



RENAULT

PRESS RELEASE

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Renault Sport Technologies creates a Mégane Renault Sport with an even more sporting chassis.

Renault Sport Technologies is going to offer a more sporting version of the Mégane Renault Sport. Its “radical” chassis increases the pleasure of driving. This sports chassis is being introduced in an exclusively designed “Trophy” limited edition. It will also be offered as an option for the Mégane Renault Sport. Unveiled at the 2005 Geneva Show, the Mégane Trophy limited edition will go on sale in France on March 7, 2005, priced at €30,900.

Renault is introducing a version of the Mégane Renault Sport featuring an even more sporting chassis to meet the requirements of a group of customers who are ever more demanding when it comes to vehicle dynamic behaviour. Entirely dedicated to the pleasure of driving, this version benefits from unique components and settings. Improved support for the body results in lower roll angles (-10%), less pitching during acceleration and less nosedive under braking. These developments also benefit traction on all types of surface and cornering potential thanks to a front suspension with greater turn authority. Understeering is limited. The dampers, springs and anti-roll bar are adapted to suit an even more radical driving style than the chassis of the Mégane Renault Sport.

For the independent steering-axis front suspension, the spring rate has been increased by 25% to 42 N/mm. In order to improve cornering potential, the diameter of the anti-roll bar has been slightly reduced. For the rear suspension, the spring rate has been increased by 77% to 44 N/mm.

The driver aid systems benefit from recalibration. The ESP system may now be completely inhibited. However, the system will still intervene should the car suffer a major divergence from trajectory under heavy braking. Otherwise, its intervention threshold is higher and its operation less intrusive.

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The front and rear Brembo disc brakes are drilled to provide better cooling, optimum operation in wet conditions and a reduction in unsprung mass. Considerable work has gone into improving the immediacy and rate of response to brake pedal movement (a development also applied to the Mégane Renault Sport). The diameter of the master cylinder is increased from 23.8mm to 25.4mm, which results in better pedal feel. With such a high deceleration capacity and taking into account of the operating profiles of both models, the EBA system has been deleted to allow drivers to make the most of the vehicle braking potential.

The new heavily perforated 18-inch wheels result in a saving of 1.5kg per wheel in unsprung mass. The Dunlop SP Sport Maxx tyres, with dimensions 235/40 R18, match the requirements of the sports chassis. Dunlop and Renault Sport have developed a special silicon-based tread compound which ensures maximum efficiency on all types of surface. The stiffness of the centre section of the breaker band improves stability at high speed. The multiple ribs of the profile meanwhile ensure uniform pressure in the contact patch, providing optimum adhesion. In total, these characteristics ensure that behaviour is both efficient and entertaining.

New power assisted steering

The Mégane Renault Sport, along with the entire Mégane range, introduces a new electric power assisted steering system. A splined "tube-in-tube" sliding joint connects the two sections of the steering column, replacing the flexible joint of the previous generation. This provides a more positive feel around the steering centre-point. Driving precision is improved thanks to the transmission of better feel from the road surface. The calibration of the family of 16 curves which define the degree of assistance has been developed to take account of this new feature. This development will be installed across the entire Mégane II range as from the second quarter of 2005.

Exclusive treatment for the Trophy limited edition

In addition to its sports chassis, the Mégane Trophy limited edition can be identified by its styling features. Outside, it is distinguished by its unique "Makaha grey" finish and its graphite coloured wheels. Inside the cabin there is a new upholstery and many trim features with a carbon-fibre finish. A numbered plaque set low in the dashboard serves to remind of the car's exclusive nature. The trim of the steering wheel, and of the gear lever knob and gaiter is blue, as is the stitching of the seats and the safety belt straps. The Trophy limited edition is equipped as standard with all the features installed in the Mégane Renault Sport, with the addition of a Radiosat 4x40W Cabasse-tronic with 6 CD changer in the fascia.

An engine of generous output

As in the Mégane Renault Sport, the Trophy limited edition is powered by the F4Rt 2.0 16v turbocharged engine jointly developed by Renault's Powertrain Engineering Department and Renault Sport Technologies. This engine develops a power output of 225hp (165kW) at 5,500rpm and a torque of 300Nm (30.6 mkg) at 3,000rpm, with at least 90% of this torque available between 2,000 and 6,000rpm. The engine is teamed with a 6-speed manual gearbox.

Sales and the market

In Western Europe, sales of sports hatchbacks in the C-segment reached a total of 34,500 units in 2004. With more than 2,700 units sold in the nine months following its launch, the Mégane Renault Sport has taken a 7.8% share of the market in this segment. The five European markets in which it has sold best are France, the UK, Germany, Switzerland and Spain, while sales have also been good in Mexico, South Africa and Japan.

The addition of sales achieved beyond Western Europe enabled the Mégane Renault Sport to achieve a total sales volume of 5,200 units world-wide in 2004. With 7,700 Clio Renault Sport 2.0 and 350 Clio V6 being sold in the course of the year, the Mégane Renault Sport represents 39% of Renault Sport car sales in 2004.

The Trophy limited edition is made in the Renault Sport factory in Dieppe, on the assembly line devoted to the Mégane Renault Sport, which produces 30 units per day. The Clio Renault Sport 2.0 is assembled on a second line at a rate of 35 units per day. The Clio V6 is also made on the Dieppe site, in a workshop devoted to motor sports. With the introduction of the Mégane Renault Sport, the Dieppe factory adopted the Renault Production Way (SPR), as well as the AVES¹ (Alliance Vehicle Evaluation System) quality standard drawn up by the Renault-Nissan Alliance. Today the factory employs 420 workers and its two assembly lines are devoted to cars developed by Renault Sport Technologies.

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¹ AVES is a reference system developed by Renault and Nissan to evaluate the quality level of vehicles leaving the plant, by adopting a "customer perspective". The system replaces the AQR demerit rating used in Renault's plants. AVES is an evaluation tool (quality assurance) while AQR was used as a detection tool (quality control).

Mégane Trophy Limited Edition - French market specification

- ABS
- Rear armrest with enclosed stowage
- Anti-submarining airbags beneath front seat cushions
- Adaptive driver and passenger frontal airbags
- Driver and passenger thorax side airbags
- Head-level curtain airbags for front and back seats
- Automatic dipped headlamp operation
- Electronic immobilizer
- Height-adjustable close-contact front head restraints
- 3 “comma” type rear head restraints
- 1/3-2/3 splitfold back seat
- 17-litre glovebox, refrigerated, with interior light
- “Hands free” Renault card
- 3-point rear safety belts, with pretensioners for side seats and load limiters
- 3-point front seat safety belts with single pretensioners and load limiters
- “Mobile” ashtray and cigar lighter
- Regulated air conditioning
- Renault Anti-Intruder Device
- ESP dynamic driving control, inhabitable, with ASR traction control and understeer control
- Inhabitable front passenger airbag (for installation of child seat)
- Two puncture repair inflator canisters
- Variable assistance electric power steering
- “See you home” exterior lighting
- Cupholders in front centre console
- Windscreen wipers with rain detection and automatic speed setting
- “Aircraft” type handbrake
- Outside air temperature gauge
- 18-inch alloy wheels
- Electric front windows with one-touch operation and anti-pinch provision
- Trip computer
- Door panels trimmed in Mossa cloth
- Reflective windscreen
- Driver and passenger sun visors with illuminated courtesy mirrors
- Aluminium pedal pads

- Metallic paint
- Satin-finish chrome interior and exterior door handles
- Leather trimmed gear lever knob and handbrake grip
- Front foglamps
- Xenon headlamps with washers
- Radiosat 4x40W Cabasse-tronic with 6 CD changer
- Spectacles-holder on driver's side
- Closed central stowage serving as armrest
- Closed stowages in front door elbow rests
- Air recycling mode
- Cruise control and speed limiter
- Electrochromic interior mirror
- Power operated and demisted door mirrors with electric folding, Aspherical on driver's side
- Carbon trim on central façade, interior door handle and gearshift lever base
- Upholstery in mixed leather/Zébulon knitted cloth, in 3D dark carbon/blue
- Driver's seat with height and lumbar support adjustment
- Front seats with "easy entry" function for access to back seats
- Driver and passenger reading spotlamps
- Isofix child safety seat attachments provided rear side seats and front passenger seat
- Tyre pressure monitoring system
- Fuel filler flap with integral cap
- Stowage compartments in front floor
- 3-spoke leather steering wheel, adjustable for height and reach

French Price for the Mégane Trophy limited edition: €30 900.



Mégane Trophy Limited Edition-Dimensions

VOLUME (VDA) dm³

| | |
|---|-------|
| Boot volume under rear shelf | 330 |
| Boot volume without rear shelf, loading to roof | 420 |
| Boot volume with rear seats folded, loading to roof | 1,190 |

DIMENSIONS (mm)

| | |
|--|-------|
| A Overall length | 4,228 |
| B Wheelbase | 2,625 |
| C Front overhang | 857 |
| D Rear overhang | 754 |
| E Front track | 1,517 |
| F Rear track | 1,521 |
| G Overall width (body panels + side moldings) | 1,777 |
| G1 Overall width (with mirrors) | 2,026 |
| H Unladen height | 1,437 |
| H1 Unladen height with hatch open | 2,007 |
| J Unladen boot sill height | 708 |
| K Ground clearance | 120 |
| M Front elbow room | 1,474 |
| M1 Rear elbow room | 1,468 |
| N Front shoulder room | 1,404 |
| N1 Rear shoulder room | 1,390 |
| P Front headroom measured at 14° | 885 |
| Q Rear headroom measured at 14° | 878 |
| Y Upper width of boot, maximum | 1,070 |
| Y1 Lower width of boot | 880 |
| Y2 Inside width between wheel arches | 1,125 |
| Z Height of rear opening | 815 |
| Z1 Maximum loading length (with rear seats folded) | 1,620 |

Technical Specification Mégane Trophy limited edition

| | |
|--|---|
| Homologation No (3 doors) | CM0M06 |
| Engine | F4R774 |
| Installation | Front transverse, inclined 8° rearwards |
| Emissions standard | IF Euro4 |
| Type | 4-cylinder in-line |
| Number of valves | 16 |
| Balancer shafts | No |
| Block/head material | Cast Iron/Aluminium |
| Capacity (cc) | 1998 |
| Bore x Stroke (mm) | 82.7 x 93 |
| Compression ratio | 9 |
| Maximum power (kW/ch) at rpm | 165 (225) at 5500rpm |
| French fiscal rating | 14 |
| Maximum torque (Nm) at rpm | 300 at 3000rpm |
| Fuel injection type | multipoint |
| Fuel injection type | lead-free super, 95 & 98RON |
| Engine flywheel | Twin-mass flywheel |
| Catalytic converters | 1 primary catalytic converter |
| Valvetrain | |
| - drive | Toothed belt |
| - variable timing | No |
| - variable lift | No |
| - valve operation | Hydraulic tappets |
| - clearance adjustment | Hydraulic |
| Electronic control | Yes |
| Injection | SAGEM 3000 multipoint sequential |
| Ignition | 4 pencil coils |
| Speed limiter (rpm) | 1st/2nd: 6,950 3rd/6th: 6,500 |
| Lubrication | 5W40 - Oil pump housed in lower engine |
| Transmission | |
| Type | ND0 000 |
| Manual gearbox | 6-speed manual |
| Automatic transmission | No |
| Traction control | Yes (ASR) |
| Limited-slip differential | No |
| Final drive ratio | 14/57 |
| Gear ratios and theoretical speeds at 1,000rpm (km/h) | |
| - 1st | 13/41 (9.07 km/h) |
| - 2nd | 18/35 (14.71 km/h) |
| - 3rd | 28/39 (20.54 km/h) |
| - 4th | 36/38 (27.1 km/h) |
| - 5th | 42/34 (35.33 km/h) |
| - 6th | 49/33 (42.45km/h) |

| | |
|---|---|
| Chassis | |
| Type | Unitary body shell in galvanised steel and closures in cataphorised steel |
| Bodywork | Coupé |
| Number of doors/seats | 3 doors/5 seats |
| Front suspension | |
| Type | MacPherson type with L-shaped lower arm and independent steering axis |
| Anti-roll bar (ø in mm) | 19 |
| Spring rate (mm/100kg) | 13,4 |
| Natural frequency (Hz) in running order, 2-up | 1,53 |
| Roll centre height (mm) | 125 |
| Unsprung weight (kg) | 108 |
| Rear suspension | |
| Type | H-form torsion beam |
| Spring rate (mm/100kg) | 15,1 |
| Natural frequency (Hz) in running order, 2-up | 1,83 |
| Roll centre height (mm) | 166 |
| Unsprung weight (kg) | 88 |
| Braking | |
| Brake system layout | Double X-split circuit |
| Front brakes (ø/thickness in mm) | Brembo 312/28 drilled |
| Calipers | Brembo 4 pistons |
| Rear brakes (ø/thickness in mm) | Brembo 300/11 drilled |
| Calipers | 1 piston |
| ABS | BOSCH 8.0 |
| EBV | Yes |
| ESP | Yes/inhibitible |
| Steering | |
| - assistance | Electric |
| - steering wheel turns lock to lock | 2.74 |
| - ø turning circle between kerbs/walls (m) | 10.35/11.25 |

| Tyres | |
|--|-------------------------------------|
| Standard tyres front/rear | DUNLOP SP Sport MAXX 235/40 R18 91Y |
| Standard rims front/rear | 8 J 18 |
| Spare wheel | No |
| Dimensions/Weights | |
| Length/width/height (mm) | 4228 / 1777 / 1437 |
| Wheelbase (mm) | 2625 |
| Fracks front/rear (mm) | 1517 / 1521 |
| Weight manufacturer/measured (kg) C/B | 1355/1375 |
| Front/rear distribution (%) C - B | 64/36 - 63/37 |
| on front, unladen, running order | 865 |
| on back, unladen, running order (3/5 door) | 490 / 510 |
| max permitted (MGVW) | 1800 / 1820 |
| max on front, within MGVW | 1060 |
| max on rear, within MGVW | 930 |
| max towing train weight (MTTW) | 2500 / 2550 |
| payload | 405 |
| braked trailer (within MTTW) | 1000 |
| unbraked trailer | 650 |
| PERFORMANCE | |
| <i>Performance factors</i> | |
| Specific power (hp/litre - kW/litre) | 112.6 / 82.6 |
| Specific torque (Nm/litre) | 150,1 |
| Aerodynamic (Cd/SCd) | 0.35 / 0.75 |
| Weight/power ratio, kg/hp (3/5 door) | 6/6.1 |
| <i>Acceleration (sec)</i> | |
| Max speed | 236 |
| - 0 to 100 km/hour (sec) | 6,5 |
| - 400m from rest (sec/km/hour) | 14,6 |
| - 1000m from rest (sec/km/hour) | 26,7 |
| <i>Consumption (to standard 93/116)</i> | |
| - urban (litres/100km) | 11,5 |
| - non-urban (litres/100km) | 7 |
| - mixed (litres/100km) | 8,8 |
| - CO2 emissions (g/km) | 209 |
| Fuel tank (litres) | 60 |