New Scénic: intelligent use of space

New Scénic is geared to enabling Renault to maintain its edge in the compact MPV segment. To ensure that the needs of each individual customer are met, New Scénic introduces the concept of made-to-measure interior space in the form of an exclusive triple offering comprising five-seat Scénic, plus five-seat and seven-seat Grand Scénic. New Scénic’s updated lines include a new front bumper, re-designed headlamps, LED rear lights and new wheels and wheel trims. Five new body colours have also been introduced. All four equipment levels have been revised and new materials have been selected for their durability, while the fit and finish quality of the interior has been further enhanced.
With its generous carrying capacity and modular seat layout, New Scénic continues to place the emphasis on its forebear’s acclaimed practicality. Meanwhile, in response to demand from family buyers looking for additional boot volume and extra stowage space, Renault has built on the different features that helped forge the success of Scénic and seven-seat Grand Scénic to produce five-seat Grand Scénic. Thanks to the availability of technological features such as range-topping navigation systems, the Renault Hands-Free Card and front and rear parking assist, all three versions of New Scénic deliver unrivalled comfort and ease-of-use.

New Scénic and five- and seven-seat Grand Scénic come with a comprehensive choice of powerplants, including four common rail technology diesel engines and four 16-valve petrol engines. The capacity of the diesel engines extends from 1.5 to 2 litres, with power ranging from 85 to 150hp (63 to 110kW), while the 1.9- and 2.0-litre versions are equipped with a periodic regeneration particulate filter. The four petrol engines, the capacity of which ranges from 1.4 litres to the 2.0 litre turbo, deliver from 100 to 165hp (72 to 120kW). The list of available transmissions is equally extensive, with a choice of five- and six-speed manual gearboxes and two proactive four- and six-speed automatic transmissions. The latter (Type AJ0) is a new gearbox developed within the framework of the Renault-Nissan Alliance. All these powertrains have been engineered to combine driving pleasure and environmental friendliness thanks to CO\textsubscript{2} emissions amongst the lowest in their class.

In terms of roadholding and travelling comfort, New Scénic and five- and seven-seat Grand Scénic benefit from the same steering and suspension features that helped define the reputation of their predecessors. Indeed, driving an MPV has never been so much like being behind the wheel of a touring car, and the electric power steering has evolved to offer even greater precision. New Scénic also provides an outstanding range of active and passive safety equipment, with systems conceived not only to prevent risk situations but also to help the car’s handling in emergency situations and to protect occupants in case of impact. The passive safety equipment that forms Renault’s third-generation System for Restraint and Protection enabled Scénic II to obtain a five-star EuroNCAP crash test rating.
Less than three years after the model’s launch in 2003, more than one million Scénic IIs have rolled out of Renault’s Douai factory (up to the end of May 2006). Production of the millionth Scénic II coincided with the tenth anniversary of the first generation Scénic (introduced in 1996), the car that created the compact MPV segment.

With an average market share of 19 per cent, the model has effectively topped the compact MPV segment in Western Europe ever since its inception. The launch of Scénic II in 2003 represented a major part of Renault’s profitable growth strategy. Today, Scénic accounts for more than 50 per cent of Mégane range sales in Western Europe.

New Scénic has been conceived to meet two objectives: to maintain Renault’s lead in the compact MPV segment in Western Europe and to contribute to the brand’s deployment across the rest of the world. Renault invested 66 million euros in the development of New Scénic, which is built on the Alliance’s C-platform and produced in Douai, northern France.
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Chapter 1

**Refreshed styling and enhanced travelling comfort**

New Scénic features more modern lines and an all-new range of interior trims. The combination of their extensive stowage capacity, boot volume and seat modularity ensures that New Scénic and five- and seven-seat Grand Scénic meet the needs of all customers. At the same time, special care has gone into upgrading driving pleasure and travelling comfort thanks to an extensive list of high-tech and comfort-related features that serve the driver and passengers alike.

**Updated looks**

New Scénic’s exterior design has been refreshed thanks to several detail changes.

The new front grille now features a pronounced ‘V’ which echoes the latest introductions to the Renault range. The bumper air intake is located lower down and looks have been further enhanced by an elliptical halogen or xenon headlamp module. The rear end features LED lights and, as is already the case with Clio III and New Mégane, New Scénic’s hatch sports Renault badging.

The range of wheel trims and wheels is new, including two new wheel trim designs and four new aluminium alloy wheels according to equipment level. Bumper and door protective mouldings are body coloured with the integral paint option, while the air intakes are picked out by chrome surrounds.

New Scénic is also available in a range of new body colours, namely Twilight Blue, Extreme Blue, Iceberg Blue, Beige Grey and Goyave Green.
All-new equipment levels

Scénic’s inherently welcoming and comfortable cabin has been further enhanced in the case of New Scénic, with the focus on a more modern and more richly equipped interior at all levels, as well as on improved durability and finish quality of interior parts. Evolutions to materials and colours have been combined with increased resistance to soiling. Although they represent a marked change, the four equipment levels available for New Scénic have been designed in the same spirit as those of its predecessor.

• Authentique: style and harmony
Inside, in addition to the dark charcoal trim and charcoal upholstery, the central fascia is painted in anodized dark charcoal. The door grab handles are dark charcoal and the door opening controls are finished in satin-finish chrome. Outside, both the exterior mirrors and door handles are now body colour.

• Expression: clarity and simplicity
The enhanced quality interior ambience is brighter, with light beige replacing the former slightly darker shade of the seat upholstery, door panels and lower part of the dashboard. The central fascia and door grab handles are finished in light chocolate aluminium paint. The mouldings on the door sill and at the base of the B-pillar are dark charcoal, as are the floor mats.
Outside, the door and bumper protective mouldings are now flint grey instead of black.

• Dynamique: energy and high-tech
The dark charcoal upholstery combines with the inox soft grey paint of the dashboard central fascia. The leather steering wheel features a satin-finish chrome painted surround that highlights the logo. The inlays of the gear lever knob and at the base of the gear lever itself are picked out in chrome. Alloy wheels are standard.

• Privilège : elegance and refinement
The interior of the Privilège equipment level now features leather and velour upholstery, satin-finish chrome painted steering wheel trimming plus new “candy gold” soft-touch paint for the dashboard central facia and door grab handles. The refinement extends to the beige carpet mats.

Intelligent, tailor-made use of cabin space thanks to New Scénic’s exclusive triple offer

Launched in June 2003 and April 2004, respectively, Scénic and seven-seat Grand Scénic gave Renault an unmatched edge in the compact MPV market. Today sees Renault reassert its determination to meet the needs of individual customers with the introduction of five-seat Grand Scénic alongside New Scénic and seven-seat Grand Scénic.
Designed for families looking for an even bigger boot and extra stowage space, Grand Scénic boasts a boot volume that ranges from 533 to 1,960 litres (according to seat layout), marking an appreciable increase compared with the seven-seat version. The latest addition to the Grand Scénic stable also boasts unrivalled stowage for a compact MPV. On top of the existing 104 litres of stowage available in the cabin of seven-seat Grand Scénic, an extra 32 litres have been released underneath the boot carpet in place of the third row seats. As is the case with Scénic, rear five-seat Grand Scénic passengers benefit from the presence of under-seat drawers (3 litres each).

Meanwhile, all New Scénics equipped with parking brake assist and not fitted with the sliding central storage unit come with new, fixed stowage space incorporating cup holders between the two front seats.

The absence of third row seats has also made it possible to lower the rear floor height of five-seat Grand Scénic to free up extra boot space, as well as to provide additional rear passenger headroom. At the same time, the rear seat cushion height has been lowered by 20mm compared with Grand Scénic, while for enhanced ergonomics and comfort rear kneeroom and headroom have been increased by 16 and 15mm, respectively, compared with Scénic.

Scénic has always stood out as a benchmark in terms of practicality and seat modularity, and New Scénic has taken the versatility of its predecessor a step further. The second row seats now incorporate a handle or grab zone (according to body type) to facilitate their removal and relocation inside the car. And to facilitate access to the third row seats, the lever permitting the second row seats to be tipped forward is clearly indicated and has changed sides to make it easier to locate. A label sewn onto the rear of the seat back provides instructions on how the seats should be folded, along with safety recommendations relating to use of the third row seats.

The front seat controls have also been repositioned to make their adjustment more intuitive. For extra comfort, the front passenger seat is now height adjustable, either as standard or optional according to equipment level. Access to the front seatbelt buckles has also been simplified by lengthening the pretensioner cable by 15mm.

To facilitate hatch access when loading bulky objects, New Scénic features a multi-position hatch that provides an opening of between 1.80m and 1.90m.
Also with a view to assisting loading, the boot mats now come with plastic rubbing strips designed so that luggage can be slid across the floor.

New Scénic marks a step forward in terms of well-being and travelling comfort, too. For enhanced thermal comfort, numerous improvements have been introduced to improve the efficiency of the regulated climate control, notably the speed at which cabin temperature is cooled. Noise levels have also been significantly dampened. At the same time, in addition to ensuring a brighter cabin, the fixed panoramic sunroof provides reinforced protection against heat thanks to a reduction in the amount of sunlight that reaches the interior (slashed from 22 to 8 per cent). Similarly, the rear screen, as well as the fixed and opening rear windows, can be specified with extra-tinting for additional thermal comfort and privacy. Finally, New seven-seat Grand Scénic comes with exclusive quarterlight and rear screen sunblinds to ensure the comfort of third row passengers.

Driver aids for extra peace of mind

Much of the equipment that comes with New Scénic – such as the automatic parking brake, rain and light sensors, speed limiter/cruise control and satellite navigation systems – is designed to make day-to-day motoring a genuinely pleasurable experience. To maintain its edge, New Scénic is available with a long list of features aimed at taking the stress out of driving, including the Carminat Navigation and Communication satellite guidance system more readily associated with Renault’s upper-range vehicles. This high-tech feature incorporates satellite navigation, an audio system complete with dash-mounted 6CD multi-changer and MP3 playback, plus hands-free Bluetooth telephone controls and a 6.5-inch (16.5mm) 16:9 screen. Located on the sliding centre console, the multimedia control falls easily to hand and enables the driver to use the navigation system and telephone without taking his or her attention off the road. The voice activation function plays an identical role. The quality and efficiency of any navigation system depends to an extent on its speed of response and Carminat Navigation and Communication stands out as the fastest system currently available with a response time systematically less than 5 seconds following the programming of a journey. The system’s DVD includes maps of 22 countries and comes with numerous functions, including an automatic zoom prior to changes of direction, the proposal of three itineraries with real time calculation of distance to destination and arrival time, the coordinates of restaurants and hotels en route, 3D mapping, etc.

New Scénic can be equipped with a Bluetooth hands-free telephone kit as well as an Audio Connection Box for i-pod and USB key connections and MP3 playback.

Finally, in addition to the rear parking assist previously available with Scénic II, New Scénic can now be ordered with an identical system for the front. The operation of the two systems differs as a function of vehicle use. In “drive” mode, only the sensors in the front bumper are activated. They are set at a distance equal to or less than 60cm to avoid their activation in traffic jams. In “parking” mode, both the front and rear sensors become operational when reverse gear is selected. The front system emits a warning signal to indicate obstacles located within 100cm in the case of the central sensors and within 60cm for the outboard sensors. At the rear, the warning signal indicates obstacles within 150cm in the case of the central sensors and within 60cm for the outboard sensors.
Chapter 2

A broad range of powerplants and an acclaimed chassis

New Scénic and five- and seven-seat Grand Scénic are available with a comprehensive choice of engines in the form of four diesel engines, all with common rail technology, and four 16-valve petrol engines. The cubic capacity of the diesel powerplants ranges from 1.5 to 2.0 litres and their power output extends from 85 to 150hp (63 to 110kW), while the 1.9 and automatic transmission 2.0 engines are equipped with a periodic regeneration particulate filter. The four petrol engines range from the 1.4-litre to the 2.0-litre turbo and deliver between 100 and 165hp (72 to 120kW). The range of transmissions is equally extensive, with a choice of two five- or six-speed manual gearboxes and two proactive four- or six-speed automatic transmissions. The latter, known as AJ0, is a new transmission developed within the framework of the Renault-Nissan Alliance. All these powertrains combine driving pleasure and environmental friendliness and can claim CO₂ emissions amongst the lowest of their class.

An unrivalled engine and transmission line-up

A 2.0 dCi engine with unmatched features

New Scénic is available with the first Renault-Nissan Alliance engine, the particulate filter-equipped 2.0 dCi (M9R). This 1,995cc block is packed with the very latest diesel technologies, including a 1,600-bar injection rail and piezo-electric injectors which combine with advanced piston geometry and the variable geometry turbocharger to make this one of the most efficient 2.0-litre diesel engines available today. With maximum power of 150hp (110kW) at 4,000rpm and torque of 340Nm from 2,000rpm, it offers unrivalled driving pleasure for its size.
Coupled with the six-speed manual gearbox (PK4), the performance is easily exploitable across a broad rev-band and has all the ingredients to ensure a dynamic ride and a high level of acoustic comfort. In terms of fuel consumption, New Scénic 2.0 dCi is quite simply the most efficient car of its class with combined cycle fuel consumption of just 5.8 litres/100km which, for its power output, is equivalent to the lowest CO₂ emissions (154g/km) of its segment. In addition to the fuel savings permitted by the use of multiple injection, the different depolluting systems guarantee outstanding emissions control.

New Scénic’s 2.0 dCi also sees the introduction of new sparkplugs designed to reduce pre-heat time.

In addition to the manual gearbox that has equipped Scénic since its launch, New Scénic 2.0 dCi can be ordered with the latest Renault-Nissan Alliance-developed AJ0 proactive automatic six-speed transmission. This is the first use of this new, upper-range transmission in a Renault model and its latest generation technology and six speeds ensure outstanding response and acceleration pick-up. With combined cycle fuel consumption of just 7.0 litres/100km, the combination of the 2.0 dCi engine and the AJ0 gearbox places New Scénic amongst the very best high-power diesel compact MPVs with automatic transmission when it comes to fuel efficiency. Mated to this transmission, the 2.0 dCi engine also features two balancer shafts that offer vibration and acoustic levels close to those of a petrol engine. It also comes with a periodic regeneration particulate filter that operates without additives; particulates accumulated in the filter are burnt off every 300 to 1,200km according to type of use.
The AJ0 automatic transmission

The AJ0 transmission is a new automatic 6-speed transmission with flick-shift gear changes. Its control unit records and analyses a variety of parameters in order to select the most suitable gear for the vehicle’s speed, engine revs, torque and pedal position, etc. It also communicates permanently with the engine control unit to maintain optimal torque during gear changes.

In automatic mode, the control unit selects the ideal gear using auto-adaptive settings based on three parameters – driving style, road type (uphill, downhill, flat) and the drivers’ reactions in real time – and which favour fluidity and smoothness without compromising either punch or acceleration pick-up. The control unit is also programmed to downshift instantly if the driver presses hard on the throttle pedal (kick down function) to provide extra power when overtaking.

In manual mode, it is the driver who chooses his or her own driving style thanks to the flick-shift lever. This mode comes into its own in the case of a dynamic driving style, for example, or along mountain roads. It also incorporates a number of automatic functions designed to facilitate easier driving (automatic selection of first gear when the car comes to a standstill) and to protect the gearbox (protection against over-revving).

To favour driveability and fuel efficiency, particular care has gone into the gear selection quality of this cable-controlled, three-shaft transmission, as well as into minimizing mechanical friction.

An especially welcome feature when motoring around town is the disengagement of the transmission when at a standstill to reduce vehicle creep, thereby minimizing residual vibrations and fuel consumption. Meanwhile, the active slip function developed for this transmission has resulted in a significant reduction in the phenomenon of booming at low revs for enhanced driving comfort, notably when re-accelerating.

The ratio between the first and the final gear – known as spread – is 6.12. Compared with four- and five-speed automatic transmissions, this transmission has two principal benefits: the shorter first gear improves acceleration from standstill, while the longer sixth gear reduces fuel consumption and reduces noise when driving on motorways. Special attention has been paid to this transmission’s acoustic performance, while booming, growl and whine have all been reduced to the strictest minimum thanks to the design of the casing and the hydraulic converter damping system.

Thanks to its pressure-cast aluminium alloy casing, the AJ0 transmission tips the scales at a mere 93kg (without fluids). Its compact dimensions (length: 385mm) allow the powertrain to be positioned transversely in the engine compartment. The transmission is lubricated for life by 8 litres of oil and is water-cooled by a circuit incorporated in the casing. It can be used with both diesel and petrol engines and is predisposed for use with an all-wheel drive vehicle.

The AJ0 transmission is built in the Yagi JATCO factory in Japan.
while the 1,600-bar fuel injection system ensures sprightly performance both in town and on motorways. One of the 1.9 dCi’s foremost qualities is its low combined cycle fuel consumption of just 6 litres/100km (manual gearbox), the equivalent of 159g/km of CO₂ emissions. This engine can be specified with or without a particulate filter.

**The 1.9 dCi engine: excellent versatility**

New Scénic’s catalogue of diesel engines also includes the particulate filter-equipped 1.9 dCi 130hp (F9Q), which can be ordered with either a six-speed manual gearbox (ND0) or automatic proactive four-speed flick-shift transmission (DP0). This 1,870cc block delivers 130hp at 4,000rpm and torque of 300Nm at 2,000rpm (automatic transmission: 250Nm at 1,600rpm). The pressure of the variable geometry turbocharger is 2.5 bar,
A choice of two power outputs for the 1.5 dCi engine

New Scénic 1.5 dCi is available in a choice of two power outputs in order to meet the demands of its different markets. The most powerful version delivers 105hp (78kW) at 4,000rpm and 240Nm of torque at 2,000rpm. Mated to a six-speed manual gearbox, this engine (K9K) stands out as a benchmark in terms of acoustic performance and also offers one of the best performance/fuel consumption ratios of its class with CO\textsubscript{2} emissions of just 138g/km (Scénic and five-seat Grand Scénic). For enhanced environmental friendliness, this 1.5 dCi powerplant will shortly be available with a periodic regeneration particulate filter with a fifth injector located just upstream of the filter, ensuring that regeneration takes place without the driver even being aware of it.

In its 85hp trim (63kW) (not available with five- and seven-seat Grand Scénic), this engine is particularly fuel efficient and environmentally friendly with fuel consumption of just 5.1 litres/100km (combined cycle) and CO\textsubscript{2} emissions of 137g/km. It is ideal for city motoring, as well as for motorway use for drivers who place the emphasis on low running costs or who don’t carry heavy loads.

A petrol engine for all types of use

New Scénic comes with a comprehensive selection of petrol engines too, with power outputs ranging from 100 to 165hp.

1.4 16V 100hp, punch and response

The entry level petrol engine for New Scénic is the 1.4 16V (K4J) which puts out 100hp (72kW) at 6,000rpm and offers torque of 127Nm at 3,750rpm (not available with five- or seven-seat Grand Scénic). This 1,390cc block is acclaimed for its low fuel consumption and punch at low revs.

Fuel efficiency and agility for the 1.6 16V engine

The 1.6 16V (K4M), which can be considered as the core engine of the Scénic range, delivers 110hp (82kW) at 6,000rpm and provides maximum torque of 152Nm at 4,250rpm. The availability of the six-speed manual gearbox has led to a notable improvement in acoustic performance – especially booming at high revs – and a gain in response and acceleration pick-up of approximately 10 per cent.

The 1.6 16V engine can also be ordered with proactive automatic transmission (DP0). Finally, a 105hp LPG version is available for New Scénic in certain markets.

The 2.0 16V engine: torque and dynamism

This 1,998cc block (F4R) provides New Scénic with the level of dynamic performance expected of a two-litre engine. It boasts maximum power of 135hp (98.5kW) at 6,000rpm and 191Nm of torque at 3,750rpm, 90 per cent of which is available from 2,000rpm. Mated to either the six-speed manual gear-
box (ND0) or the four-speed automatic transmission (DP0), this engine is at ease across a broad rev-band thanks to its inlet camshaft variator, while the twin mass-damping flywheel ensures that this Renault powerplant maintains its lead in terms of acoustic and vibration control.

The sporty 2.0 16V Turbo
The 2.0 16V Turbo (F4RT) tops the New Scénic engine range. Its power of 165hp (120kW) at 5,500rpm and generous 270Nm of torque at 3,250rpm guarantees outstanding driving pleasure. Coupled with the six-speed gearbox (ND0), fuel consumption has nonetheless been kept in check with a low 8.1 litres/100km.

Suspension acclaimed for its comfort in all situations
New Scénic has naturally kept the same chassis as its predecessor to which a number of fine-tuning evolutions have been introduced in terms of damping, anti-roll performance and steering. The front MacPherson-type suspension layout is combined with a rectangular lower arm for first class directional rigidity and a high filtering capacity. Meanwhile, the front and rear damper settings have been modified to optimize the trade-off between comfort and handling. At the rear, the programmed deflection flexible beam incorporates a bigger diameter antiroll bar in the case of versions powered by the 2.0 dCi engine, a package that ensures exceptional handling and control of body roll.

The generously dimensioned 15-, 16- and 17-inch wheels (according to engine type and equipment level) contribute to the car’s top class roadholding, while the efficient brakes ensure a sensation of bite and stopping power.

New Scénic’s electric power steering has evolved significantly and now features a new, broader bandwidth control unit, which has led to extra precision around the centre-point as well as more linear...
response. Turning in also feels more assertive following the switch in the middle of 2005 to a “tube-in-tube” steering column. The system of a sliding joint between the two parts of the column permits excellent filtering out of vibrations and an entirely rotational, play-free link for even greater steering precision. These evolutions combine to provide enhanced feedback of information from the road.
Chapter 3

New Scénic: the accent on safety

Safety is at the heart of the decision to purchase when it comes to any car and Renault’s response to this is a range of no fewer than eight vehicles that have been awarded a five-star rating by the independent body EuroNCAP for their advanced passive safety performance. New Scénic and Grand Scénic boast all the passive and active safety features that enabled Scénic II to become one of these eight vehicles as long ago as 2003.

New Scénic’s catalogue of active safety equipment is conceived to assist drivers when their vehicle finds itself in difficulty. All versions of the car come with Bosch 8.0 ABS, Electronic Brakeforce Distribution and Emergency Brake Assist with automatic activation of hazard warning lights.

The ESP and CSV understeer control act on the braking system and engine torque management to bring the car back in line if necessary, while the ASR traction control and MSR engine torque overrun regulator guarantee easy pulling away when grip is at a premium and also prevent the wheels from locking should the driver suddenly lift his or her foot from the right-hand pedal or decelerate on slippery surfaces.

New Scénic is also available with a tyre pressure monitoring system that detects unsuitable tyre pressures, air loss and punctures.

New Scénic’s passive safety equipment is of the highest standard, beginning with its very construction, which has been engineered to absorb energy generated...
in an impact and turn the cabin into a survival cell that protects occupants against the intrusion of mechanical parts. Based on years of research into road accidents, Renault's third-generation System for Restraint and Protection (SRP III) has been applied to New Scénic to ensure optimal protection of occupants. The system includes two adaptive front airbags, two lateral thorax airbags built into the front seats and two curtain airbags. The front seatbelts are equipped with double pretensioners and double load limiters set at 400daN. Front passenger safety systems also include a magnesium steeringwheel frame combined with a passive front passenger and double load limiters set at 600daN, plus pyrotechnic pretensioners for the two outer seats.

Renault's ongoing commitment to child safety includes the availability of a convertible child's headrest coupled with a booster seat. Designed for children aged between 3 and 10 years old, these two features ensure that the child's head is held in the optimal position for comfort and safety. The offset belt stalk ensures that the seatbelt sits ideally across the child's chest. Last but not least, New Scénic comes with three-point Isofix child seat anchorage for the child's seat (facing opposite to the direction of travel) and the two outer second row seats.

At the rear, all three seatbelt reels are equipped with thoracic load limiters set at 600daN, plus pyrotechnic pretensioners for the two outer seats.
Chapter 4

Success story

Less than three years after the model’s launch in 2003, more than one million Scénic IIs have rolled out of Renault’s Douai factory (up to the end of May 2006). Production of the millionth Scénic II coincided with the tenth anniversary of the first generation Scénic (introduced in 1996), the car that created the compact MPV segment.

With an average market share of 19 per cent, the model has topped the compact MPV segment in Western Europe ever since its inception.
Scénic II’s launch in 2003 formed a major part of Renault’s profitable growth strategy. Today, Scénic accounts for more than 50 per cent of Mégane range sales in Western Europe.
New Scénic has been conceived to meet two objectives: to maintain Renault’s lead in the compact MPV segment in Western Europe and to contribute to the brand’s deployment across the rest of the world. With the arrival of five-seat Grand Scénic, a model aimed at the family buyer, New Scénic marks an exclusive triple offer in the compact MPV sub-segment, namely Scénic, five-seat Grand Scénic and seven-seat Grand Scénic.
Built on the Renault-Nissan Alliance’s C-platform, New Scénic is produced in Douai in northern France.
Scénic II in the C-segment and the European all-make market

<table>
<thead>
<tr>
<th>Year</th>
<th>Registrations.</th>
<th>Market share</th>
<th>Scénic share of C-segment</th>
<th>Scénic's share of the compact MPV sub-C segment</th>
<th>Compact MPV classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>138,002</td>
<td>0.92%</td>
<td>2.94%</td>
<td>11.77%</td>
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<td>2004</td>
<td>337,678</td>
<td>2.21%</td>
<td>6.75%</td>
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<tr>
<td>2005</td>
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<td>2.01%</td>
<td>5.93%</td>
<td>20.76%</td>
<td>1st</td>
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<td>2006 (end May)</td>
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<td>1.60%</td>
<td>5.22%</td>
<td>17.83%</td>
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<tr>
<td>Total</td>
<td>886,821</td>
<td>1.70%</td>
<td>5.26%</td>
<td>18.89%</td>
<td>1st</td>
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</table>

Leader in Western Europe

Although the C-segment’s market share has been relatively stable in Europe in recent years, its structure has evolved considerably under the influence of an increasingly broader offer. Three- and five-door saloons continue to represent 50 per cent of C-segment sales, but numerous sub-segments have recently emerged. Non-existent ten years ago, the MPV sub-segment today accounts for more than 30 per cent of all C-segment sales in Europe.

As Europe's best-selling MPV since mid-2003, Scénic II figured in first place in its sub-segment in France, Spain, Holland and Portugal at the end of May 2006.

Since its launch in 2003, 886,821 Scénic IIs have been sold in Europe (up to the end of May 2006).

Scénic sales in Europe climbed by 12.7 per cent between 2003 and 2005, and by 18.5 per cent during the same period in France.

The best-selling version of Scénic II in Western Europe is Confort Expression 1.5 dCi 105hp, which accounts for 15 per cent of sales. This engine represents 47 per cent of all diesel-powered Scénic II sales in Western Europe (up to the end of May 2006), ahead of the 130hp version of the 1.9 dCi (41 per cent). The best-selling petrol engine is the 1.6 16V 115hp, which claimed 72 per cent of all petrol-engined sales in 2006.

The Scénic II range saw the addition of seven-seat Grand Scénic in 2004. Today, 27 per cent of Scénic IIs sold in Western Europe are seven-seat Grand Scénics.

Thanks to its exclusive new triple offer, there is a New Scénic for every one of the sub-segment’s clienteles. In addition to top-class safety, New Scénic boasts the very latest Renault and Alliance technological features and equipment and continues to stand out as the C-segment benchmark.

Douai: first class production facilities

Renault invested €66 million in the development of New Scénic. Based on the Renault-Nissan Alliance C platform, it is produced in Douai, in northern France.

The Douai factory has a daily production capacity of 1,500 vehicles. In 2005, Douai produced 339,163 cars (in two shifts). With the arrival of Scénic II in 2003, production was based on two assembly lines, one used exclusively for five- and seven-seat Scénic II and the other alternating between the production of Mégane II Saloon, Mégane II Coupé-Cabriolet and Scénic II.

This diversification was made possible thanks to a system based on a single type of platform and extensive pooling of shared parts for the different body types. This approach has taken Douai’s overall production capacity to 550,000 vehicles (in three shifts), the split of which is flexible between the four body types.
### TECHNICAL CHARACTERISTICS NEW SCÉNIC

<table>
<thead>
<tr>
<th>VOLUME (VDA) (dm³)</th>
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</thead>
<tbody>
<tr>
<td>Of boot under baggage cover, seats adjusted fully back</td>
<td>406</td>
</tr>
<tr>
<td>Of boot under baggage cover, seats fully forward</td>
<td>480</td>
</tr>
<tr>
<td>Of boot without baggage cover, normal seat position, loaded to roof</td>
<td>550</td>
</tr>
<tr>
<td>Of boot, rear seats folded forward, loaded to roof</td>
<td>1,510</td>
</tr>
<tr>
<td>Of boot, rear seats removed, loaded to roof</td>
<td>1,840</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DIMENSIONS (mm)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A Overall length</td>
<td>4,264</td>
</tr>
<tr>
<td>B Wheelbase</td>
<td>2,685</td>
</tr>
<tr>
<td>C Front overhang</td>
<td>856</td>
</tr>
<tr>
<td>D Rear overhang</td>
<td>723</td>
</tr>
<tr>
<td>E Front track (15-inch tyres / 16-inch tyres)</td>
<td>1,514 / 1,506</td>
</tr>
<tr>
<td>F Rear track (15-inch tyres / 16-inch tyres)</td>
<td>1,514 / 1,506</td>
</tr>
<tr>
<td>G Overall width (to panels and mouldings)</td>
<td>1,805</td>
</tr>
<tr>
<td>G1 Overall width (to exterior mirrors)</td>
<td>2,087</td>
</tr>
<tr>
<td>H Height (unladen)</td>
<td>1,620.50</td>
</tr>
<tr>
<td>H1 Height (hatch open, unladen)</td>
<td>2,026</td>
</tr>
<tr>
<td>J Luggage compartment sill height, unladen</td>
<td>569</td>
</tr>
<tr>
<td>K Ground clearance</td>
<td>130</td>
</tr>
<tr>
<td>M Front elbow room</td>
<td>1,484</td>
</tr>
<tr>
<td>M1 Rear elbow room</td>
<td>1,502</td>
</tr>
<tr>
<td>N Front shoulder room</td>
<td>1,442</td>
</tr>
<tr>
<td>N1 Rear shoulder room</td>
<td>1,446</td>
</tr>
<tr>
<td>P Front headroom, seat angle 14°</td>
<td>955</td>
</tr>
<tr>
<td>Q Rear headroom, seat angle 14°</td>
<td>876</td>
</tr>
<tr>
<td>Y Maximum rear opening width</td>
<td>1,180</td>
</tr>
<tr>
<td>Y1 Rear opening width at floor level</td>
<td>1,000</td>
</tr>
<tr>
<td>Y2 Internal width between wheel arches</td>
<td>1,110</td>
</tr>
<tr>
<td>Z Rear opening height</td>
<td>1,043</td>
</tr>
<tr>
<td>Z1 Load platform length (rear seat position nominal / fully forward)</td>
<td>840 / 990</td>
</tr>
<tr>
<td>Z2 Load platform length (rear seats removed)</td>
<td>1,450</td>
</tr>
<tr>
<td>Z3 Load platform length (front and rear passenger seats folded flat)</td>
<td>2,500</td>
</tr>
</tbody>
</table>
# TECHNICAL CHARACTERISTICS NEW SCENIC

## ENGINE

<table>
<thead>
<tr>
<th>Type approval</th>
<th>JM1S0H</th>
<th>JM1SCH</th>
<th>JM1R06</th>
<th>JM1R0A</th>
<th>JM4Y0H</th>
<th>JM0U06</th>
<th>JM0U0A</th>
<th>JM0W06</th>
<th>JM0W0A</th>
<th>JM0Z06</th>
<th>JM0Z0A</th>
<th>JM0F06</th>
<th>JM0F0A</th>
<th>JM0G06</th>
<th>JM0G0A</th>
</tr>
</thead>
<tbody>
<tr>
<td>French fiscal rating</td>
<td>6</td>
<td>7</td>
<td>6</td>
<td>8</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>14</td>
<td>15</td>
<td>16</td>
<td>17</td>
</tr>
</tbody>
</table>

### Type

- **Vusal 1.4 16V**
- **Vusal 1.6 16V**
- **LPG 2.0 16V**
- **Turbo 1.5 dCi**
- **dCi 1.9 dCi**
- **dCi 2.0 dCi**

### Transmission

- **5-speed manual**
- **6-speed manual**
- **4-speed automatic**

### ENGINE SPECIFICATIONS

<table>
<thead>
<tr>
<th>Transmission</th>
<th>5-speed manual</th>
<th>6-speed manual</th>
<th>4-speed automatic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gear</td>
<td>5</td>
<td>6</td>
<td>4</td>
</tr>
</tbody>
</table>

### CUBIC CAPACITY (cc)

- **1,390**
- **1,598**
- **1,998**
- **1,461**
- **1,870**
- **1,995**

### Bore x Stroke (mm)

- **79,5 x 70**
- **79,5 x 80,5**
- **82,7 x 93**
- **76 x 80.5**
- **80 x 93**
- **84 x 76**

### Cylinder / Valves

- **4 / 16**
- **4 / 16**
- **4 / 16**
- **4 / 8**
- **4 / 8**
- **4 / 8**

### Compression Ratio

- **10 : 1**
- **10 : 1**
- **9.8 : 1**
- **9.5 : 1**
- **18.8 : 1**
- **17 : 1**
- **15.7 : 1**

### Maximum Power kW EEC (hp)

- **72 (105)**
- **82 (110)**
- **75 (100)**
- **98.5 (135)**
- **120 (165)**
- **63 (85)**
- **78 (105)**
- **96 (130)**
- **81 (110)**
- **85 (115)**
- **85 (115)**
- **96 (130)**
- **110 (150)**

### Maximum Torque Nm EEC (mkg)

- **127 (177)**
- **152 (205)**
- **151 / 145 (205 / 190)**
- **191 (255)**
- **270 (370)**
- **200 (270)**
- **240 (320)**
- **300 (400)**
- **260 (340)**
- **300 (400)**
- **250 (330)**
- **340 (460)**

### Direct with spherical

- **Injection type**
- **Multipoint common rail + turbo**
- **Direct common rail + turbo**

### FUEL TYPE

- **Petrol**
- **Petrol + LPG**
- **Diesel**

### Catalytic converter / Particulate filter

- **Yes / No**
- **Yes / Yes**
- **Yes / Yes**
- **Yes / Yes**
- **Yes / No**
- **Yes / Yes**

### TRANSMISSION

- **Manual or Automatic**
- **Manual**
- **Automatic**

### Number of Forward Speeds

- **5**
- **6**
- **4**
- **5**
- **6**
- **4**
- **6**
- **5**
- **6**
- **6**
- **4**
- **6**

### Speed (kph) at 1,000 rpm in 1st gear

- **6.92**
- **7.28**
- **9.05**
- **7.66**
- **7.81**
- **9.32**
- **8.39**
- **7.56**
- **7.92**
- **9.05**
- **12.09**
- **8.88**
- **8.99**

### Performance

- **Maximum speed (kph)**
- **174**
- **180**
- **175**
- **185**
- **195**
- **190**
- **198**
- **190**
- **190**
- **190**
- **188**
- **154**
- **186**

### FUEL CONSUMPTION - EEC

- **93/116 (litres/100km)**
- **CO2 emissions (g/km)**
- **173**
- **176**
- **182**
- **191**

### SUSPENSION

- **Front**
- **Rear**

### POWER ASSISTANCE

- **Electric variable power steering**

### Steering

- **Power assistance**
- **Electronic variable power steering**

### Turning circle between kerbs (m)

- **10.70**

### NUMBER OF TURNS LOCK TO LOCK (lock)

- **3.2**

### WHEELS AND TYRES

- **Standard rims (inches)**
- **Standard tyres, front / rear**

### BRAKES

- **Circuit type**
- **Bosch 8.0 ABS**

### ESP with CSV understeer control

- **Yes**

### Ø (inches)

- **S - 11''**

### FRONT DISCS

- **Ventilated (Ø 280mm)**

### REAR DISCS

- **Plain (Ø 270mm)**

### AERODYNAMICS AND VOLUMES

- **A and Cd**
- **Fuel tank (litres)**

### WEIGHTS (kg)

- **Unladen kerb weight**
- **Front unladen kerb weight**
- **Rear unladen kerb weight**
- **Maximum Gross Vehicle Weight (MGVW)**

### Payload

- **2,000 kg**

### Uncapped trailer

- **650 kg**
### TECHNICAL CHARACTERISTICS NEW GRAND SCÉNIC

#### VOLUME (VDA) (dm³)

<table>
<thead>
<tr>
<th>Description</th>
<th>Five-seats</th>
<th>Seven-seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Of boot under luggage cover, 5-seat layout, seats in rearmost position</td>
<td>533</td>
<td>475</td>
</tr>
<tr>
<td>Of boot up to seat backs, 5-seat layout, seats fully forward</td>
<td>681</td>
<td>610</td>
</tr>
<tr>
<td>Of boot, 7-seat layout</td>
<td>/</td>
<td>200</td>
</tr>
<tr>
<td>Of boot without luggage cover, 5-seat layout, loaded to the roof</td>
<td>932</td>
<td>630</td>
</tr>
<tr>
<td>Of boot, second row seats removed and third row seats folded into the floor, loaded to the roof</td>
<td>1,960</td>
<td>1,920</td>
</tr>
</tbody>
</table>

#### DIMENSIONS (mm)

<table>
<thead>
<tr>
<th>Description</th>
<th>Five-seats</th>
<th>Seven-seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Overall length</td>
<td>4,498</td>
<td></td>
</tr>
<tr>
<td>B Wheelbase</td>
<td>2,736</td>
<td></td>
</tr>
<tr>
<td>C Front overhang</td>
<td>856</td>
<td></td>
</tr>
<tr>
<td>D Rear overhang</td>
<td>906</td>
<td></td>
</tr>
<tr>
<td>E Front track (16-inch tyres)</td>
<td>1,510</td>
<td></td>
</tr>
<tr>
<td>F Rear track (16-inch tyres)</td>
<td>1,506</td>
<td></td>
</tr>
<tr>
<td>G Overall width (to panels and mouldings)</td>
<td>1,810</td>
<td></td>
</tr>
<tr>
<td>G1 Overall width (to exterior mirrors)</td>
<td>2,068</td>
<td></td>
</tr>
<tr>
<td>H Height (unladen)</td>
<td>1,427</td>
<td></td>
</tr>
<tr>
<td>H1 Height (unladen, hatch open)</td>
<td>2,058</td>
<td></td>
</tr>
<tr>
<td>J Boot sill height (unladen)</td>
<td>614</td>
<td></td>
</tr>
<tr>
<td>K Ground clearance</td>
<td>130</td>
<td></td>
</tr>
<tr>
<td>M Front elbow room</td>
<td>1,470</td>
<td></td>
</tr>
<tr>
<td>M1 Rear elbow room</td>
<td>1,502</td>
<td></td>
</tr>
<tr>
<td>M2 Third row elbow room</td>
<td>1,285</td>
<td></td>
</tr>
<tr>
<td>N Front shoulder room</td>
<td>1,442</td>
<td></td>
</tr>
<tr>
<td>N1 Rear shoulder room</td>
<td>1,458</td>
<td></td>
</tr>
<tr>
<td>N2 Third row shoulder room</td>
<td>1,302</td>
<td></td>
</tr>
<tr>
<td>P Front headroom, seat angle 14°</td>
<td>955</td>
<td></td>
</tr>
<tr>
<td>Q Rear headroom, seat angle 14°</td>
<td>895</td>
<td>882</td>
</tr>
<tr>
<td>R Third row headroom, seat angle 14°</td>
<td>/</td>
<td>788</td>
</tr>
<tr>
<td>Y Maximum rear opening width</td>
<td>1,180</td>
<td></td>
</tr>
<tr>
<td>Y1 Rear opening width at floor level</td>
<td>1,000</td>
<td></td>
</tr>
<tr>
<td>Y2 Internal width between wheel arches</td>
<td>1,110</td>
<td></td>
</tr>
<tr>
<td>Z Rear opening height</td>
<td>1,043</td>
<td></td>
</tr>
<tr>
<td>Z1 Load platform length, 5-seat layout, rear seats in nominal position / fully forward</td>
<td>1,075 / 1,195</td>
<td></td>
</tr>
<tr>
<td>Z2 Load platform length, 5-seat layout, rear seats removed</td>
<td>2,015</td>
<td></td>
</tr>
<tr>
<td>Z3 Load platform length, 5-seat layout, front passenger seat and rear seats folded flat</td>
<td>2,750</td>
<td></td>
</tr>
<tr>
<td>Z4 Load platform length, 7-seat layout</td>
<td>513</td>
<td></td>
</tr>
</tbody>
</table>
### Technical Characteristics New Grand Scénic

**Version**
- 1.6 16V
- 2.0 16V
- 2.0 16V Turbo
- 1.5 dCi
- 1.9 dCi

**Transmission**
- 6-speed manual
- 6-speed manual
- 4-speed automatic
- 6-speed manual
- 6-speed manual
- 4-speed automatic
- 6-speed manual
- 6-speed automatic

**Type approval N°**
- JM1RD6
- JM1RN6
- JM0UD6
- JM1AUN6
- MG6DE6
- MJ2EN6
- MG6GDA
- MJ4NA
- MJ1DNA
- MG6K9
- MJ1K9

**French Fiscal rating**
- 7
- 8
- 9
- 10
- 6
- 8
- 7
- 8
- 9
- 9

**Number of seats**
- 7
- 5
- 7
- 5
- 7
- 5
- 7
- 5
- 7
- 5

**Engine**
- K4M 976
- F4R 776
- Z770 F4R 771
- F4R 776
- K9K P732
- F9Q EE 804
- F9Q J803
- M9R A700
- M9R B721

**Cubic capacity (cc)**
- 1,598
- 1,998
- 1,461
- 1,870
- 1,995

**Bore x stroke (mm)**
- 79.5 x 80.5
- 82.7 x 93
- 76 x 80.5
- 80 x 93
- 84 x 90

**Number of cylinders / valves**
- 4 / 16
- 4 / 16
- 4 / 8
- 4 / 8
- 4 / 16

**Compression ratio**
- 10:1
- 9.8:1
- 9.5:1
- 18.8:1
- 17:1
- 15.7:1

**Maximum power kW EEC (hp)**
- 82 (110)
- 98/5 (135)
- 120 (165)
- 78 (105)
- 96 (130)
- 81 (110)
- 85 (130)
- 84 (90)

**Maximum torque Nm EEC (mkg)**
- 151
- 191
- 270
- 340
- 260
- 300
- 250
- 400

**Injection type**
- Multipoint common rail + turbo
- Direct with common rail + turbo

**Fuel type**
- Petrol
- Diesel

**Catalytic converter / Particulate filter**
- Yes / No
- Yes / Yes
- Yes / Yes
- Yes / Yes
- Yes / No
- Yes / Yes

**Transmission**
- Manual
- Automatic
- Manual
- Automatic
- Manual
- Automatic
- Manual
- Automatic
- Manual
- Automatic

**Type TL4 021 ND0 015 DP0 059 ND0 013 TL4 002 ND0 002 DP0 082 PK4 002 AJO 001

**Number of forward speeds**
- 6
- 6
- 4
- 6
- 6
- 4
- 6
- 6

**Speed (kph) at 1,000 rpm in 1st gear**
- 6.78
- 7.81
- 9.32
- 8.39
- 8.16
- 9.05
- 11.18
- 8.88

**PERFORMANCE**
- Maximum speed (kph)
- 180
- 195
- 190
- 180
- 185
- 190
- 182
- 204
- 198

**0 - 100 kph (s)**
- 12''2
- 12''1
- 10''9
- 12''1
- 9''6
- 12''9
- 9''6
- 11''4
- 10''7

**400m standing start (s)**
- 18''4
- 18''3
- 17''8
- 18''6
- 16''8
- 18''9
- 17''1
- 18''1
- 17''6

**1,000m standing start (s)**
- 33''7
- 33''6
- 32''5
- 33''8
- 30''4
- 34''4
- 31''2
- 33''1
- 31''7

**FUEL CONSUMPTION - EEC 93/116 (litres/100km)**
- 189
- 185
- 193
- 205
- 11.3
- 11.9
- 11.2
- 11.9
- 11.8

**CO2 emissions (g/km)**
- 10.6
- 10.2
- 10.3
- 10.1
- 6.4
- 7.5
- 9.5
- 7.3
- 6.0

**STEERING**
- Electric variable power steering standard
- Electric variable power steering

**Turning circle between kerbs (m)**
- 10.85
- 10.85

**Number of turns lock to lock**
- 3.2
- 3.2

**Suspension**
- Pseudo-McPherson with rectangular lower arm and antiroll bar
- Programmed deflection flexible beam with outboard mountings - spiral springs

**Antiroll bar diameter, front / rear (mm)**
- 22 / incorporated
- 22 / incorporated

**Wheels and Tyres**
- Standard rims (inches)
- 6.5 J 16
- 6.5 J 16
- 6.5 J 16
- 6.5 J 16

**Options, front / rear**
- 205/55 R 17 91 W
- 205/55 R 17 91 W
- 205/55 R 17 (95) V

**Brakes**
- Ventilated (Ø 300mm)
- Plain (Ø 274mm)

**AERODYNAMICS AND VOLUMES**
- 7.9
- 8.1

**Fuel tank (litres)**
- 60
- 60
- 60

**WEIGHTS (kg)**
- 1,445
- 1,415
- 1,480
- 1,500
- 1,570
- 1,630
- 1,670
- 1,730
- 1,830
- 1,930
- 2,030
- 2,130
- 2,230
- 2,330
- 2,430
- 2,530
- 2,630
- 2,730
- 2,830
- 2,930
- 3,030
- 3,130
- 3,230
- 3,330
- 3,430
- 3,530
- 3,630
- 3,730
- 3,830
- 3,930

**TECHNICAL CHARACTERISTICS NEW GRAND SCENIC**
- S: standard ; O: optional