

New Mégane

Big on driving pleasure



In addition to its even more dynamic design, New Mégane comes with a new range of diesel engines, including the new 2.0 dCi 150hp.

Available in a choice of five body types (Hatch, Sport Hatch, Sport Saloon, Sport Tourer and Coupé-Cabriolet, plus the high-performance Mégane Renault Sport version), all of which feature a distinctive, individual personality, New Mégane is more eye-catching than ever. Its original, dynamic new design features modern, tapered headlamps, a revised grille and bumpers, translucent rear lights and new wheels and wheel trims. New Mégane also comes in a choice of new colours – including optional integral paint – matched with refined, bright interior trims. For even more comfort, New Mégane sees the introduction of a number of new technological functions, including a parking proximity sensor and a new-generation navigation system.

NEW MÉGANE



RENAULT



In addition to its facelifted styling, New Mégane comes with a revised range of engines – all Euro 4-compliant – for even more dynamism and driving pleasure. The principal changes concern the diesel powerplants. These now include the new benchmark 2.0 dCi 150hp engine which provides unprecedented driving sensations for this segment. Meanwhile, the 1.9 dCi engine, whose power output has been increased to 130hp, now comes with a periodic-regeneration particulate filter. In addition to the six-speed manual gearbox, it can also be coupled to Renault's flick-shift, four-speed proactive automatic transmission. New Mégane is available too with the 1.5 dCi 85hp and 105hp engines. The 105hp variant boasts the best power/fuel consumption/CO₂ emissions ratio of its class and, for the first time, is available on the Coupé-Cabriolet. In addition to this selection of proven and new diesel powerplants, the range of petrol engines features the 1.4 16V (100hp), the 1.6 16V (110hp), the 2.0 16V (135hp) and the 2.0 T (165hp), plus the 225hp 2.0 16V Turbo which powers the Mégane Renault Sport.

The list of equipment available for New Mégane lives every bit up to the promise of its exterior and interior design. Acclaimed for its outstanding handling, New Mégane is built on a chassis which brilliantly combines comfort, driving pleasure and control.

When it comes to safety, New Mégane stands out as the benchmark. Its driver aids ensure perfect control of the vehicle and help correct the vehicle's trajectory in emergency situations. Its performance on the passive safety front is also remarkable and the Hatch and Coupé-Cabriolet versions are the first vehicles of their respective categories to obtain a five-star Euro NCAP crash test rating.

To mark Renault's Formula 1 world titles, Renault Sport Technologies has introduced a limited edition New Mégane F1 Team.

Since its launch in 2002, more than 2.1 million Mégane IIs have been produced (all body types included). Mégane II is Western Europe's best-selling model and has also emerged as the number-one seller in France, Belgium, Spain, Holland and Portugal since the beginning of the year.

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Chapter 1

Design and comfort: Refined appeal

With its strong personality and assertive character, New Mégane leaves nobody indifferent. The facelift concerns five of the model's body types, namely the Hatch, Sport Hatch, Sport Saloon, Sport Tourer and Coupé-Cabriolet, plus the high-performance Mégane Renault Sport. Its appealing, innovative lines have evolved to feature an even more eye-catching frontal styling and a more modern design for the rear. New Mégane also comes with a range of new technologies aimed at enhancing travelling comfort and driving pleasure.



New Mégane features even more modern looks and revised frontal styling.

An even racier front end

The more refined, dynamic design of New Mégane is aimed at establishing it as the benchmark in its segment. Its racy front end and muscular, robust lines exude an impression of strength and dynamism which is underpinned by the **new design of the headlamps, grille and front bumper.**

The headlamps are more high-tech thanks to their **new elliptical modules** and highlight New Mégane's revised, innovative frontal styling which is further accentuated by the **more pronounced "V" of the grille** which tops the **redesigned front bumper.** The bigger air-intake and its protective housing have been re-penned to blend in even more harmoniously with the new front design. The **foglamps** are now



New elliptical module headlamps.

located **further towards the outside** of the car, as on Mégane Renault Sport, which emphasizes the model's sporty, robust design.

Either as an option or as standard according to equipment level, New Mégane now features **integral paint** covering the complete bumper for added refinement. The outer mirrors and door handles are now body-coloured from the Authentique trim level upward.



The translucent light clusters are the new hallmark of New Mégane.

At the rear, the now **translucent light clusters** are the new lighting hallmark of New Mégane Hatch, Sport Hatch and Mégane Renault Sport, with parallel horizontal lines underlining the car's dynamic, modern looks. The styling of the rear lights of the Sport Saloon and Sport Tourer versions has also evolved. The design of the new bumper – which is unchanged in the case of Mégane Renault Sport – has been refreshed by the addition of protective beading, while Mégane Renault Sport's new grille accentuates the dynamic character of this model. As is the case with Clío III, New Mégane features "Renault" badging at the bottom right of the rear hatch.

New Mégane's new exterior styling includes the availability of new wheel trims, wheels and body colours:

- new 15- and 16-inch Dryos and Bahamas **wheel trims**,

- new 16-inch Tuxedo, Kubera and Curaçao, 17-inch Steppe and 17- and 18-inch Bebop alloy **wheels**,

- new **body colours**: Extreme Blue, Steel Grey, Poivre Beige, Abyss Green (Coupé-Cabriolet version only), plus Alp Blue (Mégane Renault Sport only).

Bright, refined interior trims

Synonymous with driving pleasure and comfort, New Mégane's cabin is an open invitation to travel. The ergonomic design remains a benchmark: all the instruments are grouped together in front of the driver, while the intuitively positioned controls are within easy reach. The visual harmony of the interior design is compounded by the use of "soft" materials such as the **slush dashboard cowling**. For easy reading, **the dials are backlit with white light**, while the red needles themselves are thinner. Mégane Renault Sport features red stitching on the steering wheel, while the blue or grey gear lever knob stitching* highlights the car's sporty, racy appeal.

* Monaco Blue for the Mégane Renault Sport version; Technique Grey for the Luxe version.



The white backlight of the dials makes them easier to read.



Inside the cabin, the accent is on quality and refinement (photo: Privilège trim level).

The quality and refinement of the different interior trim levels has been enhanced, and the extended use of satin-finish chrome – including the climate control display frame, steering wheel insert and roof bars (New Mégane Sport Tourer) – further emphasizes the step-up in range from the Dynamique and Privilège trim levels up.

- **Authentique trim level:** Dark charcoal interior with satin-finish chrome interior door handles. Body-coloured door mirrors and door handles. New Cicero upholstery.

- **Expression trim level:** The accent here is on clarity and brightness. Inside, the former light grey/dark charcoal colour scheme makes way for a new, brighter, quality beige/dark charcoal design combined with a new light chocolate décor paint. From this trim level up, the exterior protective beading and mouldings are now flint grey. New Karma upholstery.

- **Dynamique trim level:** Racy and high-tech, this trim level features the new matt, anodized, dark charcoal and steel grey décor paints for the dashboard, lateral centre vents and the new glove box lid insert. For the outside, new, optional integral paint is now available. New Rayure upholstery.

- **Privilège trim level:** Elegance and refinement personified, with a new beige interior and a new mid amber/light grey paint for the technical fascia, central vents and surrounds, instrument surrounds and glove box lid insert. New, optional integral paint is now available for the exterior. New Fedora upholstery in addition to the beige leather upholstery, which now covers a larger surface area.

- **Renault Sport:** The overall feel of the interior ambience is sportier and features new dynamic upholstery colours (Scotek Monaco Blue/dark charcoal fabric or two-tone perforated dark charcoal/metal effect leather) and the introduction of lighter colours for the centre console.

In addition to the existing red, dark charcoal and beige leather upholsteries which continue to be available, the green leather previously used for the Coupé-Cabriolet version has been replaced by a new **grey leather**, while a **metal effect leather** and **Recaro bucket seats** (optional on the Mégane Renault Sport Hatch) have been introduced for the Mégane Renault Sport. In addition to providing extra lateral support, the Recaro seats are also lighter.

Equipment aimed at enhanced travelling comfort

Renault's engineers have equipped New Mégane with a number of new functions aimed making life onboard both easier and more pleasurable. Now available as an option for all body types (except Renault Mégane Sport), the **rear parking proximity sensors** facilitate manoeuvring and reduce the risk of collision with obstacles situated behind the vehicle. The system can be deactivated thanks to a switch located on the centre console. New Mégane is also equipped with **improved rain and light sensors**. The new rain sensor means the driver no longer needs to re-prime the automatic front wipers when the car is started. New Mégane is also equipped with smart and effective **"flat blade" wipers**.

To ensure cleaner cabin air, New Mégane now comes with an **active carbon cabin air filter** as standard. This filter prevents particles and smells from entering the cabin. The air-conditioning system has also been re-calibrated with a view to improving both its stability and start-up efficiency (colder more quickly), while at the same time ensuring low fan noise.



New Mégane is available with parking proximity sensors.

New Mégane comes equipped with the compact, easier-to-use **new-generation Carminat Navigation II System** which offers a number of useful features. Just one 1-DIN slot houses both the navigation system and radio CD player, while the colour screen can be folded away into the top of the dashboard. The practical advantage of this is that, in the majority of cases, the motorist doesn't need to choose between running the navigation system and listening to a CD. A large area (up to a third of France) is loaded in the memory and can be called up instantly. When calculating the time of arrival at destination, this intelligent new system takes into account traffic information. New Mégane is also available with a 4x15W radio/CD player with MP3 playback.

New Mégane features the same comfort-enhancing innovations that contributed to the success of Mégane, namely vast storage space (including in the floor and side armrests), an aviation-style handbrake which frees up space for storage underneath the central armrest, a built-in fuel filler cap and the Coupé-Cabriolet version's glass roof. Meanwhile, the hands-free card is available from a lower level with New Mégane (Confort equipment level and upwards).

NEW MÉGANE F1 TEAM LIMITED EDITION

Winning colours

To celebrate its 2005 Constructors' and Drivers' Formula 1 World Championship titles, Renault Sport proposes a limited edition Mégane F1 Team. Based on the entry-level version, it features a new body colour (Alp Blue), 18-inch exclusive gloss-finish black Be Bop alloy wheels, golden gloss-finish black Be Bop door mirror housings and Renault F1 Team badging on the front wings and front and rear bumpers.

It is available with a radio/CD with MP3 playback and Recaro Monako Blue bucket seats. A numbered "Renault F1 Team" Constructors' title plaque is fixed inside the cabin.

This New Mégane F1 Team limited edition is available with a sport chassis, equipped with disconnectable ESP, and Dunlop SportMaxx tyres (235/40 R18). The rear springs and shock absorbers feature special settings which reinforce the sensation of rigidity and offer improved cornering performance.



New Mégane F1 Team.

Chapter 2

Engines and suspension: Power and dynamism

New Mégane's facelift coincides with a review of the range of available powerplants which are now all Euro 4-compliant. The principal changes focus on the diesel engines, including the addition of the brand's new flagship 2.0 dCi engine in 150hp format and the incorporation of a periodic-regeneration particulate filter on the 1.9 dCi, whose power has been increased to 130hp.



New Mégane is available with the new 2.0 dCi 150hp engine.

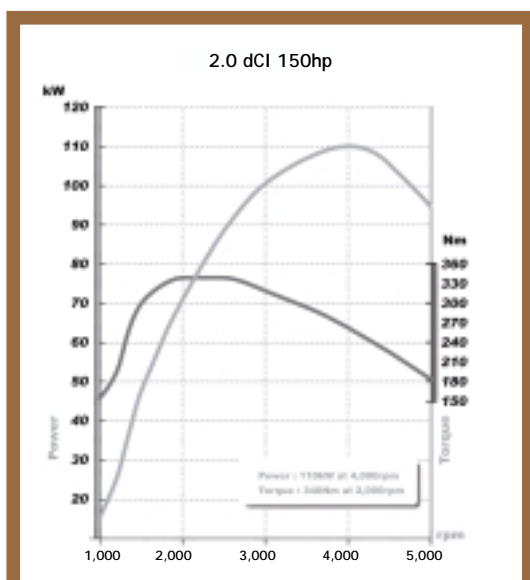
The 2.0 dCi 150hp for unprecedented driving sensations

The fruit of Renault-led Renault-Nissan joint development, this new 1995cc unit (M9R) features the very latest diesel technologies, including piezo-electric injectors, 1,600-bar common-rail injection, a variable-geometry turbocharger and a latest-generation combustion chamber. Powerful, quiet-running, inexpensive to run and clean, it offers class-leading

performance with a power output of **150hp** (110kW) at **4,000rpm** and maximum torque of **340Nm** at **2,000rpm**. Coupled with a **new six-speed manual gearbox** (PK4), this new engine benefits from a broader useable rev band and a level of dynamism and sportiness rarely seen at this level of range, while careful attention has been paid to acoustic comfort. Segment-best acceleration takes New Mégane from a standing start to 100kph in just 8.7s.

The combination of precise fuel injection control and the different depolluting systems upstream of the exhaust minimizes NOx and particulate emissions. New Mégane 2.0 dCi 150hp is **the most fuel-efficient car of its category, with fuel consumption of just 5.4l/100km** (combined cycle) and the **lowest CO₂ emission figures of its segment (144g/km)**.

Available with: *New Mégane Hatch, Sport Hatch, Sport Saloon, Coupé-Cabriolet and Sport Tourer.*



The 2.0 dCi 150hp engine.



The 2.0 dCi 150hp engine is powerful, quiet-running, economical and environmentally-friendly.

The new PK4 gearbox

The 2.0 dCi 150hp (110kW) engine is coupled to a new gearbox (the PK4) which is manufactured at the Cléon powertrain factory in France. This six-speed, three-shaft manual box is derived from the PK6 gearbox currently employed for high torque engines. Reinforced bearings and gearing enable the PK4 to handle torque of up to 360Nm. Driving pleasure is enhanced thanks to its precise action, while the presence of a sixth gear benefits fuel consumption.

In order to reduce the noise that is readily associated with manual transmissions, the PK4 gearbox comes with the very latest solutions, including synchromesh reverse gear which can be selected without the vehicle being at a complete standstill, a function that further contributes to the pleasure derived when driving with this new gearbox.

A new-generation diesel engine

This new 2.0 dCi powerplant tops the new diesel range which includes three other engines which have all been significantly revised in order to comply with Euro 4 emission standards: addition of a particulate filter, a **power increase of between 5 and 10hp** according to engine and **improved torque** (by up to 40Nm). These changes are all the more remarkable in that their quietness reasserts Renault's lead in this domain.

Particulate filter-equipped 1.9 dCi 130hp (96kW): Efficiency

The 1.9 dCi range has been expanded to include a new version equipped with a **periodic-regeneration particulate filter** and power uprated to 130hp (96kW). In addition to the six-speed gearbox (NPO), it can now be combined with Renault's **flick-shift, four-speed proactive automatic transmission (DPO)**. This engine (F9Q) stands out by its power output which has been increased to **130hp at 4,000rpm**, with **maximum torque of 300Nm at 2,000rpm**. It is also particularly inexpensive to run; the fuel consumption of Mégane 1.9 dCi 130hp is **5.6l/100km** (European combined cycle) – equivalent to **148g of CO₂/km** – which gives it a range of 1,000km.

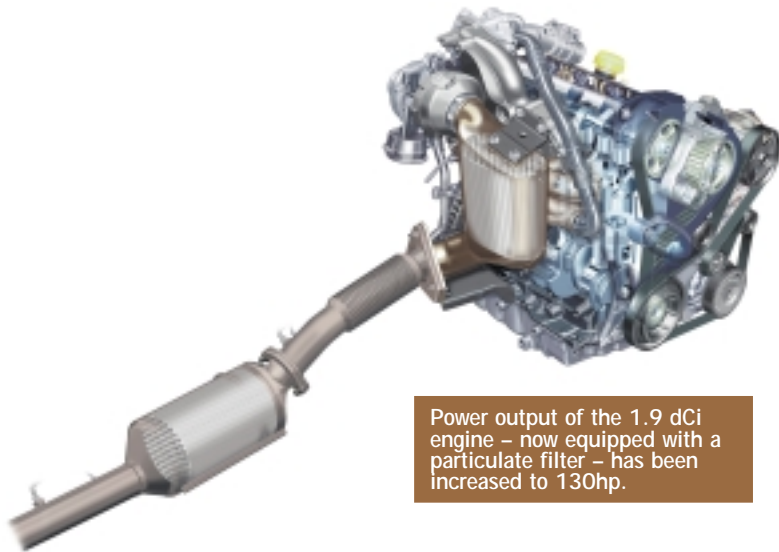
The boost pressure of the variable-geometry turbocharger is 2.5 bar, an increase of 0.3 bar over the Euro 3 version. In addition to its new combustion chamber design, the 1.9 dCi engine receives latest-generation fuel injection technology. The fuel injection pressure has been increased to 1,600 bar (compared with 1,350 bar previously) for more efficient vaporization of the fuel.

The 110hp (81kW) and 115hp (85kW) versions are available on certain markets with a particulate filter. It should be noted that Renault is the **only manufacturer in this segment to propose a diesel-powered coupé-cabriolet with automatic transmission.**

Available with: New Mégane Hatch, Sport Hatch, Sport Saloon, Coupé-Cabriolet and Sport Tourer.

Periodic-regeneration particulate filter

This engine is equipped with a latest-generation periodic-regeneration particulate filter which functions without additives. The particulates that accumulate inside the filter are burnt every 300 to 1,200km as a function of the type of use to which the engine is put. This combustion is the result of a natural process resulting from the presence of oxygen and exhaust gases heated to 570°C by post-injection of diesel. Furthermore, a new EGR (Exhaust Gas Recirculation) valve recirculates a bigger quantity of exhaust gases in the inlet manifold. When mixed with incoming gases, this enhances the combustion process and reduces the formation of nitrous oxide (NOx).



Power output of the 1.9 dCi engine – now equipped with a particulate filter – has been increased to 130hp.

1.5 dCi 105hp (78kW): For driving pleasure

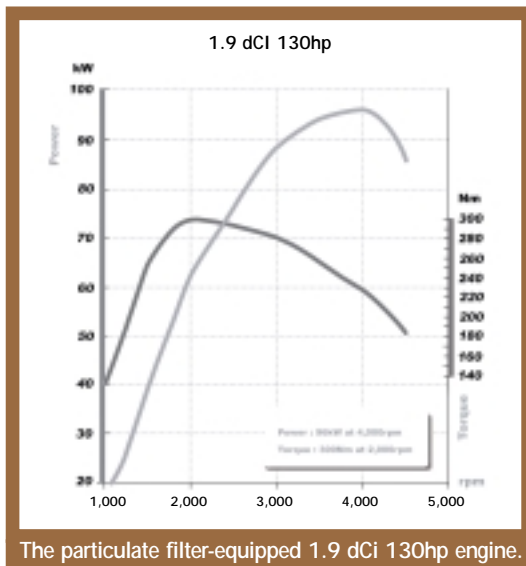
The Euro 4-compliant version of the 1.5 dCi 100hp (K9K) delivers **105hp (78kW)**, while **torque is up 20% from 200 to 240Nm at 2,000rpm**. The coupling of this engine to the **six-speed manual gearbox (TL4)** has led to enhanced performance, dynamism, acoustic comfort and fuel consumption.

This evolution of the 1.5 dCi engine sees the arrival of new innovations in addition to the technologies which forged the success of the 100hp version (second-generation common-rail system, multi-vane variable-geometry turbocharger, 1,600-bar fuel injection pressure). The solenoid injectors of the 100hp version have made way for **six-hole piezo-electric injectors**, while the **piston geometry has enabled the new unit to comply easily with Euro 4 emission requirements.**

As a result, its combined cycle **fuel consumption (4.7l/100km)** and **CO₂ emission figures (124g/km)** continue to stand out as the benchmark in its category.

For reduced noise, the introduction of a **twin mass damping flywheel** combats the effects of booming at low revs.

Available with: New Mégane Hatch, Sport Hatch, Sport Saloon, Coupé-Cabriolet and Sport Tourer.



The particulate filter-equipped 1.9 dCi 130hp engine.

1.5 dCi 85hp (63kW): Versatility

This 1461cc engine (K9K) is available at entry level. The switch to Euro 4-compliance has led to a gain of 5hp, which takes power output to 85hp (63kW) at 3,750rpm. Torque has also increased from 185 to 200Nm at 1,900rpm which means it is as much in its element in town as it is on the motorway. The 1.5 dCi 85hp is available with a five-speed gearbox, while its combined cycle fuel consumption is a low 4.5l/100km, equivalent to 120g of CO₂/km.

Available with: New Mégane Hatch, Sport Hatch, Sport Saloon and Sport Tourer.

Powerful, flexible petrol engines

The petrol engine range for New Mégane comprises five Euro 4-compliant powerplants which are available according to body type. Renault's development programme has enabled the fuel consumption and performance characteristics of the two generations of Mégane to remain unchanged.

1.4 16V 100hp (72kW): Flexible and punchy

This 1390cc engine (K4J) delivers 100hp (72kW) at 6,000rpm and ensures high torque from very low revs. Maximum torque is 127Nm at 3,750rpm. Fuel consumption stands at a low 6.9l/100km (combined cycle), equivalent to CO₂ emissions of 165g/km.

Available with: Mégane Hatch, Sport Hatch, Sport Saloon and Sport Tourer.

1.6 16V 110hp (82kW): Fuel-efficient and agile

This 1598cc engine (K4M) puts out 110hp (82kW) at 6,000rpm. Driving pleasure is enhanced by its maximum torque of 152Nm at 4,250rpm while its combined cycle fuel consumption has been kept to just 6.9l/100km (164g of CO₂/km). Combined with a five-speed manual gearbox, it is also available with four-speed proactive automatic transmission (DPO). An LPG version of the 105hp engine* is available in some countries.

Available with: New Mégane Hatch, Sport Hatch, Sport Saloon, Coupé-Cabriolet and Sport Tourer.

2.0 16V 135hp (98.5kW): Dynamic and powerful

The principal features of this 1998cc unit (F4R) are its maximum torque of 191Nm at 3,750rpm and its power output of 135hp (98.5kW) at 6,000rpm. For enhanced flexibility, 90% of maximum torque is available from 2,000 rpm. Fuel consumption is 8.0l/100km (combined cycle), equivalent to 191g of CO₂/km. It can be coupled to either a six-speed gearbox (NDO) or Renault's four-speed proactive automatic transmission (DPO). The use of a twin mass damping flywheel enables Renault to maintain its lead in the domain of soundproofing.

Available with: New Mégane Hatch, Sport Hatch, Sport Saloon, Coupé-Cabriolet and Sport Tourer.

2.0 Turbo 16V 165hp (120kW): Fuel-efficient and sporty

Coupled with a six-speed gearbox (NDO), this 2.0 Turbo is based on the normally-aspirated 2.0 16V F4R. It benefits from a specific twin scroll turbocharger which takes power output to 165hp (120kW) at 5,500rpm. For enhanced sportiness, maximum torque is 270Nm at 3,250rpm, while fuel consumption has been kept to 7.7l/100km (combined cycle), equivalent to 184g of CO₂/km. The use of a twin mass damping flywheel ensures class-leading acoustic comfort.

Available with: New Mégane Hatch, Sport Hatch and Coupé-Cabriolet.

2.0 Turbo 16V 225hp (165kW): High performance

Developed jointly by Renault's Powertrain Engineering Department and Renault Sport Technologies, this engine is based on the normally-aspirated 2.0 16V (F4R). It delivers 225hp (165kW) at 5,500rpm for maximum torque of 300Nm at 3,000rpm, 90% of which is available between 2,000 and 6,000rpm. It is coupled to a six-speed gearbox (NDO) and its fuel consumption (combined cycle) is 8.8l/100km (209g of CO₂/km).

Available with: Mégane Renault Sport.

* Available only with New Mégane Hatch and Sport Hatch.

Note: The fuel consumption and CO₂ emission figures quoted below relate to New Mégane Hatch.

Outstanding road holding and driving pleasure

New Mégane's performance lives up to the promise of its looks. Reputed for its outstanding road holding, New Mégane is built on a chassis that brilliantly combines comfort, pleasure and control.

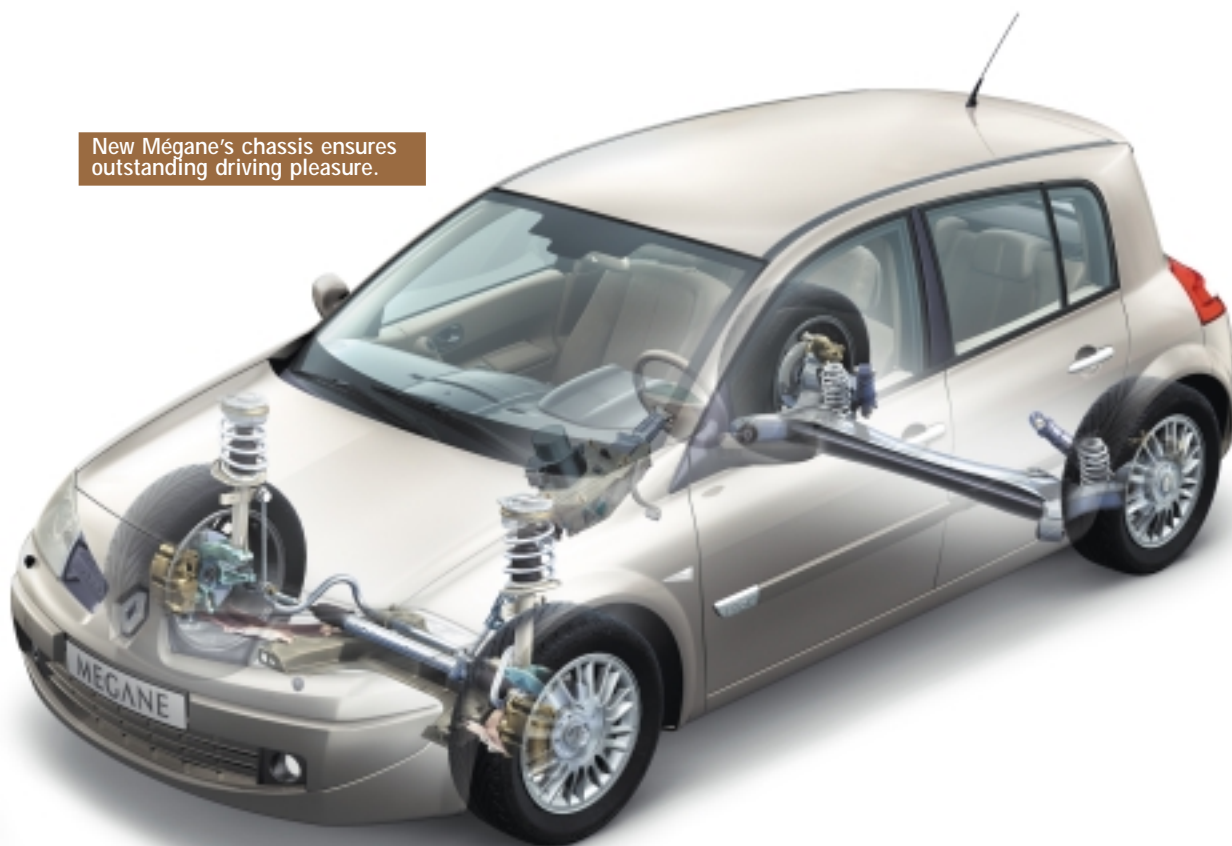
Its suspension* has been developed to combine directional control and a high capacity to filter out both vibrations and noise. **The MacPherson-type front suspension and rectangular lower arm** ensure a high level of transverse stiffness with a view to optimizing road holding and comfort. **The rear suspension features a programmed-deflection torsion beam with coil springs**, plus an anti-roll bar for optimal control of body roll.

According to body type, a range of wheel sizes is available: **15-, 16- and 17-inches, plus 18-inch wheels for Mégane Renault Sport**. The capacity of the braking system has been designed with a view to combining maximum efficiency and a sensation of bite and power.

New Mégane is equipped **with electric power steering**, the precision of which has been uprated thanks to a **"tube-in-tube" link** which ensures better feedback of information from the road to the driver. This system permits the filtering out of road-generated vibrations and impeccable steering precision thanks to a sliding link between the two steering column shafts.

* Mégane Renault Sport features specific suspension (double-axis strut suspension) and Brembo front brake callipers and discs for powerful, efficient and lasting stopping power.

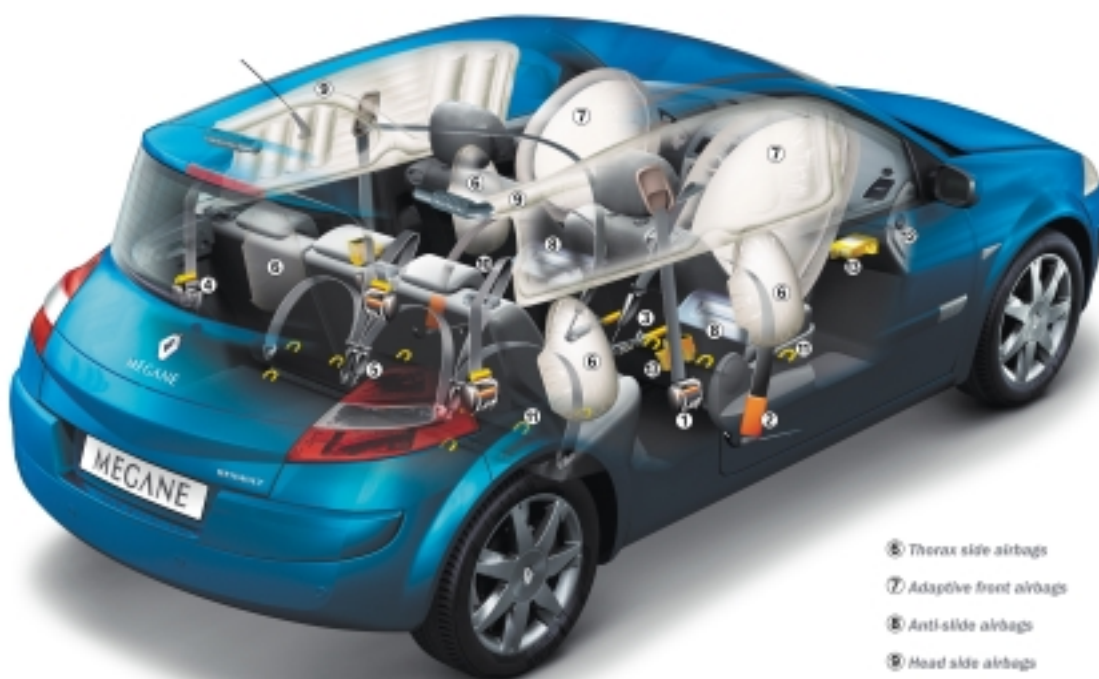
New Mégane's chassis ensures outstanding driving pleasure.



Chapter 3

The active and passive safety benchmark

New Mégane is a further illustration of Renault's excellence in safety. Its driver aids ensure perfect control of the vehicle and help correct the vehicle's trajectory in emergency situations. The standard of passive safety is also remarkable, and the Hatch and Coupé-Cabriolet versions were the first cars in their respective categories to obtain a five-star Euro NCAP crash test rating.



New Mégane's passenger restraint system.

- ① Force limiting retractor with thorax load limiters
- ② Pelvic load limiters

- ③ Buckle pretensioners
- ④ Pretensioners-thorax load limiters
- ⑤ Anti-submarking buckles

- ⑥ Thorax side airbags
- ⑦ Adaptive front airbags
- ⑧ Anti-slide airbags
- ⑨ Head side airbags
- ⑩ Seat position sensor
- ⑪ Twelve Isofix fasteners
- ⑫ Passenger airbags inhibitor
- ⑬ Impact sensors and ECU

Exceptional active safety

New Mégane comes with a long list of driver aids which contribute to ensuring that the driver stays in control of his or her vehicle in emergencies. All versions come with the **latest-generation 8.0 Bosch ABS, complete with Electronic Brakeforce Distribution (EBD) and Emergency Brake Assist** which ensure that maximum use is made of the car's braking power. Under heavy braking, the hazard warning lights are automatically activated.

According to equipment level, **Electronic Stability Programme (ESP) with understeer control** is also available. This system uses the engine management system to reduce torque and modifies the braking with a view to improving stability and bringing the

car back onto the ideal trajectory, while the understeer control acts on one or more wheels. This feature is combined with **ASR traction control**, which intervenes when starting or when accelerating in conditions of low grip, and **engine torque overrun regulation (MSR)**, which prevents the driven wheels from locking when the driver lifts his or her foot from the throttle pedal or when slowing on slippery road surfaces. The ESP can be disconnected on the "sport" chassis which is available as an option with Mégane Renault Sport.

Meanwhile, either as an option or according to equipment level, New Mégane can be ordered with a **tyre pressure monitoring system** which detects air leaks, punctures or incompatible tyre pressures.

Passive safety excellence

The Mégane Hatch was the first car in its category to be awarded a five-star Euro NCAP crash test rating, while the Coupé-Cabriolet version continues to stand out as the only vehicle of its class to have obtained the same score.

New Mégane is designed to ensure maximum protection in all the situations recorded by Renault's accident research programme and the car comes with **Renault's third-generation System for Restraint and Protection (SRP III)** which guarantees optimal protection for occupants wherever they are sitting.

The car's body shell, which is in the front line when it comes to ensuring the protection of its occupants, is designed to absorb energy, while the cabin itself forms a survival cell to protect occupants from the intrusion of mechanical components or body parts.

According to body type and equipment level, New Mégane is equipped with up to **10 airbags**: two front adaptive airbags, two front/rear curtain airbags, two front thorax airbags, two rear thorax airbags and two anti-submarining airbags built into the front seat cushions (New Mégane Sport Hatch and Coupé-Cabriolet versions only). Anti-submarining airbags ensure the same level of safety for the front occupants of three-door versions as that afforded by the five-door versions without impeding on access to the rear seats*.

The front seats of New Mégane feature **double pretensioners** (except Mégane Sport Hatch and Coupé-Cabriolet*) and load limiters. Built into the seat belt buckle, the pretensioners hold the occupants in their seat. If necessary, the second pretensioner,

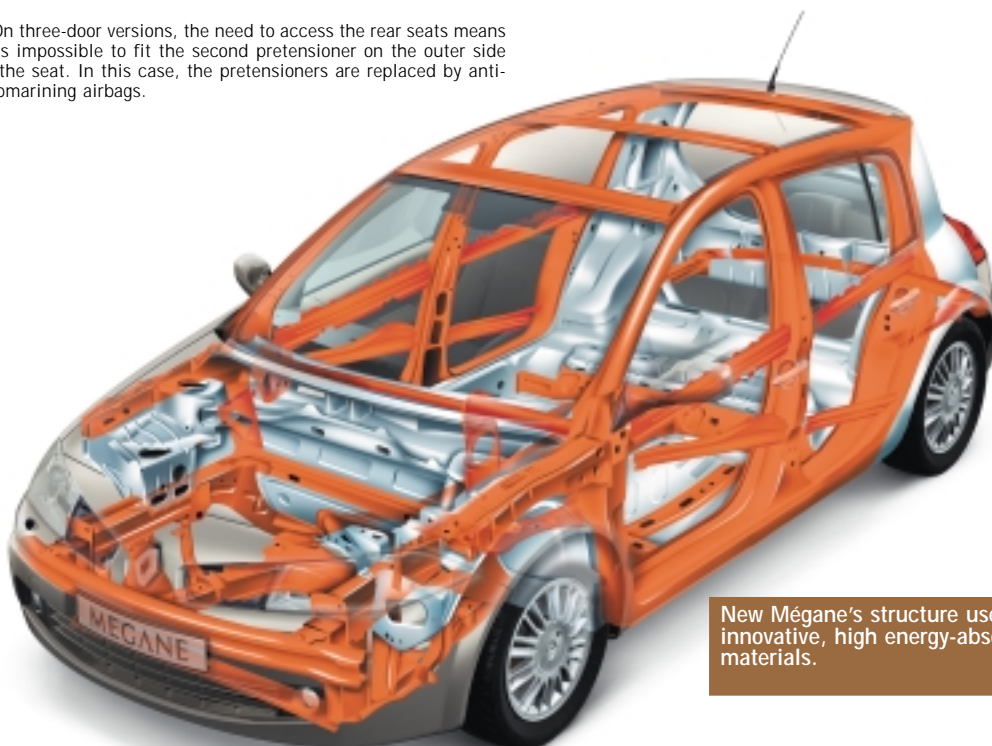
* On three-door versions, the need to access the rear seats means it is impossible to fit the second pretensioner on the outer side of the seat. In this case, the pretensioners are replaced by anti-submarining airbags.

which is located at the other end of the strap kicks into action to hold the body more firmly in place, protect the pelvic region and combat the phenomenon of submarining. Meanwhile, the load limiter reduces the pressure applied by the seat belt to the thorax and shoulder.

To ensure maximum protection for all occupants, New Mégane's two side rear seats are equipped with three-point seat belts, pretensioners and load limiters. Meanwhile, the anti-submarining structure is reinforced, while the seat belt buckle anchor points have been shortened and strengthened in order to protect the stomach. New Mégane also comes with three-point Isofix fasteners which enable child seats to be fixed either facing the direction of travel or back to the direction of travel.

How do the New Mégane Coupé-Cabriolet's automatic roll-hoops function?

New Mégane Coupé-Cabriolet is available with optional automatic roll-hoops. This system is made up of two specially-shaped tubes and a mechanical assembly consisting of a spring and rack, an electromagnetic release mechanism and three sensors located in the centre of the car. If the sensors detect an emergency situation (a lateral angle of more than 52°, a front or rear angle of more than 67° or free fall), the electromagnet unlatches the rack to allow expansion of the springs which deploys the roll-hoops in just 500 milliseconds. A "fir tree" shank enables the roll-hoops to be locked in their extended position (130mm).



New Mégane's structure uses innovative, high energy-absorbing materials.

Chapter 4

The story behind the success

Since its launch in 2002, close to 2.4 million Mégane IIs have been produced (at end-October 2005, all body types included, including Scénic). The model held first place in the Western European market in 2003, 2004 and for the first nine months of 2005. Mégane II's launch in 2002 was a key element of Renault's profitable growth strategy in a segment that accounts for one-third of all sales in Western Europe. The aim of New Mégane is twofold: maintain Renault's position as C-segment leader in Western Europe and contribute to the brand's development in the rest of the world.



2,369,110 Mégane IIs have been produced since the model's launch (photo: the Palencia assembly plant in Spain).

Renault has invested €93 million in the development of New Mégane, which is built on the Alliance's C platform and assembled in the same factories as the previous models.

Mégane II assembly plants by body type

| DOUAI (France) | PALENCIA (Spain) | BURSA (Turkey) |
|-------------------|---------------------|-------------------|
| Hatch | Hatch | Sport Saloon |
| Coupé-Cabriolet | Sport Hatch | |
| Scénic | Sport Tourer | |

Leader in Western Europe

Mégane II is Western Europe's best-selling model and has held first place in the Total Industry Volume (TIV) rankings in France, Belgium, Spain, Holland and Portugal since the beginning of 2005. Mégane Sport Saloon and Mégane Coupé-Cabriolet lead their respective categories in Western Europe. Since its launch in 2002, 1.82 million Mégane IIs have been sold in Western Europe (at end-November 2005).

The C segment's share of the European market has been relatively stable in recent years. However, as a result of the bigger range of products on offer, the segment has seen a significant shift. While three- and five-door hatches continue to account for half of all sales in the C segment, a number of sub-segments have emerged. Although inexistent 10 years ago, for example, the MPV sub-segment today represents close to 30% of all C-segment sales in Europe, while the coupé-cabriolet sub-segment is also enjoying considerable growth. The competition has also become fiercer in recent months following the complete renewal of the lines of the main volume manufacturers and the launch of new products by specialist manufacturers.

Available in five body types, New Mégane is well-positioned to meet the demand of all the segment's different clienteles. Featuring best-in-class safety, New Mégane benefits from Renault's and the Alliance's latest technological breakthroughs in features and equipment and the model stands out as a benchmark in the C segment.

Sales growth outside Europe

From the very outset, the Mégane II programme was conceived as an international programme and has played a key role in boosting the Renault brand outside Western Europe. Between end-2002 and end-September 2005, 280,000 Mégane IIs have been sold outside Western Europe and growth has always been strong (up 24% since the beginning of 2005, compared with 2004). Mégane II is sold in 75 countries outside Western Europe. This success is linked notably to the performance of Mégane Sport Saloon, which is assembled in Bursa, Turkey. Close to one Mégane Sport Saloon in two is sold outside Western Europe.

On sale from February 2006, New Mégane will give Renault's development outside Western Europe a further boost.

Mégane II in the C segment and TIV in Western Europe

| | 2001 | 2002 | 2003 | 2004 | 2005 (first 9 months) |
|------------------------------|-------|-------|-------|-------|--------------------------|
| C-segment share of TIV | 32.9% | 32.9% | 31.6% | 33% | 34.3% |
| Renault's share of C segment | 11.5% | 10.7% | 13.2% | 14.7% | 12.8% |
| Mégane's share of TIV | 3.8% | 3.5% | 4.2% | 4.8% | 4.4% |



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