

# [PRESS KIT]



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## THE ALL-NEW MÉGANE E-TECH ELECTRIC

BEHIND THE WHEEL OF A HIGH-TECH COMPACT CAR: A NEW  
DEFINITION OF 'DRIVING PLEASURE'





## CONTENTS

CONTENTS .....	2
INTRODUCTION .....	3
NEW GENERATION ELECTRIC VEHICLES, MÉGANE IS THE NEW VISION.....	5
THE FRUIT OF INCOMPARABLE EXPERTISE.....	5
MORE THAN A CAR, IT'S A FULL-FLEDGED SERVICE .....	6
A SUSTAINABLE ELECTRIC CAR .....	6
ADVANTAGES OF THE CMF-EV PLATFORM .....	7
MÉGANE, IT JUST MAKES SENSE.....	8
DESIGNED AROUND ELECTRIC DNA.....	9
CHANGING THE RULEBOOK.....	9
BRING THE CAR TO LIFE AS YOU GET CLOSER .....	11
A TRUE RE-INVENTION OF THE "VOITURE A VIVRE" .....	13
A WHOLE NEW WAY TO ENJOY DRIVING .....	18
NEW DRIVING SENSATIONS.....	18
AUGMENTED EV PERFORMANCE .....	21
LIMITLESS DRIVING.....	23
A UNIQUE CONNECTED EXPERIENCE.....	29
OPENR LINK: THE MULTIMEDIA SYSTEM THAT MAKES YOUR CAR AS INTUITIVE AS A SMARTPHONE .....	29
INTELLIGENT DRIVER-ASSISTANCE SYSTEMS.....	34
A WHOLE NEW GENERATION OF SOUND SYSTEMS .....	38
DIMENSIONS AND TECHNICAL DATA.....	41
ABOUT RENAULT GROUP.....	45



## INTRODUCTION

Renault and electric vehicles, it is the story of a revolution embraced well before all others. More than 10 years of unparalleled experience and expertise, as shown by the 10 billion 'e-kilometres' covered by the 400,000 vehicles already sold. Renault Group, EV pioneer, currently stands as market leader in Europe. And the story is just beginning.

Today, the electric revolution is picking up pace. Renault is well prepared to embrace the change, thanks to its experience in the field and its status as 'historic car manufacturer'. The unique combination of Renault's expertise in designing, manufacturing, and marketing vehicles, paired with its intricate network of knowledgeable sales staff and experienced mechanics to maintain and repair vehicles, and its know-how in electric vehicles, brings elements from the past and the future to better embrace the current acceleration with confidence.

A historical push forward that is currently embodied by Renault's All-new Mégane E-TECH Electric. Inspired by the MORPHOZ concept car in 2019 then heralded by the Mégane eVision show car in 2020, this compact hatchback with a sleek, elegant style goes beyond expectations. Thanks to the Alliance-developed CMF-EV platform, it rewrites the rulebook and pushes the boundaries in terms of design, footprint/habitability ratio and versatility. It is as much a joy to drive as it is to behold.

Sporting Renault's new 'Nouvel'R' logo, the All-new Mégane E-TECH Electric personifies the brand's transformation: it symbolizes how the core of the market is being revolutionised, represents a gigantic leap forward in all aspects, and is exciting to see and to drive each and every time. It proudly stands as a uniquely technological car with the interior adorned by its crowning jewel, the OpenR screen that brings together the instrument panel and multimedia interface all within the same unit.





The All-new Mégane E-TECH Electric is a child of technology, a child of the Renaulution. This will be the first model to be 100% 'Made in ElectriCity', Renault Group's new industrial hub and European leader of EV vehicles located in the North of France. A truly French icon, the windscreen incorporates a rooster silhouette to symbolize the vehicle's French origin and manufacturing. Made in the heart of Europe using mainly European materials (70% of the overall weight), the All-new Mégane E-TECH Electric is *the* compact electric car designed with European customers in mind.

Currently available for test drives, All-new Mégane E-TECH Electric orders are already open in select European countries with sales starting in May and June 2022 (depending on country).



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## NEW GENERATION ELECTRIC VEHICLES, MÉGANE IS THE NEW VISION

Renault's All-new Mégane E-TECH Electric is the first of its Generation 2.0 electric vehicles and marks the beginning of a new chapter of the electric revolution started some 10 years ago. Connected to and integrated into the EV ecosystem and the digital world of its users, the All-new Mégane E-TECH Electric symbolises the beginning of Renault winning back ground in the compact vehicle market (C-segment). The Mégane of the future is already here!



### THE FRUIT OF INCOMPARABLE EXPERTISE

Building on more than ten years of expertise in designing, manufacturing, marketing, and maintaining electric vehicles, Renault's launch of the All-new Mégane E-TECH Electric marks a major shift in gears for its electric revolution. Since ZOE Concept was first introduced in 2010 to the sale of ZOE ZE50 in 2019, Renault has consistently improved its energy management capabilities to the point it can now guarantee a range of 395km in WLTP cycle. While ZOE is the definition of versatility for an urban car, the range has since grown to satisfy all uses: micro-mobility with Twizy, last-mile delivery with Kangoo E-TECH Electric and Master E-TECH Electric, and urban agility with the recent addition of Twingo E-TECH Electric.

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At the same time, more than 30,000 employees of the brand's networks have been trained in the specific characteristics of electric mobility, to best advise customers during the initial purchase but also to ensure the best possible after-sales service. Renault has also collected more data from its vehicle's batteries than any other manufacturer, thus making it easier to improve the design specificities so the batteries last longer and give customers just what they need.

These strategic advantages are tangible within the market. In Europe, Renault is EV leader and is a trusted brand for an ever-increasing number of delighted customers. More than 300,000 electric vehicles have been sold throughout the Old Continent since the range was first launched; in other terms, that is one in every five Renault vehicles sold since 2010. Worldwide, more than 10 billion 'e-kilometres' have already been covered by 400,000 vehicles.

The All-new Mégane E-TECH Electric is Renault's way of leveraging its unparalleled expertise to step forward into the future.

#### **MORE THAN A CAR, IT'S A FULL-FLEDGED SERVICE**

All-new Mégane E-TECH Electric is an icon of the new world, the new EV world. As such, it is part of an ecosystem where the vehicle represents a hardware platform housing state-of-the-art software and optimized connectivity to deliver new experiences. Welcome to the era of 'VaaS' – Vehicle as a Service.

Thus, The All-new Mégane E-TECH Electric is not merely an independent piece of the larger EV ecosystem. Rather, its deeply rooted integration builds on experimentation carried out over recent years: it is thus equipped with intelligent charging capabilities and, ultimately, it will be able to feed power back into the grid when needed thanks to vehicle-to-grid (V2G) technology. Renault and the Group's new brand, [Mobilize](#), have developed expertise in battery management (e.g., second life, recycling) and a wide variety of easy-to-use charging options (at home or on the road) that cover the entire life cycle and value chain.

Much like a smartphone, the All-new Mégane E-TECH Electric merges seamlessly into the digital ecosystem of its user. It is a high-tech vehicle always ready to serve thanks to its new OpenR display and its new OpenR Link multimedia system, developed with Google and based on Android Automotive OS. The OpenR Link multimedia system comes with Google Assistant, Google Maps and Google Play built-in for a helpful, personalized and seamless driving experience. Each user's profile can thus be linked to its personal Google Account for a more in-depth experience. In addition, the various features of the My Renault app make using the car an even more interactive and proactive experience.

#### **A SUSTAINABLE ELECTRIC CAR**

Renault made the strategic choice to manufacture the All-new Mégane E-TECH Electric in France, at the Douai factory, located in the heart of ElectriCity, Europe's leading EV hub. With a goal of producing 400,000 vehicles per year, Renault ElectriCity will soon be Europe's largest and most competitive centre for electric vehicle production. Located in the north of France, it is ideally located at the heart of market demand.

Emitting less pollution when in use and also throughout its lifecycle, electric cars shall lead the way when it comes to sustainable mobility. The All-new Mégane E-TECH Electric emits no CO<sub>2</sub> when being driven and disturbs no one along its route thanks to its whisper-quiet motor. Its low, aerodynamic profile combines with

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the full range of energy management optimisation systems for greater efficiency. Once the car reaches the end of the first stage in its lifecycle, the batteries can be reused before then being recycled with the composite parts being reused for other industrial purposes. To that extent, thanks to the Flins Re-Factory and the Veolia-Solvay partnership, Renault Group is far ahead of its competitors.

The All-new Mégane E-TECH Electric does even more to protect the environment. All upholstery is made out of 100% recycled materials. Depending on the version, that accounts for up to 2.2kg! A total of 27.2 kg of visible (lower cockpit) and invisible parts (dashboard inner structure) are made out of recycled plastics. 95% of the vehicle will be recycled at the end of its lifecycle. The All-new Mégane E-TECH Electric is quite simply the most environmentally friendly of all Renault models.

### ADVANTAGES OF THE CMF-EV PLATFORM

The All-new Mégane E-TECH Electric is the first model in the Renault range to benefit from all the Alliance's CMF-EV platform has to offer. This new benchmark platform is dedicated to all-electric vehicles and makes it easier to manufacture, develop, and optimise performance of each brand's new-generation models. Its design and advantageous features help push beyond previous limitations to create vehicles with a new design, new features and that are a pleasure to drive at all times.

The platform features a reduced engine compartment, with EV engine parts being more compact than on ICE motors. Combined with an extended wheelbase and wheels positioned at the four corners of the vehicle, the additional volume is put to good use to create a unique exterior design, enhanced spaciousness, and innovative interior design.

Thanks to disruptive technology and batteries with greater capacity, the CMF-EV platform offers the opportunity to increase the energy efficiency and range of an electric car while reducing its charging time. The power and comfort when sitting behind the wheel are also greatly enhanced thanks to an overhaul of the chassis and steering systems and a lowered centre of gravity made possible thanks to the batteries mounted under the floor.

To date, more than 300 patents have already been filed for the CMF-EV platform and All-new Mégane E-TECH Electric. These patents protect innovation that has been applied to the engine, charging system, battery, heat management, architecture, and acoustics. It is the result of shared expertise between Renault Group and its Alliance partners, Nissan and Mitsubishi, in an effort to maintain and secure their technological leadership in the face of competition.



## MÉGANE, IT JUST MAKES SENSE

At Renault, Mégane is synonymous with the compact hatch, a model that has been part of the line-up for 26 years over four different generations. That makes for a grand total of 1.3 million units on European roads. The All-new Mégane E-TECH Electric pays homage to that heritage, through its design and versatility. It keeps the genetic make-up and optimism that is a hallmark of each new generation of Mégane making it an icon of its segment: pleasure to drive, comfort, peace of mind, interior space and boot volume. This new generation sees new attractive features, such as the exciting design, the unprecedented size-to-space ratio, and all the usual benefits of an electric car.

With the All-new Mégane E-TECH Electric, Renault shows that it is continuing on with a long-standing history and building on previous successes under the Mégane name. Though the name is now brought into the modern era and projected into the future. Because it just makes sense to do so. And so, the name will live on.



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## DESIGNED AROUND ELECTRIC DNA

Leveraging the power of a platform designed for EV models, the All-new Mégane E-TECH Electric leads the way for the fundamentally electric ‘sensual tech’ design language that will imbue the new model with an elegant yet powerful character. Inside, record spaciousness and renewed ergonomics combine to give passengers a better experience.



### CHANGING THE RULEBOOK

Standing as the first model of the new generation of Renault’s EV native cars, the All-new Mégane E-TECH Electric is also the first model to bear the brand’s new ‘Nouvel’R’ logo. The disruptive design goes against the grain of what traditional compact hatchbacks look like, giving the model stronger character, but also better aerodynamics and fuel-economy.

### The new ‘sensual-tech’ language

Just like the brand, the Renault design is changing and becoming more ‘tech’. While keeping all the sensual features that are behind the car’s recent success, it also incorporates some more technological elements (rear micro-optical LED lights, OpenR screen) as well as others that draw heavily on the world of high-tech and hi-fi design (vents grilles, laser engraving on lower door protection grates decorations).

In general, sensual shapes such as the rounded shoulder lines, the wings cut out around the front lights, and the curved bonnet merge with subtly structured and detailed precision. This is exemplified by the blade trim in the front and rear bumpers and the side air-vents on the front bumper. The door handles that automatically stand out when unlocked and the closed grille give a flush, streamlined feel. Last of all, the ‘sensual-tech’ ensemble generates a high perceived quality feeling.

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### **Record-breaking powerful proportions**

With the extended wheelbase (2.68 m for a total length of 4.2m) and reduced overhang offered by the new CMF-EV modular platform, the All-new Mégane E-TECH Electric displays unprecedented proportions that have given designers the opportunity to design a powerful hatch with a mastered footprint. The battery is thinner than ever (only 110 mm!) meaning designers could refine the external proportions while also boosting the car's interior roominess vs. footprint ratio and lowering the centre of gravity for a more fun and exciting driving experience (see page 18).

Lastly, the All-new Mégane E-TECH Electric combines a compact design with a contained height (1.50 m), and yet the considerable space inside is still clearly felt from outside the vehicle.

### **Efficient aerodynamic design**

Features directly inspired from the world of crossovers give a sense of robustness: large 20-inch wheels, protective strips on the lower side and wheel arches, high beltline. The dropping line of the roof, wide tracks, and flush door handles (as standard) feel more like a coupé. The contained height, the spaciousness, and boot volume are reminiscent of traditional hatchback models.

Improving the aerodynamic performance thanks to an efficient styling was a main aspect of the design process behind the All-new Mégane E-TECH Electric. The contained height, the narrow-rimmed tyres, sculpted shoulders with air-vents at the front and a character lines being part of the bumper sides, all give a streamlined feel to the vehicle, but also help improve its overall fuel efficiency.

### **Eye-catching and elegant colours**

For its launch, the All-new Mégane E-TECH Electric will be available in six elegant and eye-catching body colours: Rafale Grey, Schist Grey, Midnight Blue, Flame Red, Diamond Black, and Glacier White. For a more personal touch, it can also come in a two-tone finish by having the roof, pillars, and – depending on the chosen trim – the side mirror guards in Schist Grey, Diamond Black, or Glacier White, enabling 30 possible combinations.

On the upper trim, other distinctive features include the Warm Titanium colour featured on the bumpers front blade and at the rear as well as the side air-vents. This gives the All-new Mégane E-TECH Electric a strong sense of character and sportiness.

The vehicle sits proudly atop its 20-inch wheels (18-inch for the entry-level model) and comes with a choice between two 20-inch rims and two 18-inch option. All rims feature the new Renault logo in the centre.

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## BRING THE CAR TO LIFE AS YOU GET CLOSER

**Equipped with high-tech lights and new light signature, the All-new Mégane E-TECH Electric is a ‘LIVING native’: it comes to life when you approach it, displaying a unique welcome sequence that is enhanced by a string of light and sound effects.**

### Electrical Signature

Full-LED lighting in the front and back of the All-new Mégane E-TECH Electric has been finely laser cut to express its modernity. The car features a brand-new lighting signature with ‘electrifying’ patterns that cross over to the central logo for heightened excitement. In the front, day lamps appear to extend beyond the projectors and continue their path up to the side air vents on the shield. In the rear, numerous laser-cut micro-optic fibres laid in criss-crossing lines create an intriguing 3D-like shimmer effect: overlapping lines appear to vibrate as if they were alive. In addition to the very elegant indicators, the brake lights are displayed in two clear lines, much like a ‘pause’ sign.



Projectors are made using six reflective panels and are adaptive so it’s no longer necessary to switch between high and low-beam – it’s all automatic. The beam of light is much wider on urban roads to see more of what is happening around the vehicle and much longer for the open road and on motorways in order to see further without blinding vehicles in-front or coming in the opposite direction. The lights also adapt to changes in weather (rain, fog) via a switch located on the dashboard and serve as fog lights. The absence of ‘real’ fog lights gave designers more freedom to create a sleek, more modern front end. Dynamic indicator lights round out the full range of ultra-modern and very stylish lighting features.

### Light sequence

The All-new Mégane E-TECH Electric automatically detects when the person holding the car’s key card is within 1 meter of the car. The vehicle then sets off a light sequence where the headlamps light up starting in the middle first, then moving out before fading to black on the day lamps and indicators have come on. At the rear, the light strip and lamps light up while the indicators flash on and off. The welcome sequence finishes with two lights mounted on the wing-mirrors projecting the new Renault logo on the ground, showing the path leading to the vehicle.

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### **Automatic door handles**

Each version of The All-new Mégane E-TECH Electric incorporates flush door handles. When the driver or front passenger approaches to open a door, or when the vehicle is unlocked, the handles hidden in the body are automatically and electronically pushed out. They pop back into place after two minutes of remaining stationary, when the car begins to move forward, or when the doors are locked. These flush door handles have been designed and tested to cope with any situation of use (electric opening system in "hammer" mode when frost is detected, folding when reversing to avoid collisions, etc.).



### **The ‘Welcome on board!’ sequence**

The welcome sequence featured on the All-new Mégane E-TECH Electric comes to an end when the driver sits down in the driver’s seat. The OpenR screen with dashboard displays and multimedia screen turns on displaying the logo and brand name. Ambient lighting illuminates the cockpit while the speakers play a brand-new Renault audio cue rounding out the welcome sequence.



## A TRUE RE-INVENTION OF THE “VOITURE A VIVRE”

Designed around the CMF-EV platform, the All-new Mégane E-TECH Electric leverages the platform’s best aspects to offer the roomiest interior related to its footprint. Driver and passengers alike enjoy an obstacle free environment with optimal comfort and a touch of modernity from the new OpenR screen. Welcome to ‘DIGITAL native’ class, where life on board is a whole new experience!

### Maximised spaciousness

The initial effect upon climbing aboard is striking – what space! While the overall length is capped at 4.2m, interior dimensions on the All-new Mégane E-TECH Electric are similar to those of the internal combustion powered Mégane (length and distance between passengers) if not bigger (21cm of rear-passenger knee-room). Above all, the CMF-EV platform serves to enhance the car’s overall spaciousness and practicality: extended wheelbase, smaller engine compartment incorporating air-conditioning components, pared back dashboard, and so on. Thus, passengers can enjoy extra roominess in the centre console and under the dashboard area. Moreover, interior space and comfort have been increased thanks to the absence of a drive-shaft tunnel (flat floor), gear stick and control panel usually integrated on the centre console.



### OpenR, the largest screen around

It is the crowning jewel of the All-new Mégane E-TECH Electric interior compartment, a piece that embodies the full range of on-board technology built into Renault's new generation of electric vehicles. First seen on the TreZor (2016), SYMBIOZ (2017), and MORPHOZ (2019) concept cars, the brand-new OpenR single-screen combines – in an upside-down ‘L’ – the digital instrument panel and central console multimedia screen. This is the first time such technology will be standard issue for such cars and has been made possible thanks to many long years of work from the Renault Design, Product and Engineering teams. It also houses the central air vents, in keeping with the flush finish of the car’s interior.

The OpenR screen is made using reinforced glass for a more robust finish that is pleasing to touch and to look at. Screen brightness and light reflectiveness have both been optimised to ensure good visibility even in full



sunlight; enhanced by the anti-reflection coat. The traditional dashboard sun guard has therefore been removed as no longer necessary, saving space and making the final look more streamline and modern.



The OpenR screen has a display area like no other: 321 cm<sup>2</sup> for the 12.3-inch dashboard screen (1920 x 720 pixels, landscape) and 453 cm<sup>2</sup> for the 12-inch multimedia screen (1250 x 1562 pixels, portrait). The on-board digital interfacing therefore measures a total of 774 cm<sup>2</sup>, unlike any other vehicle in the category, more in line with the much larger top-end sedans! The entry level model features a 9-inch multimedia screen (1250 x 834 pixels, landscape).

The OpenR screen incorporates state-of-the-art technology for a smooth and immersive experience. In particular, Qualcomm's third-generation Snapdragon Automotive Cockpit Platform with Octa-core processor, multiple display capabilities, advanced connectivity with USB-C ports, and essential technology for on-board safety and ADAS (e.g., 3D Around View Monitor). This platform has been designed to be future-proof and compatible with future system updates. As for on-board software, the new OpenR Link system with Google built-in, for an intuitive and optimized connected experience, including outside the vehicle (see page 29).

The 'instrument panel' section of the OpenR screen accommodates four different driver displays according to his priorities:

- Driving layout (control panels)
- Navigation layout (maps)
- Zen layout (minimalistic)
- Battery layout (charge status)

It goes without saying that the dashboard display can be wholly customised. It features five widgets (fuel use, tyre pressure, distance, eco-monitor, music) and eight colour schemes.



## Recycled and homely materials

Inspiration from the world of home furniture is very present inside the All-new Mégane E-TECH Electric with various unusual or recycled materials giving the interior a welcoming and very homely feel. The designers sought to go beyond more traditional materials such as plastic, and the more classic colours like black.

Hence, the dashboard on entry mid-range versions has been topped with a textile finish, while the premium trim comes with faux-leather TEP. The upper contour of the dashboard and upper strip of the inner door panels feature Alcantara upholstery for mid-range cars and a decorative 'Nuo' wood finish on the premium trim. Nuo is an innovative new material made of real wood. Thin lime timber veneer is bonded to a cotton textile backing using an environmentally friendly adhesive then lasered. It will be used on a production model for the first time. Paired with TEP for the upper dashboard, Warm Titanium stitching throughout the passenger cockpit, and genuine leather seats (see below), it helps give the premium trim on the All-new Mégane E-TECH Electric feel refined and elegant.



Every trim features a decorative strip that stretch across the dash and into the door panels creating a greater sense of visual width. It reflects the lights and also incorporates a strip of lights on the upper trims.

Upholstery on the first trim level is made entirely out of 100% recycled materials. The mid-level trim with combined TEP/fabric upholstery is also 100% recycled. Lastly, the front and rear backrests and seat panels on the premium trim are entirely leather. They come in two colour schemes: titanium black with decorative gimp in Warm Titanium or light sandy grey with a moka gimp. Across all trim packages, storage compartments in the door panels are lined with carpet for added visual comfort and sound proofing.

## More storage, ergonomics, and comfort

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In shifting the gear stick behind the steering column and relocating the MULTI-SENSE button to the steering wheel, it freed up more space between the two front seats which now houses an unprecedentedly large 7-litre storage compartment. It is large enough to store a handbag or other large items that need to be readily accessible, but it can also be used to store various accessories that everyone in the car can now use and easily access. There are also two additional 2 litres for cup holders and 3 litres of storage located under the central armrest which can slide on 55mm for a better ergonomic. All in all, the All-new Mégane E-TECH Electric offers 30 litres of on-board storage, the best in its class.

The trunk boasts a total volume of 440 litres (or 389 dm<sup>3</sup> VDA) that are entirely usable given the space is rectangular in shape. The space houses the charging cables that have their own 32-litre (22 dm<sup>3</sup>) storage area that is accessible via a removable boot floor panel. The cables also benefit from a range of other specific accessories (bag, cable ties, carrier handle...). Boot capacity can be increased by folding down the rear seats in a 2/3 – 1/3 format.



The central armrest can slide back and forward to offer a convenient storage space housing two USB-C ports and a 12V socket. Two more USB-C ports (ideal for charging mobile devices like phones, tablets, hand-held consoles) are located behind the armrest. Depending on the chosen trim, front seats come with power-controlled adjustments (including lumbar support) and heating. Lastly, the bottom of the multimedia screen is host to a number of piano-type buttons and a smartphone dock. The smartphone can be positioned horizontally, for inductive charging, or vertically to view its screen.

## LIVING LIGHTS, bringing the interior lighting scheme to life

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The mood lighting on the All-new Mégane E-TECH Electric is full LED and based on the human body's natural 24-hour circadian cycles to optimise the well-being of those on-board. Lighting inside the cockpit is achieved via light strips along the dashboard, door panels, and smartphone dock, it differs between day and night, and changes colours every 30 minutes.



The unique lighting experience has been named LIVING LIGHTS because as the colours slowly transition and the naturally dynamic effects follow the automatic change of colour, it gives off the impression that the lights have come alive. By day, cool lights enhance the interior design and give the cockpit a high-tech feel. By night, the captivating warmer tones place the driver and passengers alike in a calming aura of warmth that give the All-new Mégane E-TECH Electric a whole new personality.

Of course, the lighting mood can be easily changed and altered via the MULTI-SENSE setting interface, which is now easily accessible via the button located on the steering wheel. In particular, the brightness and colour can be changed to suit everyone's mood and preferred style. Via the OpenR screen, a tactile scroll bar helps choose between 48 different colours for the door panels and instrument panel lights. Colours also change according to the chosen drive mode.



## A WHOLE NEW WAY TO ENJOY DRIVING

Driving the All-new Mégane E-TECH Electric is a whole new experience thanks to an agile platform and dynamic powertrain that strike a perfect blend of driving pleasure and comfort at all times. All without compromising on safety, range, or charging capacity thanks to a range of innovative battery solutions. On the contrary, it is all part of the same equation.



### NEW DRIVING SENSATIONS

The Alliance's latest benchmark platform for electric vehicles has been completely designed from scratch, harnessing the power of 10 years of data. In addition to requirements in terms of spaciousness and fuel efficiency, engineers paid close attention to components relating to comfort and agility for a more powerful driving sensation.

#### Optimised steering and agility

In designing the CMF-EV platform, particular attention was paid to ensuring that vehicles built around the platform could combine the pull of an electric motor and a lively chassis without impacting on comfort. Brand new power steering has been added so the steering ratio is now only 12 (lowest market value), for an agile and direct feedback. The combined effect of these features is that the All-new Mégane E-TECH Electric has a clean and fast response to movements applied to the steering column. Such precision gives a heightened sense of safety and makes manoeuvring a breeze.



In addition to these features, there is also the Parallel Link multi-arm coupling on the rear axle. Together with the new steering column, it ensures solid traction for a safer drive, while still guaranteeing the best in precision steering.



Lastly, the thinner battery (110 mm) means that the centre of gravity is lower (-90mm compared to the Mégane ICE) and the car is more agile. Weight is evenly distributed thanks to the battery being housed under the whole floor plate.

### **Increased posture support**

Driving sensations and driver position are directly correlated. The driver position in the All-new Mégane E-TECH Electric is low-lying and sporty hatch-like, and it best conveys the dynamic feel of the car's chassis and engine. The front seats have also been made more comfortable through the use of a denser foam and the enhanced lateral support padding.

For rear passengers, unlike on more traditional compact hatchback cars, seat convenience and ergonomics have been greatly improved thanks to the use of the new platform and thinner battery. The intelligent incline of the rear seat (27°) combined with the completely flat floor area means the rear passengers can keep their feet flat on the ground without having to raise their knees, which is considerably more comfortable for long trips.

### **Patented sound cocoon**

The innovative 'Cocoon Effect Technology', developed and patented by Renault engineers, brings a level of audio comfort while driving that is unparalleled, even for a 'naturally' silent electric car. A layer of sound-absorbing foam has been pressed in between the car's floor and across the whole battery. Improvements are best felt above 30km/h as it creates a sort of sound cocoon most often found on premium sedan models so passengers can better enjoy the silence, their music, or conversational moments with other passengers even on motorways.

Moreover, the 'Cocoon Effect Technology' is very lightweight; it weighs 3 kilos less than regular sound proofing. It is enhanced by additional door lining, the sort of 'privilege' reserved for more premium models.



### Sensations made to order

New generation MULTI-SENSE settings, first seen on the All-new Mégane E-TECH Electric, and the OpenR Link multimedia interface mean drivers can adapt the sensations of being on the road and in the car to their personality or mood. They can be accessed via the OpenR touch screen, or a brand-new button located on the steering wheel.

The various settings cover items such as driving sensations (power steering, engine calibration, accelerator responsiveness) and on-board mood (lighting moods, driver seat comfort, heating, instrument display visualisation and colour). Three pre-programmed modes (Eco, Comfort, and Sport) combine the best of these settings with the aim of improving efficiency, adapting to a very frequent situations procuring strong emotions. A fourth mode (Perso) offers a large choice of settings on demand. The driver can switch between any of the modes at any time – even by voice command.





## AUGMENTED EV PERFORMANCE

**With its brand-new engine running at up to 160 kW with 300 Nm of torque and four levels of regenerative braking, the All-new Mégane E-TECH Electric takes the joy of driving an electric vehicle to new heights.**

### **New generation motor**

The engine on the All-new Mégane E-TECH Electric is brand new. Developed within the Alliance, it is utilised by the various partners with little to no modifications. Made at two different sites: in Japan for Nissan; and in the Cléon factory in France for Renault.

Known more specifically as the electrically excited synchronous motor (EESM), it has been consistently used by Renault Group and the Alliance for the past ten years and will continue to serve the brand in the future. It boasts better power output compared to permanent magnet motors and doesn't require rare earth metals, thereby reducing the environmental impact and cost of large-scale production.



Thanks to its optimised design, the engine is compact and only weighs 145 kg (clutch included), that is 10% less than the engine currently used on ZOE, despite a marked increase in both power and torque. Each All-new Mégane E-TECH Electric will be fitted with one of following:

- 96 kW (130 hp) and 250 Nm
- 160 kW (218 hp) and 300 Nm

It offers all the joys of driving an electric car, in particular the instant acceleration, that is as dynamic as it is smooth (no jolting). It takes the All-new Mégane E-TECH Electric from 0 to 100 km/h in just 7.4 seconds.

### **Regenerative braking on demand**

Every time the car brakes, the battery recuperates a bit of energy, but for a truly optimal approach to energy management – no matter how the car is used – the All-new Mégane E-TECH Electric has been equipped with an optimised regenerative braking system.

Active when in D (Drive), regenerative braking helps recover energy as the car slows down (lifting the foot of the accelerator) to then turn it into electrical energy that can then be stored. It helps improve battery efficiency and range while using the brakes less.



The All-new Mégane E-TECH Electric further optimises regenerative braking by including four interchangeable brake levels that can be selected via the switches located behind the steering wheel: Level 0 (no regenerative braking) up to Level 3 (maximum regeneration and optimised engine brake through highly intuitive city driving where most deceleration occurs by releasing the accelerator). Changing between modes is immediate, making for an even smoother drive.





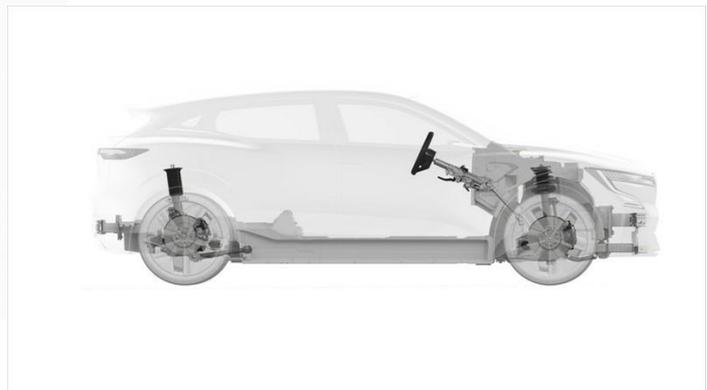
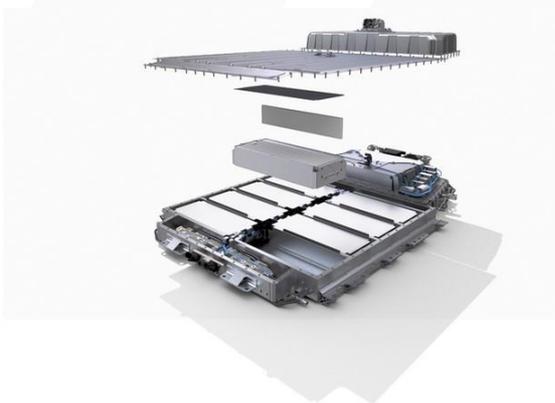
## LIMITLESS DRIVING

The joy of driving an electric car is also about not having to worry about battery range. That's precisely what the All-new Mégane E-TECH Electric has to offer with its two 40 kWh and 60 kWh battery packs, innovative energy management systems, and numerous charging solutions.

### Ultra-thin battery

Much like its new power train, the All-new Mégane E-TECH Electric also has a brand-new battery designed to fit perfectly on the CMF-EV platform. At 110mm (for 1 960mm length and 1 450mm width) – 40% smaller than the ZOE battery – it is the thinnest on the market. It contributes to lowering the total height of the vehicle at 1,50m for better aerodynamism and efficiency. It weighs 395kg.

In order to attain such a compact size, engineers had to turn to a new chemical make-up for its batteries with the lithium-ion NMC (Nickel, Manganese, Cobalt) batteries by LG, that have more nickel and less cobalt for greater energy density. Reaching 600 Wh/L, it is 20% more than the ZOE. They also benefit from a new liquid coolant system located in the battery's lower housing unit – a Renault first – that makes the battery more compact and efficient thanks to the die cast aluminium tubes. Measuring only 18mm high, it makes fitting the battery pack on the platform much easier, leaving more room for overall design and space.



### Finely balanced performance

The All-new Mégane E-TECH Electric comes with a choice of two battery capacities:

- 40 kWh for a range of 300km (WLTP cycle)
- 60 kWh for a range up to 450km (WLTP cycle) or even 470km (WLTP cycle) with the 'Evolution Extended Range'

The 40-kWh battery is made of eight 24-cell modules laid out in a single layer. The 60-kWh battery is made of 12 24-cell modules laid out over two layers. In both cases, the battery maintains its record-breaking dimensions, in particular its height of 110 mm. They come with an 8-year/160,000km guarantee, during which they are replaced free of charge should they drop below 70% of their nominal capacity – a level that is readily accessible for the vehicle owner to check via the My Renault app, which is useful when estimating the vehicle's re-sale value.



The goal of the All-new Mégane E-TECH Electric is to offer customers balanced and optimized performance, at a reasonable cost. The different versions of the range (see page 43) cover most customer needs when it comes to day-to-day use as well as one-off trips (weekends and holidays).

### High energy efficiency

The range of the All-new Mégane E-TECH Electric in everyday use is increased in all conditions, in summer and winter. This is thanks to the vehicle's high efficiency. This has been made possible thanks to the many affordable charging possibilities (see below), but also thanks to optimized energy recovery management and heat exchange that harnesses a new, patented, three-part system:

- A new generation heat pump that improves the battery's coefficient of performance by 30% (-10°C) compared to ZOE. It incorporates a completely new heating, ventilation, and air conditioning (HVAC) system and now uses electronic valves.
- An intelligent system for managing energy lost by the batteries and powertrain, which reuses it to heat the cockpit. This has been made possible by the arrival of a liquid cooling system for the batteries and powertrain (water-cooled oil).
- Predictive charging management uses the route on the vehicle's navigation system to set the battery at the appropriate temperature as the car nears a planned charging point. It makes the best use of the specific charging point's capabilities for a faster and/or fuller charge.



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The All-new Mégane E-TECH Electric is more efficient thanks to its optimised overall weight (1,513kg to 1,636kg depending on model) which has been achieved primarily through the use of an aluminium for the platform, composite hatch, and even the battery structure.

Thanks to such technology and market-leading efficiency, a journey between Paris and Lyon, Paris and La Rochelle, Hanover and Copenhagen, or Munich and Venice requires a single 30-minute short stop to recharge.

Lastly, the intelligent battery cooling and cabin heating management tools ensure consistent performance, power, and range in all weather conditions, all the while ensuring the battery leads a long life.

### Cheaper to run

Driving an All-new Mégane E-TECH Electric means considerable savings compared to a similar sized ICE vehicle: €1,689 per year in Europe, calculated using standard fuel and electricity prices recorded in December 2021 throughout 24 different countries\*.

That equates to an average savings of €140 every month, that can be then deducted from the monthly car payments to ascertain the vehicle's true monthly cost.

*\*based on average power economy of 21.7kWh/100km for the All-new Mégane E-TECH Electric and an average fuel economy of 8L/100km for a compact C-Segment petrol vehicle.*

### Charging versatility

In addition to the two levels of engine power and battery capacity, the All-new Mégane E-TECH Electric is now more versatile thanks to its multiple charging solutions, like 130kw charging on motorways and 22kw three-



phase charging located mainly in towns and cities. All are optimized for maximum efficiency.

The All-new Mégane E-TECH Electric is compatible with all AC charging infrastructure:

- Home socket 10A/2.3 kW (single-phase)
- Reinforced home socket 16A/3.7 kW (single-phase)
- Home charging station 32A/7.4 kW (single-phase)
- Home or public charging station 16A/11 kW (triple-phase)
- Public charging station 32A/22 kW (triple-phase)

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Depending on the version, though primarily on all vehicles with a 60kWh battery, it is also compatible with DC charging stations running up to 130kW (combo sockets), such as fast charging stations located along motorways. Versions with a 40 kWh battery can be fitted with an optional 85 kW DC charger.

With a high charge output averaging out at an estimated at 80kW (based on data taken from 130kW DC stations), charge times are among the fastest on the market:

- Up to 400 km of mixed driving recovered overnight (8 hours) with a 7.4kW wallbox
- Up to 160 km of urban driving recovered in 1 hour, with a 22kW public charging station
- Up to 200 km of motorway driving recovered in 30 minutes with a 130kW fast charging station
- Up to 300 km WLPT recovered in 30 minutes with a 130kW fast charging station

The All-New Mégane E-TECH Electric production model comes with a Mode 3 cable that can be used on both public and private charging stations. In particular, it is compatible with Mobilize Power Solutions home charging stations that can be bought upon purchase as an extra. To charge at home using a regular socket, a 'Flexicharger' Mode 2 cable is offered as an extra with each vehicle sold.

type d'installation	puissance de charge <sup>(1)</sup>	câble à utiliser		temps de recharge <sup>(2)</sup>						
				batterie 40 kWh			batterie 60 kWh			
				50 km	150 km	300 km	50 km	250 km	450 km	470 km
borne domestique Wallbox <sup>(1)</sup>	7,4 kW	câble mode 3 inclus à l'achat		1h10	3h15	6h30	1h	5h	9h15	9h15
prise domestique Green'Up <sup>(1)</sup>	3,7 kW	câble mode 2 standard ou "flexi-charger" en accessoires		2h15	6h15	12h15	2h	10h	18h	18h
prise domestique standard <sup>(2)</sup>	2,3 kW	câble mode 2 "flexi-charger" en accessoires		3h40	10h35	21h	3h20	17h	30h30	30h30
borne de recharge rapide publique	130 kW	câble solidaire à la borne		-	-	-	7 min	25 min	1h15	1h15
borne de recharge publique	22 kW	câble mode 3 inclus à l'achat		30 min	1h10	2h20	20 min	1h30	3h15	3h15

## Solutions for all

Renault offers All-new Mégane E-TECH Electric owners a range of solutions to make charging easier and cheaper, in any situation, [including through the services of Mobilize](#):

- Mobilize Charge Pass is a card that allows you to pay for charging, without having to sign up to multiple subscriptions, using the largest charging station network in Europe (more than 260,000 points in Europe, of which 50% offer 22kW charging). This service is already available in Germany, Belgium and Spain and will be rolled out gradually throughout Europe (starting in spring 2022 for France, Italy, Switzerland, Slovenia and Croatia, and before summer for the United Kingdom). In most of these countries, customers will benefit from an introductory offer including a pre-paid charge credit.
- Starting in summer 2022, motorway charging will be made available at a preferential rate on stations located on the Ionity network (more than 1,500 charging points in 24 European countries) for those customers who sign up to the specific subscription via Mobilize Charge Pass.

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- Mobilize Power Solutions has developed an all-inclusive charging solution for private customers. It includes the ordering of the charging station at the time of the purchase of the vehicle and its installation at home. All-inclusive offers for private customers will be available in France from 15 February and in June in Germany for the launch of the All-new Mégane E-TECH electric. The rollout will continue progressively in Europe from the second half of the year. These offers for private customers complement the recharging solutions already offered to business customers by Mobilize Power Solutions in 11 European countries.
- All-new Mégane E-TECH Electric customers will also be able to benefit from the Mobilize Smart Charge application, which allows them to save money and reduce their carbon footprint thanks to automated charging at home. This service is available in France, the Netherlands and Belgium.
- Renault also allows customers to charge their vehicles at terminals located at brand affiliated branches (dealerships and agencies). This represents nearly 4,000 charging points across Europe.

For customers planning very long trips, the 'Switch Car 30' offer, available with certain financing solutions, means customers can book another Renault vehicle to drive around with unlimited mileage. Lastly, energy assistance in the event of a 'dry breakdown' is also provided: Renault Care Service will intervene in less than 30 minutes so divers can reach their destination (towing or on-site charging depending on where the car is located).





### Use versatility

The All-new Mégane E-TECH Electric has one of the best towing capacities for its category. With a tow bar, it can easily carry a bicycle rack, or even tow a trailer weighing up to 900 kg (with brakes, depending on version). It can also be fitted with optional roof racks to fit a roof box, bicycles, skis, weighing up to 80kg. This makes it even more versatile and in line with the expectations of the segment.



### Safety without cutting corners

The aluminium pipes on the liquid cooling system also help make the battery safer because of their considerably stronger structural integrity. The battery is made more sturdy by the cross bars and crash-boxes that merge seamlessly with the CMF-EV platform.

As part of an effort to offer uncompromising safety, the All-new Mégane E-TECH Electric also includes the [Fireman Access](#) innovation that was born of a long standing partnership – more than 10 years – between Renault Group and French firefighters. It involves adding a special access for rescue teams to utilise when trying to quickly douse a battery fire on an electric vehicle, meaning they can quench the flames in just 5 minutes as opposed to 1-3 hours it used to take. In addition to this innovation, a switch located under the rear bench will enable the rescue teams to disconnect the battery from the high voltage circuit of the vehicle.

A QR code is also affixed to the windscreen of the All-new Mégane E-TECH Electric. It is intended for rescue teams who, by scanning it when responding to an accident, can very quickly recognise that it is an electric vehicle. It also gives them access to the car's structural information (e.g., the location of the battery and airbags, places for quick and risk-free cutting), which in turn means they can save up to 15 minutes on the time it takes to extract a possible crash victim!

Fireman Access and the QR code are just a few of the measures that ensure optimal safety for those using Renault vehicles. More generally, ensuring the safety of customers on the roads as well as employees in the workplace is one of the three major pillars (along with the ecological transition and inclusion) of Renault Group's Sustainable Development policy (CSR) policy being implemented as part of the Renaulution strategy.



## A UNIQUE CONNECTED EXPERIENCE

In the All-new Mégane E-TECH Electric, the new OpenR Link multimedia system with Google built-in provides helpful and familiar apps and services like Google Assistant, Google Maps and more on Google Play. It makes for a unique connected experience similar to the one of a smartphone or a tablet and is always up to date. This goes with smarter ADAS, and a brand-new sound experience thanks to a new partnership with specialist Harman Kardon.



**OPENR LINK: THE MULTIMEDIA SYSTEM THAT MAKES YOUR CAR AS INTUITIVE AS A SMARTPHONE**

**Inside the All-new Mégane E-TECH Electric, the OpenR screen stands as the interior design's crowning jewel. It features the brand's new OpenR Link multimedia system that integrates with the best of Google for a helpful, personalized and seamless experience.**

### **Highly intuitive**

The OpenR Link system is powered by Android Automotive OS, which is based on Android OS, the same operating system used to run more than 75% of smartphones around the world\*. Developed by Google, the software is open source, scalable, and always up to date.

In addition to Google Assistant and Google Maps (see below), OpenR Link supports many applications developed by third-party developers on Google Play. On the 12-inch version, in addition to the main display

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(with Google Maps navigation), the interface has been customized to accommodate two widgets among those made available: charging, energy flow, air quality, tire pressure, music, etc. The interface on the 9-inch version features a screen split between four widgets.

Simple and intuitive, OpenR Link integrates all the functions that can be found in a smartphone or tablet, making the All-new Mégane E-TECH Electric an intuitive experience as it is fully integrated into the digital ecosystem of its user. It can also be used like a tablet, 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 allows you to easily navigate between its different spaces (Home/Navigation, Music, Phone, Applications, Vehicle) all thanks to the menu bar at the top of the screen.



The OpenR Link system can also be customized like a smartphone, in particular through the use of user accounts. These allow you to define a full range of individual profiles – even an ‘Admin Profile’ – that include vehicle settings, Google Account and My Renault account settings, automatic smartphone mirroring, etc. OpenR Link is compatible with Android Auto (for Android smartphones) and Apple CarPlay (for iPhones) and operates by cable link-up or as a wireless system. However, when wireless, some of the main services or functions of the OpenR Link system, such as the Google Maps EV related features, are no longer available.



Lastly, just like when using a smartphone or tablet, OpenR Link updates automatically, [via FOTA](#) (Firmware Over-The-Air) technology. This allows the user to benefit from a state-of-the-art system and applications, to make quality improvements and, as the life of the vehicle continues on, to get access to new features for the multimedia system and the vehicle itself, without having to schedule an update with a dealership (even though this is still possible). Google applications, maps and points of interest are even updated or enhanced without any user intervention. For updates to the system itself, a simple approval of the message that appears on the screen is sufficient.

*\*Figures from Kantar World Panel, March 2021*

### Google built-in, and more

The OpenR Link system integrates the best of Google apps and services\* to build an overall experience residing on three main pillars:

- Google Maps for navigation, with real-time traffic information, POI, favourite restaurants, voice activation, always up-to-date directions, and more.
- Google Assistant for hands-free help in the car. Drivers can use their voice to control media, certain vehicle functions such as climate control and MULTI-SENSE settings, get Google Maps directions and more.

There are a few ways to interact with Google Assistant: saying “Hey Google”, pressing the voice control button on the steering wheel, or tapping the Google Assistant icon on the infotainment system through the system menus. Google Assistant can also act proactively, for example to suggest a destination based on daily habits or to suggest music to play.

- Google Play for a catalogue of more than 40 apps that are designed to be used with a car: music, media, podcasts, and more. Many new apps will be added to the catalogue in the future. Should a specific app not yet be available in the catalogue and only found in the Google Play’s Android Auto catalogue, it can still be used through this app.





Google Maps also includes a key feature designed to assist electric vehicle drivers. Known as the 'Google Maps EV Related Features', it integrates all charging station locations and vehicle data (real time energy use, battery temperature...) to programme, optimise, and update the chosen itinerary in real time (e.g., if the battery drops below 12%) in order to get the driver to the chosen destination as soon as possible. The driver can also choose charging stations according to the available socket types, charge options, and preferred payment methods. The 'Google Maps EV Related Features' also optimises charging times by altering the battery's temperature while driving so that it is already at its optimal charging temperature the second the battery is plugged in to recharge.

All on-board connected services with the All-new Mégane E-TECH Electric require a 4G plan with data. An initial 5-year subscription will be included with the purchase of the All-new Mégane E-TECH Electric and can be renewed as an extension to the original plan. To use Google apps or certain downloaded apps, data pairing with a smartphone should suffice.

*\*Google apps and services are not available in some countries or regions*

### **Connected E-mobility**

Benefiting from Renault's experience in connected services dedicated to electric vehicles, the All-new Mégane E-TECH Electric remains permanently connected to its user's digital ecosystem, whether they are in the car or elsewhere, via the My Renault app or the various remote services.

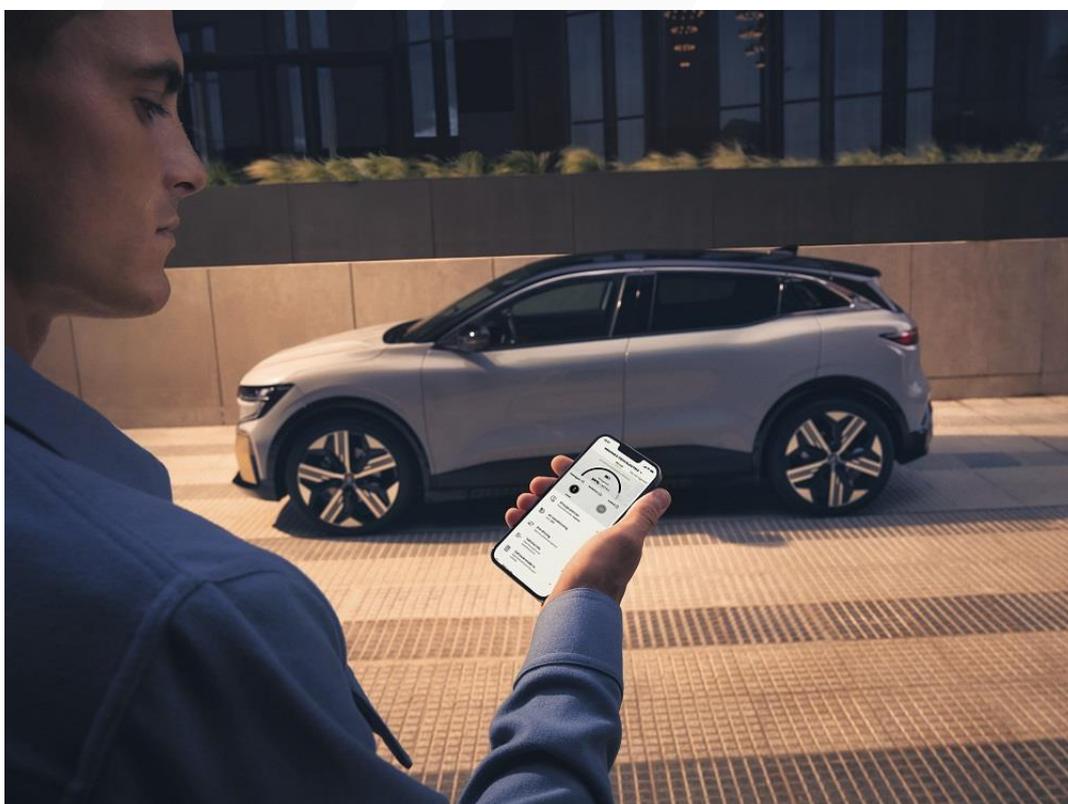




It includes a wide range of functions for all vehicle types (remote activation of lights, the horn to help locate the car, the instrument panel, etc.) and other EV-specific functions:

- Remaining battery display
- Display of charging stations in the near vicinity or near a specific location
- Scheduled charge times at times chosen by the driver (e.g., to only charge during off-peak hours)
- Charging status and monitoring
- Remote activation of air conditioning or heating of the car's interior to the right temperature (with no impact on range when plugged in)

Services adapted to fleets (e.g., fleet management, smartphone activated virtual keys) are also available on dedicated apps.



Most of the functions on the My Renault app are also visible and controllable via the OpenR screen in the All-new Mégane E-TECH Electric cockpit: remaining battery, charge status, charge scheduling, air-con and heating programming, to name just a few.



## INTELLIGENT DRIVER-ASSISTANCE SYSTEMS

**The 26 ADAS on the All-new Mégane E-TECH Electric are divided into three categories: driving, parking, and safety. They bring the All-new Mégane E-TECH Electric to the top of its class in terms of driver comfort and safety for passengers and other road users.**

### **Active Driver Assist**

The All-new Mégane E-TECH Electric sees Renault's well-known Highway and Traffic Jam Companion taken up a level. Now a contextual ADAS, it can monitor more than just what is happening in the fast lanes and helps the driver deal with any obstacles it may encounter. Classed as level 2 vehicle autonomy, it is now known as the Active Driver Assist.

**Active Driver Assist** combines contextual adaptive cruise control with "Stop & Go" and Lane Keeping Assist. While adaptive cruise control remains much the same, by default it is set to Auto mode, to automatically adapt to the speed detected by the camera and navigation system. Active Driver Assist uses also geolocation data and specific maps that include commonly encountered features on inter-urban roads such as roundabouts, speed limit changes, sharp turns. In addition to such events being displayed on the instrument panel, the All-new Mégane E-TECH Electric can automatically slow when nearing a roundabout and then accelerate back up to the maximum speed once having left the roundabout. The vehicle also automatically adapts to current speed limits, for example when a change in regulations forces limits to go from 130 km/h to 110 km/h.





As for the **Lane Keeping Assist**, it can now function properly without one of the markings on the side of the road (e.g., on paved country roads).

When the **Active Driver Assist** has been activated and the car comes to a halt in traffic, the car will take off again on its own over a longer period of time of about 30 seconds (as opposed to 3 seconds previously). Any longer and the driver will have to act (e.g., press down on the accelerator) in order for the car to start up again.

The Active Driver Assist is part of Renault's 'Safety Coach' package, which brings together all the features that ensure greater safety for those using Renault vehicles.

### **Smart speed limiter**

Renault has taken a step forward to offer drivers even more on-board safety with the **smart speed limiter** on the All-new Mégane E-TECH Electric. It allows drivers to automatically set the vehicle's maximum speed to the current limit.

The system uses the front camera to recognise speed signs and combines that information with data from the navigation system to determine the current limit as quickly as possible. It is then displayed on the dashboard and on navigation screen. In the event that the vehicle is travelling faster than the deduced speed, a visual warning flashes in front of the driver who then has to simply press a button on the steering wheel to adapt the speed limiter, cruise control, or adaptive cruise control to the official speed. This happens automatically when driving in the rain.

Much like the Active Driver Assist (see above), the smart speed limiter is part of Renault's 'Safety Coach' package, which brings together all the features that ensure greater safety for those using Renault vehicles.



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### **Avoiding collisions and driving off the road**

As a way of reducing the likelihood of a collision, the All-new Mégane E-TECH Electric has been equipped with three well-known ADAS: **Lane Departure Warning (LDW)**, **Blind Spot Warning (BSW)**, and the **Lane Keeping Assist (LKA)**. The latter is even more advanced than ever with its latest iteration: **Emergency Lane Keeping Assist (ELKA)**.

It combines data from the front camera and side radar to automatically recentre the vehicle in the lane when about to cross a line, it detects a possible collision from the front, the side, or when the vehicle is about to drive off the road.

The Emergency Lane Keeping Assist operates between 65 km/h and 160 km/h (maximum possible speed of the vehicle) when crossing a line and there is a risk of a side collision or when about to drive off the road, and between 65 km/h and 110 km/h when there is a risk of a front-on collision.

### **Protecting others on the road**

The All-new Mégane E-TECH Electric will feature two brand-new ADAS to the Renault range that are specifically aimed at protecting others on the road, especially cyclists and pedestrians.

**Rear Automatic Emergency Braking (Rear AEB)** is, as the name suggests, is the part of automatic emergency braking that activates when the driver is reversing. If the rear ultrasonic sensors detect a potential obstacle (pedestrian, cyclist, pole), the system gives the driver a visual and audible initial warning. If the driver does not react, the system automatically applies the brakes for two-seconds in an emergency to avoid the collision. The system is active when reversing between 3 km/h and 10 km/h.

**Occupant Safe Exit (OSE)** warns an occupant as they open the car door to get out of an on-coming vehicle, motorcycle, or cyclist, in order to avoid hitting or being hit. A visual and audible warning system that also helps avoid dooring accidents that often affect cyclists in the city.

### **Simply parking and manoeuvring**

When it comes to parking, two new ADAS place the All-new Mégane E-TECH Electric at the top of its category.

The **Around View Monitor 3D** is a system that uses four cameras to display a 3D model of the vehicle and visualize its close surroundings in 360°. The driver can then view the exterior by turning around the vehicle via the touch screen with a panoramic view of the front and rear of the vehicle in order to help him to confidently park the car.

The **Full Auto Park** feature is an improvement on the Easy Park Assist semi-automatic parking system. This time, the system is nearly entirely autonomous as the driver is no longer required to even change gears between drive and reverse, or to use the accelerator or the brakes during an assisted manoeuvre. The driver role is limited to monitoring the environment and to press down on the accelerator to indicate to the system to either continue or stop the manoeuvre.

Lastly, there is greater comfort and peace of mind thanks to the **Smart Rear View Mirror**. The system is in addition to the traditional interior rear-view mirror. It runs on a camera located at the top of the rear window



and displays a real-time view of the road behind on the vehicle's interior rear-view mirror, giving an entirely unobstructed view, in addition to that seen in the wing-mirrors.

# [PRESS KIT]



## A WHOLE NEW GENERATION OF SOUND SYSTEMS

**Everything in the All-new Mégane E-TECH Electric has changed, even the sound system! New interior sound design, new warning sounds for pedestrians outside, and a brand-new top-of-the-line sound system by Harman Kardon: the stars have aligned for a truly new generation experience.**

### **‘Caring’ interior sound design**

Indicators, seat-belt reminder, reverse distance warning, and other ‘regulatory’ noises are added to those coming from the multimedia system, and even a welcome sequence... such noises are a main feature in any car. The All-new Mégane E-TECH Electric paves the way for Renault’s new sound scape. A soundscape that is recognisable, one that reflects the brand’s identity: caring, positive, fun.



‘Caring’ is the key word that guided the design process behind each new sound. Sound engineers from the Design and Product teams worked on a range of sounds inspired by nature: pieces of wood rubbing together, percussive sounds, seeds pouring, drops of water, and so on. Thanks to their efforts, drivers will be able to comfortably and properly understand each sound cue and warning noise.

### **New outside voice**

Like all electric vehicles on European roads – including ZOE which was a pioneer in the field – the All-new Mégane E-TECH Electric emits an external sound that serves to signal its presence to pedestrians. Known as VSP (Vehicle Sound Pedestrian) and active between 0 and 30 km/h (typically when the car is on urban roads), it has been completely renewed on this latest model. While a descendant of the ZOE lineage, it is quieter than its predecessors.

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Developed [in partnership with IRCAM](#) (Paris Institute for Musical Acoustic Research), the new VSP on the All-new Mégane E-TECH Electric has been designed to be as disturb those people on board as little as possible for more discretion and comfort – a very clear request often made by customers – and the most "effective" as possible for those outside. Its purpose is to warn pedestrians without frightening them, while also creating a positive association between the warning sound and the electric car and also with the Renault brand. These grand ideas all fell under the overarching goal of improving the soundscape heard in city environments. The VSP on the All-new Mégane E-TECH Electric will be available in either Neutral, Pure, or Expressive, depending on the driver's wants and needs.

- Neutral: sounds seamlessly blend into the ambient soundscape inside the car for ultimate discretion
- Pure: Renault iconic sound, descended from ZOE, for a calming effect
- Expressive: sound with extra punch, giving off a signature 'electric' feel both inside and outside the vehicle



### **The same premium sound quality for everyone on board**

In addition to the two Arkamys sound systems that come as standard on the entry- and mid-level trims, the All-new Mégane E-TECH Electric features a brand-new Harman Kardon top-of-the-line sound system on the premium trim (optional extra on mid-level).

The design behind this latest system was a central part the work that went into the All-new Mégane E-TECH Electric because the goal was to give all occupant the same, exceptional musical experience. With a total power of 410 W, it has no less than 9 audio channels: two tweeters on the sides of the dashboard, two woofers in the front door panels, two tweeters and two woofers in the rear door panels, and a subwoofer located in the boot.

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The tweeters have been designed with a dome in high-quality supple fabric for soft yet faithful reproduction of even the highest audible frequencies.

High-power dual-coil front woofers have been optimized for dynamic bass reproduction and mid-range support. Along with the subwoofer, they have been designed for seamless reproduction of bass noises with minimal distortion.

Lastly, the unique Harman Kardon Externally Coupled Subwoofer technology is lighter and smaller than before and yet it still performs exceptionally well with low frequency sounds. It is a small, tailor-made, and powerfully efficient subwoofer. The compact design has been made possible because the subwoofer is plugged into a purpose-specific opening in the chassis on the All-new Mégane E-TECH Electric, which means the body of the car can be used as an infinite acoustic baffle.

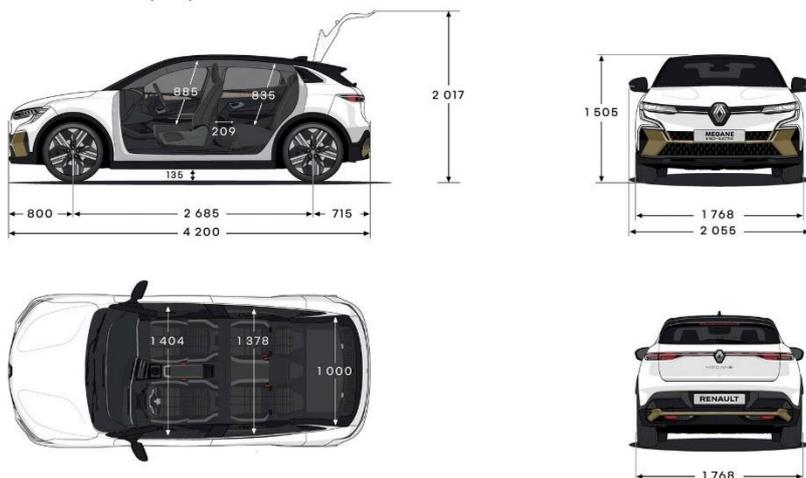


Occupants can choose from five sound-mix settings: Studio, Concert, Immersion, Lounge, and Club. For each setting, an algorithm manages phase equalization between the speakers to create stereo sound that is stable, well-defined, consistent for all occupants, but still distinct for each passenger. This is thanks to Virtual Centre technology that processes audio signals for each speaker to guarantee each passenger un-biased stereo imaging; it is as if everyone was seated in the best position in relation to the speakers. Everyone in the car will experience audio quality that is on par with the quality one would get sitting at home listening to their favourite track on a Hi-Fi stereo. Lastly, an advanced algorithm automatically maintains a steady volume and tonal balance, regardless of how fast the car is travelling.



## DIMENSIONS AND TECHNICAL DATA

Dimensions (mm)



### TRUNK (L / dm<sup>3</sup> VDA)

Trunk volume	440 / 389
Cable storage space	32 / 22
Maximum trunk volume with rear bench folded down	1332 / 1245
<b>DIMENSIONS (mm)</b>	
Overall length	4199
Wheelbase	2685
Front overhang	800
Rear overhang	715
Overall width without mirrors / with unfolded mirrors	1768-1783* / 2055
Front track ground	1548
Rear track ground	1530
Overall height (without roof bars)	1505
Open tailgate height	2017
Trunk sill height	784
Ground clearance (unladen)	135
Knee radius in 2nd row	209
Front elbow room	1404
Rear elbow room	1378
Front shoulder width	1396

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<b>Rear shoulder width</b>	<b>1312</b>
<b>Front headroom</b>	<b>887</b>
<b>Rear headroom</b>	<b>835</b>
<b>Trunk entry maximum width</b>	<b>982</b>
<b>Interior width between wheel arches</b>	<b>963</b>
<b>Maximum load length with rear bench folded</b>	<b>1500</b>

*\*Depending on the version*

[PRESS KIT]



## ALL-NEW MÉGANE E-TECH ELECTRIC

Version	EV40 130ch Standard Charge	EV40 130ch Boost Charge	ER EV60 130ch Super Charge	ER EV60 130ch Optimum Charge	EV60 220ch Super Charge	EV60 220ch Optimum Charge
<b>ENGINE</b>						
Type	electrically excited synchronous motor (EESM)					
Approval protocol	WLTP					
Maximum power (kW)	96			160		
Maximum torque (Nm)	250			300		
<b>BATTERY</b>						
Type	Lithium-ion					
Voltage (V)	400					
Capacity (kWh)	40		60			
Weight (kg) (+/-5)	290		394			
<b>PERFORMANCE</b>						
Top speed (kph)	150			160		
0 - 100 km/h (s)	10		10,5		7,4	
1 000 m standing start (s)	32		32,4		28,7	
Resumption 80-120 km/h	6,9		7,1		4,4	
SCx	0,713		0,676		0,713	
<b>RANGE AND CONSUMPTION (WLTP)</b>						
Combined cycle (km)	300		470		450	
Approved consumption in the combined cycle (kWh/100 km)	15,8		15,5		16,1	
<b>CHARGING TIME (0-100%)</b>						
Onboarded charger	AC7	AC22+DC85	AC7+DC130	AC22+DC130	AC7+DC130	AC22+DC130
Domestic socket 2,3 kW (single-phase 10A)	20h49		30h28			
Reinforced socket / domestic charging point 3,7 kW (single-phase 16A)	12h12		17h51			



Domestic charging point 7,4 kW (single-phase 32A)	6h17		9h11			
Charging station 11 kW (triphasée 16A)	12h12	4h23	17h51	6h25	17h51	6h25
Charging station 22 kW (triphasée 32A)	6h17	2h10	9h11	3h10	9h11	3h10
Charging station 85kW/130kW (DC)	N/A	1h	1h14			
<b>BRAKES</b>						
Diameter / thickness of vented front discs (mm)	320 / 28					
Diameter / thickness of solid rear discs (mm)	292 / 16					
<b>TYRES</b>						
Tire size	195/60 R18 or 215/55 R20 (according to trim level)					
Spare wheel	no					
<b>STEERING</b>						
Type	Electric power steering					
Turning circle, curb to curb (m)	10,4					
Steering wheel turns, lock to lock	2,3					
Front axle	Pseudo McPherson					
Rear axle	Multi-link					
<b>WEIGHT</b>						
Kerb weight (kg)	1513	1541	1624	1636		
Gross vehicle weight (kg)	2017	2050	2116	2158		
Gross train weight (kg)	2517	2550	2616	3058		
Max. braked trailer weight (kg)	500			900		
Max. unbraked trailer weight (kg)	500			750		



## ABOUT RENAULT GROUP

Renault Group is at the forefront of a mobility that is reinventing itself. Strengthened by its alliance with Nissan and Mitsubishi Motors, and its unique expertise in electrification, Renault Group comprises 5 complementary brands - Renault, Dacia, LADA, Alpine and Mobilize - offering sustainable and innovative mobility solutions to its customers.

Established in more than 130 countries, the Group has sold 2.9 million vehicles in 2020. It employs more than 170,000 people who embody its Purpose every day, so that mobility brings people closer. Ready to pursue challenges both on the road and in competition, Renault Group is committed to an ambitious transformation that will generate value. This is centred on the development of new technologies and services, and a new range of even more competitive, balanced and electrified vehicles. In line with environmental challenges, the Group's ambition is to achieve carbon neutrality in Europe by 2040.

## ABOUT GOOGLE

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