balance and comfort. The 'quadrilateral' or '4 links' multi-arm rear axle ranks it as the best in its class. The camber adapts, enabling optimal wheel placement on harsh, jagged surfaces. On bends and when changing direction, the vehicle's heightened stability and enhanced behaviour are reassuring and at the same time zesty. The suspension both grounds the car in the road and instantly absorbs any bumps in it. With the addition of a steering actuator, the steering angle of the rear wheels can reach 5°, providing unprecedented stability on the road and unparalleled agility in cities (see details on page 36).

In versions with two-wheel steering, the kerb-to-kerb turning circles is 11.2 metres. In versions with four-wheel steering, it is only 10.1 metres – a record in the segment!

One final advantage of the new CMF-CD platform in this area is that it accommodates 20-inch (720-mm) wheels without affecting the vehicle's turning circle.

### **An entirely new steering system for unmatched agility and responsiveness**

The steering has been significantly improved compared to the previous platform.

The assist motor is now next to the steering rack to optimise information transmission and more naturally increase steering effort proportionally to turning angle.

The steering ratio has dropped from 17.6:1 to 14.6:1 on versions with two-wheel steering and to less than 13:1 on versions with four-wheel steering. With 4CONTROL Advanced, driving pleasure is combined with a degree of precision like none other in the category.

Paired with a rigid body and remarkably efficient and effective powertrains, the vehicle's agility and extremely responsive behaviour add up to a best-in-class driving experience.

### **Keeping weight in check and using cutting-edge hybridisation technologies for top-level efficiency and performance**

The outstanding sturdiness of the torsion frame was achieved without adding too much weight to the vehicle thanks to the use of lightweight materials such as aluminium (doors, axle shafts). In keeping the weight in check (less than 1,400 kilos in the basic version with the Mild Hybrid 12V engine), it has also helped reduce the vehicle's inertia when driving thereby improving the agility and handling around corners.

With the new CMF-CD platform, the All-New Austral can integrate innovative hybrid technology to continually seek out the best levels of performance and efficiency. This also means that the fuel efficiency and CO<sub>2</sub> emissions are the best to be seen within the segment.

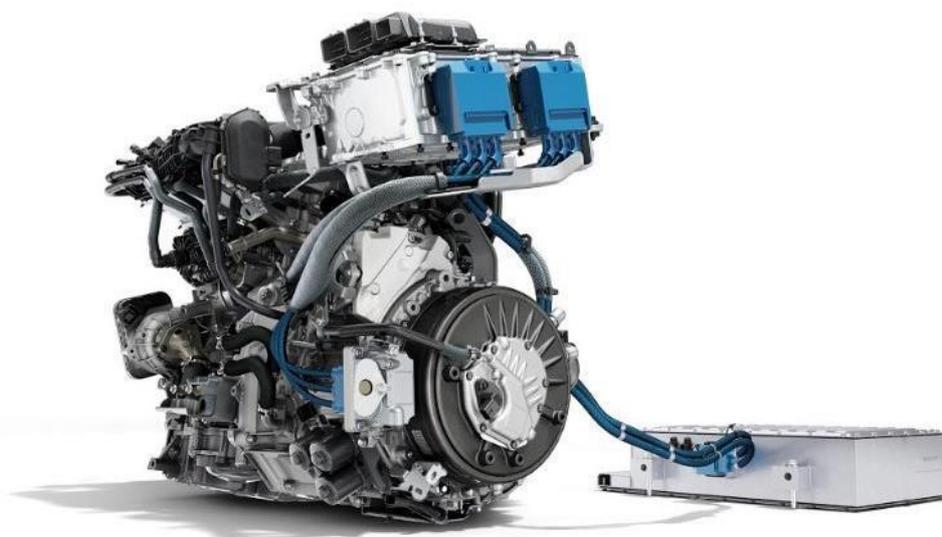


The best engines in terms of fuel efficiency and emissions

**The All-New Renault Austral benefits from a range of innovative powertrains with the latest generation of E-TECH Full Hybrid motors on a 400V network for up to 200 HP, and two petrol engines: a 130 HP 48V Mild Hybrid Advanced and a 140 HP and 160 HP 12V Mild Hybrid engines which are taking part in the massive electrification of the Renault range.**

### **The brand-new 160 and 200 HP E-TECH Full Hybrid engine: power and efficiency**

The All-New Austral introduces a brand-new E-TECH Full Hybrid self-charging engine that has been perfected to run a superior segment vehicle. It has a combined power of up to 146 kW, or 200 HP, and the best consumption to performance ratio on the market, to increase driving pleasure while limiting CO<sub>2</sub> emissions.



E-TECH Full Hybrid technology, which is packed with innovation and was developed and patented by Renault engineering, keeps the ingenious architecture. It combines a combustion engine, two electric motors (an 'e-motor' traction motor to drive on electric power and charge the battery, and an HSG high-voltage starter generator used to start the combustion engine, shift speeds and help to charge the battery), a central traction battery, and a smart multi-mode dog gearbox.

The new generation of the All-New Austral E-TECH Full Hybrid engine is equipped with a new 1.2 litre 96 kW 3-cylinder turbocharged petrol engine with 205 Nm of torque. It is paired with an electric motor boasting more power and more



torque (50 kW and 205 Nm), a greater-capacity lithium-ion battery (2 kWh / 400 V), and a gearbox combining two speeds in electric mode and four for the combustion engine. With 15 combinations, the gearbox has enhanced torque capacity (up to 410 Nm against 350 Nm for the first generation), power, output, and responsiveness (see additional details on page 33).

The result being a premium driving experience combining liveliness and efficiency. The starts, invariably in full-electric mode, are powerful and linear, transitions are clean, without a drop in torque, and the combustion engine constantly runs within its optimal output range.

Available in either 160 HP or 200 HP, the All-New Austral E-TECH Full Hybrid offers maximum driving efficiency with market-leading responsiveness that has been confirmed by the acceleration from 80 to 120 km/h in just 5.6 seconds (6.6 seconds with the 160 HP motor).

The energy regeneration mechanism (see page 34), which triggers automatically during deceleration and braking, when combined with the high capacity of lithium-ion batteries to self-charge and the efficiency of the E-TECH system, makes for optimal fuel economy. This means it can spend 80% of the time on city roads in full-electric mode, which equates to 40% fuel savings compared to a petrol engine, all without changing one's driving style.

As with the previous generation of E-TECH Full Hybrid engines, the car harnesses immediately available torque and always starts in full-electric mode, and electric traction can be available for up to twice as long as in a conventional hybrid powertrain. The E-TECH Full Hybrid powertrain thus makes for a driving experience that is unique to electric cars, combining silence with responsiveness.

The smart gearbox switches automatically between the electric and combustion motors to guarantee a highly responsive drive and while keeping fuel efficiency in check.

Equipped with the latest E-TECH Full Hybrid engine, the All-New Austral has unmatched levels of fuel efficiency and CO<sub>2</sub> emissions in its category (starting at 4.5 L/100 km and 102 g of CO<sub>2</sub>/km) without compromising on driving pleasure. With this new high-efficiency fuel engine<sup>10</sup> (41%<sup>11</sup>) it is one of the most cost-efficient hybrid SUVs to run. And a genuine alternative to Diesel.

In a gesture to its electrified DNA and its small environmental footprint, the All-New Austral E-TECH Hybrid wears the 'E-TECH Hybrid' badge on the boot area and a golden 'E' for the vehicle's name. On Esprit Alpine models, the 'E' is blue.

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<sup>10</sup> Ratio between the mechanical energy that the engine sends to the wheels and the chemical energy supplied by the fuel.

<sup>11</sup> As points of comparison, the very good Clio 1.5 dCi has a yield of 40%; the 1.3 litre 4-cylinder Mild Hybrid turbocharged engine jointly developed with 37%; the best petrol engines on the market 38%.



## **Brand-new Mild Hybrid Advanced 130 HP engine: the other alternative to Diesel**

The Mild Hybrid Advanced engine makes its Renault debut with the All-New Austral and serves as a genuine alternative to Diesel. It combines the E-TECH Full Hybrid's latest 1.2 litre 3-cylinder turbocharged petrol engine with a 48V lithium-ion battery and starter motor. The latter helps the combustion motor when it is using the most energy – starting and accelerating – with extra power input when most needed, i.e. at standstill and while speeding up, all the while limiting fuel use.

With the 130 HP engine and manual transmission, the All-New Austral offers a seamless driving experience, with plenty of torque from the hybrid motor when driving in low gear and the turbocharger the rest of the time. In addition to the overall performance, the presence of a balancing shaft makes the acoustics comparable to that of a 4-cylinder engine.



The Mild Hybrid Advanced engine harness four primary features to help the All-New Austral achieve the best level of fuel efficiency and CO<sub>2</sub> emissions for the segment (from 5.2 l/100 km and 118 g/km). First, the cubic capacity and stroke ratio have been improved. Second, improved combustion efficiency through implementing a combustion cycle ('Miller') used in Formula 1 and adding a low-pressure cooled Exhaust Gas Recirculation (EGR) valve. Finally, friction optimisation made possible thanks to an electrical water pump and a low-viscosity oil. The combined impact of these changes places the fuel efficiency on par with the latest Diesel engines, and up to 20% less fuel use than a similar non-hybrid engine.

Thanks to an injection pressure that has been increased to 350 bar and a more efficient pollution filtering system, the Mild Hybrid Advanced engine is already to take on changes brought on by the upcoming Euro 7 regulations.

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### **140 and 160 HP Mild Hybrid: the tried-and-tested engine**

The Mild Hybrid engine is the first-level hybrid motor offered on the All-New Austral and utilises a 1.3 litre 4-cylinder turbocharged direct injection petrol engine that is already available on selection of Renault vehicles. Developed in collaboration with Daimler, the engine is assisted by a starter motor and a 12V lithium-ion battery.

Available in either 140 HP or 160 HP with a reworked CVT-type transmission for optimal driving pleasure, or as 140 HP on a 6-speed manual model.<sup>12</sup>

The 12V Mild Hybrid technology used on the All-New Austral sees an improved Stop & Start function and features the 'Sailing Stop' function on automatic models. In particular, this helps regenerate energy when braking and turns the engine off when decelerating. These features all help reduce fuel use and emissions, while still ensuring a smooth start every time and a more comfortable drive during day-to-day use.



The 160 HP 12V Mild Hybrid engine on the All-New Austral boasts maximum torque of 270 Nm available from 1,800 to 3,750 rpm (260 Nm from 1,750 to 3,500 rpm in 140 HP versions) and mixed cycle fuel consumption as low as at 6.2 L/100 km (6.1 in 140 HP versions), with CO<sub>2</sub> emissions starting at 140 g/km (138 g/km in 140 HP versions).

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<sup>12</sup> Depending on country and version.

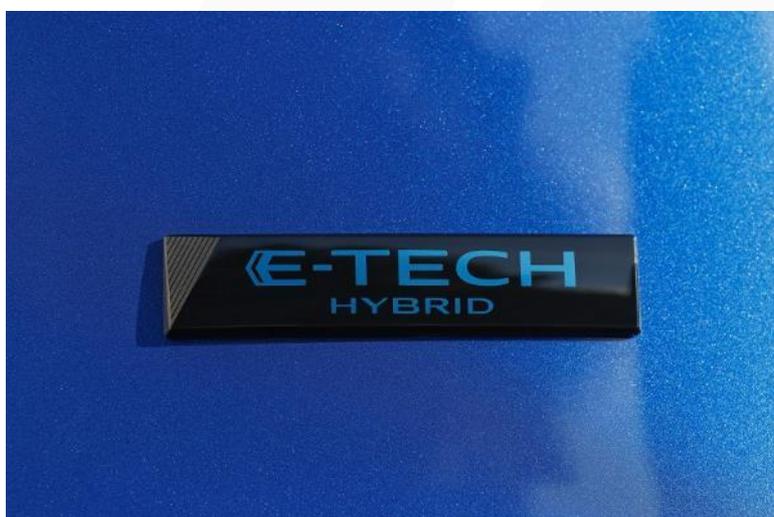


## Electrification technology

**The All-New Austral incorporates electrification technology for unequalled efficiency. Such as the new generation of E-TECH Full Hybrid technology, but also many features that have been designed to maximise energy efficiency.**

### Next generation E-TECH technology

The innovative E-TECH Full Hybrid engine used on the All-New Austral gave rise to more than 200 patents!



The new features include the engine base (see page 29), as well as the enhanced automatic gearbox and the 2 kWh 400 V battery.

Equipped with an innovative cooling device provided by the air conditioning system, this new battery can maintain its performance in all operating conditions. As it has higher capacitance, it also makes it possible to drive more in electric mode, improving driving pleasure in cities, at low speeds, as well as on motorways.

Much like the previous generation, the All-New Austral's E-TECH Full Hybrid motor is built on a so-called 'series-parallel' hybrid architecture that offers the widest range of performance types between engines and the best CO<sub>2</sub> gains when on the road. Thanks to an improvement of the multi-mode device, the number of possible combinations of different energy sources goes from 14 to 15 for better use of the hybrid system. The smart multi-mode gearbox automatically selects the E-TECH Full Hybrid configuration among the following:

- All-electric (only the electric motor moves the wheels);
- Dynamic hybrid (the combustion engine and electric motor combine to move the wheels);
- E-drive (the electric motor moves the wheels, the combustion engine charges the battery);
- ICE (only the combustion engine moves the wheels and/or charges the battery);
- Regenerating (the wheels move the electric motor that charges the battery).

Other improvements include the enhanced driving pleasure and fuel efficiency for a cost/performance ratio like no other on the market.



### **Pick-and-choose regenerative braking**

Each of the three electrified motors on the All-New Austral feature regenerative braking. For the E-TECH Full Hybrid, the driver can select one of four different modes using two toggles located behind the steering wheel.

Regenerative braking transforms the kinetic energy produced when decelerating or braking into electrical energy that is then stored in the battery. This improves fuel efficiency and extends the range in electric mode, while preserving the brakes and reducing particulate pollution.

With the E-TECH Full Hybrid engine, the driver is given immediate feedback on the instrument panel display as to how much energy is being regenerated when the accelerator pedal is released, or the break used.

### **Specific animations**

On the E-TECH Full Hybrid and Mild Hybrid Advanced versions of the All-New Austral, the brand-new digital dashboard features animations that are specific to hybrid models.

In the T-TECH Full Hybrid model, a 'power-o-meter' displays the level of instant power during acceleration as well as the regenerative power when decelerating or braking. The battery gauge, on its part, gives a real-time indication of the amount of available electrical energy.

In both versions, an 'energy flow' widget shows where the energy used is originating (in the combustion engine or electric motor).

With the E-TECH Full Hybrid engine, in addition to the real-time assessment of the driving behaviour via the instrument panel, the OpenR Link multimedia system shows where energy is flowing, and which energy is being used to drive the car (electrical, mechanical, combined). Past consumption can be displayed in a bar chart, which in particular shows the distance travelled in full-electric mode.

In addition to the chosen level of regenerative braking, these notifications ensure that the driver has a good understanding of the car's current fuel efficiency.



## MULTI-SENSE Advanced and 4CONTROL Advanced: a world of sensations

The **MULTI-SENSE** and **4CONTROL Advanced** systems are iconic of Renault's expertise in engineering and are there to customise the All-New Austral's on board experience for a more enjoyable and heightened driving experience.



### **MULTI-SENSE Advanced: Immersive experiences and sensations**

Thanks to the latest generation of MULTI-SENSE technology on the All-New Austral, drivers can adapt their driving mode to suit their mood and desires. The numerous customisation options mean that every trip can be a brand-new experience.

Accessed via the OpenR screen and a brand-new MULTI-SENSE button located on the steering wheel, the settings cover everything from driving sensations (steering effort, engine responsiveness, chassis agility and amplification perception) to the interior mood (interior lighting, temperature, instrument panel display and colour). Three pre-programmed modes (Eco, Comfort and Sport) find the best level for each setting to achieve greater fuel efficiency, a highly adapted driving regime for commonly encountered events, or high energy sensations depending on the



chosen mode. A fourth mode (Perso) gives the driver free rein over every setting. The Extended Grip Pack includes two additional modes: 'Snow' and 'All terrain'. Drivers can switch between modes at any time, either manually or via the voice command Google Assistant.

The All-New Austral also features a brand-new proactive function to help reduce fuel use in that it automatically suggests switching to Eco mode. Based on user habits and real-time analysis of driving conditions, the on-board artificial intelligence suggests switching to Eco mode via a recommendation displayed on the central screen.

#### **4CONTROL Advanced: stability and manoeuvrability for even greater driving pleasure**

The All-New Austral sees the arrival of Renault's third generation four-wheel steering: 4CONTROL Advanced.<sup>13</sup>



4CONTROL has been in a class by itself since it was presented and reached the market in 2007. Today, 4CONTROL Advanced remains unrivalled – and unprecedented in the segment's SUVs. It is back with a number of upgrades providing greater agility, unequalled performance and ever more driving pleasure.

With this system, the All-New Austral is equipped with a new four-wheel steering chassis, providing one-of-a-kind handling and stability on all road conditions. On uneven and poor-quality roads, the movement of the wheels filters

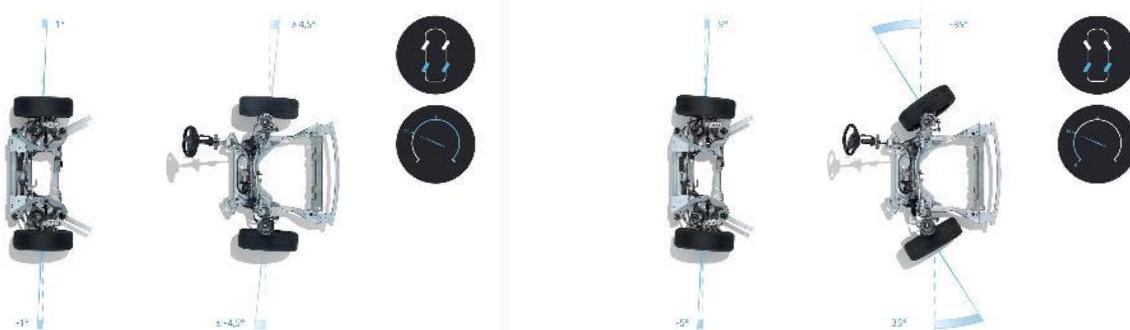
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<sup>13</sup> Available as an option on E-TECH Full Hybrid versions.

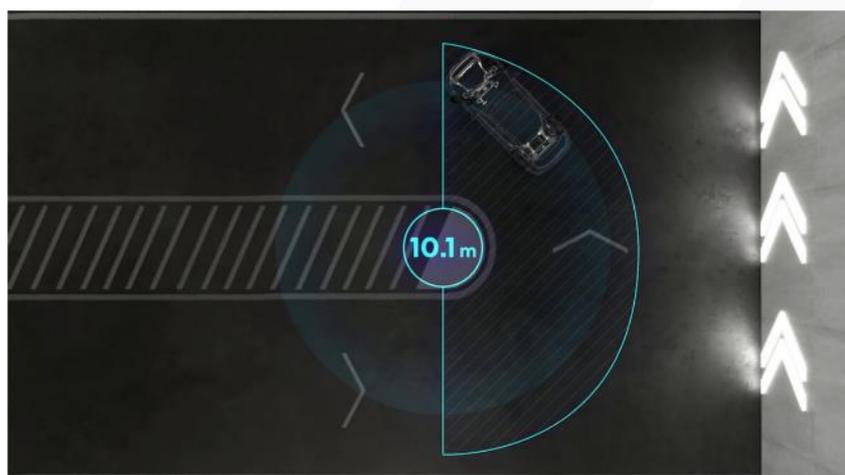


out the lumps and bumps in the road surface. The benefits are instant: handling is better, and comfort and acoustic performance are optimised, for all-round peace of mind at the wheel.

The steering actuator on the rear axle, which responds to input from the power steering system, engine and electronic stability control system, ensures the All-New Austral responds effectively in all circumstances. Depending on the situation, it allows small adjustments of the rear wheels' direction of up to 5°, running opposite to the front wheels (compared to 3.5° in the previous 4CONTROL generation).



Equipped with 4CONTROL Advanced, the All-New Austral's manoeuvrability is exceptional for a vehicle in its segment. It is very agile, and especially at home in cities. Its kerb turning circle, for instance, is tighter than that of some city cars: 10.1 metres. That's a real plus for everyday driving!



Paired with MULTI-SENSE Advanced settings for even more sensations, the 4CONTROL Advanced system provides additional customisation options. Drivers can now adjust the settings of the pre-programmed modes (Eco, Comfort and Sport) or set their Perso mode using a sliding cursor to choose from 13 settings as opposed to the original three, to fine-tune the car's behaviour to truly suit their mood and amplify the vivid sensations at the wheel.



// Thanks to the new CMF-CD platform shared with the Alliance and the unique know-how of Renault Engineering, the All-New Renault Austral provides performance that is unprecedented for the segment. Its 4-wheel steering chassis 4CONTROL Advanced, for example, offers an outstanding maneuverability, worthy of a city car, and improves the vehicle's stability in all road conditions.

//  
**Olivier Brosse**, Renault Projects Engineering Director



## **INNOVATIVE TECHNOLOGY FOR GREATER COMFORT AND SECURITY**

**At the forefront of modernity, the All-New Austral offers 32 ADAS (Advanced Driver Assistance Systems) with additional passive safety features. Each system is proactive and intelligent, putting the car at the top of its class in terms of comfort and safety.**



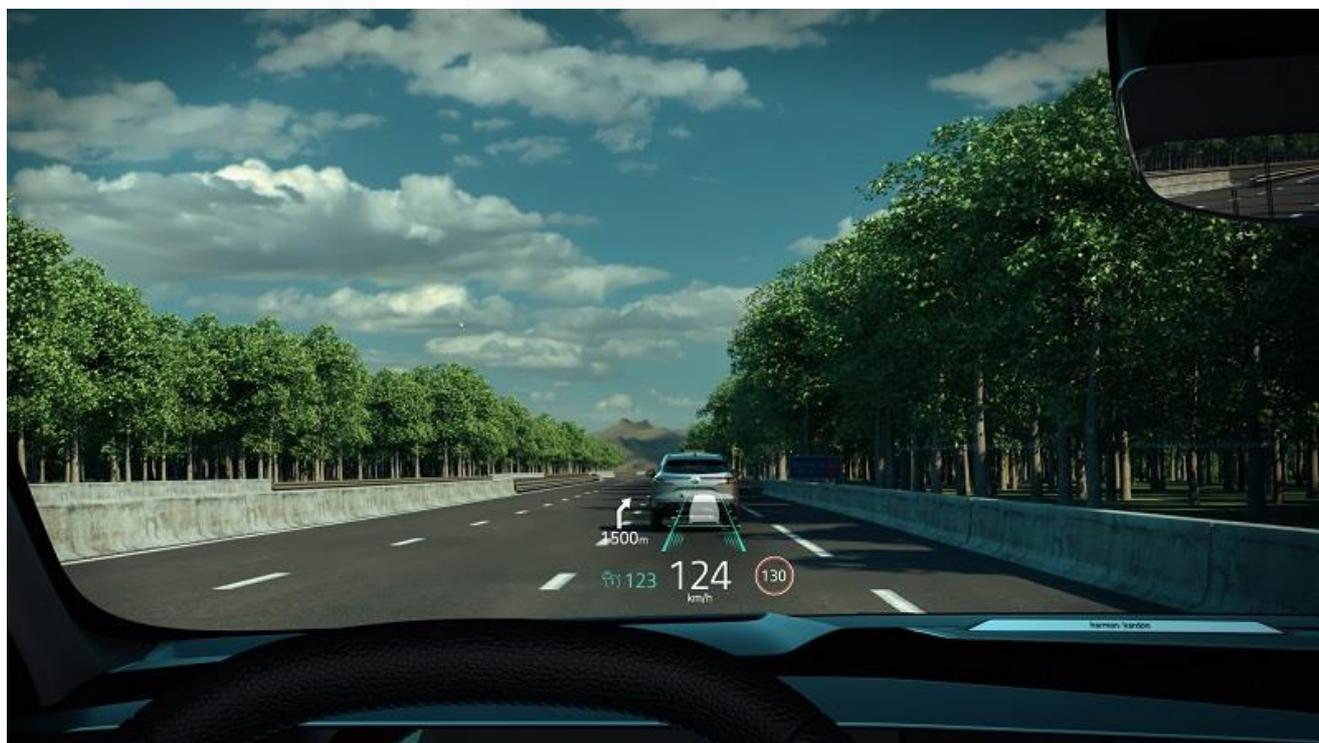


## Smart and proactive driving aids

The 32 ADAS on the All-New Austral are divided into three categories: Driving, Parking, and Safety. Designed to provide the driver with the ultimate level of driving comfort, they also help the driver maintain control at all times, thereby ensuring the safety of everyone inside the car and other people on the road.

### Next generation Head Up Display

The All-New Renault Austral serves to launch the brand new **9.3" Head Up Display**. Vehicle speed, active ADAS, speeding warning, and navigation indications are now projected directly onto the windscreen. They are shown in real-time within the driver's field of view for optimum driving comfort.



### Active Driver Assist for context-based autonomous steering

Another state-of-the-art ADAS: the **Active Driver Assist**. This system adds contextual information to Renault's well-known Motorway and Traffic Companion to widen its scope beyond use solely in fast lanes. The driver can therefore manage all sorts of road events they may encounter to the best of their ability. A level 2 of vehicle autonomy, it

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combines Adaptive Cruise Control with 'Stop & Go', Lane Centering, as well as GPS data and a map so the vehicle can alter its route.

**Adaptive Cruise Control (ACC)** mixes the front camera's recognition of speed signs with data from the navigation system to choose the safest possible speed limit at any given time. The All-New Austral then automatically adapts to the detected speed while maintaining a minimum safe distance behind the vehicle ahead.

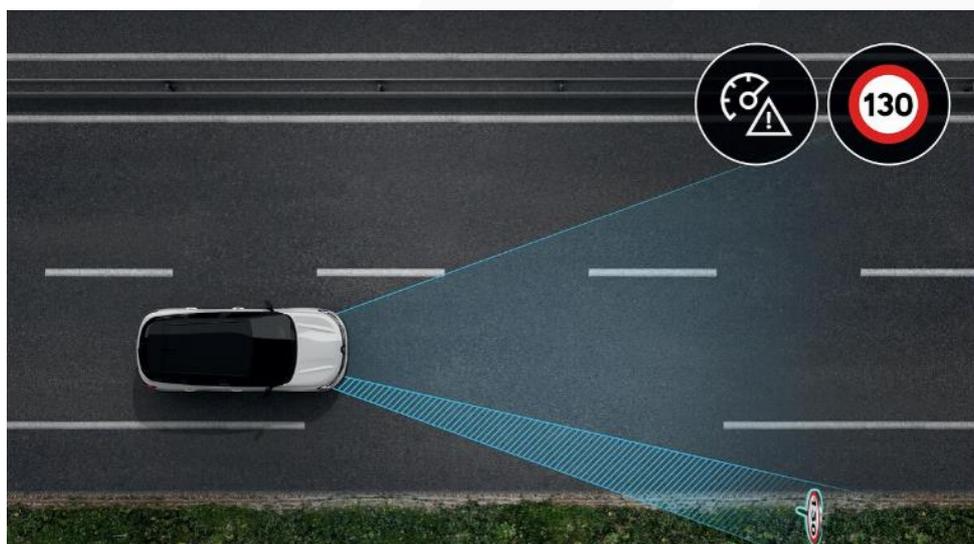
Should traffic come to a full halt, the '**Stop & Go**' function will set the car in motion after a 30-second wait (instead of the previous 3 seconds).

The Active Driver Assist uses geo-localisation data and a specific map that integrates roundabouts and sharp turns. In addition to displaying such events on the dashboard, the All-New Austral can also automatically decelerate when approaching a roundabout and then accelerate back up to the maximum speed once having passed through. All this without the driver having to do a thing.

The **Lane Centering (LC)** actively moves the steering wheel and can now even run when either of the two lateral road markings is gone (e.g., on the edge of a country road).

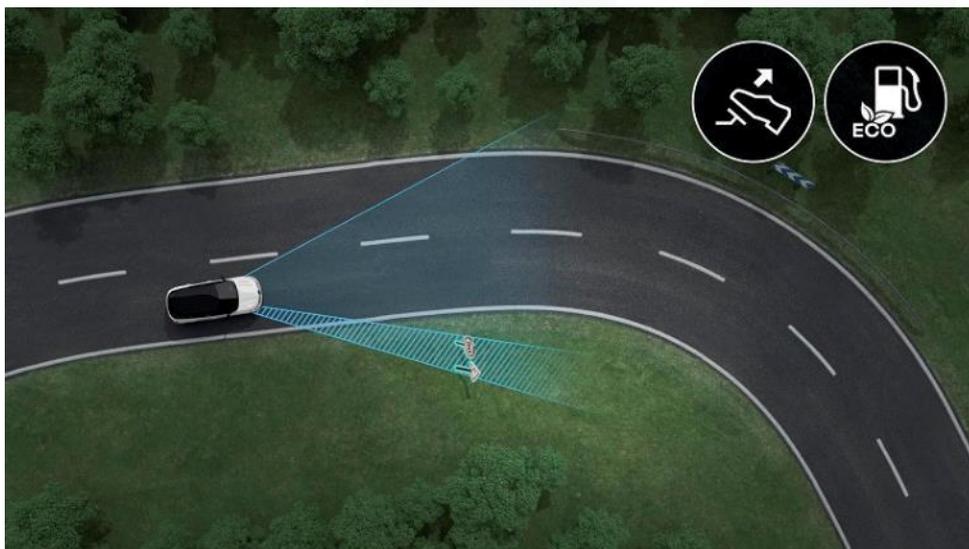
### Automatic speed adaptation

Integrated into the Active Driver Assist, **Traffic sign recognition with speed alert (OSP)** can also be used on its own. This function displays the maximum speed limit on the instrument panel and on the navigation screen. Should the actual speed be higher, a visual warning appears for the driver to see. A button on the steering wheel can be used to activate the Speed Limiter, Cruise Control, or Adaptive Cruise Control to adapt to the speed limit.





## Predictive eco driving advice and predictive hybrid driving



The novel **predictive eco-driving advice** feature is available on the Mild Hybrid automatic versions of the All-New Austral<sup>14</sup>. With an icon that displays on the dashboard or 9.3-inch Head-Up Display, it tells the driver when to ease up on the accelerator to save fuel (and to therefore emit less CO<sub>2</sub>) when approaching a particular road event (sharp

turn, roundabout, change in speed limit, toll, intersection with a 'STOP' or 'GIVE WAY' sign). Based on information from high-definition connected maps and other sources, this notification and the driver's subsequent response reduce fuel consumptions, CO<sub>2</sub> emissions, and brake-pad and tyre wear.

On the E-TECH Full Hybrid version, the **predictive hybrid driving** feature is tasked with optimising driving distance in electric mode based on data from connected maps. It factors in the topography (uphill and downhill stretches, etc.), journey time and traffic conditions to maximise the use of electric power.

## Advanced parking assistance technologies

In addition to the usual radars and rear-view cameras, the semi-automatic **hands-free parking** system takes over all the manoeuvring. The sensors steer the car into a parallel, perpendicular or angled parking space for complete peace of mind.

The **360° around view 3D camera** uses four cameras to display a 3D rendering of the All-New Austral with a full view of everything in its direct vicinity. The driver can then easily spot any obstacles anywhere outside the vehicle by zooming in on a specific area using the touch screen. It can also display an overhead panoramic view that covers everything in front and behind the vehicle. These features making parking a breeze.

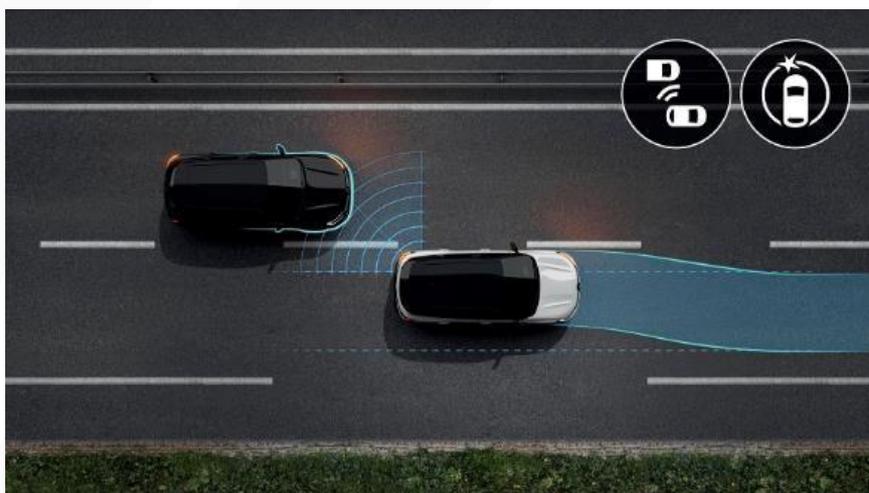
<sup>14</sup> Starting in January 2023, depending on the country.



## Increased active safety

In terms of active safety, the All-New Austral is equipped with three well-known ADAS that help reduce the risk of collision: **Lane Departure Warning (LDW)**, **Blind Spot Warning (BSW)**, and **Lane Keeping Assist (LKA)**.

The latest iteration of the **Emergency-LKA (Blind Spot Warning and Lane Departure Prevention when overtaking)** make the system more effective than ever. Using technology that combines data from the front camera and side radars, the vehicle is automatically guided back to its lane when the system detects a potential lane departure or collision from the front or side during an attempt to overtake.<sup>15</sup>



This latest ADAS can be further enhanced by displaying on the instrument panel a **'Road view'**, representation of the chosen lane with the All-New Austral and any nearby vehicles in real time.

The vehicle also features three other ADAS that are designed to protect other road users, in particular pedestrians and cyclists.

The **Rear Autonomous Emergency Braking (Rear AEB)** is, as the name suggests, the same as the **Autonomous Emergency Braking System (AEBS)**, though this time it is for when the driver is reversing. Should the ultrasonic sensors detect a potential obstacle (pedestrian, cyclist, pole...), the system warns the driver through visual and audio cues before triggering a two-second emergency brake in order to avoid a collision. The system is active when reversing between 3 km/h and 10 km/h.

The **Rear Cross Traffic Alert (Rear CTA)** detects vehicles moving at more than 4 km/h when the driver starts to reverse out of a parking spot where visibility is limited (perpendicular or angle parking). If a vehicle is identified by the rear ultrasonic sensors, an audio and visual cue tells the driver to stop and check in all directions before proceeding.

In addition, the **Occupant Safe Exit (OSE)** warns the driver when opening their door to get out of the vehicle, if another vehicle, motorcycle, or bicycle is approaching. The visual and audio warnings are particularly helpful in avoiding accidents with cyclists who are prone to such accidents on urban roads.

<sup>15</sup> Effective from 65 to 180 km/h for potential side-on collisions or road departures and from 65 to 110 km/h for potential head-on collisions.



## Smart high-tech lights

The All-New Austral features high-tech head lights that are not only essential for on-road safety but also greatly improve driving comfort.

With **LED Adaptive Vision** technology and built-in fog mode (AFS), the intelligent lighting adapts to the tilt of the steering wheel, the car's speed, traffic, and weather conditions to optimise the front and side lights, especially when cornering, so as to not dazzle others using the road.



The **Matrix LED Vision** (Matrix beam / ADB) means drivers can continue using high beam for the greatest coverage no matter what the surrounding traffic is like. This is made possible thanks to anti-glare LED technology that adapts the direction of light beams to ensure the comfort and safety all those in nearby vehicles.



## The best in passive safety

**The All-New Austral guarantees the best level in protection for passengers and other road users thanks to a range of improved passive safety equipment.**

### **Reinforced basic systems**

First of all, in the event of a front, side, or rear collision, the passenger compartment is now better protected. High-strength materials have been used to make the internal structure and the body sturdier.

Moreover, seven air bags have been placed passenger compartment, including a brand-new air bag between the front passengers, designed to protect them from knocking heads in the event of a side-on collision. In addition, door pressure sensors provide early detection of side-on collisions and ensure faster air bag deployment.



The seat belts are also equipped with load-limiting pretensioners to prevent chest injuries in the event of a severe impact, and their anchorage points have also been optimised for greater lumbar protection.

Every seat has an 'anti-whiplash' headrest.

For added child safety, three Isofix anchor points have been added: two in the back and one on the front passenger seat.

Road safety is as important for Renault clients as it is for all road users. As such, the front structure of the All-New Austral has been improved to reduce the severity of damage made to other vehicles or pedestrians in the event of a crash.

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Lastly, in the event of an accident, the e-call system automatically calls emergency services and provides them with the necessary information to identify and locate the vehicle, and to help determine what services are required according to the number of passengers and the severity of the crash.

### **Secure battery, clear information**

The All-New Austral E-TECH Full Hybrid has a battery access hatch for rescue teams to quickly access the battery should an accident occur. It also features a QR code affixed to the vehicle's window. Rescue teams can scan it to quickly ascertain what type of electrified vehicle they are dealing with along with important structural information (such as battery and air bag location, areas that can be cut in a safe fast manner...). This precious help can save up to 15 minutes in extracting someone from the wreckage.

The rapid-access battery and QR code are just some of the features that ensure optimal safety for Renault users. Globally, the safety of customers on the road – as well as employees in the workplace – is one of the three main pillars (along with inclusion and the green transition) of Renault Group's sustainable development policy brought in as part of the Renaulution strategy.

### **Quality, Safety, Sustainability: Three pillars at the heart of All-New Austral design**

The design brief for the All-New Austral hinged upon particular attention being paid to its quality and durability. In particular, extensive tests were carried out to ensure that the various ADAS were all faultless for the maximum level of safety. No less than 700,000 km were covered during test drives to cover all possible uses. The objective: certify the car's endurance, safety, and reliability.

During manufacturing, in addition to full gamut of checks and tests carried out by lasers, robotic inspection, 3D scanners, and the like, the All-New Austral was put through its paces on specially designed tracks at the plant in Palencia, Spain. The objective: certify that every vehicle was up to standard.

Moreover, 100 vehicles were tested on closed track and the open road for over 2 million kilometres to cover the full range of road conditions.

In total, 170 prototypes were used to ensure the quality and durability of the All-New Austral and all its on-board technology.



## AUGMENTED DRIVING EXPERIENCE AND CONNECTIVITY

Thanks to the user-friendly OpenR screen and OpenR Link multimedia system with integrated Google, the All-New Austral is a door to new horizons. Sitting behind the wheel is just the beginning of an augmented driving experience powered by immersive, connected technology. With the smart connectivity and premium sound of Harman Kardon, the stage is set to take to the road and enjoy the moment.





OpenR Link: an adaptive multimedia system that makes the car as intuitive as a smartphone

**Jewel in the cockpit of the All-New Austral, the OpenR screen features the OpenR Link multimedia system. OpenR Link with Google built-in provides drivers with an immersive and intuitive driving experience.**



### **Smart technology for the most intuitive experience**

The All-New Austral is part of an ecosystem where the vehicle acts as the hardware that houses state-of-the-art software and optimised connectivity.

[The OpenR screen is packed with technology](#) for a smooth, rich, and adaptive experience. Using Qualcomm's third generation Snapdragon Automotive Cockpit platform and octa-core processor, it can support multiple screens, state-of-the-art connectivity, and all the technology needed for safety systems and ADAS (see from page 40 for details). This platform has been designed to last well into the future with the ability to accommodate future system updates. In terms of software, the OpenR display runs on the new OpenR Link system with Google built-in, for an intuitive and optimised connected experience.



The OpenR Link system runs on Android Automotive OS, which is simply the automotive version of the same operating system as that used on more than 75% of smartphones worldwide.<sup>16</sup> Developed by Google, the software is designed to evolve and change with the arrival of future technology. Compatible with Android Auto (for Android smartphones) and Apple CarPlay (for iPhones), as either plug-in or wireless, it means the All-New Austral can seamlessly merge with the driver's own digital ecosystem. Navigation with Google Maps, hands-free help with Google Assistant, the app catalogue on Google Play (see below), and other features of the My Renault app are the final touches that help make the vehicle's multimedia system a wholly customizable space.

OpenR Link is as intuitive to use as a smartphone, with either a single finger (short tap, long tap, scroll), multiple fingers (pinch, zoom, etc.), or by using the voice recognition software. It receives and displays notifications and the menu bar located on the top of the screen helps switch between the different primary functions – Home, Navigation, Music, Phone, Apps, Vehicle.<sup>17</sup>

The OpenR Link multimedia system interface can be personalised just like a smartphone. Each user can create their own profile and use widgets to tailor the OpenR screen layout to suit their own preferences so everyone can directly access their favourite functions. Each user account can be used to set up an extensive user profile to further personalise the vehicle's settings, automatically connect a smartphone via Bluetooth, quickly access your favourite radio stations, and more. Each user profile can also be linked to a personal Google account for an even richer experience.

Lastly, much like the operating system of a smartphone or tablet, OpenR Link is connected to the cloud and designed to evolve over time. Automatic updates are sent via Firmware Over-The-Air (FOTA) technology. For Google apps, no user input is required to receive the latest maps and points of interest. For core system updates, all users have to do is simply accept the message that appears on the screen. Thanks to high-performance, large-scale microchips, upgrades can continue for years to come with plenty of room for the smart, connected solutions of the future.

## Google apps and services

The OpenR Link system offers a helpful, personalised and seamless driving experience with Google built-in.<sup>18</sup> The on-board experience is run on an environment that is familiar and easy to navigate for most users, and is built on three pillars:

- Google Maps for navigation, with real-time traffic info, points of interest, favourite restaurants, simplified Google search, voice control, live map updates, etc. Viewable on the 12.3-inch dashboard screen, navigation can also be viewed at any time with a single click via the vertical 12-inch screen.

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<sup>16</sup> Figures from Kantar World Panel, March 2021.

<sup>17</sup> Depending on the chosen screen.

<sup>18</sup> Available depending on the country and chosen screen.



- Google Assistant for hands-free help (on weather, phone, music, help, miscellaneous requests) and voice activated vehicle functions such as air conditioning, defrosting and MULTI-SENSE mode. It's easy to send a message or answer a call, find the nearest coffee shop, play a selected radio station, adjust the temperature and more. Google Assistant can be started by saying "Hey Google", pressing the voice control button on the steering wheel, or tapping the Google Assistant icon on the OpenR Link multimedia system. Over time, Google adapts to the driver's preferences for more personalised and proactively helpful recommendations to help streamline and simplify the driving experience. Whether it be suggesting a destination for an upcoming dinner reservation, or playing previously selected media.
- Google Play for apps: music, podcasts, media, navigation etc. The catalogue is constantly being added to and updated with countless third-party apps, including some providing exclusive content for Renault (Amazon Music, Radioplayer, Sybel, Vivaldi, L'Equipe). The catalogue of Google Play apps is readily available with a few simple clicks via a simplified interface that has been designed specifically for in-car use.<sup>19</sup>



<sup>19</sup> All connected services on board the All-New Austral require a SIM card and 4G plan. The SIM card and the first five years of included when the vehicle is purchased. To use the apps that can be downloaded from Google Play, depending on the country, Renault may provide a 3 Go prepaid package valid for 6 months. After that, either a smartphone can be used as a Wi-Fi hotspot (enough to run the Google suite or select downloaded applications) or a new data plan can be purchased. Google, Android, Android Auto, Google Play, Google Maps and other marks are trademarks of Google LLC.



Harman Kardon, high-fidelity new generation sound

**In addition to the Arkamys sound system, the All-New Austral boasts a premium sound experience that was born of a partnership with sound specialist Harman Kardon, leader in automotive sound solutions for more than 60 years.**



### **High-fidelity audio quality**

The precision of Harman Kardon's high-tech audio system offers an even more immersive experience aboard the All-New Austral. Acoustic engineers at Renault and Harman Kardon worked hand in hand to guarantee perfectly integrated hi-fidelity sound throughout the car.

Available as an optional extra, this premium audio system has a total power of 485 watts with no fewer than 12 speakers: a central midrange unit in the front, two tweeters located on either side of the instrument panel, two speakers in the rear door panels, two woofers in the front and rear door panels, two midrange units on either side of the rear shelf and a subwoofer located in the boot.



The midrange unit features a patented shared motor coaxial speaker (midrange and tweeter) with acoustical lens and waveguide for unparalleled off-axis sound reproduction, wide and controlled sound dispersion. All for an optimal representation of music and spoken word, and a stable and focused sound stage.

Tweeters are designed with a dome made of high-quality soft cloth for a smooth and detailed reproduction up to the highest audible frequencies.

High power, dual voice coil front woofers, optimised for dynamic bass reproduction and support for midrange band. Designed hand-in-hand with an ECS subwoofer for effortless and low-distortion bass reproduction.

Surround broadband midrange speakers are made of highly durable aluminium, designed for a wide coverage of mid and high frequencies and a small footprint. They deliver a natural sound immersion for front and rear passengers and increases stability of the sound stage.

Lastly, the *Externally Coupled Subwoofer* is a unique technology that serves to reduce the weight and volume of the subwoofer enclosure, while achieving exceptionally high performance in the low frequency range. It consists of a bespoke and performant subwoofer in a baffle of an exceptionally small size. This compact design is enabled thanks to an opening in the chassis into which the baffle is plugged, allowing for external air pressure compensation.

The entire Harman Kardon premium audio system fits elegantly into the interior of the All-New Austral. Speakers on the front door panels feature a minimalist, sleek design. The stainless steel grills are covered with a high-strength matte black coating and a criss-cross of laser-cut patterns. The front midrange unit is also seamlessly built into the dashboard. It bears the same matte black stainless-steel grille with the hallmark 60° slashes of the Harman Kardon brand, and is embellished with a brushed stainless steel strip with the iconic signature.

### The same immersive sound for all

Passengers can select from five different soundscapes: Studio, Concert, Immersion, Lounge and Club.



For each soundscape, an algorithm supporting equalisation of phase responses of speakers in the car helps create a stable, well-defined and coherent sound image and stereo sound stage for all car occupants, distinct for each passenger. *Virtual Centre* technology processes the audio signals of each speaker to guarantee an unbiased stereo stage with a centre image right in front of each person as if they were sitting in the best position in front of the speakers, a place also referred to as the 'sweet spot'. This means getting the same listening experience in the All-New Renault Austral as at home listening to a favourite recording on the home Hi-Fi system.

In addition, an advanced algorithm maintains the music reproduction level and tonal balance at any vehicle speed.

Lastly, the patented *Quantum Logic Surround* algorithm makes it possible to separate input sources. In dividing streams for each speaker, it offers complete musical immersion for each passenger. The technology takes advantage of spatial information available in the recording and on where each instrument is located. The immersive multi-channel listening experience is thus enhanced by exceptional clarity and spectacularly detailed reproduction. The ideal system for everyone in the All-New Austral to be wholly in the moment and let their emotions run free.



The All-New Renault Austral: more than a car, it's a real service

**The Renault's 'Nouvelle Vague' tech SUV, the All-New Austral embodies a generation of smart, adaptive, flexible vehicles. This connected vehicle harnesses technology to better serve the driver and passengers and marks the beginning of a new service for proactive maintenance as well as a range of remote services to meet new expectations of consumers and fleet operators.**

### **Connected driving experience**

Using cloud-based map data and artificial intelligence, the All-New Austral's connected ADAS are now predictive. They include the Active Driver Assist, Over Speed Prevention, Adaptive Cruise Control, Predictive Eco-Driving Assistant, and Predictive Hybrid driving<sup>20</sup> (see from page 40 for details).

This technology is not only useful, proactive, and smart, but it also helps enhance the safety, efficiency and comfort levels for all.

### **Connected maintenance**

In an effort to make the lives of its users easier, the All-New Austral offers a brand-new connected maintenance service.<sup>21</sup> This service advises drivers when their vehicle will need scheduled maintenance. It also warns them proactively when they need to bring their vehicle to the shop. Lastly, Renault uses mechanisms to predict part wear in order to inform customers of the condition of their brakes, battery or tyres, and offer to replace them if required. Knowing that Renault is by their side, drivers can take to the road with peace of mind and not having to worry about maintenance.

### **Connected insurance**

The All-New Austral is the first vehicle in the Renault range whose insurance can be adapted according to driving style. Drivers may be awarded discounts from partner insurance companies based on data collected while the vehicle is in use (acceleration, turns, braking, etc.) and their translation into a driving score. Information about mileage and frequency of use can also enable owners who do not use their car often to save on their insurance. These connected insurance deals will gradually reach the various countries in Europe.

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<sup>20</sup> ADAS are available as standard features or optional extra depending on the trim.

<sup>21</sup> Available according to the vehicle's production date.



### **My Renault connected services**

Thanks to the My Renault mobile app, All-New Austral users can enjoy many connected services.

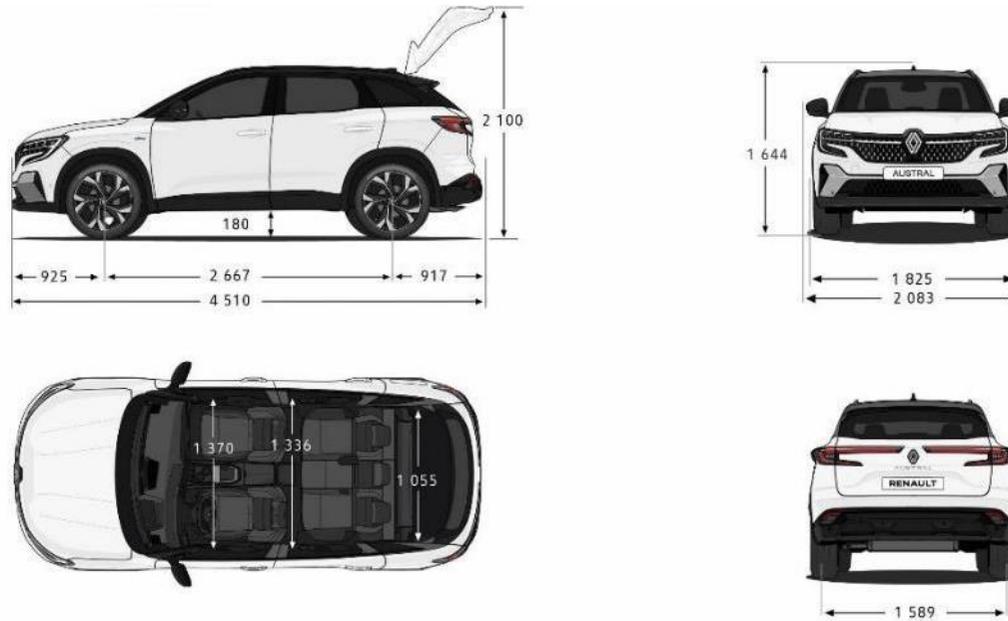
The app can be used, in particular, to remote-control several of the car's features. Drivers can for example locate their vehicle at any time and easily find it in a car park by flashing the headlights and honking the horn from a distance.

My Renault can also be used to retrieve information from the vehicle in real time (mileage, etc.), find the full list of equipment, find the answer to a question in the handbook, watch video tutorials or chat with an expert. And to access the list of service contracts, the maintenance log, contact a Renault mechanic or book an appointment.

### **Connected services specifically for fleets**

Remote piloting for the All-New Austral is offered to company fleet operators with a full-fledged range of solutions to better optimize fleet management and keep an eye on operating costs. Such features include: opening, closing, and starting the car via a smartphone for car-sharing; checking the fuel and oil levels; maintenance alerts, etc.

## DIMENSIONS AND TECHNICAL SPECIFICATIONS



### Boot volume and dimensions

| BOOT VOLUME (VDA dm <sup>3</sup> )              |  |
|---|--|
| Boot volume with fixed rear bench               | 500<br>(E-TECH Full Hybrid: 430)           |
| Boot volume with sliding rear bench             | 575<br>(E-TECH Full Hybrid: up to 555)     |
| Maximum boot volume with rear bench folded down | 1,525<br>(E-TECH Full Hybrid: up to 1,455) |

| <b>DIMENSIONS (mm)</b>   |                      |
|--|----------------------|
| <b>Overall length</b>  | <b>4,510</b>         |
| <b>Wheelbase</b>   | <b>2,667</b>         |
| <b>Front overhang</b>  | <b>925</b>           |
| <b>Rear overhang</b>   | <b>917</b>           |
| <b>Overall width with folded mirrors / unfolded mirrors</b>                                    | <b>1,843 / 2,083</b> |
| <b>Front track ground</b>  | <b>1,482</b>         |
| <b>Rear track ground</b>   | <b>1,476</b>         |
| <b>Unladen height without roof bars and without antenna / with roof bars and shark antenna</b> | <b>1,618 / 1,644</b> |
| <b>Unladen height with tailgate open</b>   | <b>2,100</b>         |
| <b>Unladen boot sill height</b>  | <b>779</b>           |
| <b>Unladen ground clearance</b>  | <b>180</b>           |
| <b>Knee radius in 2<sup>nd</sup> row</b>   | <b>274</b>           |
| <b>Front elbow width</b>   | <b>1,497</b>         |
| <b>Rear elbow width</b>  | <b>1,469</b>         |
| <b>Front shoulder width</b>  | <b>1,445</b>         |
| <b>Rear shoulder width</b>   | <b>1,423</b>         |
| <b>Front headroom</b>  | <b>913</b>           |
| <b>Rear headroom</b>   | <b>901</b>           |
| <b>Boot entry maximum width</b>  | <b>1,116</b>         |
| <b>Interior width between wheel arches</b>   | <b>1,055</b>         |
| <b>Maximum load length with rear bench folded</b>  | <b>1,711</b>         |

## Technical specifications

| ALL-NEW RENAULT AUSTRAL                   |                       |                      |                      |                          |  |                             |
|---|-----------------------|----------------------|----------------------|--------------------------|--|-----------------------------|
| Motorisation                              | Mild Hybrid           |                      |                      | Mild Hybrid Advanced     | E-TECH Full Hybrid                               |                             |
| Version                                   | Mild Hybrid 140       | Mild Hybrid 140 auto | Mild Hybrid 160 auto | Mild Hybrid Advanced 130 | E-TECH Full Hybrid 160 auto                      | E-TECH Full Hybrid 200 auto |
| ENGINE                                    |                       |                      |                      |                          |  |                             |
| Fuel type                                 | Unleaded petrol / E10 |                      |                      |                          | Unleaded petrol / E10 + Self recharging electric |                             |
| Emissions standard                        | Euro 6 D Full         |                      |                      | Euro 6 D Full + Euro 6 E |  |                             |
| Aproval protocol                          | WLTP                  |                      |                      |                          |  |                             |
| After-treatment pollution clean-up system | 3-way catalyst + GPF  |                      |                      |                          |  |                             |
| Number of cylinders / valves              | 4 / 16                |                      |                      | 3 / 12                   |  |                             |
| Engine capacity (cm <sup>3</sup> )        | 1,333                 |                      |                      | 1,199                    |  |                             |

|   |  |  |  |  |  |
|---|--|--|--|--|--|
| <b>Broke x stroke (mm)</b>                  | <b>72.2 x 81.3</b>   |  |  | <b>75.5 x 89.3</b>   |  |
| <b>Injection type</b>                       | <b>Direct + turbo</b>  |  |  |  |  |
| <b>Combined power kW (HP)</b>               | <b>N / A</b>   |  |  | <b>118 (160)</b>   | <b>146 (199)</b>   |
| <b>Maximum power kW (HP) at rpm</b>         | <b>103 (140) from 4,500 to 5,750</b>   | <b>116 (158) from 5,250 to 5,500</b>   | <b>96 (130) at 4,500</b>               | <b>ICE = 96 (130) at 4,500<br/>+ E-MOTOR = 50<br/>+ HSG = 25</b> | <b>ICE = 96 (130) at 4,500<br/>+ E-MOTOR = 50<br/>+ HSG = 25</b>     |
| <b>Maximum torque (Nm) at rpm</b>           | <b>260 from 1,750 to 3,500</b>   | <b>270 from 1,800 to 3,750</b>         | <b>230 from 1,750 to 3,500</b>         | <b>ICE = 205 at 1,750<br/>+ E-MOTOR = 205<br/>+ HSG = 50</b>     | <b>ICE = 205 at 1,750<br/>+ E-MOTOR = 205<br/>+ HSG = 50</b>         |
| <b>Stop &amp; Start and energy recovery</b> | <b>Yes / Yes</b>   |  |  |  |  |
| <b>Overhaul / Oil change interval</b>       | <b>30,000 km or 1 year, then every 30,000 km or 2 years / every 30,000 km or 2 years</b> |  |  |  |  |
| <b>Distribution</b>                         | <b>Chain</b>   |  |  |  |  |
| <b>GEARBOX</b>                              |  |  |  |  |  |
| <b>Type</b>                                 | <b>Manual transmission, 6 gears</b>  | <b>Automatic transmission, 7 gears</b> | <b>Automatic transmission, 7 gears</b> | <b>Manual transmission, 6 gears</b>                              | <b>E-TECH multi-mode automatic transmission with 15 combinations</b> |

| <b>BATTERY</b>   |   |  |             |   |   |
|--|---|--|-------------|---|---|
| <b>Type</b>  | <b>Lithium-ion</b>                              |  |             |   |   |
| <b>Voltage (V)</b>                                     | <b>12</b>                                       | <b>12</b>  | <b>12</b>   | <b>48</b>   | <b>400</b>                                      |
| <b>Capacity (kWh)</b>                                  | <b>0.15</b>                                     | <b>0.15</b>  | <b>0.15</b> | <b>0.925</b>  | <b>2</b>  |
| <b>TYRES AND BOOT</b>                                  |   |  |             |   |   |
| <b>Standard tire size</b>                              | <b>215/65 R17<br/>235/55 R18<br/>205/55 R19</b> | <b>215/65 R17<br/>235/55 R18<br/>205/55 R19<br/>235/45 R20</b> |             |   | <b>235/55 R18<br/>205/55 R19<br/>235/45 R20</b> |
| <b>Inflation kit / spare wheel</b>                     | <b>Yes / Option</b>                             |  |             |   |   |
| <b>Boot volume (VDA dm<sup>3</sup>)</b>                | <b>Up to 575</b>                                |  |             | <b>Uo to 555</b>                                      |   |
| <b>BRAKES</b>  |   |  |             |   |   |
| <b>Diameter / thickness of vented front discs (mm)</b> | <b>296 / 26</b>                                 |  |             | <b>320 / 28<br/>(350 / 30 with 4CONTROL Advanced)</b> |   |
| <b>Diameter / thickness of solid rear discs (mm)</b>   | <b>292 / 16</b>                                 |  |             | <b>292 / 16<br/>(330 / 16 with 4CONTROL Advanced)</b> |   |

| PERFORMANCE                       |                         |      |     |      |      |      |
|-----------------------------------|-------------------------|------|-----|------|------|------|
| Top speed (km/h)                  | 175                     |      |     |      |      |      |
| 0 - 100 km/h (sec)                | 10.7                    | 9.97 | 9.7 | 10.8 | 9    | 8.4  |
| 1 000 m standing start (sec)      | 31.8                    | 32.2 | 31  | 32.2 | 31.6 | 30.8 |
| Resumption 80-120 km/h (sec)      | 7.6                     | 7.4  | 7.2 | 8.1  | 6.6  | 5.6  |
| FUEL ECONOMY AND EMISSIONS (WLTP) |                         |      |     |      |      |      |
| CO <sub>2</sub> (g/km)            | 138                     | 139  | 140 | 118  | 102  | 104  |
| Combined cycle (l/100km)          | 6.1                     | 6.1  | 6.2 | 5.2  | 4.5  | 4.6  |
| Fuel tank capacity (l)            | 55                      |      |     |      |      |      |
| STEERING                          |                         |      |     |      |      |      |
| Type                              | Electric power steering |      |     |      |      |      |

|   |                                     |              |              |              |   |   |
|---|-------------------------------------|--------------|--------------|--------------|---|---|
| <b>Turning circle, curb to curb (m)</b>   | <b>11.2</b>                         |              |              |              | <b>11.2<br/>(10.1 with 4CONTROL Advanced)</b>                               |   |
| <b>Steering wheel turns, lock to lock</b> | <b>2.6</b>                          |              |              |              |   |   |
| <b>Front axle</b>                         | <b>Pseudo McPherson</b>             |              |              |              |   |   |
| <b>Rear axle</b>                          | <b>Flexible with a torsion beam</b> |              |              |              | <b>Flexible with a torsion beam /<br/>Multi-link with 4CONTROL Advanced</b> |   |
| <b>WEIGHT</b>                             |                                     |              |              |              |   |   |
| <b>Kerb weight (kg)</b>                   | <b>1,373</b>                        | <b>1,422</b> | <b>1,464</b> | <b>1,421</b> | <b>1,517</b>  |   |
| <b>Gross vehicle weight (kg)</b>          | <b>1,947</b>                        | <b>2,003</b> | <b>2,003</b> | <b>1,994</b> | <b>2,098<br/>(2,150 with<br/>4CONTROL<br/>Advanced)</b>                     | <b>2,101<br/>(2,153 with<br/>4CONTROL<br/>Advanced)</b> |
| <b>Gross train weight (kg)</b>            | <b>3,297</b>                        | <b>3,803</b> | <b>3,803</b> | <b>3,494</b> | <b>3,598<br/>(3,650 with<br/>4CONTROL<br/>Advanced)</b>                     | <b>3,601<br/>(3,653 with<br/>4CONTROL<br/>Advanced)</b> |
| <b>Gross train weight (kg)</b>            | <b>1,350</b>                        | <b>1,800</b> | <b>1,800</b> | <b>1,500</b> | <b>1,500</b>  |   |
| <b>Max unbraked trailer weight (kg)</b>   | <b>720</b>                          | <b>745</b>   | <b>750</b>   | <b>745</b>   | <b>750</b>  |   |

## **ABOUT RENAULT**

Renault, a historic mobility brand and pioneer of electric vehicles in Europe, has always developed innovative vehicles. With the 'Renaulution' strategic plan, Renault has embarked on an ambitious, value-generating transformation moving towards a more competitive, balanced and electrified range. Its ambition is to embody modernity and innovation in technology, energy and mobility services in the automotive industry and beyond.

## **ABOUT GOOGLE**

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