



NEW KADJAR

TAKING ATTRACTIVE STYLE
AND COMFORT TO A NEW LEVEL

Renault Kadjar is one of the references in the compact SUV segment. Sold in more than 450.000 units worldwide since 2015, it has attracted a wide range of customers thanks to its flowing lines, dynamic qualities and comfort. At the same time, Kadjar benefited from the expertise of our partner Nissan in all-wheel drive systems and off-road capabilities.

Unveiled at the 2018 Paris Motor Show, New Kadjar is making progress in all areas. It adopts new, stronger and more fuel-efficient petrol and diesel engines for greater driving pleasure.

The design is more dynamic and modern. New Kadjar retains traditional SUV design codes, while becoming more attractive and more status-enhancing.

Last, New Kadjar places the emphasis on comfort, quality and ergonomic design. The interior has been redesigned for an even more enjoyable day-to-day driving experience.

New Kadjar is already available on order and will be available in Europe and worldwide from January 2019.



SOMMAIRE

- ENGINES
- TRANSMISSIONS
- EXTERIOR DESIGN
- INTERIOR DESIGN
- COMFORT
- FUNCTIONAL ASPECTS
- DATAS

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“LAUNCHED IN 2015, KADJAR IS A CORE VEHICLE IN THE RENAULT RANGE, A GLOBAL MODEL ALREADY CHOSEN BY MORE THAN 450,000 CUSTOMERS IN OVER FIFTY COUNTRIES. NEW KADJAR WILL CONSOLIDATE THIS POSITION THROUGH A MORE MODERN, STYLISH DESIGN, IMPROVED COMFORT AND BETTER PERCEIVED QUALITY. AT THE SAME TIME, IT WILL BUILD ON ITS 4WD OFFERING, SINCE THIS SETS IT APART IN THE MARKET.”

OLIVIER TSCHANHENZ
Deputy Marketing Director



IMPROVEMENTS IN FUEL-EFFICIENCY AND PERFORMANCE

New Kadjar adopts new-generation Renault engines. To respect applicable standards, both the gasoline and diesel powertrains feature the latest emission control technologies. At the same time, they gain enhanced drivability and performance, along with lower fuel consumption.

RELIABILITY TESTED AND APPROVED

Powertrain durability is a key concern for Renault. The new 1.3 TCe gasoline engine underwent no fewer than 40,000 hours of tests on an engine test bench. This is equivalent to 14 years of operation, eight hours a day!



TCE GPF ENGINES

GASOLINE: AN ULTRAMODERN 1.3 TCE GPF ENGINE

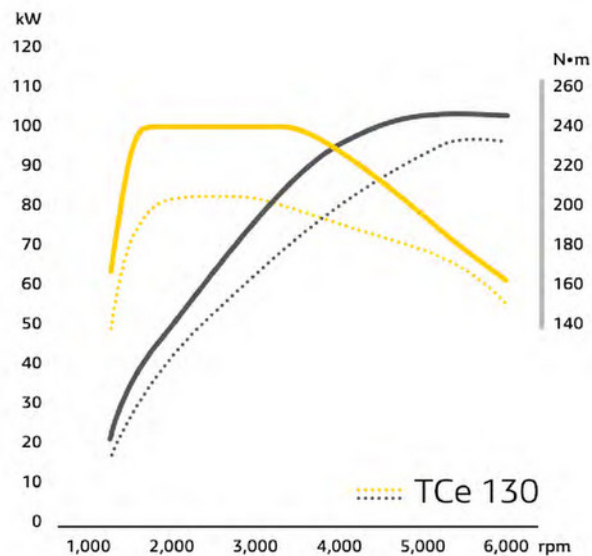
New Kadjar adopts the 1.3 TCE engine first fitted on Scénic and subsequently deployed on Captur and Mégane. **Developed by the Alliance in cooperation with Daimler, this powertrain meets the highest standards in performance and drivability.** Performance is smooth and vibration-free with the 4-cylinder architecture. The engine also performs well at low revs, with its generous torque. On Kadjar, this engine is fitted with a gasoline particulate filter (GPF). The filter destroys particles in the exhaust gases by trapping them in a microporous honeycomb structure that regenerates automatically at regular intervals. The TCE GPF engine is available in four versions: TCE 140 GPF manual transmission, TCE 140 EDC GPF, TCE 160 GPF manual transmission and TCE 160 GPF EDC.



TCE 140

MT6

1,332 cm³ | 5.9 l/100 km



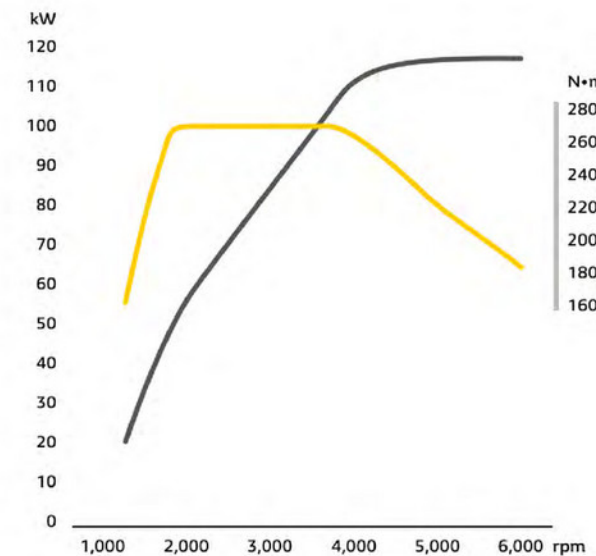
Power: 103 kW at 5,000 rpm
Torque: 240 N•m at 1,600 rpm



TCE 160

EDC7

1,332 cm³ | 5.6 l/100 km



Power: 117 kW at 5,500 rpm
Torque: 270 N•m at 1,800 rpm

DIESEL BLUE dCi ENGINES

DIESEL: MORE POWER, MORE DRIVABILITY, MORE RESPECT FOR THE ENVIRONMENT

New Kadjar features modernized diesel engines with a selective catalytic reduction (SCR) system, considered as the most effective nitrogen oxide (NOx) post-treatment solution. This technology cuts engine pollutant emissions with no trade-off in performance! At the same time, the engines now referred to by the name of "Blue dCi" gain enhanced power and drivability on New Kadjar.

The Blue dCi 115 engine increases power by 5 hp and torque by 10 Nm compared with the previous-generation engine, for smooth, frugal performance. Its Overboost function provides on-demand additional 5 hp and 25 Nm, for example to facilitate and secure highway passing. Available with a manual transmission, this engine will be available at a later date with the dual-clutch EDC transmission.

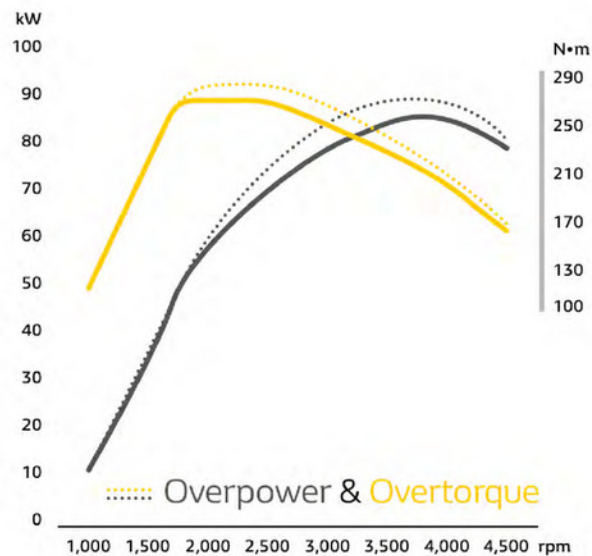
The Blue dCi 150 is the cutting-edge option on New Kadjar. Increasing output by 20 hp compared with its predecessor, it delivers outstanding performance. Mated to a manual transmission, it will be available in 4x2 and 4x4 versions.



Blue dCi 115

MT6

1,461 cm³ | 4.4 l/100 km



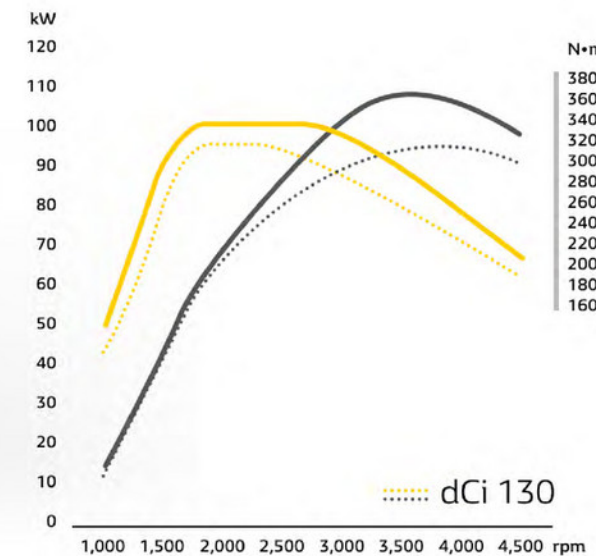
Power: 85 kW at 3,750 rpm
Torque: 270 N•m at 1,750 rpm



Blue dCi 150

MT6

1,749 cm³



Power: 110 kW at 3,500 rpm
Torque: 340 N•m at 1,750 rpm

TRANSMISSIONS

EQUALLY AT HOME ON THE ROAD – OR OFF IT

THE EXTENDED GRIP SYSTEM FOR 2WD VERSIONS

Extended Grip remains available on 4x2 versions of Kadjar. Used with “mud and snow” tires, this anti-skid function improves traction for easier driving on muddy or sandy surfaces. Three modes can be selected using a thumbwheel on the central console, behind the gear lever:

Road mode (standard traction control): A wheel which is skidding is braked and the torque transferred to the opposite wheel providing the vehicle with maximum grip.

Uneven ground mode: Extended grip controls the traction instead of the driver. The system lets the wheel with least grip and reduces acceleration. M&S tyres effectively discharge mud, sand or soft snow.

Expert mode: The driver controls the engine torque transmitted to the wheel by dosing the pressure on the accelerator and accurately modulating the acceleration.

REAL OFF-ROAD CAPACITIES

With generous clearance of 200 mm, Kadjar can take on sunken paths without difficulty. The angle of attack (17°) and angle of departure (25°) are also geared to requirements.

PROVEN 4WD TRANSMISSION

The 4WD transmission on Kadjar benefits from the expertise of Nissan. Kadjar delivers a surefooted performance on slippery roads, driving up to a ski resort in winter, for example, or driving on soft ground.



THREE MODES FOR A FULL RANGE OF REQUIREMENTS

The 4WD transmission on Kadjar offers a choice of three operating modes:

2WD: power is supplied only to the front wheels, to bring down fuel consumption.

Auto: the onboard electronics automatically splits the torque between the two axles. Up to 50% of torque can be transferred to the rear wheels.

Lock: the central differential is locked for a permanent 50/50 torque split between front and rear. Reserved for off-road use, this mode is available at speeds of up to 40 kmph.

These modes are selected using a thumbwheel on the central console, behind the gear lever.

EXTERIOR DESIGN

STYLING REVIEWED IN EVERY DETAIL

Customer surveys show that styling is the main reason for purchasing Renault Kadjar.

The lines of New Kadjar are more elegant, fluid and refined.



AN ALL-NEW LIGHT SIGNATURE

At the front, New Kadjar carries over the C-Shape light signature from the Renault range. It strengthens it by integrating LED indicators into daytime running lights. The fog lamps also gain LEDs with LED Pure Vision technology (standard from the Intens trim level). As a result, energy consumption is six times lower than with halogen lamps. The fog lamps are now rectangular, accentuating the "go-anywhere" style of Kadjar. At the rear, the indicators also gain LEDs, as do the reversing lights and fog lamps, which are now slimmer and built into the bumper for a more elegant finish.

EVEN MORE CHOICE

New Kadjar is available with two new types of 17- and 19-inch wheels, along with three new colours: "Oural Green", "Iron Blue" and "Highland Grey".

MORE OPULENT EXTERIOR STYLING

Depending on the trim level, the redesigned rear bumper features touches of chrome that give the car a stronger on-road stance. Top trim levels gain a shark fin antenna.

“

NEW KADJAR IS MORE ATTRACTIVE, MORE LUXURIOUS, WITH A MORE ASSERTIVE LOOK. WITH A VISIBLY WIDER AND MORE REFINED FRONT END, THE EXTERIOR DESIGN IS IN HARMONY WITH THAT OF OTHER RENAULT SUVs. THE STRENGTHENED LED LIGHT SIGNATURE UNDERLINES THE HIGH-TECH LOOKS OF NEW KADJAR.”

STÉPHANE GUARDA

Vehicle Design Project Manager

A STRONGER VISUAL IDENTITY

Designers reworked the front and rear ends of New Kadjar to give it even greater appeal. New features include a wider grille with new chrome inserts. The bumpers are more stylish with a larger area of body-coloured paintwork.

INTERIOR DESIGN

MORE QUALITY AND MODERNITY IN THE CABIN

Right from the start, Renault Kadjar made passenger comfort a priority.

New Kadjar goes even further with a more contemporary design and improvements in perceived quality.



A NEW, MORE ELEGANT MULTIMEDIA TOUCH SCREEN

The central part of the dashboard has a new multimedia touch screen with capacitive technology for a brighter display and greater sensitivity.

Measuring 7 inches diagonally, this screen displays the R-LINK 2 system, with the controls on either side.

The screen is flush-mounted for a perfect profile, giving the dashboard a more elegant, unbroken line.



AIR CONDITIONING CONTROLS WITH A MORE MODERN, ERGONOMIC DESIGN

The new control panel for the automatic air conditioning has a more modern, ergonomic design, with the temperature and ventilation settings displayed in the centre of three thumbwheels.

Clear and intuitive.



FURTHER IMPROVEMENTS IN QUALITY

New Kadjar has an eye for detail! The air vent surrounds, door handles and central console feature touches of satin chrome. The inner door panels are fitted with new controls for the electric windows and door mirrors, with backlighting for easier use at night.



NEW CHOICES IN INTERIOR AMBIENCE

New colours are now available, including a light shade for leather upholstery. Some new topstitched upholstery has textured 3D effect.

Alcantara upholstery is also available, with the new Black Edition trim.



KADJAR BLACK EDITION

A new sporty finish called Black Edition now tops the Kadjar range. Distinctive interior features include Alcantara upholstery, a black headliner and special protective mats. On the outside, Kadjar Black Edition features new 19-inch alloy wheels, front and rear protective skid plates in a contrasting colour and black door mirror housings.

“

FOR NEW KADJAR, WE PLACED THE EMPHASIS ON QUALITY. WE GAVE THE TRIM INSERTS A MORE HOMOGENOUS DESIGN AND IMPROVED OVERALL GAP AND FLUSH. WE ALSO DEVELOPED A FLUSH-FITTING MULTIMEDIA TOUCH SCREEN AND REVIEWED THE DESIGN OF THE AIR CONDITIONING CONTROLS. THE IMPROVEMENTS ARE CLEAR TO SEE.”

MENDY DELEMER

Chief Product Specialist, Kadjar



COMFORT

OPTIMIZED COMFORT

On board New Kadjar, the upgrades in interior comfort make a real difference.

MORE ERGONOMIC SEATS

The redesigned seats now feature length adjustment. They also include double density foam to enhance comfort and prevent fatigue on long journeys, and firmer side reinforcements provide better support. The sliding front armrest adapts to all body shapes.

REMODELLED DOOR INNER PANELS

The door inner panels have been completely reworked. The controls for the electric door mirrors and one-touch windows are now on the same panel, which includes backlighting for use at night. Positioned under the inserts with their satin chrome trim, the door bins are now big enough to hold a large bottle of water.

“

CUSTOMER SURVEYS HIGHLIGHT THE COMFORT OF KADJAR. WITH NEW KADJAR, WE ARE AIMING TO DO EVEN BETTER IN THIS RESPECT. WE REDESIGNED THE SEATS TO PROVIDE BETTER SUPPORT, IMPROVED THE VENTILATION SYSTEM AND DEVOTED PARTICULAR ATTENTION TO PRACTICAL ASPECTS SUCH AS THE ARMREST, WHICH NOW HAS A SLIDING FUNCTION.”

JEAN CHEVENNEMENT

Assistant Program Director, Kadjar

IMPROVED HEATING DISTRIBUTION

The new air vents on the back of the central console provide improved thermal comfort for passengers in the rear.

FUNCTIONAL ASPECTS

NEW KADJAR MAKES LIFE EASIER

New Kadjar has been reviewed in every detail to make it even more practical for everyday use.

MULTI-FACETED CONNECTIVITY

On New Kadjar, the R-LINK 2 connected multimedia system includes a smartphone mirroring function, compatible with Android Auto and Apple CarPlay. Drivers can display their favourite driving-compatible apps directly on the cabin screen for greater safety and more ergonomic use.

BETTER SIGNALLED SPEED LIMITS

New Kadjar has a range of about ten driving aids as standard or optional, including Easy Park Assist (hands-free parking), AEBS City and Inter-Urban (emergency braking), Forward Collision Warning, Lane Departure Warning, Blind Spot Warning, etc. This palette is enhanced with the Overspeed Prevention function, which now matches the speed limit indicated by the GPS with the one captured on the panels by the vehicle's front camera. The driver always knows which speed he should not exceed.

A REFITTED CENTRAL CONSOLE

The central console has two larger cup holders with an adjustable function for greater convenience. The cubby in front of the gear lever now includes lighting.

AN ARRAY OF INGENUOUS FEATURES

The bins in the front doors are now big enough to hold a 1.5 litre bottle of water. Passengers at the rear gain two USB sockets to charge phones, tablets, games consoles, etc. Last, puddle lamps light up the ground next to the front doors for easier access at night.

A MORE MODULAR LAYOUT

Kadjar has one of the largest boots in its segment, with capacity of 472 dm³ VDA (527 litres). The rear 2/3-1/3 bench folds instantly with the "Easy Break" handles on either side of the luggage space. At the same time, the front passenger seat folds flat to load objects over 2.5 meters long.



DISCOVER NEW KADJAR DIMENSIONS AND TECHNICAL DATAS



DIMENSIONS

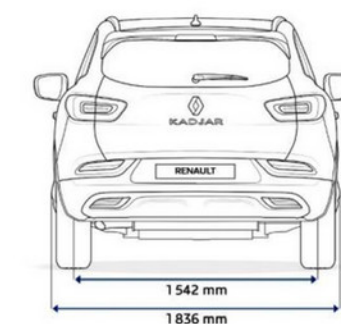
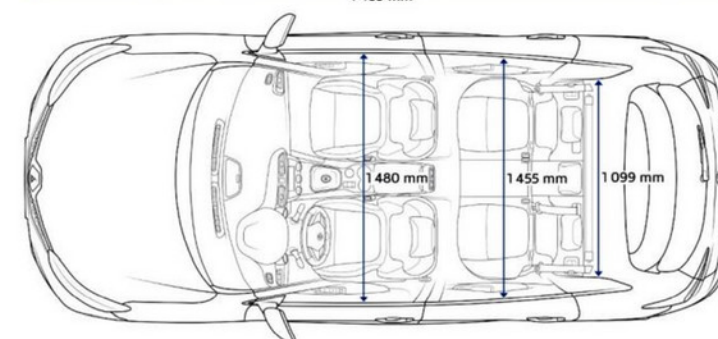
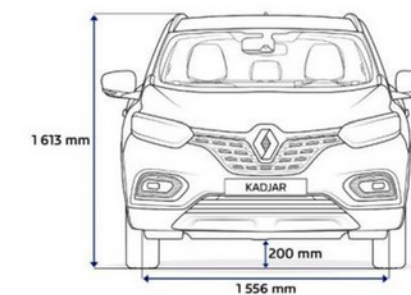
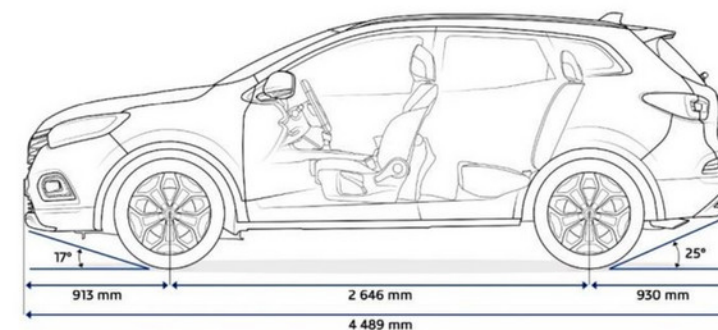


TRUNK VOLUME (dm³) (ISO 3832)

With tire inflation kit (volume VDA) – dm ³	472
With tire inflation kit (max. volume under luggage compartment cover) - l	527
Maximum load volume (bench folded)	1,478

DIMENSIONS (mm)

Wheelbase	2,646
Overall length	4,489
Front overhang	913
Rear overhang	930
Front track width	1,556
Rear track width	1,542
Overall width without / with rearview mirrors	1,836 / 2,058
Overall height without / with roof bars	1,607 / 1,613
Open tailgate height (unladen)	2,069
Trunk sill height (unladen)	761
Ground clearance	200
Knee radius in 2 nd row	220
Front elbow room	1,480
Rear elbow room	1,455
Headroom at 14° from 1 st row (front seats)	905
Headroom at 14° from 2 nd row (rear seats)	910
Interior width between wheel arches	1,099
Max. load length with rear seats up / folded	864 / 1,620
Max. load length with front passenger seat folded	2,563
Front / rear bumper angle – degrees	17° / 25°



TECHNICAL DATAS

Version	GASOLINE				DIESEL			
	TCe 140 GPF	TCe 160 GPF	TCe 140 EDC GPF	TCe 160 EDC GPF	Blue dCi 115	Blue dCi 115 EDC	Blue dCi 150 2WD	Blue dCi 150 4WD
ENGINE								
Engine Type	Inline 4 cylinders, 16 valves				Inline 4 cylinders, 8 valves		Inline 4 cylinders, 16 valve	
Fuel type	Unleaded or E10 petrol				Diesel			
Emissions standards	Euro6 d Temp				Euro6 d Temp		Euro6 d Temp	
Approval protocol	WLTP				WLTP		WLTP	
After-treatment pollution clean-up system	GPF				SCR			
Bore x stroke (mm)	72,2 x 81,4				76 x 80,5		80 x 87	
Injection type	Turbo direct injection				Common rail turbo direct injection			
Engine capacity (cc)	1 332				1 461		1 749	
Maximum Power Kw EEC (PS)	103 (140)	117 (160)	103 (140)	117 (160)	85 (115)		110 (149)	
At (rpm)	5 000	5 500	5 000	5 500	3 750		4 000	
Maximum torque Nm EEC	240	260	240	270	260		340	
At (rpm)	1 600	1 750	1 600	1 800	2 000		1 750	
Stop & Start/ Engine Smart Management	Yes / Yes				Yes / Yes			
Hoverhaul	30 000 km / 2 years				30 000 km / 2 years			
Distribution	Chain				Belt			
GEAR BOX								
Type	Manual - 6 speeds		EDC - 7 speeds		Manual - 6 speeds		EDC - 7 speeds	
TYRES								
Standard tire size	215/60 R17 (17 inches)				215/60 R17 (17 inches)			
Tyre size M+S	215/60 R17 (17 inches)				215/60 R17 (17 inches)		N/A	
Spare wheel	Inflation kit (spare wheel in option)				Inflation kit (spare wheel in option)			
BRAKES								
Diameter of vented front discs (mm)	296 / 26				296 / 26			
Solid rear discs (mm)	290 / 13				290 / 13		290 / 13	
PERFORMANCE								
Aerodynamics CdA	0,81				0,83		0,84	
Top speed (km/h)	203	210	203	210	189	189	WIP Datas	WIP Datas
0 - 100 km/h (s)	10,4	9,9	9,6	9,3	11,7	11,9	WIP Datas	WIP Datas
1 000 m standing start (s)	30,9	29,9	30,8	29,8	33,5	33,4	WIP Datas	WIP Datas
FUEL ECONOMY AND EMISSIONS								
CO2 (g/km)	135	135	133	133	115		WIP Datas	
Urban cycle (l/100km)	7,4	7,4	6,7	6,8	5		WIP Datas	
Extra-urban cycle (l/100km)	5	5	5	4,9	4		WIP Datas	
Combined cycle (l/100km)	5,9	5,9	5,6	5,6	4,4		WIP Datas	
Tank capacity Fuel / Urea (liters)	55 / -	55 / -	55 / -	55 / -	55 / 14	55 / 14	55 / 14	55 / 14
STEERING								
Type	Variable assist power steering				Variable assist power steering			
Turning circle, curb to curb (m)	10,72				10,72			
Steering wheel turns, lock to lock	3,17				3,17			
AXLES								
Front	Pseudo Mac Pherson				Pseudo Mac Pherson			
Rear	Soft axle				Soft axle		Multi-link	
WEIGHTS								
Kerb weight	1 442	1 442	1 471	1 471	1 531	1 547	1 598	1 692
Gross vehicle weight (GVW)	1 889	1 889	1 918	1 918	1 978	1 994	2 035	2 139
Gross train weight (GTW)	3 389	3 389	3 418	3 418	3 3228	3 344	3 835	3 939
Max. braked trailer weight	1 500	1 500	1 500	1 500	1 350	1 350	1 800	1 800
Max. unbraked trailer weight	700	700	715	715	750	750	750	750

