



RENAULT
La vie, avec passion

RENAULT *SPORT* PRESS KIT

New Renault MÉGANE R.S. TROPHY HARNESSING EVER MORE TECHNOLOGY TO BOOST SPORTS PERFORMANCE

Sports car lovers can look forward to even **greater performance and a sportier design**, as New Renault MÉGANE R.S. TROPHY boosts the Renault Sport line-up by **extending the family of Trophy versions** deployed since the first generation of Mégane R.S.

New MÉGANE R.S. TROPHY comes with a **brand-new version of the** 1.8-litre turbo engine, delivering increased power output of 300hp and torque of 420Nm¹, largely thanks to the use of **pioneering technologies**, especially for the turbocharger and exhaust system. This engine can be combined with a manual or EDC dual-clutch **gearbox**.

Featuring **Renault Sport's latest innovations** in chassis and suspension systems, including the 4CONTROL four-wheel steering system and four hydraulic bump stop shock absorbers, New MÉGANE R.S. TROPHY also comes as standard with the **Cup chassis**, which boasts stiffer suspension and a Torsen[®] mechanical limited slip differential. This version is equally enhanced by **bi-material front brake discs**, specific 19-inch wheels and very high performance **Bridgestone** tyres, which can be paired with new, exclusive lighter wheels.

And for the best possible feeling in the car, New MÉGANE R.S. TROPHY can be fitted with a new generation of **Recaro front seats, covered with Alcantara[®] upholstery**.

Meeting the needs of enthusiasts **looking for exclusivity**, the TROPHY version remains **eminently suited to everyday use**, offering all the features of Mégane R.S., particularly:

- The ability to select different driving modes using the **Multi-Sense** system
- The exceptional performances of the lighting system, **R.S. Vision**
- The telemetry and data acquisition system, **R.S. Monitor**

"I have been involved in the Mégane R.S. development process since last year and I'm very pleased to see an even sportier version added to the family! Each of the new features on New Renault MÉGANE R.S. TROPHY offers greater sports performance and feel. It's obviously positive to have more power and better grip through the tyres and to benefit from improved braking endurance. I also enjoyed the feeling offered by the new seats: the support they provide for sports driving is excellent."

Nico Hülkenberg, Renault Sport Formula One Team driver and Renault Sport ambassador

¹ With EDC gearbox

MÉGANE R.S. TROPHY: WHAT A STORY!

The **first Mégane R.S. Trophy** appeared in 2005, just nine months after the first Mégane II R.S. went on sale. The modifications were focused on the **chassis**, called Sport2. Lighter wheels, stiffer springs, specific shock absorber stops and ESP that could be inhibited all **helped to improve performances**.

After the production version went on sale in 2009, a Trophy version of Mégane III R.S. was introduced in 2011. Based on the **Cup chassis**, it was fitted with an **upgraded engine**, with the power output upped from 250 to **265hp**. Its performances made it the quickest front-wheel drive production model on the market, as proven by the **lap record of 8:07.97** set by Laurent Hurgon on the **Nordschleife** at the Nürburgring. It was also a commercial success, with sales ending up **twice the level** that had been forecast!

Adopting the style cues of Mégane Collection 2014, the final iteration based on Mégane III went even further in the **quest for performance**. As its name suggests, the **275 Trophy** boasted an upgraded engine, with additional power. This Trophy also featured an Akrapovič titanium exhaust system, **reduced weight** and Öhlins shock absorbers as an option.

Contents

01

ENGINE: HARNESSING TECHNOLOGY TO BOOST PERFORMANCE

02

CHASSIS: THE BEST OF RENAULT SPORT

03

DESIGN: R.S. SPIRIT RIGHT DOWN TO THE VERY LAST DETAIL

01

ENGINE: HARNESSING TECHNOLOGY TO BOOST PERFORMANCE

First seen on New MÉGANE R.S., the **1.8-litre direct injection turbo engine**, derived from synergies in the Renault-Nissan Alliance, comes with an upgrade that enables it to pass the symbolic **300hp** (220kW) mark **for the first time in the R.S. range**. Torque has also been increased, reaching a lively 420Nm (+20Nm) with the EDC gearbox and 400Nm with the manual version.

The increased power delivers **better acceleration**, including at high revs, whilst the torque – one of the best in class – contributes to **driving pleasure** and comfort behind the wheel. These improved performances obviously comply with the new emission control standard, Euro6d-Temp, which comes into force on 1 September 2018.

In order to offset the substantial increase in exhaust back pressure, related to the addition of a particulate filter, the engine specialists concentrated in particular on **the efficiency of the turbocharger** by deploying a **technology taken directly from Formula 1**.

The turbine – which rotates at close to 200,000rpm – is therefore now fitted on a **ceramic ball bearing system**. Lighter, harder and smoother than steel, ceramic helps reduce friction. In fact, this technology divides friction levels by three compared with a traditional ball bearing system (oil film). This leads to a reduction in the **response time of the turbo**.

In addition to the turbo, the new **exhaust system** is the second area in which engine performance has been improved on New Renault MÉGANE R.S. TROPHY. The rear silencer has been fitted with a **mechanical valve** that enables engine noise to be adjusted. Once again, this is **first in the R.S. range**.

The position of the valve, automatically controlled according to the Multi-Sense mode selected, the engine speed and load, therefore provides **two tones**:

- **When the valve is shut**, the exhaust gases are routed along a path specifically designed to filter out the low frequencies that cause throbbing noises and process the medium frequencies. The sound produced has a sporty feel but is easy on the ears for everyday use.
- **When the valve is open**, the reduced flow resistance enables the gases to be routed along a more direct path. The engine's full sporty potential can then be expressed, in terms of both performance and noise.

Like New MÉGANE R.S., the TROPHY version is available with **two types of six-speed gearbox**: manual or EDC with steering wheel-mounted gearshift paddles.

With the EDC gearbox, maximum torque is now 420Nm thanks to the specific mapping used.

02

CHASSIS: THE BEST OF RENAULT SPORT

New MÉGANE R.S. TROPHY comes with **all the new features introduced on Mégane R.S.**, starting with the **4CONTROL** technology. This four-wheel steering system delivers outstanding agility through tight turns and impressive cornering stability at higher speeds.

- **At low speeds**, the rear wheels turn in the opposite direction to the front wheels, the more direct steering delivering incisive handling and a "playful" side that is unprecedented on a front-wheel drive car.
- **At high speeds**, the front and rear wheels turn in the same direction, meaning the rear wheels are perfectly aligned and the car enjoys increased stability.

Even more suited to sports driving, New MÉGANE R.S. TROPHY is equipped as standard with the **Cup chassis**. Compared with the Sport chassis, it features:

- A **Torsen® mechanical limited slip differential**, the new calibration of which enables more precise entry to corners and improved traction when exiting corners.
- 25% firmer **shock absorbers** and 30% tighter **springs**.
- 10% stiffer **anti-roll bars**.

As standard, New Renault MÉGANE R.S. TROPHY is fitted with **bi-material front brake discs**. Whilst reducing unsprung mass by 1.8kg per wheel, these discs deliver great heat dissipation during intensive use, thus providing **greater endurance**. A distinctive feature of the Cup chassis, the Brembo® callipers are painted red.

Instantly recognisable thanks to its specific 19-inch Jerez wheels, New Renault MÉGANE R.S. TROPHY comes fitted with **Bridgestone Potenza S001 tyres**, renowned for offering a high level of grip.

Available in 2019, the lighter 19-inch Fuji Light wheels – reducing weight by 2kg per wheel – are fitted with Bridgestone Potenza S007 tyres. These tyres, a specific version of which has been developed for Renault Sport, provide New Mégane R.S. Trophy with even more direct steering, increased grip when cornering and greater durability for sports driving.

03

DESIGN: R.S. SPIRIT RIGHT DOWN TO THE VERY LAST DETAIL

Featuring an expressive and even sportier design, New Renault MÉGANE R.S. TROPHY comes in the iconic body colour of the Trophy versions, **Liquid Yellow**. This body colour, with its vibrant finish and unique reflective effects, highlights the sculpted yet elegant profile of the car. Obviously, the full range of Mégane R.S. body colours is equally available.

Designed to deliver performance, boosted by many parts derived from the world of racing, New Renault MÉGANE R.S. TROPHY is naturally expressive.

Enthusiasts will instantly recognise New Renault MÉGANE R.S. TROPHY through its distinguishing traits:

- The **TROPHY stripes** added to the F1-style blade
- The **specific 19-inch Jerez wheels**, the design of which was inspired by the Renault Sport R.S.01 concept car, featuring a diamond-cut finish with red border. The name of these wheels was chosen in honour of the circuit at which R.S.01 made its first public outing.

New Renault MÉGANE R.S. TROPHY may be fitted, as an option, with **new Recaro seats**, redesigned from those fitted on Mégane III R.S.

The structure of the original seat base has been revised to offer drivers an even sportier feel, whilst maintaining a high level of safety. Combined with the increase in travel on the height setting, this design offers drivers a seating position that is **up to 20mm lower** and therefore an even more thrilling, sports driving experience.

Meanwhile, the hard shell backrest and integrated headrest have been enhanced to adapt the driving position more precisely, particularly thanks to dial-controlled continuous adjustment of the recline angle.

Seamlessly integrated into the interior atmosphere of New Renault MÉGANE R.S. TROPHY, the Recaro seats are **covered with Alcantara® upholstery**. Highly resistant to wear and tear, largely unaffected by temperature variations and offering a high level of support whilst being twice as light as leather, this product possesses **unique properties** that are perfectly-suited to the needs of performance car enthusiasts.

04

TECHNICAL DATA SHEET NEW MÉGANE R.S. TROPHY (MANUAL GEARBOX)

Fuel	Petrol
Emission control standard	SP95 E10/SP98 unleaded Euro6 D-temp
ENGINE	
Type	Four-cylinder direct injection turbo
Capacity (cc)	1798
Bore x stroke (mm)	79.7 x 90.1
Number of valves	16
Maximum power kW (hp) EEC	220 (300)
Maximum torque Nm (m.kg) EEC	400 (40.8)
Timing type	Chain-driven
Stop & Start	Yes
Particulate filter	Yes
GEARBOX	
Type	Manual
Number of gears	6
PERFORMANCES	
Aerodynamic drag coefficient (CdA)	0.78
Maximum speed (kph)	260
Standing kilometre (s)	24.8
Acceleration 0-100kph (s)	5.7
Acceleration 80-120kph in 3 rd gear	3.1
FUEL CONSUMPTION AND EMISSIONS	
NEDC combined cycle (l/100km)	8.1
NEDC CO2 (g/km)	183
Fuel tank capacity (l)	50
CHASSIS AND SUSPENSION SYSTEMS – STEERING & AXLES	
Electric power-assisted steering	Yes
R-EPS Power-assisted mechanical steering and steering rack	Yes
Turning circle diameter between kerbs (m)	10.3
BRAKES	
Front	Ventilated disks, 355mm
Rear	Ventilated disks, 290mm
Emergency Brake Assist	Yes
Electronic Stability Control (ESC)	Yes
WHEELS AND TYRES	
Wheel rims/homologation	J19
Standard tyre size	245/35 R19
Steering wheels	4
WEIGHTS (kg)	
Minimum unladen kerb weight	1419
Gross vehicle weight rating	1899

Fuel consumption, like CO2 emissions, is certified in accordance with a standard regulatory method that is identical for all vehicle manufacturers and can be used to compare vehicles. Actual fuel consumption depends on conditions of vehicle use, equipment and driving style. To optimise fuel consumption, refer to the tips available on www.renault.fr.