

## The Fourth Generation Scenic from Renault

by Ian Lynas

Like so many vehicles on our roads today, the Renault Scenic was born out of the concept model of 1991 and in 1996 the first version of this compact MPV was launched and immediately it proved to be a success.

Then in 2003 came Scenic 2, followed by Scenic 3 in 2009 now with have it in its fourth form.

Throughout its history it has proved to be amongst the most popular models from Renault, a firm favourite with young families and those in our midst who pursue an active lifestyle.

I would be very true to state that the Scenic is a vehicle perfect for the times in which we live and it is in a very competitive sector of the market with challengers all around including Mercedes-Benz.

So how does the latest perform? To answer that question I took time out to try the newcomer in the Costswolds a particularly attractive part of the English countryside over roads not unlike we have in Northern Ireland.

When one looks at this market in the UK where the Scenic is set to fight for a share, more than 100,000 such vehicles are in there with a steady growth forecast over the coming years.

As drivers turn their backs on the traditional saloon car, the door is now wider than ever for SUVs, MPVs and Crossovers and next year Renault will re enter the market once again with an SUV.

No serious manufacturer can really afford to neglect vehicles such as the Scenic, not only is the newcomer a good performer on road, but it is a highly practical vehicle. For example it boasts excellent boot space and with the easy fold down rear seats you have the luggage capacity of a van.

The styling of the new Scenic is bang up to date and Renault has provided an excellent palette of colours. Right away I did observe the large wheels, 20 inch, a size you would expect to find on a Porsche. However despite the large wheels the ride is comfy thanks to the fact that the tyres are narrow and not low profile. The bonus is not only comfort but a low wear rate.

Think of 20 inch wheel and expensive rings loud; not so in this case Renault has a deal with three major tyre suppliers, to give the customer choice and a Renault spokesman informed me



that the cost of a tyre is on a par with the cost of a 17 inch.

There is even a link to F1 with the new Scenic as it features a F1 style fuel cap, not only practical but also stylish, a nice touch indeed.



Powering the new Renault a choice of diesel and petrol engines and there is more good news, insurance groupings are much lower than the outgoing model.

Transmission choice is a six speed manual or six or seven speed EDC automatic transmissions.

Still on the subject of power and next Spring Renault will introduce hybrid technology.

We all like to hear good news; re CO2 figures with the new Scenic they can be as low as 100g/km and when the hybrid arrives-92g/km.

We all like to squeeze as much as possible from a gallon of fuel, well according to Renault it can be as much as 74mpg. Alas my time was not enough with the new Scenic to come up with a representative figure.

I must point out, the Scenic is a five seater and there is the seven seater Grand Scenic, as I did not have time to sample the latter I will leave it until another time.

Today we expect the full package from our vehicles and the new Renault model is well equipped and it comes with unique in class technologies such as a colour head up display and a generous 8.7 inch portrait touchscreen. Yes connectivity has been given priority level with this MPV.

Safety is paramount and reassuring to know that the new Scenic has the five star rating.

Now to the all important pricing; you can get behind the wheel for £21,455 and for peace of mind there is the four year/100,000 mile warranty.

Trim levels- Expression+, Dynamique Nav, Dynamique S Nav and Signature Nav.

Summing up, a thoroughly modern, well equipped means of transport which does deliver all round.

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