In keeping with its values, Renault manufactures vehicles that match the brand’s exacting standards in the fields of design, innovation and quality. Following its first public airing at the 2010 Paris Motor Show in October, New Renault Laguna builds on the strengths that have forged the reputation of the Laguna III line-up, namely:

- Outstanding handling thanks to the 4Control chassis with four-wheel steering
- An unrivalled price/equipment/performance package for the segment,
- Superior safety, quality and reliability for its class.

New Renault Laguna’s more attractive front-end styling and new interior trims exude even more personality, in perfect keeping with the model’s exceptional dynamics.

The exclusive 4Control chassis with four-wheel steering is now available with practically all the engines that make up the range, putting safe driving enjoyment within reach of even more motorists.

Meanwhile, the availability of advanced features such as Carminat TomTom® LIVE navigation and Bose® Sound System audio make New Renault Laguna an even more modern and attractive package than ever.

The model’s Renault eco² engines are even more respectful of the environment. The dCi 110, for example, emits just 120g of CO2/km, while special care has been taken to bring down running costs, thanks notably to an average 0.5 litres/100km fuel consumption saving across the range.

New Renault Laguna comes with a three-year/150,000km warranty and goes on sale this month.
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01  More dynamic styling

02  Driving pleasure

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01 MORE DYNAMIC STYLING

New Renault Laguna’s more assertive front-end styling – which features ‘eyelid’ headlights with black masks as standard, as well as additional chrome trimming for the new pearlescent black grille – gives the model an unmistakably more dynamic stance. It immediately comes across as more nervous and playful, and points to the promise of even greater driving pleasure.

02 DRIVING PLEASURE

New Laguna was designed to deliver real driving pleasure. Its benchmark dynamics benefit from an impressively efficient chassis which is powered by a broad choice of particularly capable, fuel-efficient powerplants.

Those versions of New Renault Laguna equipped with the 4Control chassis and four-wheel steering boast exceptional on-road performance for even greater pleasure, safety and efficiency. Now associated with the dCi 130, dCi 150 and dCi 175 (with automatic transmission) core-range engines, this exclusive Renault innovation is today available for even more motorists to enjoy.

03 MODERN THROUGH AND THROUGH

In addition to its outstanding dynamics, New Renault Laguna comes with a long list of equipment, including two audio systems – the core-range 3D Sound by Arkamys® system and the high-end Bose® Sound System – and a choice of integrated Carminat TomTom® Live or Carminat Bluetooth® DVD navigation, plus Bluetooth® telephony and digital Plug&Music connectivity.
04 TRAVELLING COMFORT

New Renault Laguna benefits from extensive work into enhancing acoustic comfort, a field in which the model – and notably its diesel versions – stands out as the segment's benchmark.

Travelling comfort is ensured by a raft of driver aids which include an electronic parking brake, cruise control with speed limiter, automatic headlight and windscreen-wiper activation, etc. The high standard of ride comfort, meanwhile, enables the driver and occupants to savour the car's outstanding dynamics.

Last but not least, travelling comfort is heightened by the availability of dual-zone, triple-mode (Soft, Auto and Fast) automatic climate control incorporating an automatic cabin-air recycling function and a toxicity sensor.

05 QUALITY ET SAFETY: LAGUNA FUNDAMENTALS

Laguna is unanimously acclaimed for its build quality and reliability (TOP3 ranking), its dynamics (thanks to its 4Control chassis) and its segment-topping safety performance (a five-star EuroNCAP rating with a score of 36 points from a possible 37).
New Renault Laguna's more assertive front-end styling – which features 'eyelid' headlights with black masks as standard, as well as additional chrome trimming for the new pearlescent black grille – gives the model an unmistakably more dynamic stance. It immediately comes across as more nervous and playful, and points to the promise of even greater driving pleasure.

A NEW FRONT-END DESIGN

The front end’s more forceful and more assertive looks immediately set the tone. In keeping with the enjoyment promised by New Renault Laguna’s performance credentials, the new front design is both expressive and dynamic. The bumper incorporates a new pearlescent black grille, as well as more extensive use of chrome trimming.

The waistline of the saloon version extends around the boot, just above the smoke LED rear lights.

Located partly in a relatively high-up position on the boot lid, the latter contribute to the car’s dynamic overall stance and provide a distinctive rear lighting signature.

The twin exhaust tailpipes seen on versions powered by the higher-end engines belie the presence of a thoroughbred powertrain under the bonnet, while the dual aerial has been incorporated in the rear window to play a part in the fluidity of the lines.
**New Laguna Estate** stands out through its steeply-raked rear window and the form of its rearmost side windows which accentuate its flowing, sporty lines, a sensation reinforced by the car’s profiled roof bars.

Although its wheelbase is identical to that of the saloon version (2.76 metres), New Laguna Estate is 11cm longer (4.80 metres), which gives the car its own distinctive personality.

The longer rear overhang frees up 508 litres of boot space with all five seats in place, while total carrying capacity can easily be extended to up to 1,593 litres with the rear seats fully folded.

The interior also comes with a long list of practical and helpful stowage solutions.

**A NEW INTERIOR TRIM**

New Renault Laguna’s occupants benefit from new sporty, mixed-material upholsteries.

The materials that have been selected for the cabin, the meticulous attention that has been paid to the details (visible dashboard cowl stitching, chrome air vent surrounds) and the colours that have been chosen for the interior trim only serve to heighten the impression of quality.

The full-width, slush-moulded dashboard appears to be completely separate from the console, making a further contribution to the New Renault Laguna range’s high-end appeal.

The different radio and navigation displays are all perfectly integrated, while the controls and displays have been designed and positioned to be as user-friendly and reassuring as possible.
New Laguna was designed to deliver real driving pleasure. Its benchmark dynamics benefit from an impressively efficient chassis which is powered by a broad choice of particularly capable, fuel-efficient powerplants.

Those versions of New Renault Laguna equipped with the 4Control chassis and four-wheel steering boast exceptional on-road performance for even greater pleasure, safety and efficiency. Now associated with the dCi 130, dCi 150 and dCi 175 (with automatic transmission) core-range engines, this exclusive Renault innovation is today available for even more motorists to enjoy.

**RENault’S EXTENSIVE KNOWHOW FOR A MORE PRECISE DRIVE**

New Renault Laguna’s road holding, travelling comfort and driving pleasure benefits from Renault's extensive engineering expertise in each of these fields.

**Precise steering**

For enhanced driving enjoyment along twisty roads, the steering precision of New Renault Laguna benefits from closer-ratio steering and a stiffer steering column. Thanks to a ratio of 16:1 (i.e. a 16-degree turn of the steering wheel turns the wheel by one degree), manoeuvring is facilitated and the car’s handling is nimbler.

The stiffer feel and the systematic elimination of play mean that owners benefit from a more direct sensation and more precise feedback from the road thanks to a shorter response time between the moment an instruction is given via the steering wheel and the moment the car turns. Versions equipped with the range's most powerful engines (2.0 T 170 and dCi 180) are equipped with hydraulic power steering.

The other versions feature an active electric pump unit which finely adjusts the degree of power assistance as a function of the rate of the electric pump, which itself is dictated by the driving conditions. This rate depends on the speed and required level of power assistance (speed, steering wheel angle), a solution which benefits fuel consumption by electrically optimising the input of the pump.
A responsive chassis

New Laguna’s chassis delivers exceptional cornering performance, providing drivers with a greater sense of enjoyment at the wheel without detracting from the vertical performance of the suspension. Renault’s engineers paid particular attention to optimising cornering precision and body roll. Specific roll is an objective measure of a car’s ability to corner ‘flat’ and describes the angle of the body in comparison with the road. In the case of New Laguna, that angle is 1.9 degrees (average for the segment = 2.2° degrees) for a lateral acceleration value of 5m/s², a situation which corresponds to driving along a twisty road or to taking a 400-metre diameter roundabout at 60kph.

The front suspension features a MacPherson-type arrangement with a 24mm-diameter antiroll bar, while the rear suspension is based on a compact, lightweight programmed-deflection flexible H-beam incorporating an anti-roll bar, the diameter of which varies from 28.8mm to 30.5mm depending on version.

4CONTROL CHASSIS WITH FOUR-WHEEL STEERING: an exceptional chassis now within reach of an even higher number of motorists

The handling of those versions of New Renault Laguna equipped with the 4Control chassis with four-wheel steering is as agile in built up areas as it is precise along twisty roads. Even at low speeds, the system immediately feels natural to the driver. First seen in 2008 on the range’s sportier versions (Laguna GT, then Laguna Coupé), the 4Control chassis is now available with New Laguna Saloon and New Laguna Estate’s core-range engines, namely the dCi 130, the dCi 150 and the dCi 175 with automatic transmission. The 4Control chassis is an exclusive Renault innovation which is today within reach of an even higher number of Laguna drivers.

Based on specific settings and uprated ride-height control, the control of body roll gives occupants the sensation that the car corners perfectly flat. Driving pleasure through the first turns of a series of corners is augmented by the absence of transient dynamic phenomena, as well as by the car’s precise steering at low steering wheel angles.

The low-speed manoeuvrability of a small city car

At speeds of less than 60kph, the rear wheels turn in the opposite direction to the fronts, up to an angle of 3.5 degrees.

In this situation, the 4Control chassis brings two benefits: a smaller turning circle for easier manoeuvring and smaller steering wheel angles thanks to the closer-ratio, specially calibrated steering.

Indeed, equipped with the 4Control chassis with four-wheel steering, New Renault Laguna’s turning circle is 10 per cent smaller than it is with two-wheel steering, i.e. just 10.80 metres with 18-inch wheels – the same as a Clio! – compared with 12.05 metres. The greater the rear-wheel steering angle, therefore, the smaller the turning circle. This enhanced manoeuvrability is especially welcome in tight parking situations and along narrow city streets.

Meanwhile, the cumulative effect of the front and rear wheels’ steering action means that smaller steering angles are needed for the same turning effect. Whereas it takes a steering wheel angle of 16 degrees to produce a one-degree turn of the front wheels on New Laguna with two-wheel steering, it takes just 13.5 degrees with the 4Control chassis. And this drops to 12 degrees when the rear wheels are turned at the maximum 3.5-degree angle in the opposite direction to the front wheels.

Because the steering is more direct, the driver doesn’t need to turn the steering wheel so much, so the impression of manoeuvrability and agility is significantly reinforced. For any given bend profile, therefore, the driver needs to turn the steering wheel less. Roundabouts are no trouble at all, and the car seems to weave effortlessly around obstacles.

The 4Control chassis with four-wheel steering delivers valuable benefits:
- More incisive handling,
- Nimbler, easier manoeuvring,
- Unrivalled directional precision which permits the driver to intuitively position the car on the ideal cornering line,
- Enhanced driving enjoyment at all speeds,
- A remarkable active safety feature.
At higher speeds, the car turns as if on rails

From 60kph, Renault Laguna Coupe offers greater steering precision. The rear wheels turn simultaneously in the same direction as the fronts for greater stability. In this configuration, the car turns as if it were running on rails, following the profile of the corner without effort.

The 4Control system with four-wheel steering counters the centrifugal force that tends to push the rear outwards round bends, and consequently raises the safe cornering speed. The rear axle follows the ideal trajectory, with a rear-wheel angle of less than two degrees in most situations, the result being greater stability and efficacy. The 4Control chassis with four-wheel steering delivers more dynamic performance, plus sound, reassuring response for even greater driving pleasure.

Unrivalled active safety

The 4Control chassis with four-wheel steering also contributes to safety and reinforces the reassuring sensation felt during avoidance manoeuvres. In an emergency situation, the angle of the rear wheels can rise to 3.5 degrees.

Deployment of the ESC (Electronic Stability Control), which is specifically calibrated to suit a sporty driving style, is delayed to enable the manoeuvre to be completed more swiftly. The ESC is only activated when this becomes necessary, and is applied gradually since it is linked to the rear-wheel turning action. Via the ESC/ABS unit, the control unit also detects asymmetrical braking situations and automatically adapts the rear-wheel turn angle to keep the car stable with no driver action required. The driver stays in control during critical situations for an even more reassuring ride in everyday driving situations.

Dynamic logic applied to a mechanical system

Developed jointly by teams from Renault and Renault Sport Technologies, the 4Control chassis with four-wheel steering functions thanks to active electronic control of the vehicle's dynamics.

A sensor on the steering column sends steering wheel angle information via the CAN network to the 4Control control unit which is positioned near the rear axle.

The control unit also inputs vehicle speed received from the ESC/ABS unit and tracks steering wheel movements to detect sporty driving styles or avoidance situations.

All these parameters are analysed to determine the required rear-wheel turn angle which is implemented by means of an electric actuator located on the rear axle. Precise digital modelling of the vehicle's dynamics allows the ideal turn-in to be calculated constantly using information based on the driver's instructions via the steering and the actual real-time dynamics of the car.
CAPABLE, FUEL-EFFICIENT ENGINES

In addition to being affordable to buy, New Laguna was engineered to ensure low running costs. Indeed, its running, servicing and repair costs figure amongst the lowest in the model’s segment, thanks notably to the dCi 110hp (81kW) and dCi 150hp (110kW) engines.

New Renault Laguna is now even more environmentally friendly than before thanks to an average fuel-consumption gain of 0.5 litres/100km across the range.

The dCi engines: outstanding enjoyment, reliability and economy

Versions of New Renault Laguna equipped with the dCi 110hp (81kW) engine benefit from record low emissions for a saloon of this size and class. Its score of 120g of CO₂/km is equivalent to combined cycle fuel consumption of 4.7 litres/100km and represents a 16g/km saving over Laguna III at the time of its launch in 2007. Even so, such versions combine the characteristics expected of a modern touring car (240Nm of torque available from 2,000rpm) with contained overall running costs, making it perfectly suited to high-mileage drivers.

Versions powered by the M9R engine deliver superior performance and driving pleasure, and are available in a choice of four power outputs: 130hp, 150hp, 175hp (mated to automatic transmission) and 180hp (96kW, 110kW, 127kW and 131kW respectively). These engines are particularly ideally matched to the performance of New Laguna’s chassis. Peak torque stands at between 320Nm and 400Nm, and all four engines accelerate crisply and smoothly up to 5,200rpm.

Depending on version, fuel consumption ranges from 5.2 to 5.7 litres/100km (5.2 litres/100km with automatic transmission). Low CO₂ emissions of between 136 and 163g/km ensure that each one of these engines is respectful of the environment for its specification and for the segment.

These engines are equipped with a range of technologies that contribute to their low pollutant emissions performance (particulate filter, new EGR, revised fuel-injection system).
Petrol engines: responsive and efficient

The dynamic, quiet and smooth 16-valve 2.0-litre petrol engine (M4R) delivers maximum power of 140hp (103.4kW) and peak torque of 195Nm.

This Renault-Nissan-developed E85-compatible powerplant combines punchy response and torque at low revs with sprightly performance at higher engine speeds, remarkable driving pleasure across the full rev-band and cushioned acoustics.

Despite combined cycle fuel consumption of just 7.5 litres/100km (equivalent to 173g of CO₂/km), it powers New Laguna Saloon from a standstill to 100kph in only 9.1 seconds. The timing chain requires no maintenance and is covered by a lifetime warranty.

The 2.0-litre 16-valve turbocharged petrol engine (F4Rt) delivers peak power of 170hp (125kW) and maximum torque of 270Nm. It drives through a proactive six-speed automatic transmission (AJ0) and returns combined cycle fuel consumption of 8.7 litres/100km (equivalent to 201g of CO₂/km).

With this engine under the bonnet, New Laguna Saloon is particularly enjoyable and covers the 1,000-metre standing start in 30.2 seconds.

Lower running costs

New Laguna makes life easier for its owners thanks to longer servicing intervals. Oil Control System (OCS) technology means that oil changes are only recommended every 30,000km for all but the turbocharged petrol engine (every 20,000km).

The sparkplugs and air and diesel filters only need changing every 60,000km, while the timing belt and accessories of petrol and diesel versions only have to be changed every 120,000km or 160,000km respectively, although the timing chain of the 2.0 16V petrol and 2.0 dCi diesel versions is covered by a lifetime warranty.

All the engines benefit from lower fuel consumption in everyday use. New Laguna comes with a 12-year anti-corrosion warranty.

The Oil Control System (OCS) enables permits longer oil change intervals. A warning signal informs the driver if his or her driving style is not ideally suited to the quality of the engine lubricant. The messages ‘oil change required’ and ‘change oil urgently’ are displayed on the dashboard when an oil change is necessary.
In addition to its outstanding dynamics, New Renault Laguna comes with a long list of equipment, including two audio systems – the core-range 3D Sound by Arkamys® system and the high-end Bose® Sound System – and a choice of integrated Carminat TomTom® Live or Carminat Bluetooth® DVD navigation, plus Bluetooth® telephony and digital Plug&Music connectivity.

Audio systems that place the emphasis on sound quality and connectivity

New Renault Laguna is available with one of two audio systems:
- 3D Sound by Arkamys®: the Renault line-up’s benchmark sound quality.
- Bose® Sound System: the premium system boasting excellent sound reproduction and listening enjoyment for all occupants, wherever they are seated

3D Sound by Arkamys®

Customers who are looking for a high-performance surround-sound experience and accurate sound reproduction will be sure to appreciate the standard audio system developed for New Renault Laguna in association with Arkamys®. The 140W 3D Sound by Arkamys® system comprises:

- Eight loudspeakers (four mid-range speakers and four tweeters),
- Arkamys® digital sound-processing for accurate, three-dimensional surround-sound reproduction,
- Twin aerial for optimal audio reception,
- Bluetooth® connectivity gives drivers access to the functions of their mobile phone via the car’s steering wheel-mounted controls,
- Plug&Music connectivity enables music stored on a USB key, portable player, iPod® or Smartphone to be played through the car’s own audio system. Menus and playlists are displayed on the dashboard
- the audio streaming by Bluetooth®
Bose®: tailor-engineered premium sound

To guarantee high-quality sound reproduction and listening enjoyment for all of New Renault Laguna's occupants, Renault has joined forces with Bose®.

The latter's engineers started from a clean sheet, taking into account not only the materials found inside New Laguna's cabin but also more than one thousand acoustic readings.

The number, type and position of the loudspeakers used for the system were carefully selected, while the digital processors and signal equalizers were tuned to match the car's sonic profile.

Engineering teams from Bose® and Renault then worked closely together to develop the system which delivers an exceptional audio experience.

The Bose® Sound System engineered for Renault Laguna comprises 10 loudspeakers (number 1 to 6 on the illustration below) and a digital amplifier (7) incorporating a Bose sound processor and a six-channel individualised equaliser.

The dashboard-mounted centre fill speaker (1) permits passengers to benefit from clear sound and a correctly situated sound centre, whether they are seated on the left- or right-hand side of the car. Meanwhile, the rear-left wheel well incorporates a bass speaker (6) for rich, realistic bass reproduction.

The Bose® system available for Renault Latitude delivers maximum enjoyment and a uniquely realistic listening experience thanks to crystal-clear high tones and rich bass sounds, wherever occupants are seated.

At low volumes, the driver and passengers profit from a warm, balanced sound that allows them to benefit from all the nuances of the original recording. Higher volumes enable the system to deliver its full potential without distortion.

The specification of the Bose® system also incorporates:

- A twin aerial for optimised audio reception,
- Bluetooth® connectivity which allows the driver to operate his or her phone via the steering wheel-mounted remote controls,
- Plug&Music connectivity which enables the driver to control portable music systems (USB key, mobile player, iPod®) using the steering wheel-mounted controls, with menus and playlists displayed on the dashboard
- The audio streaming by Bluetooth®
CARMINAT TOMTOM® LIVE: fully-connected navigation

Renault's latest integrated, connected navigation system – Carminat TomTom® LIVE – is as affordable as ever (less than €500), even more precise, simple to use and perfectly suited to everyday motoring.

For even smarter guidance, the previously existing software – IQ Routes® (which proposes routes based on real-world traffic flow statistics), Advanced Lane Guidance® (advanced views of junctions and lanes) and Mapshare® (map updating via the TomTom® community) – is now joined by the four innovative services provided by TomTom® Live:

1 - HD Traffic®: Europe’s best real-time traffic information service. In less than three minutes, Europe-wide traffic information is fed to the system, processed by TomTom®’s servers and made available to warn drivers of the extent of upcoming jams and likely delays. If necessary, Carminat TomTom® Live recalculates an alternative itinerary to the user’s destination. One million motorists currently benefit from this service every day.

2 - In certain countries, advanced warning of mobile speed checks is provided. Carminat TomTom® Live is the only integrated satnav that provides real-time warning of speed camera locations based on information supplied by the market’s most efficient databases, including CSDB (Coyote Safety Data Base) in France and Road Angel in the United Kingdom.

3 - The Local Search with Google® function uses search words to provide access to 11 million points of interest and associated information (telephone numbers, descriptions, Google community opinions).

4 - Last but not least, long range, five-day weather forecasts covering the itinerary and destination are available anywhere in Europe.

These four Carminat TomTom® Live services (real-time European traffic information service with HD Traffic®, advanced mobile speed check warnings, Local Search with Google™, weather forecasts) are free of charge for a three-month trial period, after which an annual prepaid subscription costing less than €5 per month can be taken out via the TomTom® HOME application.

In certain markets, an alternative navigation system is available, namely Carminat Bluetooth® DVD which includes:

- A seven-inch 16/9 display with 3D Birdview function,
- Europe-wide mapping,
- Voice recognition for navigation and Bluetooth® telephony functions
- A radio-CD with an MP3-compatible six-CD multichanger,
- Twin aerial and double tuner for impeccable reception,
- Speed check information (depending on country).
New Renault Laguna benefits from extensive work into enhancing acoustic comfort, a field in which the model – and notably its diesel versions – stands out as the segment’s benchmark.

Travelling comfort is ensured by a raft of driver aids which include an electronic parking brake, cruise control with speed limiter, automatic headlight and windscreen-wiper activation, etc. The high standard of ride comfort, meanwhile, enables the driver and occupants to savour the car's outstanding dynamics.

Last but not least, travelling comfort is heightened by the availability of dual-zone, triple-mode (Soft, Auto and Fast) automatic climate control incorporating an automatic cabin-air recycling function and a toxicity sensor.
Maximum comfort: silence is golden

New Laguna benefits from action on three fronts:
• reduced engine noise, especially at low speeds,
• isolation from road noise,
• and, above all, reduced wind noise.

The acoustic comfort performance of the diesel engined-versions is equivalent to that of the petrol versions, thanks notably to the inherent qualities of the powerplants themselves.

Work has also gone into increasing engine-damping travel, including innovative solutions such as the fixation between the top of the gearbox casing and the battery support which enables the latter to serve as an acoustic damper (patented).

New Renault Laguna’s aerodynamics were carefully honed at a very early stage of the car’s design. The windscreen wipers are positioned beneath the bonnet line, while the special design of the exterior mirror housings and windscreen pillars reduces turbulence and consequently wind noise.

Driving comfort

A long list of equipment has been included to take the strain out of driving:
• Front and rear parking proximity sensors, with the zone immediately in front of or behind the car now shown on the main dashboard display in addition to the audible warning,
• Third-generation Renault hands-free card incorporating the control for the ‘see you home’ lights,
• Integrated fuel filler flap release to facilitate filling up on fuel,
• Gearshift indicator (facilitates ‘eco’ driving),
• Cruise control with speed limiter,
• Electronic parking brake, etc.

Ride comfort

The suspension ensures a comfortable ride thanks to the control of vertical travel. The combination of pressurised dampers at the front and bi-tube rear dampers enables obstacles to be soaked up smoothly at moderate speeds.

Through comer, ride comfort is ensured by restricting body roll, while the seats are firmer, with a level of lateral support that enables occupants to savour the car’s on-road performance ability.

Quality cabin air

The Soft-Auto-Fast controls for the advanced, innovative triple-action climate control are intuitive to use and positioned together between the vents, while the system’s automatic functions can be customized to suit individual requirements.

The functions of the benchmark ‘Auto’ mode take their inspiration from the market’s best systems and ensure an optimized trade-off between thermal and acoustic comfort, as well as quick start-up.

The ‘Soft’ mode favours a quieter, more cocooning ambience, notably for the driver and front passenger.

Finally, the ‘Fast’ mode acts swiftly to heat up or cool the cabin in record time.

AIR QUALITY MANAGEMENT SYSTEM

New Laguna benefits from specific development work in the fields of thermal comfort and interior air quality. The athermic windscreen reduces sun rays in the interior by 30 percent. The sunshine sensor fitted at the top of the windscreen alongside rain and light sensors covers two separate zones. Its two cells measure the intensity of sunshine on both sides of the car to optimise cabin temperature. An additional hygrometric sensor is situated at the foot of the interior rear view mirror and functions in association with an advanced system designed to prevent windows from misting up.

New Laguna’s chief innovation is a system that automatically protects occupants from harmful gases. Whenever the toxicity sensor detects pollution (CO or NO), it automatically closes down the exterior air vents. The polluted air cannot enter the car, while the activated charcoal filter recycles and purifies the air in the cabin by capturing pollen, gases, smells and particulates.
QUALITY AND SAFETY:
LAGUNA FUNDAMENTALS

Laguna is unanimously acclaimed for its build quality and reliability (TOP3 ranking), its dynamics (thanks to its 4Control chassis) and its segment-topping safety performance (a five-star EuroNCAP rating with a score of 36 points from a possible 37).

QUALITY DIALLED INTO ITS DNA

At the time of its launch in 2007, one of Laguna’s III principal objectives was to reposition Renault amongst the industry’s benchmarks in terms of product and service quality.

Today, while the results of certain surveys have yet to be published, they all point to similar findings. Those independent surveys that have been published (JD Power, ADAC, etc.) and the results of in-house surveys and tests in the specialist media suggest that Laguna has succeeded in achieving a TOP3 ranking.
Laguna has ensured that uncompromising quality has become a deeply-rooted part of Renault's DNA, at every phase of its vehicles' life cycle, from their design and production, to sales and after-sales service.

The efforts made by Renault on the quality front over many years have been of benefit to all the group's models, with each new vehicle proving more reliable than its predecessor.

**IN TOTAL SAFETY**

New Renault Laguna enables all occupants to enjoy a relaxing drive thanks to the models’ superior comfort and safety for its class (36 EuroNCAP points from a possible 37).

When it comes to protecting occupants, Laguna benefits from all the latest innovations, as well as from Renault's extensive, acclaimed knowhow in the field of real-world accident research.

**A leader in the realm of active safety...**

New Laguna benefits from Renault's acclaimed knowhow in the fields of both active and passive safety. In addition to the remarkable dynamics of its chassis, the model delivers superior braking performance for its class, and notably after repeated stopping (a stopping distance of barely 40 metres – with 16-inch wheels – after braking 10 times in quick succession from 100kph to standstill).

The large brakes comprise ventilated front discs of a diameter between 280 and 296mm, and 300mm-diameter rear discs. The control unit/hydraulic unit incorporates a more precise electronically-triggered emergency brake assist system which is unaffected by mechanical variations.

The quality of the chassis, combined with a precise and auto-adaptive digital model of the car's dynamics, permits more rigorous anticipation of emergency situations. ABS and ESC are standard and more efficient thanks to priming of the brakes to eliminate jolting.

Meanwhile, the optionally available bi-Xenon headlights turn into corners as a function of the car's speed and steering wheel angle. This technology provides up to 90 percent extra light through corners compared with halogen headlights.

A tyre pressure monitoring system can be also ordered as an option.

**...a well as in the realm of passive safety**

The different passive safety solutions developed by Renault are based on the lessons taught by research into real-life accident situations and the real-world behaviour of motorists which are used to provide a more holistic and more efficient approach to occupant safety.

To guarantee even greater protection, the electronics of New Renault Laguna have been designed to ensure that the latest-generation protection systems are triggered sooner.

A three-way algorithm covers all the possible configurations to optimise their performance in different impact situations (complex front impact, impact from the rear or side). Impact from the side is a leading cause of fatal injuries since the flanks of a car traditionally offer less protection. However, specific work in this area has produced spectacular results.
To detect and respond to impact situations up to twice as quickly, New Laguna benefits from a unique system that comprises twin side-impact sensors located in the front doors and B-pillars. A specific algorithm adapts the response time to the impact force and triggers the release of the new generation dual-chamber, double-pressure lateral thorax/groin airbags.

Legislation dictates that the system must be effective up to 50kph, but the protection afforded by New Renault Laguna is effective up to 70kph. This efficient set-up is founded on a system of either six or eight airbags (including the optional rear thorax airbags) positioned all around occupants. The front seat belt double pretensioners now act on both extremities of the belt (outer lap attachment and reel).

This solution, combined with an anti-submarining airbag incorporated in the seat cushion, ensures that occupants are held firmly in their seat in a head-on impact and prevents them from sliding beneath the lap strap of the seat belt. The fixed central buckle is designed to facilitate fastening. The three-point seat belts themselves are equipped with load limiters, and New Renault Laguna comes with a seat belt light for all five seats, as well as audible seat belt warnings for the front occupants.

Close attention has been paid, too, at the seat-frames themselves for even greater efficiency and comfort. Despite the slimmer front seat backs, the passengers’ backs can sink freely into the seat, while protection of the neck in the case of rear impact is enhanced thanks to new-generation headrests into which the fixation rods are incorporated.
'DRIVE THE CHANGE'

THE NEW BASELINE OF THE RENAULT BRAND AND GROUP

'Drive the Change', the new baseline of the Renault brand and Group, is true to the brand's values and expresses the ambition of Renault, an innovative, human company, to pioneer sustainable mobility for all.

France's number-one car brand, Renault builds on more than 110 years of innovation to bring customers breakthrough top-quality products and services that are ingenious, appealing, affordable and carbon-efficient.

Renault's new baseline expresses the deep-rooted values of our business culture – enthusiastic, innovative, human – and forges a new path in automotive design and use.

Detailed technical specifications of New Renault Laguna can be found at www.media.renault.com > Products and Brands > Renault > Passenger Cars > Renault Laguna

High-resolution photos of New Renault Laguna can be downloaded from www.media.renault.com > Photo Library > Renault Range > Passenger Cars > Renault Laguna

Films of New Renault Laguna can be downloaded from www.thenewsmarket.com

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