



**PRESS RELEASE**

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# **THE NEW MEGANE R.S. 265: THE BEST JUST GOT BETTER**

**LONG VERSION**

## **Contents**

- 1. History – Renault Hot Hatches**
- 2. Design**
  - Exterior
  - Interior
- 3. Engine and transmission**
- 4. Exclusive Renault Sport Technologies**
- 5. Specification**
- 6. Trophy 8:08 Limited Edition**
- 7. Manufacturer's List Price**
- 8. Production**
- 9. At A Glance: Technical Specification**



## HISTORY – RENAULT HOT HATCHES

Renault has an unparalleled pedigree in hot hatches of more than 35 years. This began in 1976 when, with the first Volkswagen Golf GTi still a year away from launch, the company re-wrote the performance small car rule book forever with the Renault 5 Gordini.

Frenchman Amédée Gordini was a renowned racing car designer and tuning specialist who first became involved with Renault during the 1950s. This relationship laid the foundations for the company's current performance division, Renault Sport, and, 35 years ago, gave birth to the Renault 5 Gordini. By no means the first Renault to wear the famous sporting badge, the 93hp 5 Gordini was, however, the company's first-ever front wheel drive sports hatchback - the pioneer of a new concept for fast, fun motoring in a compact hatchback of unprecedented affordability.

Unique to Renault at the time, this premise of affordable, class-leading performance has remained the key driving force to the company's three decades of dedicated hot hatch development.

A 110hp 5 Gordini Turbo soon followed that first 5 Gordini, and, in 1980, Renault unveiled the outrageous 5 Turbo. Originally homologated as a run of just 400 cars for international rallying purposes, the aluminium bodied 5 Turbo offered 160hp through a mid-engined, rear wheel drive format, a striking, Bertone designed interior, and performance of 0-62mph (0-100km/h) in just 6.9 seconds. The 5 Turbo quickly established its sporting credentials when French rallying legend Jean Ragnotti claimed victory in the 1981 Monte Carlo Rally driving the 350hp 'Maxi Turbo' competition version of the car on its first outing.

Remaining true to the tenet of fast and furious for everyone, 1986 to 1991 saw further developments in the field of hot Renault 5s. The 5 GT Turbo boasted independent suspension, disc brakes all round, a five-speed gearbox and 120hp. Such was its popularity that a 1990 final-series special edition was produced called the 5 GT Turbo Raider, featuring Sports Blue Metallic bodywork and matching alloys.

With the trend for turbocharging – again pioneered by Renault in late 70s Formula One - on the wane and the arrival of an all new supermini, Clio, in 1991, conventionally aspirated, multi-valve engines were, once again, to claim pre-eminence. A 1.8-litre, 16-valve, 137hp performance Clio and R19 followed, but it is for the individually numbered, Sports Blue, 2.0-litre 150hp Clio Williams iteration that this era is best remembered, and two successive versions of this hugely collectable car were to follow.

In 2000, the Clio Renault Sport 172 became the first hot hatch to wear the Renault Sport badge, taking its name from a remarkable power output for a 2.0 litre non-turbocharged engine.

2001 saw the re-birth of the 5 Turbo mid-engined hot hatch format established 20 years earlier, with an outrageously styled 230hp 3.0 V6 Clio with only two front seats. A second-generation

model followed, boasting 255hp, an intoxicating soundtrack, a revised supercar-shaming body and a 0-62 mph acceleration time of just 5.8 seconds.

Unveiled at the 2003 Frankfurt Motor Show, the Mégane Renault Sport 225 was the first Mégane to benefit from Renault Sport Technologies' renowned expertise in the field of performance cars. A limited edition Mégane Renault Sport 225 Trophy version followed in March 2005, debuting the company's latest Cup Chassis, with the option for this on regular models being made available from June 2005.

The 2005 Frankfurt Show saw the unveiling of the Clio III Renault Sport Concept with the production version, the Clio Renault Sport 197, making its world debut at Geneva Salon in March of the following year.

2006 also saw the introduction of a limited slip differential in the Mégane with the Renault Sport 230 F1 R26. The final edition of the Mégane was the now-legendary, R26.R. Following a strict diet, 123kg was stripped from the kerb weight with carbon bonnet and seats and even polycarbonate windows.

On 23 June 2008, the Mégane R26.R established a new lap record for a front wheel drive production car of the Nürburgring Nordschleife circuit with a time of just 8 minutes 17 seconds. This record stood for three years, beaten only by another high performance Renault, the Mégane Renault Sport 265 Trophy, which sliced a full nine seconds off the lap time in June 2011.

2008 also saw Renault Sport reaching a new audience with the introduction of the Twingo Renault Sport 133hp.

2009 heralded the introduction of the Clio Renault Sport 200 in May, featuring a new design with engine and suspension enhancements. It also witnessed the international launch of its more powerful sibling, the all-new Mégane Renault Sport 250 on 1<sup>st</sup> November 2009, with first Australian deliveries in November 2010.

In October 2010, Renault won the tender to provide the *Gendarmerie Nationale* fleet of rapid intervention vehicles with the Mégane R.S.

Now 2012 sees the launch of the eagerly-awaited Mégane R.S. 265 and the continuation of Renault Sport's hot hatch market dominance.



## Design

### Exterior

Mégane R.S. 265's stance is uncompromisingly sporty while at the same time exuding robustness and stability.

Through a series of subtle exterior changes, the Mégane R.S. 265 delivers a stronger personality and more exclusive feel. The front end has been designed to be more expressive with the F1-style front blade, characteristic of Renault Sport models, now featuring two rows of six LEDs and chrome highlights. In addition, the front headlight masks are now sporty black.

New 18-inch matt black wheels rims are available along with an optional R.S. Red Design Pack, which comprises red pin-striping for the F1 blade, side protective mouldings and rear diffuser. The 19-inch Steev alloys retain their iconic design.

The limited edition Trophy 8:08 features black Steev alloy design wheels with red-piping fitted with Bridgestone Potenza RE050A tyres, bi-xenon directional headlights and limited edition Trophy decals. In addition the Trophy 8:08 will be available in two limited edition colours – Renault Sport's signature liquid yellow and pearl white.

The core range is available in five colours: Glacier White (solid), Capsicum Red (solid), Star Black (metallic), Mercury (metallic) and Lunar Grey (metallic). As standard, the centre section of the front bumper and F1-style blade, door mirrors and rear diffuser are finished in gloss black.

### Interior

The cabin carries over the sporty exterior styling and new interior trims showcase the quality and comfort of the cabin. Depending on the specification level, visible red or yellow stitching on the upholstery, steering wheel and gear lever knob compliments a striking dashboard trim strip and the flamboyant seatbelts, a hallmark of Renault Sport design. A new, distinctive two-tone light grey and charcoal leather upholstery can be specified as an option on the range-topping Trophy+. Other sporty appointments include a black lacquer finish for the centre console and air vent surrounds, plus a carbon-effect finish for the door panel inserts.

For the first time, when the optional satellite navigation is specified the Mégane R.S. 265 is available with a rear-view camera with park-assist system (standard on Trophy+). To further enhance driver comfort, indicators with highway mode are now standard across the range along with an Air Quality Sensor, which monitors the quality of the outside air entering the cabin and automatically activates the air recycling mode when necessary.

The new Mégane R.S. 265 is the first vehicle to feature a new user-friendly radio interface, designed in response to customer feedback.

The driving position is unmistakably sporty, but perfectly comfortable. The front seats feature lateral support, while the driver's seat is fully adjustable (fore/aft adjustment = 240mm, height adjustment = 70mm), including adjustable lumbar support. The heated leather seats that are fitted to the range topping Trophy+ and optional on the Cup come with an electric settings-memory function on the driver's side.

For those wishing to adopt an even more focused driving position, optional seats are available designed and developed by Renault Sport in association with the world-renowned manufacturer, RECARO. These are understandably standard on the Trophy and an option on the Trophy+. They incorporate integral side airbag protection, competition harness seatbelt slots and a built-in headrest and feature a rigid, polyamide and fibreglass-injected shell for the quality of seating fit and comfort more normally associated with competition driving.

The steering wheel, too, is designed to be comfortable and sporty. Trimmable in full-grain leather, it is height- and reach-adjustable to find the ideal driving position. Its shape and integrated thumb rests ensure perfect grip, while the contrast-stitching centre-point marking is a particularly useful feature when taking a sequence of tight corners or when driving on low-grip surfaces.

The analogue instruments and new white rev counter are specific to this model (as non-Renault Sport Mégane has digital instruments) and are another feature which provides a visible tie-in with the world of motor sport. In addition to the warning light which recommends the ideal moment to change gear, a discrete audible warning also tells the driver when the rev-limiter is about to cut in. For the first time, a digital speedometer is included in the instrument cluster.

Mégane R.S. 265 benefits from a raft of technological equipment, including:

- Dual-zone automatic climate control with three modes (Soft/Auto/Fast) and equipped with an **Air Quality Sensor**, which monitors the quality of outside air entering the cabin and automatically activates the air recycling.
- Hands-free card with automatic door locking as the card-holder walks away from the vehicle (Trophy and Trophy+ only)
- The 3D Sound by Arkamys audio system with AUX jack and USB port, including a new user-friendly interface for easy driver operation.
- Integrated satellite navigation with rear-view camera (Trophy+ only)



## Engine and Transmission

One of Mégane R.S. 265's major strengths is to be found underneath the bonnet in the form its new-generation, Euro 5-compliant 2.0 16V turbocharged engine (F4Rt). This powerplant delivers peak power of 265hp at 5,500rpm and maximum torque of 360Nm at 3,000rpm. This takes the power-to-weight ratio to an exceptional 191hp per tonne and ramps up performance, too: the 0-100km/h time is brought down to six seconds dead, while maximum speed has risen to 255km/h, where legal.

With 80 per cent of peak torque available from as low as 1,900rpm, acceleration is smooth and responsive thanks to the twin scroll turbocharger and continuously variable intake valve timing.

The engine was revised to deliver even more power and torque in the Mégane R.S. 265. Maximum turbo pressure has been increased by 0.2 bar to 2.5 bar, and changes have been made to the air intake in line with the higher pressure and running temperatures.

Mégane R.S. 265's engine drives through a six-speed manual gearbox (PK4).

The Mégane R.S. 265 returns excellent class-leading fuel economy for this level of power, with combined cycle fuel consumption of 8.2L/100km, equivalent to CO<sub>2</sub> emissions of 190g/km. This is a 5.7% decrease in fuel consumption over the Mégane R.S. 250.

To deliver the ultimate exhaust note at all revs the Mégane R.S. 265 benefits from a more open exhaust design and enhanced engine acoustics.

The Mégane R.S. 265 exhaust is designed with perforations and absorbers to maximize sound at idling and low-rev (< 3000 tr/min). In addition, the Sport Mode of the exhaust changes the engine parameters to create an attractive and intoxicating burble on overrun.



## Exclusive Renault Sport Technologies

The Mégane R.S. 265 features Renault Sport's Cup chassis as standard. Equipped with a limited slip differential, the Cup chassis delivers genuine competition-type performance. The LSD ensures optimum traction at all times; whatever the conditions, however much grip is available, whatever the driving style and whatever the type of corner. The combination of a limited slip differential and independent steering axis front suspension minimises the effects of torque steer and permits the driver to profit fully from the extra traction for a more reassuring drive.

Braking power for the Mégane R.S. 265 is provided by substantial 340mm ventilated and grooved front disc brakes with Brembo four-pot callipers and 290mm discs to the rear.

### Independent steering axis front suspension

Renault Sport Technologies' innovative independent steering axis front suspension was first introduced in 2004 and is engineered to overcome the drawbacks commonly associated with powerful front-wheel-drive cars subjected to high forces, such as self-steering input through tight corners and poor straight-line stability induced by torque steer.

The steering axis of Mégane R.S.'s front suspension has been completely separated from the damper, unlike on a MacPherson-type arrangement where the steering axis is attached to the ball-joint of the lower arm and the upper damper mounting.

The axis around which the wheel rotates is defined by the pivoting link between the hub carrier and pivot carrier. This has reduced the hub level offset (i.e. the distance between the centre of the wheel and the intersection of its rotation and steering axis) to 40mm, compared with 56mm in the case of the MacPherson-type layout used on the Mégane Coupé model (not offered in Australia).

The front suspension geometry is consequently less sensitive to forces and torque applied to the driven wheels around their steering axis under hard accelerating and heavy braking. The pivot carrier is attached to the lower rectangular arm via an anti-rotation tie-rod.

### Limited slip differential

The Cup chassis is standard on the Mégane R.S. and is specified with a mechanical limited slip differential, which comprises a knurled helical gear and satellite and sun gears with parallel axes. The limited slip function is obtained by the system's mechanical efficiency. When wheelspin occurs, the differential's internal architecture generates friction on the surfaces of the sun gears.

This results in a proportion of engine torque being transmitted to the wheel that benefits from the most grip.

The chief characteristic of this type of limited slip differential is the fact that the transfer rate is determined by the use of three friction rings (selected for their friction coefficient) which are located between the sun gears and differential casing.

Since the faces of the rings which intervene under acceleration are different to those which intervene under braking, it is possible to achieve differentiated transfer rates. In the case of Mégane R.S., the transfer rate is 35 percent, while its TBR (Torque Bias Ratio: the nominal ratio between the torque of the wheel which benefits from the most grip and the wheel which benefits from the least grip) is 2.3:1.

Contrary to the purely electronic systems more commonly found in this segment, this solution does not put pressure on the brakes and protects their deceleration potential.

Mégane R.S.'s limited slip differential is supplied by GKN Driveline.

## **R.S. Dynamic Management:**

This system allows the driver to choose the degree of electronic aid he or she wants in different situations:

- **'On': the default mode** when the engine is fired up. The ESP, ASR traction control and Emergency Brake Assist are all activated. The system intervenes as soon as it senses that the car is on the verge of sliding. The throttle mapping ensures smooth acceleration, making this mode ideally suited to everyday use. In this mode, power is 250hp and torque is 340Nm.
- **'Sport' mode, for less intrusive ESP action.** This mode is selected by a short press on the ESP button. Although the ESP and ASR are still active, they intervene at a later point and allow the car to slide to a certain extent, so long as the skid doesn't exceed a given threshold. The throttle mapping is modified to permit swifter engine response. By specific mapping, power is increased to 265hp and torque to 360Nm.
- **'Off' mode**, for unfettered enjoyment, notably round a circuit. This mode is activated by a longer push on the ESP button. The electronic stability programme is fully disconnected, while the throttle mapping is modified to permit swifter engine response. The engine delivers 265hp and 360Nm of torque.

When the latter two modes are selected 'ESP Sport' or 'ESP Off' are visible on the dashboard display.



## Overview of R.S. Dynamic Management System

Mode	Exhaust	Throttle Mapping	Engine	ESP Setting	Brake Emergency Assist
'On' (the default mode)	Normal	Normal	250hp and 340Nm	ESP Normal, highest level intervention	Yes
'Sport' mode (for less intrusive ESP action)	Sport	Sport (additional settings available through R.S. Monitor)	265hp and 360Nm	Sport ESP	Off
'Off' mode				Off	

## R.S. Monitor: competition-style data feedback

This electronic system enables driving data to be collected via an array of sensors. Drivers can scroll through the system's different functions using the steering column mounted fingertip controls, and the following information is shown of the main dashboard display:

- Data concerning the main engine functions (turbo pressure, oil temperature) and brakes
- Real-time engine performance data (torque, power)
- 'GG' display: transverse and longitudinal acceleration
- Stopwatch, with memory function
- Performance data, with automatic memorisation of best 400-metre standing start and 0-100km/h times
- **The R.S. Monitor also enables the driver to modify the throttle mapping.** A choice of five settings is available with the 'Sport' mode selected (snow, progressive, linear, sport and extreme) in order to adapt the car's acceleration characteristics to the conditions or to the driver's wishes of the moment.



## Specifications

Despite its compromise-free, sporting intent, the Mégane R.S. 265 is equipped with a particularly generous equipment specification to simplify and enhance life on board.

In response to customer demand, the Mégane R.S. 265 will now be available in three generous specification levels from launch; the entry-level Cup, the sport orientated Trophy and for the first time, the range-topping, luxury Trophy+.

The standard equipment specification on the Mégane R.S. 265 Cup includes the following;

- Renault Sport Cloth front seats with height adjustment and driver adjustable lumbar support
- 18-inch TIBOR alloy wheels
- 8 airbags – dual front, side, anti-submarining and front/rear curtain airbags
- Anti-lock Braking System (ABS)
- Electronic Brake Assist (EBA)
- Electronic Brake-force Distribution (EBD)
- Red Brembo front wheel brake callipers
- Automatic headlights with headlight washers and “see me home” function
- LED daytime running lights mounted in front bumper
- Rear parking sensors
- Driver and front passenger seat belt warning light and tone
- Front seatbelts with pre-tensioners and load limiters
- Renault Anti-Intruder Device – automatic locking of doors while driving (activated once above 30km/h)
- Anti-Slip Regulation (ASR)
- Limited Slip Differential (LSD)
- Sports-tuned Electronic Stability Program (ESP) with three modes (normal/sport/off)
- Cruise control and speed limiter
- Indicators with highway mode
- Dual-zone climate control with Air Quality Sensor
- Height and reach adjustable leather steering wheel with contrast stitching
- 12-volt socket
- Automatic windscreen wipers with rain sensor
- 4x30W AM/FM 3D sound by Arkamys (4 speakers/ 4 tweeters) with single CD/MP3 player and fingertip controls
- Auxiliary and USB input
- Bluetooth with audio streaming
- Renault Sport Monitor

- Single centre chrome exhaust
- Electric, heated, foldable door mirrors
- Space-saver spare wheel

To this comprehensive standard equipment package, the Mégane R.S. 265 Trophy adds the following;

- RECARO cloth with leatherette trim front bucket seats\*
- 19-inch STEEV alloy wheels
- Renault Smart Card Key (hands-free entry and engine start)
- Tyre pressure monitor

Finally, the range-topping Mégane R.S. 265 Trophy+ adds the following;

- Renault Sport charcoal leather trimmed, heated and height adjustable front seats
- Electrically adjustable driver's seat with memory function and lumbar support
- Integrated satellite navigation system with 7-inch screen and reversing camera\*\*
- Bi-Xenon directional headlights
- Fixed glass roof with shade cover
- Front and rear parking sensors

*\*NB anti-submarining airbags not available on RECARO seats*

*\*\*Not compatible with Renault Sport (R.S.) Monitor*

### **Interior Trim**

Depending on the specification level, visible red or yellow stitching on the upholstery, steering wheel and gear lever knob compliments a striking dashboard trim strip and the flamboyant seatbelts, a hallmark of Renault Sport design. A new, distinctive, two-tone light grey and charcoal leather upholstery can be specified as an option on the range-topping Trophy+.

## Summary of Interior Trim

	<b>Renault Sport cloth seats</b>	<b>Renault Sport charcoal leather trimmed seats</b>	<b>Renault Sport two-tone grey leather trimmed front seats</b>	<b>RECARO cloth with leatherette trim front bucket seats</b>	<b>RECARO leather trimmed front bucket seats</b>
<b>Specification</b>	Cup standard	Cup option Trophy+ standard	Trophy+ option	Trophy standard	Trophy and Trophy+ option Trophy 8:08 standard
<b>Steering wheel stitching</b>	Red stitching with grey centre band	Red stitching with grey centre band	Silver stitching with no centre band	Yellow stitching with yellow centre band	Yellow stitching with yellow centre band
<b>Headrest logo</b>	R.S.	R.S.	None	Renault Sport	Renault Sport
<b>Dashboard trim colour</b>	Carbon fibre effect with red highlight	Carbon fibre effect with red highlight	Carbon fibre effect with silver highlight	Carbon fibre effect with silver highlight	Carbon fibre effect with silver highlight
<b>Seatbelt colour</b>	Red	Red	Silver	Yellow	Yellow



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## Trophy 8:08 Limited Edition

In June 2011, the Mégane R.S. established a new record of 8mins 8secs for a lap of the Nürburgring, making it the fastest front-wheel drive car ever round the 'Nordschleife'. To celebrate this momentous achievement, the Mégane R.S. 265 will be launching with a limited edition specification – the Trophy 8:08.

The Trophy 8:08 features;

- 19-inch black STEEV alloy wheels with red rim
- Bridgestone Potenza RE050A tyres
- RECARO leather trimmed front bucket seats
- Bi-xenon directional headlights
- Limited edition Trophy decals
- Two limited edition colours – Renault Sport's signature liquid yellow and pearl white as standard

The Bridgestone Potenza RE050A tyres were used to set the lap record.

Only 100 examples of the Trophy 8:08 will be coming to Australia.



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### Manufacturer's List Price

(Does not include dealer delivery of statutory costs, please consult a dealer for drive away pricing relevant to your state)

#### Models

Mégane R.S. 265 Cup	\$42,640
Mégane R.S. 265 Trophy	\$47,140
Mégane R.S. 265 Trophy+	\$51,640

#### **Limited Edition**

Mégane R.S. 265 Trophy 8:08	\$49,990
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#### Options

##### Mégane R.S. 265 Cup

- Electrically adjustable, heated black R.S. leather seats with rear arm rest	\$2,490
- Bi-xenon directional headlights	\$1,490
- Front parking sensors	\$390
- Integrated satellite navigation	\$1,490
- Integrated satellite navigation with front parking sensors and reversing camera with park-assist	\$2,490
- R.S. Red Design Pack	\$890
- Metallic Paint	\$800

##### Mégane R.S. 265 Trophy

- Leather RECARO bucket seats with rear arm rest	\$2,490
- Bi-xenon directional headlights	\$1,490
- Front parking sensors	\$390
- Integrated satellite navigation	\$1,490

- Integrated satellite navigation with front parking sensors and reversing camera with park-assist \$2,490
- 18-inch alloy wheels No cost
- R.S. Red Design Pack \$890
- Metallic Paint \$800

Mégane R.S. 265 Trophy+

- Electrically adjustable, heated two-tone grey R.S. leather seats No cost
- Leather RECARO bucket seats \$1,490
- 18-inch alloy wheels No cost
- R.S. Monitor\* No cost
- R.S. Red Design Pack \$890
- Metallic Paint \$800

*\*Not compatible with integrated satellite navigation and rear parking camera*



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### Production

Mégane Renault Sport is manufactured at the Palencia plant in Spain. Specific investment was spent at the factory to permit the Mégane Renault Sport version to be built on the main production line. The bulk of this investment covered acquisition of the necessary assembly tools for body components such as the front and rear wings, bumpers, engine subframe, seats, specific wheels and exhaust.

All the operators at the Palencia plant received specific training. For example, their programme included the fitment of exterior accessories, assembly of the independent steering axis front suspension and installation of the RECARO seats.





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## At A Glance: Technical Specification

	2.0L Petrol MT Cup	2.0L Petrol MT Trophy	2.0L Petrol MT Trophy+	2.0L Petrol MT Trophy 8:08 Limited Edition
<b>Engine</b>				
Type	2.0 litre F4R turbocharged Petrol			
Installation	Front, transverse, inclined rearward by 8°			
Capacity (cc)	1998			
Number of cylinders/valves	4 (in-line) / 16			
Bore x stroke (mm)	82.7 x 93			
Compression ratio	8.6 : 1			
Maximum power (kW @ rpm)	195 @ 5,500			
Maximum torque (Nm @ rpm)	360 @ 3,000			
Emission level	EURO 5			
Fuel type (recommended)	Premium unleaded 98 RON			
Fuel injection type	Multipoint sequential			
<b>Transmission</b>				
Drive	Front Wheel Drive			
Type	6-speed Manual with limited slip differential			
Speeds at 1,000 rpm in 1 <sup>st</sup> gear	9.16			
2 <sup>nd</sup> gear	14.48			
3 <sup>rd</sup> gear	20.33			
4 <sup>th</sup> gear	27.48			
5 <sup>th</sup> gear	34.57			
6 <sup>th</sup> gear	41.84			
<b>Steering</b>				
Power Steering	Electric			
Turning circle between kerbs/walls (m)	11.35			
Turns lock-to-lock	2.66			
<b>Chassis</b>				
Cup Chassis	Standard			
<b>Wheels</b>				
Wheels (inches)	8.25 J 18	8.25 J 19		
Tyres	235/40 ZR 18	235/35 R 19		
<b>Braking</b>				
Front Braking System (diameter x thickness)	Brembo 4 piston callipers- ventilated discs (340mm x 28mm)			

Rear Braking System (diameter x thickness)	Solid discs (290mm x 11mm)
ESP modes	R.S. Dynamic Management (normal / sport / off)
<b>Performance</b>	
Max. speed (km/h)	255
0 to 100km/h	6.0 secs
<b>Fuel Consumption*</b>	
Combined cycle (L/100km)	8.2
CO <sub>2</sub> Emissions (g/km)	190
<b>Capacity</b>	
Fuel tank (litres)	60
<b>Weights</b>	
Tare mass (kg)	1374
Gross vehicle weight (kg)	1835
Payload (kg)	461
<b>Volume</b>	
Load volume (litres)	344

\*Vehicle tested in accordance with ADR 81/02 based on combined cycle (city/highway). Actual fuel consumption depends on factors such as traffic conditions, vehicle condition and how you drive.