



**RENAULT**

## **PRESS RELEASE**

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### **Scénic Conquest: they call it the wanderer...**

On display for the first time at the 2007 Geneva Motor Show, Scénic Conquest is a car designed with leisure pursuits and the great outdoors in mind. Its bold styling resembles that of an off-roader. Its chassis has been adapted to suit a wide range of conditions – it has greater ground clearance than a standard Scénic and the suspension has been strengthened. Scénic Conquest is available with two powerplants, the 2.0 16V 135hp petrol engine and 1.9 dCi 130hp diesel (available with and without particulate filter). It features a high level of standard equipment, including rear parking proximity sensors, alloy wheels, ESP and longitudinal roof bars. Built in Renault's Douai factory, Scénic Conquest goes on sale in June 2007, priced from €24,550 to €27,200. The orderbook will be open throughout the Renault dealer network in May 11th.

#### **Adventurous looks**

You couldn't mistake Scénic Conquest for any other member of the Scénic range. At first glance, the extra ground clearance – raised by 20mm – is a clue to the car's purpose. At the front, the lower part of the bumper has a protective black graphite coating while the radiator grille and air intake have been revised and a satin chrome-finish skidplate shields the engine. The headlights are distinguished by their dark lens covers. Scénic Conquest's profile also reveals its fondness for off-road adventure: chunky rubbing strips protect the side bodywork, the wheel arch inners are coated in black graphite and it has robust door sill guards. Finished in chrome and black, the longitudinal roof bars are ideally suited to transporting outdoor leisure equipment. The aluminium alloy wheels add a touch of class and, at the rear, the black graphite bumper incorporates a satin chrome-coloured skidplate. There are ten different body colour options for Scénic Conquest and one of them – Cayenne Orange – is exclusive.

### **Subtle but distinctive interior decor**

Inside Scénic Conquest, splashes of orange abound to differentiate the cabin from other Scénics. The anodised dark grey centre console is decorated with orange graphics. The seatbelts are blood-orange and the upholstery, gearlever gaiter and steering wheel incorporate stitching in the same rich hue. The carpets are protected by rubber mats featuring a Conquest logo.

### **A chassis tailored for exploration**

Scénic Conquest's bold appearance is completed by a chassis that has been modified to cope with life away from the beaten track. In addition to the increased ground clearance and twin skidplates, the suspension has been modified to improve comfort on rough terrain. The front and rear dampers have an increased range of travel and smaller anti-roll bars have been fitted. Finally, the special settings of the ESP electronic stability programme and ASR traction control enhance Scénic Conquest's all-terrain character.

### **Two complementary engines**

Scénic Conquest is available with both petrol and diesel power. The 2.0 16V petrol engine develops 98.5kW (135ch) at 5,500rpm and 191Nm of torque at 3,750rpm. Mated to a six-speed manual transmission, the engine has a particularly broad spread of usable power. In the combined cycle, the Scénic Conquest 2.0 16V returns fuel economy figures of 8.0 litres/100km.

The 1.9 dCi diesel delivers 96kW (130ch) at 4,000rpm and 300Nm of torque at 2,000rpm. Available with or without a particulate filter, this engine is also coupled with a six-speed transmission that makes it eager and responsive all the way from low revs. With this powertrain fitted, Scénic Conquest sips fuel at a rate of only 6.0 litres/100km in the combined cycle and emits 159g/km of CO<sub>2</sub>.

Two additional engines are available in certain markets. One is a 1.6 16v petrol, which develops 82kW (110hp) at 6,000rpm and 152Nm of torque at 4,250rpm. Scénic Conquest 1.6 16v has a six-speed manual transmission and combined cycle fuel consumption of 7.6 litres/100km. The second is the 78kW (105hp) version of the 1.5 dCi diesel, which generates peak power at 4,000rpm and 240Nm of torque at just 2,000rpm. This Scénic Conquest also has a six-speed manual transmission. It's an economical combination that returns 5.2 litres/100km in the combined cycle and emits CO<sub>2</sub> at a rate of just 138g/km.

### **A comprehensive equipment list**

Scénic Conquest has all the interior adaptability and stowage facilities that have forged the success of the Scénic range. In terms of safety features and comfort, Scénic Conquest is based on the Dynamique trim level, but adds rear parking proximity sensors, ESP, aluminium alloy

wheels and longitudinal roof bars. And the passive safety features are such that Scénic obtained a maximum 5-star EuroNCAP crash test rating.

To add a further personal touch to Scénic Conquest, Renault has developed bespoke accessories that can be purchased as a range of kits. They include an interior bike rack, additional storage units, guards for the door and boot sills, a compartmentalised boot box and so on.

Scénic Conquest is built in France at Renault's Douai plant. It goes on sale in June 2007, priced from €24,550 to €27,200. The orderbook will be open throughout the Renault dealer network in May 11th.

High resolution photos of Scenic Conquest can be downloaded from [www.media.renault.com](http://www.media.renault.com) > Media library > Passenger cars > Scenic Conquest

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