EV FACT SHEET

Renault Megane E-Tech

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Renault Megane E-Tech Image: Renault Australia

INTRODUCTION

The Renault Megane E-tech is classified by VFACTS as a small SUV and is built on Renault's new electric-only CMF-EV. As such, the Megane is the first of Renault's nameplates to transition to an EV-only model. (**Note:** as Renault is part of the Renault-Nissan Alliance, the CMF-EV platform is also used for the Nissan Ariya).

First offered for sale in Europe in February 2022, the Australian version finally arrived in January 2024.

Whilst well-appointed and receiving high praise by in many reviews: it is worth noting that for the Australian version, the AC charging system has been specified as 7.4 kW (single phase) charging only. This is in stark contrast to all other markets, where it is sold as either 22kW (three phase) as standard, or 7.4 kW standard with a 22 kW option. This makes the Megane E-Tech one of the very few EVs on the Australian market with less than 11 kW three phase AC charging.

DRIVING RANGE

Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle. However few manufacturers now give this figure for their new releases. Instead they generally quote the more achievable ranges found using the newer European WLTP test cycle.

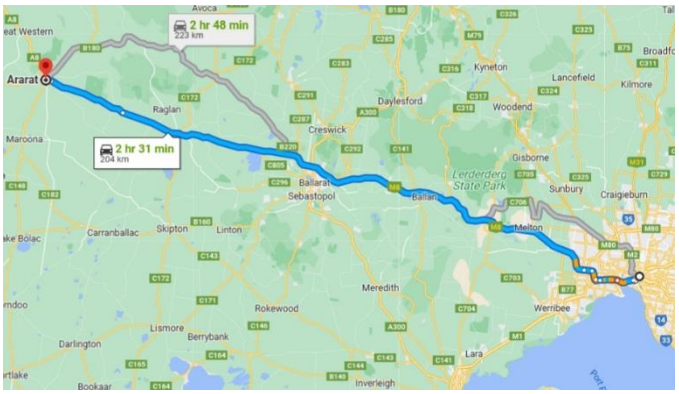
Therefore, to avoid disappointment always check which test cycle has been used when assessing an EV for your needs. As a rough guide, NEDC is generally 30% too high, WLTP a good estimate if doing mostly urban and outer suburban driving and US EPA the better guide if doing mostly outer suburban to regional driving.

DRIVING RANGE (continued)

National testing system range estimates (km)		
ADR 01/02 (Aust)	**WLTP (Euro)**	**US EPA**
Not rated	454	NA[1]

Table 1: Driving range estimates for the Renault Megane E-Tech.

Using the WLTP rating (with a slight discount for extended highway use) a Renault Megane E-Tech would, at its limit, make a round-trip from the Melbourne CBD to Ararat – provided the heating or air conditioning were not heavily used. For this sort of trip, a short DC top-up at one of the increasing number of DC charger sites between Ararat and Melbourne would be recommended. (These include Ararat, Beaufort and multiple sites in Ballarat. For further charging options and availability, see: https://www.plugshare.com/).



Example Megane E-Tech return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Renault Megane E-Tech is fitted with a CCS2 socket allowing it to charge via Type 2 AC chargers[2] as well as CCS2 DC fast-chargers.

CCS2 charging plug and socket

Notes:

1. The Renault Megane E-Tech is not sold in the USA.
2. The Renault Megane E-Tech can be charged at any AC EVSE, however an adaptor will be needed to use the (few) remaining older EVSEs fitted with Type 1 (J1772) plugs.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

Like all new EVs sold in Australia, the Renault Megane E-Tech is fitted with a type 2 AC charging socket.

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: maximum of 7.4 kW (32A, one phase only)

Charging speeds vary on the capacity of the EVSE (Electric Vehicle Supply Equipment) the car is connected to. Approximate AC charging times for the Renault Megane E-Tech are shown in table 2.

AC: 0 – 100% time				DC: 0 – 80% time	
10 A (power point)	15 A 1 phase (Caravan outlet)	32 A 1 ph. (Home EVSE)	16 or 32 A (3 phase public AC EVSE)	DC Fast charge (50kW)	DC Fast charge (150kW+)
30.5h	15h	9h 15m	9h 15m	60m	37m

Table 2: Approx. charging times for the Renault Megane E-Tech

DC fast charging

The e Renault Megane E-Tech uses the CCS2 DC fast-charge connector and can charge at up to 130 kW DC.

V2X capability:

The Renault Megane E-Tech currently does not include any V2X capability.

V2X is the generic term covering the options of getting 230V AC power from the battery and supplying it as:

- V2L: vehicle to load (230V power available from outlet in car)
- V2H: vehicle to home (supply home via special connection)
- V2G: vehicle to grid (supply home or grid via spec. connection)

HOME CHARGING CONSIDERATIONS

General

To get the shortest home charging time for the Megane E-Tech, a 7.4 kW single phase AC charger would be needed.

However, depending on your existing power supply and/or charging needs, it may only be practicable to fit a lower rated EVSE. (See notes below). Lower capacity EVSEs will increase charging times, as shown in table 2.

Important notes for any home EVSE installation:

1. High charging rates are generally not needed for overnight charging.
2. Homes do not normally have three phase AC connected.
3. Switchboard and/or electrical supply upgrades may be needed if your home is more than 20 years old. For more information on this item – see information pages at EVchoice.com.au or read articles in:
   (a) Renew magazine edition 143. (EVSE wiring)
   (b) Renew magazine edition 156. (EVSE buyer's guide)

SPECIFICATIONS

Seating: 5

Boot volumes in litres (1 litre = 10 x 10 x 10 cm)

- Seats up: 440
- Rear seats folded: 1,322
- Froot (front boot): NA

Dimensions:

- Overall length: 4,200 mm
- Overall height: 1,500 mm
- Ground clearance: 128 mm
- Overall width (edge of doors): 1,768 mm
- Overall width (edge of mirrors): Not specified

Battery:

- 65 kWh (60 usable)

Energy consumption: (WLTP)

- 16.1 kWh/100 km

Kerb weight:

- 1,642 kg

Charging:

- 1 phase AC: 7.4 kW maximum
- 3 phase AC: 7.4 kW maximum (single phase)
- DC: 130 kW maximum

Charge port location:

- Right side front (in front of driver's door)

Drive configuration:

- Front-wheel drive

Towing:

- 750 kg unbraked/900 kg braked

Performance:

- Max. Power: 160 kW
- 0 to 100km/h: 7.4 seconds

IMPORTANT NOTES: