



**RENAULT**

## PRESS RELEASE

APRIL 10, 2007

### **Mégane Renault Sport dCi: high on performance, low on running costs**

**The launch of Mégane Renault Sport dCi sees Renault complete its range of sporting cars with the addition of a high-performance diesel. Aimed at drivers who relish everyday driving, the Renault Sport Technologies-developed Mégane Renault Sport dCi will also appeal to those who appreciate reasonable running costs. Its 2.0-litre common rail 127kW (175hp) diesel powerplant boasts generous maximum torque of 360Nm available from 2,000rpm and across an operational power band similar to that of a petrol engine. Meanwhile, its exceptional combined cycle fuel consumption of just 6.5 litres/100km makes it an ideal choice for fans of sporting cars who wish to drive their car on a regular basis.**

**In keeping with other Renault Sport Technologies-engineered models, Mégane Renault Sport dCi's standard chassis delivers sports performance, while those who prefer a more focused drive will appreciate the optional Cup chassis.**

**Available with three or five doors, Mégane Renault Sport dCi is built in Renault's Dieppe factory.**

Last December's launch of the 150hp Mégane GT 2.0 dCi paved the way for the arrival of other dynamic, compact Renault diesel saloons, including Mégane Renault Sport dCi which will appeal to customers who savour the opportunity to drive a high-performance car... but would appreciate it all the more if they could use it every day without paying too much for the privilege. Drivers of high-performance diesels tend to cover a much higher annual mileage than those in petrol-powered equivalents. For them, therefore, it is vital to strike a balance between running costs and performance when it comes to choosing a new car. The compact diesel saloon segment is expanding significantly in western Europe.

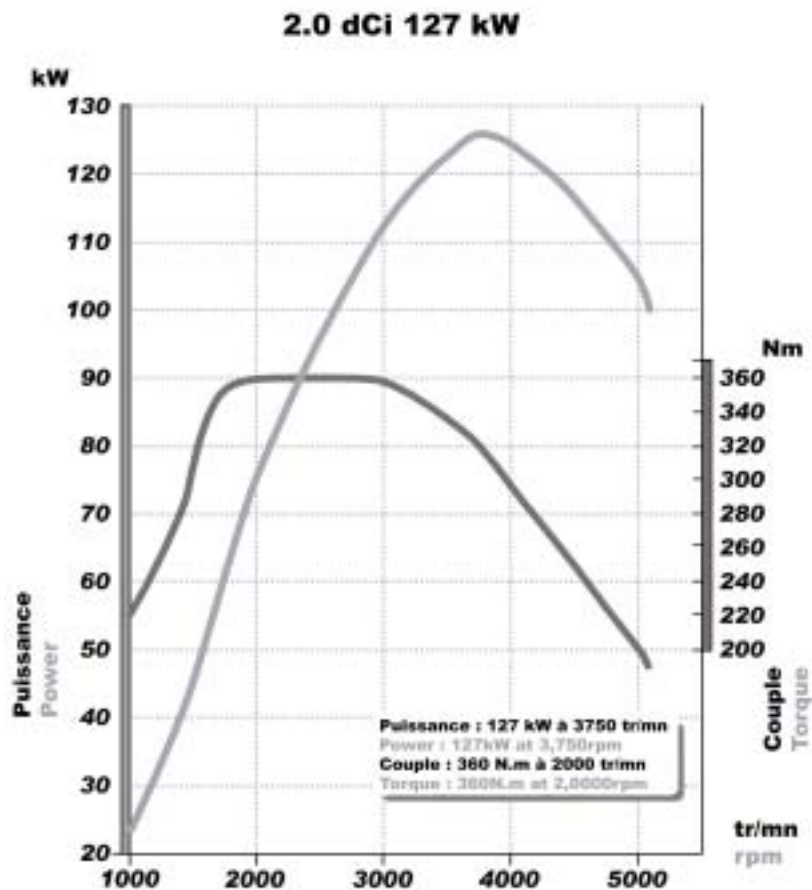
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### Sensational diesel engine

To meet both needs, Renault has fitted its existing top-end 2.0 dCi diesel to the chassis originally developed for Mégane Renault Sport 2.0 T. This powerplant develops 175hp at 3,750rpm plus a generous 360Nm of torque at 2,000rpm and, in terms of breadth, its operational power band is comparable with that of a turbocharged petrol engine. The throttle mapping has been modified with a view to optimizing response time.

This engine is packed with advanced technology, including a variable geometry turbocharger which provides a wide spread of torque throughout the rev range. Piezoelectric injectors are capable of operating up to five times per cycle, which helps reduce engine noise, fuel consumption and particulate emissions. Injection pressure has been set at 1,600 bar to optimise combustion and improve the fuel/air mixture. The engine is also equipped with an additive-free periodic regeneration filter, as well as two balancer shafts to keep noise and vibration levels down to a minimum.



Coupled to a six-speed manual gearbox, this engine sets new standards in the high-performance diesel sector, with combined cycle fuel economy of 6.5 litres/100km and CO<sub>2</sub> emissions of just 172g/km. Thanks to its 60-litre fuel tank, Mégane Renault Sport dCi also boasts an unmatched range in the compact diesel saloon segment.

Meanwhile, its performance statistics speak for themselves: 0-100kph in just 8.3 seconds and the 1,000m standing start in 29.4s.

### **Two proven chassis**

Beneath the skin you'll find the underpinnings of the petrol-powered Mégane Renault Sport 2.0 T and the standard Renault Sport chassis blends dynamic handling with the kind of comfort everyday driving demands.

Independent steering-axis front suspension guarantees precise and efficient handling in all circumstances, while body movement is minimized by a 20mm-diameter anti-roll bar. The front suspension has also been tuned to suit Mégane Renault Sport dCi's characteristics and weight distribution. Spring stiffness and damper settings are consequently specific to this diesel version.

The rear suspension is based around a programmed-deflection flexible beam, the torsional stiffness of which is equivalent to that of the Cup chassis version of Mégane Renault Sport 2.0 T (80Nm/°). The suspension components themselves are identical to those employed on the Sport chassis Mégane Renault Sport 2.0 T.

A Cup chassis is optionally available. This features an ESP system than can be switched off, as well as specially tuned front and rear dampers and 37% stiffer springs compared with the Sport chassis version. Readily recognisable thanks to its aluminium alloy wheels and anthracite exterior mirrors, this chassis enables committed driving enthusiasts to explore the full potential of this potent Mégane diesel.

Powerful and fade-free, the Brembo braking system features four discs that are impressive in terms of both diameter (312mm and ventilated at the front, 300mm at the rear) and thickness (28mm at the front, 11mm at the rear). The front discs are also equipped with four-piston calipers. The alloy wheels run on Continental Sport Contact 2 tyres, either 225/45R17 (for the Confort trim level) or 225/40R18 (Luxe). These were chosen for their renowned qualities of traction and grip.

The electronically variable power steering has been set up specifically to suit the car's weight distribution.

In terms of active safety, Mégane Renault Sport dCi is fitted as standard with a dynamic electronic stability programme (ESP) which has also been set up to suit the car's particular characteristics. Passive safety features are the same as those on any other Mégane – a five-

star performer in EuroNCAP crash tests.

Externally, Mégane Renault Sport dCi is identical to the petrol version (without the rear spoiler) and is available in both three- and five-door form. Inside, the mood is distinctly sporting thanks to the aluminium pedals, leather steering wheel and seats with increased lateral support. A range of accessories will also shortly be available to enable Mégane Renault Sport dCi owners to customize their vehicle as a function of their individual tastes.

#### **Dieppe's sporting know-how**

Mégane Renault Sport dCi is built on Renault's Dieppe assembly line, using shells delivered from the company's Palencia plant, in Spain. The production system has been modified to the particular requirements of this high-performance diesel and quality control standards are a match for the very best. The Dieppe factory oversees production of all sporting models developed by Renault Sport Technologies.

High resolution photos of Mégane Renault Sport dCi can be downloaded from [www.media.renault.com](http://www.media.renault.com) > Media Library > Passenger Cars > Mégane Renault Sport dCi.

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#### MEGANE Renault Sport dCi DIMENSIONS

| VOLUME (VDA) litres                                    |             |
|--|-------------|
| Boot volume under rear shelf                           | 330         |
| Boot volume without rear shelf, loading to roof        | 420         |
| Boot volume without rear seats folded, loading to roof | 1,190       |
| DIMENSIONS (mm)  |             |
| A Wheelbase  | 2,625       |
| B Overall length                                       | 4,228       |
| C Front overhang                                       | 853         |
| D Rear overhang  | 750         |
| E Front track (18" tyres)                              | 1,517       |
| F Rear track (18" tyres)                               | 1,521       |
| G Overall width with mirrors                           | 1,777/2,026 |
| H Unladen height                                       | 1,437       |
| H1 Unladen height with hatch open                      | 1,812       |
| J Unladen boot sill height                             | 708         |
| K Ground clearance                                     | 120         |
| M Front elbow room Hatch/Sport hatch                   | 1,482/1,474 |
| M1 Rear elbow room Hatch/Sport hatch                   | 1,456/1,468 |
| N Front shoulder room Hatch/Sport hatch                | 1,409/1,404 |
| N1 Rear shoulder room Hatch/Sport hatch                | 1,380/1,390 |
| P Front headroom measured at 14°                       | 885         |
| Q Rear headroom measured at 14°                        | 899         |
| 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 Renault Sport 2.0 dCi | Renault Sport chassis   | Cup chassis   |
|--|---|---|
| Homologation (3 doors / 5 doors)                       | CMSW06 / BMSW06   | CMSW06 / BMSW06   |
| <b>Engine</b>  |   |   |
| Type   | M9R 724   | M9R 724   |
| Position   | Front, transverse, angled 8° towards the rear                           | Front, transverse, angled 8° towards the rear                           |
| Emission standard                                      | Euro4   | Euro4   |
| Number of cylinders                                    | 4 cylinders in-line   | 4 cylinders in-line   |
| Number of valves                                       | 16  | 16  |
| Balancer shafts  | yes   | yes   |
| Material (block / cylinder head)                       | cast iron / aluminium   | cast iron / aluminium   |
| Cubic capacity [cc]                                    | 1,995   | 1,995   |
| Bore x stroke [mm]                                     | 84 x 90   | 84 x 90   |
| Compression ratio                                      | 16  | 16  |
| Maximum power [kW / hp]                                | 127 / 175   | 127 / 175   |
| at [rpm]   | 3,750   | 3,750   |
| French fiscal rating                                   | 10  | 10  |
| Maximum torque [Nm / m.kg]                             | 360 / 36.7  | 360 / 36.7  |
| at [rpm]   | 2,000   | 2,000   |
| Engine cut-off (in neutral / in other gears) [rpm]     | 3,000 / 5,200   | 3,000 / 5,200   |
| Injection system                                       | Direct common rail  | Direct common rail  |
| Fuel   | diesel  | diesel  |
| Flywheel   | Twin-mass flywheel damper   | Twin-mass flywheel damper   |
| Catalytic converter                                    | one primary converter   | one primary converter   |
| Particulate filter                                     | yes   | yes   |
| Valve train  |   |   |
| - drive  | chain   | chain   |
| - variable timing                                      | no  | no  |
| - variable lift  | no  | no  |
| - valve operation                                      | roller cam followers  | roller cam followers  |
| - clearance adjustment                                 | hydraulic   | hydraulic   |
| Electronic management                                  | BOSCH EDC 16+   | BOSCH EDC 16+   |
| Lubrication  | Oil pump integrated in bottom-end                                       | Oil pump integrated in bottom-end                                       |
| <b>Transmission</b>                                    |   |   |
| Type   | PK4 013   | PK4 013   |
| Manual gearbox   | six-speed manual  | six-speed manual  |
| Automatic transmission                                 | no  | no  |
| Traction control                                       | yes (ASR)   | yes (ASR)   |
| Limited slip differential                              | no  | no  |
| Final drive ratio                                      | 18/62   | 18/62   |
| Gear ratios (speed at 1,000rpm [kph])                  |   |   |
| - 1st  | 11/43 (8.61kph)   | 11/43 (8.61kph)   |
| - 2nd  | 19/40 (15.99kph)  | 19/40 (15.99kph)  |
| - 3rd  | 31/43 (24.27kph)  | 31/43 (24.27kph)  |
| - 4th  | 43/44 (32.91kph)  | 43/44 (32.91kph)  |
| - 5th  | 43/35 (41.37kph)  | 43/35 (41.37kph)  |
| - 6th  | 46/31 (49.96kph)  | 46/31 (49.96kph)  |
| <b>Chassis</b>   |   |   |
| Type   | galvanised steel monocoque with cataphorised opening panels             | galvanised steel monocoque with cataphorised opening panels             |
| Body type  | Sports Hatch / Hatch  | Sports Hatch / Hatch  |
| Number of doors (SH / H) - seats                       | 3 / 5 - 5   | 3 / 5 - 5   |
| <b>Front suspension</b>                                |   |   |
| Type   | McPherson type with rectangular lower arm and independent steering axis | McPherson type with rectangular lower arm and independent steering axis |
| Anti-roll bar diameter [mm]                            | 20  | 20  |
| Spring rate [N/mm] in running order +2                 | 37.18   | 37.18   |
| Natural frequency [Hz] in running-order + 2            | 1.43  | 1.43  |
| Roll centre height [mm]                                | 125   | 125   |
| Unsprung weight [kg]                                   | 108   | 108   |
| <b>Rear suspension</b>                                 |   |   |
| Type   | H-beam  | H-beam  |
| Spring rate [N/mm] in running order +2                 | 23.21   | 31.83   |
| Natural frequency [Hz] in running-order + 2            | 1.49  | 1.77  |
| Roll centre height [mm]                                | 166   | 166   |
| Unsprung weight [kg]                                   | 88  | 88  |

| Technical specification - Mégane Renault Sport 2.0 dCi | Renault Sport chassis                         | Cup chassis                                   |
|--|---|---|
| <b>Braking</b>   |   |   |
| Type of circuit  | double X-split                                | double X-split                                |
| Front discs (dia./thickness) [mm]                      | 312 / 28                                      | 312 / 28                                      |
| Calipers   | 4 pistons                                     | 4 pistons                                     |
| Rear discs (dia./thickness) [mm]                       | 300 / 11                                      | 300 / 11                                      |
| Calipers   | 1 piston                                      | 1 piston                                      |
| ABS  | BOSCH 8.0                                     | BOSCH 8.0                                     |
| EBV  | yes   | yes   |
| ESP  | yes / disconnectable up to 50kph              | yes / disconnectable up to 50kph              |
| <b>Steering</b>  |   |   |
| Power assistance                                       | electric                                      | electric                                      |
| Number of turns from lock to lock                      | 2.74  | 2.74  |
| Steering circle between kerbs / walls [m]              | 10.35 / 11.25                                 | 10.35 / 11.25                                 |
| <b>Wheels</b>  |   |   |
| Standard tyres (brand & type - size)                   | Continental Sport Contact 2<br>225/40 R18 92Y | Continental Sport Contact 2<br>225/40 R18 92Y |
| Standard wheels (size colour)                          | 8 J 18 - Silver                               | 8 J 18 - Dark Anthracite                      |
| Spare wheel (type - size)                              | optional steel wheel - 185/60 R17             | optional steel wheel - 185/60 R17             |
| <b>Dimensions/Weights</b>                              |   |   |
| Length / width / height [mm]                           | 4228 / 1777 / 1437                            | 4228 / 1777 / 1437                            |
| Wheelbase [mm]   | 2625  | 2625  |
| Track front / rear [mm]                                | 1517 / 1521                                   | 1517 / 1521                                   |
| Weight SH/H [kg]                                       | 1430 / 1450                                   | 1430 / 1450                                   |
| Front-rear weight split SH/H [%]                       | 65/35 - 64/36                                 | 65/35 - 64/36                                 |
| Front unladen kerb weight [kg]                         | 935   | 935   |
| Rear unladen kerb weight SH/H [kg]                     | 495 / 515                                     | 495 / 515                                     |
| Gross vehicle weight (GVW) SH/H [kg]                   | 1875 / 1895                                   | 1875 / 1895                                   |
| Gross vehicle weight, front (within GVW) [kg]          | 1120  | 1120  |
| Gross vehicle weight, rear (within GVW) [kg]           | 950   | 950   |
| Gross train weight (GTW) [kg]                          | 2600  | 2600  |
| Payload [kg]   | 405   | 405   |
| Braked trailer weight (within GTW) [kg]                | 1000  | 1000  |
| Unbraked trailer weight [kg]                           | 650   | 650   |
| <b>Performance and fuel consumption</b>                |   |   |
| Specific power [hp/litre - kW/litre]                   | 87.7 - 63.7                                   | 87.7 - 63.7                                   |
| Specific torque [Nm/litre]                             | 180.5   | 180.5   |
| Aerodynamics [Cd/CdA]                                  | 0.35 / 0.75                                   | 0.35 / 0.75                                   |
| Weight-to-power ratio SH/H [kg/hp]                     | 8.2 / 8.3                                     | 8.2 / 8.3                                     |
| Top speed [kph]  | 220   | 220   |
| Standstill to 100kph [s]                               | 8.30s   | 8.30s   |
| 400m standing start [s]                                | 16.00s  | 16.00s  |
| 1,000m standing start [s]                              | 29.40s  | 29.40s  |
| <b>Fuel consumption (93/116) :</b>                     |   |   |
| - urban [litres/100km]                                 | 8.2   | 8.2   |
| - extra-urban [litres/100km]                           | 5.6   | 5.6   |
| - combined cycle [litres/100km]                        | 6.5   | 6.5   |
| - CO2 emissions [g/km]                                 | 172   | 172   |
| Fuel tank capacity [litres]                            | 60  | 60  |