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MAXITY EURO 5: HIGHER POWER, USING LESS FUEL

For Maxity, the compact LCV in the Renault Trucks Delivery range, adoption of the new Euro 5 standard for light commercial vehicles also sees the arrival of new power ratings. It is now available in 120 and 140 hp (DXi 2.5 - Euro 5). Depending on version, the DXi 2.5 even delivers up to 8% lower fuel consumption. A 150 hp (DXi 3 - Euro V) with EEV qualification is also due to be made available subsequently. The final touch is a better ventilated bumper, with a more aggressive design, making the Renault Maxity look even more like a "real little truck".

The Renault Maxity, designed around a chassis with side members and cab over engine architecture, is the small LCV truck in the Renault Trucks Delivery range. Launched in 2007, it has been upgraded to comply with the new Euro 5 standards for light commercial vehicles (under 3.5 t).

The main improvement is a higher engine power rating. Maxity is now available with a choice of two engines, both featuring high-pressure *common rail* injection and three power ratings:

- DXi 2.5 L 120 hp at 3,600 rpm with a torque of 250 Nm at 1,600 rpm.
- DXi 2.5 L 140 hp at 3,600 rpm with a torque of 270 Nm at 1,800 rpm.
- DXi 3 L 150 hp at 3,400 rpm with a torque of 350 Nm at 1,600 rpm.

The DXi 2.5 L engine provides an excellent compromise between a flat torque range and low weight, delivering greater flexibility and mobility. Consumption benefits with a 4% reduction compared with the previous model. Oil drain frequency has been increased from 30,000 to 40,000 km under standard conditions, reducing operating costs for customers.

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The DXi 3 L engine, which will be homologated Euro V, will also meet EEV standards, particularly because of its automatic or manually regenerated particulate filter which is fitted as standard. This enables the Renault Maxity to operate in urban areas with the strictest regulations in terms of polluting emissions. Furthermore, this engine will be combined with a variable geometry turbocompressor, reaching its maximum torque at 1,200 rpm. The limited slip differential, already available as an option on the DXi 2.5, is now also available on the DXi 3 to improve the vehicle's pulling power when being used under extreme conditions.

The drive axle carrier ratio offering has been slightly adjusted with, in particular, the introduction of a longer drive axle carrier ratio on the DXi 2.5 (140 hp version), allowing the new engine's fuel consumption to be cut even further, by as much as 8 %. The four drive axle carrier ratios available are as follows:

- 3.900 for the 140 hp
- 4,111 for the 120 hp, 140 hp and 150 hp
- 4.375 for the 150 hp
- and 4.625 as an option on the 120 hp.

The 4.625 drive axle carrier ratio, available on the 3.5 t 120 hp versions, is particularly suitable for refuse collection applications, worksite operations and assignments in mountainous regions. It allows for frequent stopping and starting as well as low speed operation, while at the same time preventing clutch wear. On the 120 hp version, clutch diameter has now been increased from 240 mm to 250 mm to even further extend its operational life.

This new drive axle ratio offering ensures customers can benefit from mobility on a par with that provided by the previous generation of Renault Maxity vehicles.

To make maintaining the Renault Maxity easier, the OCS (*Oil Change Supervisor System*), which warns when an oil drain is due, is fitted as standard. Incorporated into the dashboard or the multifunction display, depending on version, this system informs drivers at each engine start-up how many more kilometres they can travel before an oil change is needed. The warning is based on how much the engine oil has deteriorated as a result of the number of kilometres travelled.

In terms of design, a better ventilated bumper, with a more aggressive design, enhances the Renault Maxity's "real little truck" appearance. Driver comfort has also been improved thanks to new acoustic panels fitted to the rear of the cab, on the engine tunnel and the sides of the doors. These also have a new insulation panel which improves the acoustic insulation while at the same time balancing pressure within the cab to make the doors easier to close.

Still as compact and efficient in terms of payload, the Renault Maxity Euro 5, with its new improvements, is the best partner for transporters, local authorities or tradespeople operating in urban or periurban environments.

Euro 5 and Euro V standards

Euro 5 homologation concerns vehicles with a curb weight (including the weight of the bodywork) that must not exceed 2,740 kg.

Euro V homologation concerns vehicles with a curb weight (including the weight of the bodywork) that must not exceed 2,510kg.

For Maxity, the DXi 2.5 120 hp is homologated Euro 5. The DEX I 3 150 hp is homologated Euro V.

Further information is available from

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

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