



RENAULT

PRESS RELEASE

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Mégane F1 Team R26, going for the title

To celebrate its second title in the F1 Constructors World Championship, Renault will offer a new version of the Mégane Renault Sport – the Mégane F1 Team R26. Its distinctive lines reinforce its positioning as a true sports car.

The special F1 Team R26 combines a Cup chassis with completely new settings and a limited slip differential for even crisper handling whether driving on open roads or round a circuit. Its enhanced 230hp 2.0 turbo engine and Brembo brakes make it one of the highest performance hatches on the market.

Mégane F1 Team R26 is positioned as the flagship of the Mégane family. It is assembled at the Dieppe site dedicated to Renault Sport Technologies production operations.

Building on the success enjoyed by Mégane F1 Team since its launch in January 2006, Renault continues in the same spirit with the introduction of Mégane F1 Team R26, the name of which refers of course to the car which won the Formula 1 World Championship in 2006. Developed by Renault Sport Technologies, Mégane F1 Team R26 is the sportiest version of the Mégane family.

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Sporty looks

Mégane F1 Team R26 is distinguishable from other Mégane Renault Sport models thanks to unique graphics on the bumpers, doors and roof (free delete option) and its red-painted brake callipers.

It is equipped with the "Cup" chassis as standard and comes with "Anthracite" 18-inch alloy wheels which echo the colour of the exterior mirrors. Mégane F1 Team R26 can be ordered with the exclusive Liquid Yellow body colour.

Inside, a numbered plate similar to that used on the F1 reinforces the exclusive character of this Mégane. Recaro bucket seats, which guarantee an optimal driving position, are standard in the Mégane F1 Team R26 and enable the driver and passenger to feel more at one with the car, bringing Mégane F1 Team R26 even closer to the world of motor sport.

Engine and chassis engineered for driving pleasure

Mégane F1 Team R26's most striking feature is to be found under its bonnet, namely its evolved 2.0 16-valve turbocharged engine (F4Rt) which delivers 230hp (169 kW) at 5,500rpm and boasts peak torque of 310Nm (31.6mkg) at 3,000rpm thanks to optimised engine mapping and a modified exhaust.

With 90 per cent of peak torque available from 2,000 to 6,000 rpm, this engine provides instant response and ultra-smooth acceleration.

The six-speed manual gearbox (ND0) enables all this potential to be exploited to the full and helps take the car from standstill to 100 kph in 6.5 seconds, while the 1,000-metre standing start is covered in just 26.6 seconds. Mégane F1 Team R26 also offers class-topping fuel efficiency for its power output, with combined cycle fuel consumption of 8.5 litres/100km, for CO₂ emissions limited to 200 g/km.

Mégane F1 Team R26 is equipped with a stand still start optimization feature known as "Power Start". This system becomes operational when the vehicle is at a stand still with ESP engaged and enables the car to deliver its maximum acceleration, without losing its grip.

Finally, work on the exhaust system guarantees a characteristically sporty bark from the engine.

Mégane F1 Team R26's other main strength is its chassis, which features independent steering-axis front suspension and a programmed-deflection flexible rear beam.

Mégane F1 Team is delivered as standard with the "Cup" chassis which is optional in the case of Mégane Renault Sport and Mégane Renault Sport Luxe. The "Cup" chassis employs specific dampers and 10% stiffer front springs, while rear damper travel has been slightly increased by reducing the size of the bump stops by 20 mm to optimise handling on poor surfaces. The new diameter front anti-roll bar, increased from 19 to 21 mm, and the integration of a new rear axle with an additional anti-roll bar ensure 10% stiffer anti-roll characteristics for enhanced handling under cornering. Increasing the diameter of the spindle axles by 5 mm and the size of the wheel bearings offers 30% greater camber stiffness which helps maintain the geometry of the axle under cornering. All these evolutions combine to provide first class road holding.

Now equipped with a limited slip differential, Mégane F1 Team R26 has never been so close to being a genuine competition car. The limited slip differential guarantees impeccable traction irrespective of driving style or type of curve and regardless of how much grip is available. Limited slip differentials are a common feature of competition cars, both in rallying and in Formula 1, although they can call for a certain degree of driving skill as a result of the torque steer that can be transmitted via the steering wheel in some situations. In the case of Mégane F1 Team R26, however, the combination of a limited slip differential and independent steering-axis front suspension not only minimizes this phenomenon but also permits the driver to benefit from the extra traction for more secure handling.

The limited slip differential also offers enhanced braking stability. Its immediate operation delays and limits ASR interventions when accelerating hard and ESP interventions when cornering, thus retaining all the potential of the brakes.

Steering potential is enhanced in cornering, allowing for earlier and more positive re-acceleration. In relation to the Mégane F1 Team launched in January 2006, Mégane F1 Team R26 is more than one second per kilometre faster on the Castellet circuit.

In brief, while improving power transfer to the ground, and thus vehicle performance, the limited slip differential equally offers sound and secure handling, irrespective of driving style.

Limited slip differential

Among the various devices on the market today, Renault Sport Technologies chose a mechanical differential with helical teeth, where the satellite and sun gears have parallel axes. The limited slip function is obtained through mechanical efficiency of the system. During the slippage phases, the internal architecture of the differential generates friction on the various surfaces of the sun gears, transmitting part of the engine torque to the wheel with the greatest grip.

A main characteristic of this type of limited slip differential, the transfer rate is configured using 3 friction rings (selected for their coefficient of friction) placed between the sun gears and the differential housing. Final developments of the transfer rate are perfected by changing the material from which the rings are made.

Since the faces of the rings solicited during accelerations are not the same as those used in the braking phase, the transfer rate can therefore be differentiated.

On the Mégane F1 Team R26, the transfer rate is 35%. The nominal ratio between the torque of the high traction wheel and that of the low traction wheel, called TBR (Torque Bias Ratio), is 2.1.

Mégane F1 Team R26's limited slip differential is manufactured by GKN Driveline.

In parallel with the evolutions of the chassis and the introduction of the limited slip differential, the electric power steering control unit was recalibrated with a view to guaranteeing a more linear feel for added steering precision.

Sports performance of this standard calls for brakes that boast both bite and endurance, and Mégane F1 Team R26's updated brake system – which features Brembo four-pot front callipers and vented 312mm diameter discs – provides outstanding stopping power which is compounded by the work of the 11-inch servo which generates a maximum pressure within the circuit of 115 bar.

Mégane F1 Team R26 is equipped with Michelin Pilot Sport 2 tyres (235 / 40 R18).

The flagship of the Mégane range

Since its launch in March 2003, 13,000 Mégane Renault Sport vehicles have been sold throughout the world. This model has been particularly successful in France, the United Kingdom and Germany where Mégane Renault Sport made 70% of its sales between

2003 and late September 2006. Mégane Renault Sport is also a hit in Spain, Switzerland, South Africa and Mexico. Launched in January 2006, the Renault F1 Team version represented 41% of Mégane Renault Sport sales.

This model contributes to the expansion and creation of a younger clientele within the Mégane range, and whose various models are now appreciated in a large number of countries. It also disseminates Renault's technological expertise in the field of sports models.

Dieppe, an emblematic site

The Dieppe Renault Sport facility is dedicated to the production of Renault Sport models. With an annual capacity of 30,000 vehicles, the plant currently assembles Mégane Renault Sport and Clio Renault Sport.

At Dieppe, the Mégane Renault Sport is assembled from bodies manufactured and cataphorisis treated at Renault's Palencia facility. The manufacturing process is based on the Renault Production System (RPS) and the AVES (Alliance Vehicle Evaluation Standard) quality standard, as in other Renault manufacturing facilities.

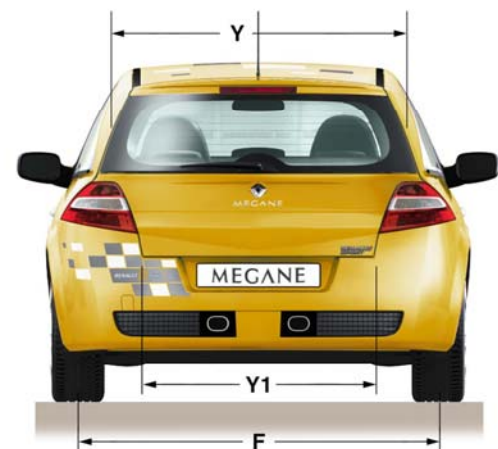
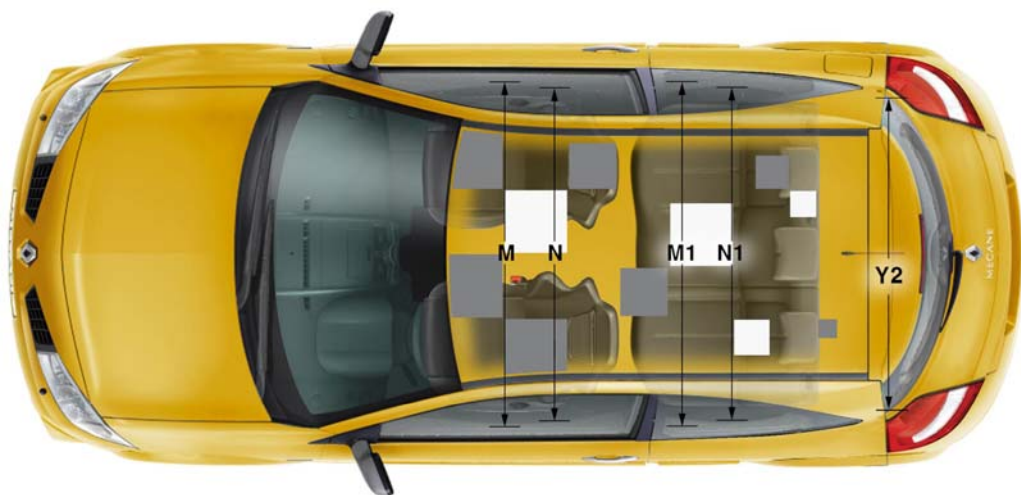
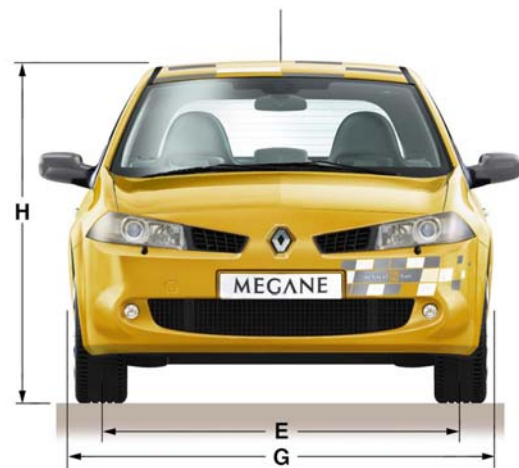
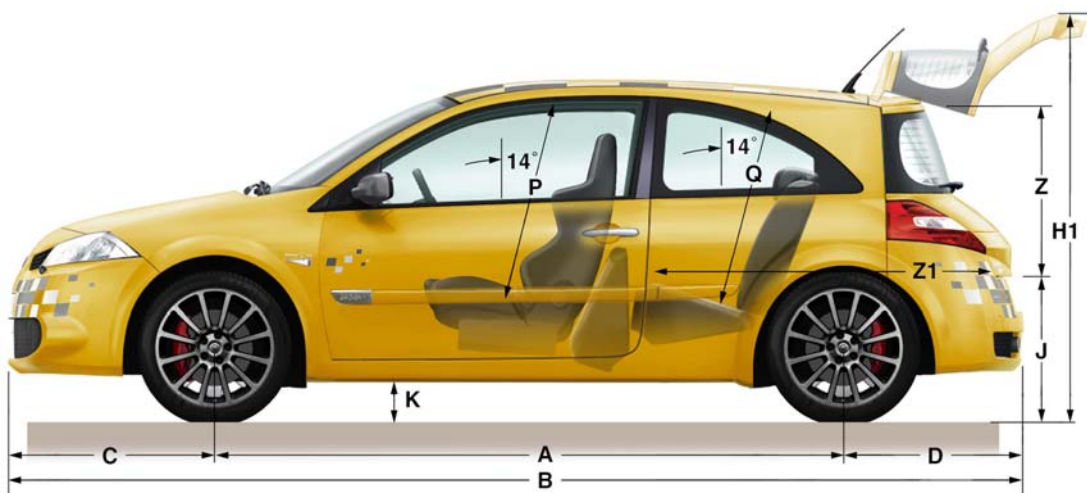
Renault has invested 1.2 million euros in developing Mégane F1 Team R26.

High resolution photos of Mégane F1 Team R26 can be downloaded from www.media.renault.com > Media Library > Passenger Cars > Mégane.

Press contact

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MEGANE F1 TEAM R26 DIMENSIONS

VOLUME (VDA) litres

Boot volume under rear shelf	330
Boot volume without rear shelf, loading to roof	420
Boot volume without rear seats folded, loading to roof	1190

DIMENSIONS (mm)

A Wheelbase	2625
B Overall length	4228
C Front overhang	853
D Rear overhang	750
E Front track (18" tyres)	1517
F Rear track (18" tyres)	1521
G Overall width/with mirrors	1777 / 2026
H Unladen height	1437
H1 Unladen height with hatch open	1812
J Unladen boot sill height	708
K Ground clearance	120
M Front elbow room	1474
M1 Rear elbow room	1468
N Front shoulder room	1404
N1 Rear shoulder room	1390
P Front headroom measured at 14°	885
Q Rear headroom measured at 14°	899
Y Upper width of boot, maximum	1070
Y1 Lower width of boot	880
Y2 Inside width between wheel arches	1125
Z Height of rear opening	815
Z1 Maximum loading length (with rear seats folded)	1620

Caractéristiques Série Spéciale Megane F1 Team R-26

Type mines (3portes)	CM0M06
Moteur	F4R774
Disposition	Transversal avant, angle de 8° vers l'arrière
Type de dépollution	IF Euro4
Type	4 cylindres en ligne
Nombre de soupapes	16
Arbres d'équilibrage	Non
Matériau bloc/culasse(s)	Fonte/Aluminium
Cylindrée (cm3)	1998
Alésage x course (mm)	82,7 * 93
Rapport volumétrique	9
Puissance maxi (kW/ch) à régime	169 (230) à 5500 tr/mn
Puissance administrative	14
Couple maxi (Nm) à régime	310 à 3000 Tr/mn
Type d'injection	multipoint
Carburant	super sans plomb 95 & 98
Volant moteur	Double volant amortisseur
Catalyseurs	1 convertisseur catalytique primaire
Distribution	
- entraînement	Courroie crantée
- diagramme variable	Non
- levée variable	Non
- commande des soupapes	Poussoirs hydrauliques
- compensation du jeu	Hydraulique
Gestion électronique	Oui
Injection	Séquentielle multipoint SAGEM 3000
Allumage	4 bobines crayon
Régime de coupure (tr/min)	1è & 2è : 6950 3è -> 6è : 6500
Lubrification	5W40-Pompe à huile intégrée au bas moteur
Transmission	
Type	ND0 000
Boîte de vitesses manuelle	manuelle 6 vitesses
Boîte de vitesses automatique	Non
Antipatinage	Oui (ASR)
Différentiel à glissement limité	OUI
Rapport de pont	14/57
Rapports de boîte et vitesses théoriques à 1000 tr/min (km/h)	
- 1re	13/41 (9,07 km/h)
- 2e	18/35 (14,71 km/h)
- 3e	28/39 (20,54 km/h)
- 4e	36/38 (27,1 km/h)
- 5e	42/34 (35,33 km/h)
- 6e	49/33 (42,45km/h)
Châssis	
Type	Coque autoporteuse en acier galvanisé et ouvrants en acier cataphorésé
Carrosserie	Coupé
Nombre de portes/places	3 portes / 5 places
Suspension AV	
Type	Type Pseudo Mac Pherson avec triangle inférieur rectangle et pivot indépendant
Barre antiroulis (ø en mm)	21
Flexibilité (mm/100kg)	13,4
Fréquence propre (Hz) VODM+2	1,53
Hauteur centre de roulis (mm)	125
Poids non suspendu (kg)	108

Suspension AR	
Type	Train en H
Flexibilité (mm/100kg)	15,1
Fréquence propre (Hz) VODM+2	1,83
Hauteur centre de roulis (mm)	166
Poids non suspendu (kg)	88
Freinage	
Type de freinage	Double circuit en X
Freins AV (ø/épaisseur en mm)	312 / 28 percé
Etriers	4 pistons
Freins AR (ø/épaisseur en mm)	300 / 11 percé
Etriers	1 piston
ABS	BOSCH 8.0
EBV	Oui
ESP	Oui / 100% déconnectable
Direction	
- assistance	Electrique
- nombre tours volant entre butées	2.74
- ø braquage entre trottoirs/murs (m)	10,35/11,25
Pneus	
Pneumatiques de référence AV/AR	MICHELIN Pilot Sport 2 235/40 R18
Jantes de référence Avant/Arrière	8 J 18
Roue de secours	Option Roue Tôle 185 / 60 / R 17
Dimensions/Poids	
Longueur/largeur/hauteur (mm)	4228 / 1777 / 1437
Empattement (mm)	2625
Voies AV/AR (mm)	1517 / 1521
Poids (kg)	1355
Répartition AV/AR (%)	64/36
à vide en ordre de marche sur l'AV	865
à vide en ordre de marche sur l'AR	490
maxi autorisé (M.M.A.C.)	1800 / 1820
dans la limite du P.T.A.C. maxi. admissible sur l'AV	1060
dans la limite du P.T.A.C. maxi. admissible sur l'AR	930
total roulant (M.T.R.)	2500 / 2550
charge utile (C.U.)	405
remorque freinée (dans la limite du MTR)	1000
remorque non freinée	650
PERFORMANCES	
<u>Facteurs de performances</u>	
Puissance spécifique (ch/l - kW/l)	115/ 84,5
Couple spécifique (Nm/l)	155
Aérodynamique (Cx/SCx)	0,35 / 0.75
Rapport poids/puissance en kg/ch	6
<u>Accélérations (s)</u>	
vitesse maxi	237
- 0 à 100 km/h (s)	6"5
- 400 m départ arrêté (s/km/h)	14"5
- 1000 m départ arrêté (s/km/h)	26"6
<u>Consommation (Selon norme 93/116):</u>	
- urbaine (l/100)	11,6
- non urbaine (l/100)	6,7
- mixte (l/100)	8,5
- émissions CO2 (g/km)	200
Réservoir de carburant (l)	60