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## **20 YEARS OF SUCCESS FOR THE RENAULT MAGNUM LEGEND:**

From the outset, the Renault Magnum made an impression on its time. Everyone remembers the impact of its revolutionary concept at its launch in 1990.

As soon as it was born, the Renault Magnum was destined to mark its age with its stamp. Everyone remembers the impact of its revolutionary concept at its launch in 1990. A totally flat cab floor, headroom of 1.87 m - now over 2 m - unequalled spaciousness, total freedom to move around on board, and more. The Renault Magnum cab's characteristics make it one of the most comfortable trucks on the market.

Rapidly asserting itself as the benchmark in its category, the following year it was voted "Truck of the Year". With this award, European journalists crowned a concept which fully met the wants and needs of drivers in terms of on-board comfort.

Ever since, the Renault Magnum has been constantly improved.

In 2011, to celebrate its 20 year success story appropriately, the limited edition Magnum Legend concentrated all the latest technological improvements the vehicle could offer in terms of performance and fuel savings and echoed the black and white colour scheme used on its forebear, the AE. On 26 June 2013, Renault Trucks presented the last two Renault Magnums produced to Chabbert Transports and the Berliet Foundation.

We take a look back at a legendary vehicle: the Renault Magnum.

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1990



1997



2001



2005



2008



## ■ The Magnum legend

### ■ 1979: first thoughts

In 1979, Renault Véhicules Industriels began working on a vehicle which would ultimately be produced as the AE. True to the company's values of innovation, the idea was to establish a new vision of trucks on the market as well as a new approach that embraced the needs of drivers and hauliers.

### ■ 1990: Launch of the AE

It was in 1990 that the AE, a revolutionary truck, was presented to the public for the first time. First of all revolutionary for its mechanics, with disc brakes in the front, a new feature which first appeared on certain Renault trucks in 1988. But it was particularly revolutionary for its cab designed by Marcello Gandini. By daring to make the cab totally independent from the engine, the vehicle's designers freed up more room for the driver. Raised and mounted on a flat floor, its cab definitively shaped the outline of the AE and above all placed the driver in a dominant position. 20 years on, it still maintains its incomparable level of comfort and safety which is constantly being improved.

### ■ 1991: Magnum voted Truck of the Year

This crown confirms the record-breaking success this revolutionary truck enjoyed among drivers, but also with haulier customers setting out to conquer the world's roads with a new level of comfort.

### ■ 1992 : Magnum

Since 1990, the Magnum badge on the doors of the AE announces the standard of equipment featured in the cab. In 1992, Renault Trucks decided to give all its ranges names (except the C!) beginning with the letter M (Messenger, Midliner,, Major, etc.). The AE models were henceforth referred to as the Magnum range, even though "AE" continued to be used until 1997, after which it was dropped and the range became known as the Magnum.

### ■ 1997 : Renault Magnum Intégral

In 1996, it was fitted with the Mack E-7 engine and the prestigious V8 developing from 500 to 560 hp from the famous American bulldog brand, which was then a Renault subsidiary. The long distance truck was then called the "Magnum Intégral". But why "*Intégral*"? It was because of the significant improvements made to the driveline in 1996-97, and then the new layout of the cab in 1997, which in the end led to an "integral" upgrade of the vehicle, making it more than ever before "a truck to live with".

■ **2001: the 3<sup>rd</sup> generation is born**

Designer Xavier Allard makes some significant changes to the Renault Magnum, laying down the foundations of the current range while at the same time increasing its engine power. With each exterior and interior part redesigned individually, the truck now asserts its superior character and invents the concept of cab modularity.

■ **2005: a new driveline**

Renault Magnum now boasts a 12 L engine (DXi 12) developing 440 or 480 hp and is combined with new gearboxes: the manual ZF 16 speed gearbox or the robotised *Optidriver II* speed gearbox as well as the *Optibrake* engine brake system.

■ **2006 : new DXi 13 engine**

Driven by the Euro IV and Euro V standards, the Renault Magnum adopts the new DXi 13 engine developing 500 hp and is combined with a new robotised gearbox called *Optidriver+*. Apart from increasing the displacement, Renault Trucks chooses SCR technology as a depollution solution.

■ **2007: Magnum Vega, the four-star special edition**

This limited edition version owes its name to a star and its fame to its four-star comfort! Its luxurious finish has been perfected down to the smallest detail, making this a truly "royal" truck. Its upscale cab has been entirely redesigned to improve on-board comfort, while its exterior design is a statement of the model's pride.

■ **2008: A new dimension for Renault Magnum**

2008 proves Magnum's amazing ability to always reinvent itself. The cab is once again redesigned with new fittings, but most important of all, the headroom is now extended to over 2 m! Furthermore, storage space is increased and made more functional.

■ **2009: Magnum on Route 66 and 2010: Magnum Route 66 special edition**

Renault Trucks combines two legends: The already legendary Renault Magnum, a great European long distance truck *par excellence* and the equally legendary "Route 66" which crosses the United States from Chicago to Los Angeles. The following year, Renault Trucks brings out a special edition to commemorate this fine expedition.

■ **2011: Renault Magnum adopts Optiroll**

Linked to the speed regulator, *Optiroll* automatically triggers the "controlled freewheel" function on the *Optidriver+* gearbox when driving conditions are favourable for saving fuel. This allows optimal use to be made of the vehicle's inertia, thereby reducing fuel consumption. Since 2008, the range has also benefited from *Optifuel Solutions*, which also includes instruction in rational driving as well as consumption monitoring software. This allows the Magnum to clearly demonstrate Renault Trucks' overall policy aimed at dramatically reducing Diesel consumption for road goods transport.

■ First V.I.R.A.G.E.S.



Starting in 1980, the V.I.R.A.G.E.S. program (*Véhicule industriel de recherche pour l'amélioration de la gestion de l'énergie et la sécurité* - Commercial vehicle for research into the improvement of energy management and safety) focused on studying a certain number of technical options designed to be featured in future production vehicles. This program resulted in the building of two VE (experimental vehicle) prototypes, named the VE 10 (1985) and the VE 20 (1988).

■ VE 10

With its high mounted cab reached by a spiral staircase and its huge, bulbous windscreen, the VE 10 prototype presented by Renault Trucks in 1985 has plenty to make a powerful impression. Highly aerodynamic, the VE 10 rig includes a streamlined semitrailer with a fishtail rear to reduce the aerodynamic drag, and therefore fuel consumption. The very original VE 10 is a 6x4 tractor with single tyres on the two drive axles: an idea taken up for the AE 6x4 LSW production models. It also stands out by using nitrogen cushions for its tandem suspension, disc brakes on all axles and also its totally automated B18 CMO type gearbox. Right from its launch, the AE featured disc brakes on its front axle.

■ VE 20

**VE 20 scores a number of world firsts. Its main new technical features are:**

- **the chassis** made of curved extruded aluminium and standard symmetrical cross members
- **the suspension** includes a strut which, in addition to playing a role in guidance, is also part of the oil-pneumatic suspension system
- **the driveline** stands out for having a particularly compact engine unit. The engine is virtually horizontal with the gearbox positioned beneath it
- **the fully automatic gearbox** features a shift "under torque", meaning gear changes take place without any interruption in traction
- **the braking system** is made up of six hydraulically controlled disc brakes for a swifter response
- **the overall reliance on electronics:** all surveillance and management functions are carried out by electronic devices
- **the cab:** featuring aerodynamic forms tested in wind tunnels, it offers a flat floor with forward and lateral visibility close to maximum possible values. The ergonomic display on the dashboard shows all the required information.

**The V.I.R.A.G.E.S. program makes it possible to expand knowledge of certain vital functions and explore innovative technologies. The VE 10 and VE 20, genuine laboratory vehicles, opened the way to new architectures and technologies, some of which were applied, particularly in the Magnum.**

■ 1990: the AE, birth of a legend



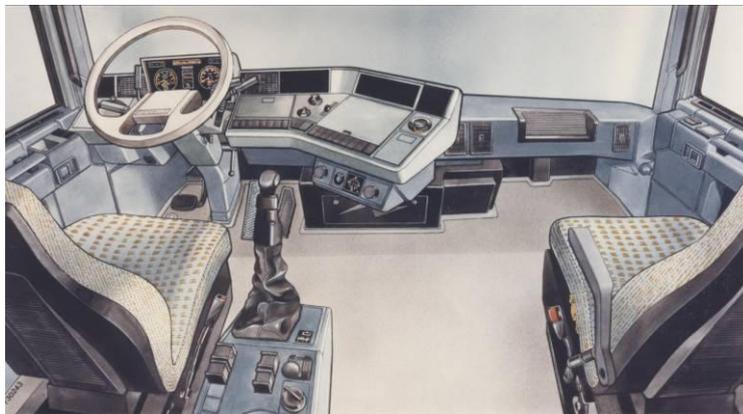
Initially called the AE - for AErodynamic - this is a long distance vehicle characterised by its comfortable driving, comfortable vision, comfortable space, comfortable atmosphere, etc. As soon as it was launched, the vehicle which was to become the Magnum was first of all a genuine "*truck to live with*".

The AE stands out for the clear separation it features between the cab space and the powertrain. Until this point, these two elements had always been closely interlocked, but the AE stood out by its **technical platform** housing the engine and its exceptionally comfortable "**integral**" cab. At the time, "*Magnum*" referred to the most comprehensive level of equipment in the cab. But before long this term was used to describe the entire truck! With this new concept, the mechanical units no longer encroach upon the living space, since the cab and the technical platform are totally independent from one another, eliminating the protrusion of the engine cowl.

But the characteristics of the AE are not just limited to its exterior appearance: safety, respect for the environment, operational profitability, quality and reliability are all the assets which enabled Renault Trucks to start selling the vehicle of the year 2000 - on 1 June 1990!

### ■ Designed around the driver and on-board comfort

The entire front part of the vehicle is built over a forward positioned axle which ensures better roadholding, creates an anti-underrun area and protects the driver. The cab, with its exterior design by Marcelo Gandini, has a perfectly flat floor with interior headroom of 1.87 m, extended to over 2 m in 2008. It enables drivers to stand fully upright everywhere, giving them great freedom of movement. Its total area of 8.9 m<sup>3</sup> makes it particularly roomy. Storage capacity was 1,000 L from the beginning, which is twice as large as the boot space offered by a large saloon car. Furthermore, the cab's full air suspension offers comfort similar to that of an automobile, while acoustic and thermal insulation is identical to that of an upscale car. Inside, average noise levels are below 70 dB.



### ■ Powerful engines

Produced at the Bourg-en-Bresse (Rhône-Alpes) plant, the AE was launched in 1990 in 4x2, 6x2 and 6x4 versions with a choice of two engines:

- AE 380 fitted with a 6 cylinder inline Renault Turbo Intercooler 374 hp engine
- AE 500 fitted with a Mack V8 Turbo Intercooler 503 hp engine, the first truck in Europe to be offered with such a high level of power

It also features the B 18 gearbox, offering 18 speeds, including 16 synchronised gears and 2 extra slow gears.

Its total authorised weight (GCW) can be as much as 40/44 t and even 50 to 60 t in Denmark and Sweden. A top of the range vehicle voted truck of the year in 1990, the AE enjoyed huge success in France and throughout Europe.

■ **1997 : Magnum Intégral**



**After the first version of the Magnum was launched, customers' demands changed. The cab retains its advantages and is improved with the Magnum Intégral, offering improved comfort, better ergonomics, greater warmth and a style more appropriate for the end of the 90s. At the same time, the original AE name is officially replaced by "Magnum", initially used for the highest quality cab trim which became used more generally.**

The new driving position on the Magnum Intégral meets the two essential requirements for the driver: providing all information necessary for driving perfectly safely and having all controls within easy reach, logically grouped together. The steering wheel is now height adjustable and raked. It also features a writing tablet in its centre.

■ **More than ever a truck to live with**

Living and working on board the Magnum Intégral is more pleasant than ever: it is easier to move from the driving position to the passenger area due to the increased amount of space between the gear lever and the dashboard. The passenger side has been improved to make it into a real relaxation area. Opposite the seat, a large depression on the dashboard has been made to serve as a foot rest. Renault Trucks also offers an exclusive passenger seat which swivels 180°. This makes it possible to settle down comfortably to rest, watch television or have a meal on the swivelling table, which can also be used as the driver's writing desk.

The bunk compartment on the Magnum Intégral has been designed to ensure that the driver can have a proper rest. The main bunk is a 2 m x 0.75 bed, which can also be used as a settee. A second bunk is also available. Opaque curtains succeed in turning the cab into a mini-apartment. Finally, it is worth noting that the very many storage areas with a total capacity of 800 L give plenty of room for everything to have its place (bottle holder, 23 L bin, Bin for documents, closed compartments and trunks, wardrobe, etc.).

#### ■ A modernised exterior style

Keeping pace with the improvements to the interior, the Magnum Intégral's exterior has also been modernised. It is made more distinctive by a new radiator grille which blends with the bumper, a horizontal strip joining the cab to the technical platform, the wings of the technical platform painted in the same colour as the cab or in the colour chosen by the customer, plus new markings. Its height and distinctive stature ensure that the vehicle stands out from other trucks, making customers' presence more apparent.

#### ■ An upgraded powertrain

At the end of 1996, the Magnum is fitted with a 12 L displacement engine available in power ratings of 390, 430 and 470 hp: the Renault MIDR 06.24.65 equipped with the V-Mac (*Vehicle Management and Control*) electronic management system. Having the V Mac on-board now makes it possible to install a Renault Trucks exclusive feature: *Infomax*. This is software which can extract all the data relating to the vehicle's functioning and operation directly from the V-Mac's memory for analysis on a computer. The engine is the European version of the Mack E7 engine from Mack Trucks, now a Renault Trucks subsidiary. It gives the Magnum additional punch and productivity.

Finally, the Magnum is fitted with a new drive axle (Renault P 13 70). This has the distinction of being single reduction and with a very small crown wheel, giving it an excellent energy yield which results in lower fuel consumption of between 0.5 and 1 L per 100 km

■ **2000: Magnum E-Tech**



In 2000, the Renault Magnum remains several lengths ahead. By being equipped with a new, lower consumption and higher performance engine, together with a series of innovative braking and electronic features, the Magnum consolidates its position as the technological leader in the world of long distance trucks.

■ **The Mack E-Tech engine, its engine brake and V Mac III electronic control unit**



Created as the result of collaboration between the Mack design office in the United States and Renault Trucks, the development of the E-Tech 12 L engine (with power ratings of 400, 440 and 480 hp) is a significant technological step forward in terms of productivity and performance.

The performance of the third generation V Mac ECU (V Mac III) on the E-Tech engine is greatly improved, with a new electronic architecture built around this system. This involves constant interaction between two ECUs - the engine ECU and the vehicle ECU - and the other electronic functions: braking, the hydraulic retarder, Infomax and the ignition lock.

Based on load and engine function parameters, the V-Mac III calculates the point of injection (timing) for each cylinder, the quantity of fuel to be injected and controls the electro valves located on the six high-pressure pumps. This system, which associates very high-pressure injection with sophisticated electronic control, gives the Mack E-Tech significantly better yield, enabling the Magnum to deliver improved performance with markedly lower polluting emissions.

The fuel saving of 1.5 to 2 L per 100 km (3 to 5% depending on the type of route), obtained with this new injection system is a significant improvement which also results in consumption being less sensitive to individual driving styles.

It should be noted that the E-Tech engine also benefits from an improved, new generation LMFT (*Last Motion Fixed Timing*) engine brake system. Furthermore, it also complies with the Euro III standard which came into force a few months later.

#### ■ Driving comfort and safety



The Magnum E-Tech uses the ZF Eco-split 16 speed gearboxes with a double H gearshift pattern (more comfortable when changing gears). The Magnum E-Tech can also be fitted with the semi-automated ZF AS Tronic 16 speed gearbox.

The Magnum E-Tech 4x2 tractors and rigids are fitted with four disc brakes and the EBS electronic braking system, which together improve overall braking performance. The EBS adapts vehicle braking, on a wheel by wheel basis, to road grip conditions. When travelling at 90 km/h, the increased response time can reduce braking distance by 12 m, particularly useful in the event of emergency braking.

With more than 50,000 vehicles sold since its launch 10 years previously, Magnum earns the praise and appreciation of all long distance haulage professionals.

■ **2001: a reinvented cab**



**With its major facelift in 2001, the Renault Magnum once again made a huge impression - now giving a whole new dimension to the notion of living space, and to driving.**

A new look, with a new cab layout, in 2001 the Renault Magnum is rejuvenated, 11 years after its initial launch. In addition to a significant stylistic change, the Renault Trucks engineers have made particular efforts to improve the living area - and with great effect. The Renault Magnum remains the one and only European truck to provide a totally flat floor for all cab versions as standard. But where Renault Trucks shows its real capacity for innovation is in the development of a totally unique layout in four zones, for driving, relaxation, meals and resting.

■ **Reshaping the front of the vehicle**

We will deal with the aesthetic aspects first of all. The V-shaped radiator grille, designed in 2001, further strengthens the Renault Magnum's already very assertive character. This gives it a bigger air intake for engine cooling and air conditioning. It should be noted that the lower central panel incorporates an access step for reaching the windscreen. The headlight lenses have also been redesigned and given a trapezoid form. Underneath the headlight blocks, the two lines of lights on each side are completed by fog lights. Headlight performance is optimised by the use of complex surface reflectors and more powerful halogen lamps.

#### ■ Rethinking the vehicle's interior



While the changes to the exterior are quite obvious, they are even more so inside the cab. Renault Trucks has developed a unique layout which divides the interior into four distinct areas:

The first is the **driving area**, with a suspended seat, adjustable steering column, a new ergonomic console and refrigerated storage space, the **relaxation area** includes a 180° swivelling real armchair with armrests, located over a storage unit and also features a very comfortable foot rest. Then comes the **eating area** with its foldout table fixed to the rear wall of the cab, its facing seats and optional fridge. Finally, the **resting area** is made up of a foldable seat that turns into a bunk, as well as a fold down top bunk with two storage nets.

An additional new feature is the choice of four storage packs to personalise the cab and meet each user's needs: the *Classic* pack with conventional storage (described above), the *Duo* pack for regular two driver crews, the *Storage* pack with additional storage possibilities for drivers working alone and the *Freedom* pack with space left for the driver to personalise the cab layout.

#### ■ A Magnum to meet every need

The Magnum 2001 has also been slimmed down. With a kerb weight of only 7,400 kg, largely due to the use of lightweight materials including aluminium, no less than 51 kg has been shed compared with the previous version.

As far as the powertrain is concerned, the original Mack E-Tech engine (400, 440 and 480 hp) is now combined with ZF-16 and AS Tronic (optional) gearboxes. Another interesting update is the CFCS (*Coupling Force Control System*) which harmonises braking between the tractor and semitrailer.

This generation of Magnum offered no fewer than 40 versions: 24 drawbar tractors and 16 tractors. Enough to meet the most wide ranging and most specific range of haulage needs.

■ 2005: a brand-new powertrain



**New engine, new gearbox, new chassis, new suspension and new braking: the Magnum 2005 now has outstanding dynamic qualities combined with a legendary and uniquely spacious cab.**

■ An updated powertrain



The performance of the upgraded powertrain is the most significant of all the new features introduced on the Magnum 2005. With the new DXi 12 engine (6 cylinders, turbocompressor and camshaft head), users of the Magnum can now benefit from the best performance on the market. Available with power ratings of 440 and 480 hp, it offers a broad torque curve, flat between 1,050 and 1,450 rpm, delivering a maximum value of 2,240 Nm. This results in largely optimized journey times whatever the road profile.

This superb, high-performance engine is combined with new, particularly efficient gearboxes: apart from the ZF 16 speed manual gearbox, the Renault Magnum can also offer an *Optidriver II* speed robotised gearbox. Developed specially for the DXi12, this provides outstanding driver comfort and performance by offering the fastest gearshift on the market. It has an *Optifuel* function which electronically increases engine performance between 1,050 and 1,300 rpm. This means, that on the last gear, drivers can take advantage of an additional 200 Nm torque or almost 40 hp more! All of which translates into maximum driving pleasure and comfort.

As a further illustration of its top flight performance, the Renault Magnum 2005 also keeps operating costs under control. In comparison with the former range, this vehicle enables consumption to be significantly lowered, first of all by its excellent combustion and secondly by the *Optidriver II* which provides optimal engine speed management. These improvements add up to between 3 and 4% fuel savings on average compared with the previous generation of Renault Magnum. Enough to bring its operators almost unprecedented levels of cost efficiency.

#### ■ Safety under all circumstances

In 2005, the Renault Magnum benefited from the very latest technologies in terms of safety: EBS of course, but also ESP, to electronically correct its direction in the event of danger. In addition, there was an exceptionally high performing braking system: an all disc brake tractor (since the E-Tech second-generation in 2000), easy hill start, plus a warning in the event of defective brakes or incorrect brake synchronisation between the tractor and semitrailer. The Renault Magnum also offers the *Optibrake* system, a new engine brake which provides additional retarding power of 300 kW at 2,300 rpm. In addition, there is the option of an Intarder hydraulic retarder on the ZF gearboxes and a Voith on the *Optidriver II* gearboxes.

In 2005, with its new chassis and new cab suspension, the Renault Magnum significantly improved its on-road comfort. The result is remarkable: outstanding directional stability including on secondary roads, as well as the elimination of pitching and rolling on curves and when negotiating roundabouts.

## 2007: Magnum VEGA Limited Edition



**Magnum Vega offers a cab layout combining everything a professional truck driver could wish for: the enjoyment of on-board life, personalisation, driving comfort, peace of mind and pride.**

### **The exterior: quality and modernity**

The vehicle's exterior has been personalised using rich materials and a grey anthracite colour which reassert the **Renault Magnum's characteristics. These make it the benchmark in terms of quality and performance on the Magnum Vega's Long Distance market.** The vehicle's dynamics are highlighted by several metallic touches, which stress its sweeping lines, as well as a subtle line of bluish light around the centre of the cab and on the side fairings.

Particular attention has been paid to the Renault brand signature by setting the logo on the front in a halo of light, featuring it on the aluminium rims and specific rear fairings to complete the powerful design that make Renault trucks so distinctive.

### **The interior: rich features and on-board enjoyment**

**The entire interior colour scheme has been redesigned:** the materials used are noble, while the black and brown shades with metallic highlights breathe the essence of warmth and technology.

The black seats, which combine leather and technical fabrics, are important components of this **peaceful and discreet environment.** Latest generation lighting with adjustable LED spots in the relaxation areas and a blue background light, in harmony with the vehicle's exterior, create an impressive overall effect. **As for life on board, everything has been redesigned to focus on the driver's well-being.**

On the passenger side, a swivelling relaxation seat that can slide to the back of the cab **frees up extra space, making it easier to move around.** By pushing back the seat in this way, the driver also gains access to a storage unit which doubles as a step for reaching the bunk. There is also a multifunction storage unit behind the driver's seat for relaxation, preparing meals, enjoying multimedia entertainment and storage. With its decidedly upscale finish, this unit includes a DVD player, a games console, a kettle and a wardrobe.

Furthermore, the "Renault" logo on the radiator grille, as well as on the rear lights, are backlit (the light emitted by high power LEDs is guided by a conduit with light diffusing elements positioned along its length to provide an even lighting effect, giving great visual comfort). This Magnum Vega limited edition was a precursor to cab layout changes introduced in 2008.

■ **2008: a new dimension for the Renault Magnum**



Renault Trucks delivered the current version of the Renault Magnum in 2008. With its more thoroughbred, more powerful design, it is firmly focused on delivering better on-board comfort.

■ **Legendary on-board comfort**

Renault Magnum breaks fresh ground again with a totally redesigned cab interior. Now 20 cm higher, the new cab offers headroom of over 2 m, allowing all drivers, even the most athletic, to move around fully upright, without being restricted by the various fittings which have been even further optimised to make them more compact. In terms of storage, the cab now offers up to twice as much volume as that offered on a conventional long distance truck.



The front overhead storage unit, within the driver's reach when driving, has been tripled in volume. Drawing inspiration from technologies used in the aviation industry, Renault Trucks has also added a rear overhead storage unit with 95 L capacity. Altogether, there are now over 1,110 L of storage space! To make the cab area more pleasant and create a warm atmosphere, the fittings have been perfected to provide drivers with all the comforts of home inside the truck. This includes modular interior lighting, a thick mattress, a new radio to fully benefit from the latest technologies (CD + Bluetooth, MP3 and USB connection) and the use of superior materials as standard.

Renault Magnum also offers driving comfort via several new features which simplify everyday operations, such as the *Optidriver+* gearbox with steering column mounted controls or the impulse window lift allowing the driver to keep concentrated on the road ahead.



#### ■ An instantly recognisable, innovative design

In terms of design, the Renault Magnum's outline has been modernised by the addition of external equipment that combines attractive lines, safety and ease of maintenance: chrome finishes, LEDs and sunshield incorporating marker lights, windscreen access step, dual-tone radiator grille and three-part bumper.

#### ■ Outstanding efficiency

Apart from aesthetic considerations, cost effectiveness and the potential for optimisation remain core concerns for the Renault Magnum. The DXi 13 engine, available on the Renault Magnum since 2006 (when Euro IV came into force), in 460 hp and 500 hp versions, delivers punch and performance with a high average journey speed, exceeding that of its predecessors by up to 4 km/h depending on use. The *Optibrake*, the best engine brake on the market, provides retarding power on the wheel of 332 kW and the *Optibrake+*, available as an option, allows a retarding power of 381 kW. What is even better, Renault Magnum allows hauliers to benefit from fuel savings of up to 5% when combined with the constantly improving range of *Optifuel Solutions* products and services.

In 2009, when the Euro V standard came into force, power ratings were rescaled: 440 hp (2,200 Nm torque), 480 hp (2,400 Nm) and 520 hp (2,550 Nm). The *Optidriver+* robotised gearbox is now supplied as standard.

### 2009: Renault Magnum on Route 66



A legendary truck and a legendary road... nearly 20 years after its first appearance on the market, the Renault Magnum has pushed back its limits at the very heart of the United States on the famous Route 66. From 3 to 13 April 2009, it made its mark on history by becoming the first French truck to travel along the Mother Road".cover this route. All the way from Chicago (Illinois) to Los Angeles (California), it swallowed up 3,620 km of asphalt as it passed through the most celebrated towns in the United States, carrying two drivers specially selected for this amazing challenge.

### 2010: Magnum "Route 66" Limited Edition - to live the American dream on European roads.

It is certainly a huge privilege to set out on the open road on board a genuine legend like the Magnum in its Collector version. True to its reputation and boasting the most prestigious equipment, more than ever before, the **"Route 66" limited edition** asserts itself as the obvious choice for long haul assignments. It will delight the many enthusiasts of decorated trucks and the American dream - which everything about this unique vehicle evokes.

First of all, the exterior decoration with its metal grey colour, typical of American tanker trucks, the winged Route 66 logo on the doors, the specific *"Diamond Brite"* aluminium rims, chrome plated radiator and air tank, and much more. Everything in fact, to ensure that this Magnum attracts even more attention than usual on our roads!

The dream goes on inside the cab, with its exclusive anthracite grey upholstery fabric and a red Route 66 logo echoing the exterior decoration. In terms of equipment, the Magnum Route 66 is fitted with the very best available to make swallowing up the miles as pleasant as possible - even if they are French kilometres. This includes the *Optidriver+* gearbox, the Excellence Pack with a CD MP3 Bluetooth radio, under-bunk refrigerator, Multipass cab and swivelling passenger seat. On the mechanical side, the Magnum Route 66 is available as a 4x2 tractor with customers having the choice of the DXi 13 Euro V engine with 440 hp, 480 hp or 520 hp power ratings, like all magnums since the Euro V generation in 2009.

A vehicle for enthusiasts, the Magnum *"Route 66"* limited edition also comes with the "driver pack". This consists of one year's free membership to the Truck Driver Club, an exclusive jacket bearing the Route 66 logo, and a 1/43rd scale model of the Magnum.

First of all launched on the French market, Magnum Route 66 is now available in various European countries: Germany, Spain, Portugal, UK, Ireland, Italy, Switzerland, Austria, Belgium, the Netherlands, Luxembourg, Slovenia, Croatia, the Czech Republic, Slovakia and Hungary.

### 2011: Magnum Legend: a celebration



The Renault Trucks Magnum's 20th anniversary was certainly worth the of being commemorated with a limited edition: the Magnum Legend. Echoing the black and white colours of its ancestor, the AE, it is tying up with another legend from the silver screen and motor racing - Steve McQueen. This highly exclusive special edition was limited to 99 vehicles, all of them individually numbered!

Truck of the Year in 1991 and constantly improved with each generation, the Renault Trucks Magnum has now become a legend. Apart from its spacious cab totally dedicated to the driver's needs, its imposing lines and on-road performance have made it a firm favourite with truckers and the brand's customers. Everyone who drives or operates this vehicle has a particularly strong bond with it. These were the people Renault Trucks had in mind when it decided to launch the Magnum Legend.

With elegant discretion, this special edition comes dressed in a matte black finish for the technical platform contrasting with a pure white cab. Connoisseurs will recognise these to be the colours of the AE, the Magnum's ancestor unveiled in 1991. The Magnum Legend further states its prestigious credentials with an upmarket finish including Alcoa aluminium rims, aluminium passenger and driver step trims as well as chrome plated nut caps and hubcaps - all of which are enhanced by the matte black of the bodywork. The doors, again echoing the first AEs, feature a plate bearing the official serial number, to enhance the owner's pride of having such a unique vehicle.

This exclusiveness can also be found inside the cab with its totally designer atmosphere, combining elegance with tasteful understatement created by the use of noble materials. The driver is welcomed by leather upholstery featuring the Magnum Legend logo and the truck's serial number. The dashboard trim and the bunk are also in leather. The specific matte black colour also reappears on the dashboard.

From a technical point of view, the Magnum Legend is the culmination of all the new features introduced on the vehicle throughout its career. Its cab, its comfort and consumption have been continually improved over the years. So that now, Magnum Legend is not only offered with the most powerful engine in the range – the DXi 13 520 hp - but it also complies with the EEV standard, currently the most exacting in terms of pollutant emissions for road transport. Optimised to deliver even greater fuel consumption savings, it features the *Optidriver+* gearbox and the *Optiroll* pack which makes maximum use of the vehicle's inertia. In terms of safety, the vehicle comes with the best possible braking as standard, i.e.: full EBS and a Voith hydraulic retarder.

When the vehicle is delivered, the fortunate driver of this limited edition landmark Magnum will be presented with an iPad 2 which will, for example, allow him to benefit from the full HD version of the Renault Trucks Racing videogame recently made available for the iPad. This "*driver pack*" also includes a 1/43 scale model of his vehicle.

## ■ About Renault Trucks

Renault Trucks is a manufacturer of commercial vehicles covering more than 100 countries with a workforce of 14,000 worldwide, of which 10,000 are in France. It produces its vehicles in France at Blainville-sur-Orne (Calvados), Bourg-en-Bresse (Ain), Lyon (Rhône) and Limoges (Haute-Varenne). In 2011, Renault Trucks sold 60,000 vehicles.

Renault Trucks joined the Volvo Group in 2011. The Volvo Group is one of the world's leading manufacturers of trucks, coaches, buses, construction equipment and propulsion systems for marine and industrial applications. The Volvo Group, which has a total workforce of some 100,000, has production plants in 20 countries and sells its products on more than 130 markets.

Further information is available from:

<http://corporate.renault-trucks.com>

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