

auto BUZZ



2019 Haval H9



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New Renault Kangoo - A5



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Jeep Compass: The nine speed merchant



TINASHE MAKICHI

Urban explorers can always make their own maps but the all new Jeep Compass, with segment exclusive powertrains, safety and technological features now has capabilities of making every road a possibility.

Whether it's faced with the realities of the concrete jungle or the tests of the trail, the versatility of the most capable compact SUV carves its own path. The unmistakable Jeep Compass expression glares through the black gloss and chrome inlaid seven-slot grille set in the middle of the imposing wide stance, which allows for great off-road durability and, stiffer feel for better handling on the road.

While Compass stays true to the classic Jeep look with trapezoidal wheel arches, the LED rear tail lights give an aggressive signature. The all-round daylight opening and the gloss black roof convey a touch of contemporary sophistication.

Together with its exceptional on-road driving dynamics and 4X4 capabilities, this combination sets the Jeep Compass above the rest. Whether navigating the city streets or taking the road less travelled, the rugged Jeep Compass frame, together with McPherson suspensions and a state of the art damping system, allows for a smooth, enjoyable ride.

The Jeep Compass makes sure that no matter where you go you'll get there with style, comfort, on your own terms. It stays true to the signature character of Jeep by offering sculpted materials, state-of-the-art technology and connectivity.

The gloss black trim and soft touch details naturally refine the Jeep design of the interior that has purposefully placed everything at your fingertips.

Its leather-wrapped steering wheel with controls is linked to both the U-connect display and the available seven inch colour driver information display, making driving and staying connected smooth and natural.

The dual pane sunroof is symbolic of the Jeep open-air attitude, combining the beauty from the outside to the comfort of amply padded ergonomically designed seats.

"Jeep knows that life can be a handful, and with the available Power Liftgate, Jeep Compass offers that extra convenience in making storage and organization easier," said Jeep in a statement.

The interactive fourth-generation U-connect available with up to 8,4 inch HD capacitive touchscreen, means you never have to take your eyes off the path ahead, executing every touch, pinch, voice command with precision. Maximise your smartphone with new available features on U-connect.

Apple CarPlay enables iPhone users to access Apple Maps, messages, phone and Apple Music through Siri voice control or U-connect touchscreen. Android Auto enables easy and safe access to hands-free voice control, Google Maps and Google Play Music via U-connect touchscreen or steering-wheel controls.

You can stay connected with Uconnect LIVE App giving access to Tune-In radios, Deezer music, Facebook Check In, Twitter, Reuters, Tom Tom Live with real time information on your journey, my:Car and eco:Drive to monitor vehicle status, your driving style and assist in reducing fuel consumption.

No one knows what is needed better than the driver, and options are always a good thing. Jeep Compass offers a selection of engine and drivetrain combinations, featuring the leading-class nine-speed automatic transmission, all equipped with Stop and Start technology, to match every drivers' path ahead.

The vehicle's nine-speed automatic transmission gives both power and efficiency when it is needed most. Launch ratios are perfectly in line with the size, weight and structure of the all-new Jeep Compass giving the perfect get-up-and-go to start any adventure, whilst shorter ratios in the middle offer seamless transitions into efficiency on the motorway.

Jeep Compass offers 2,4-litre Tigershark Petrol engine, delivering 129 kW with automatic transmission.

Not every path in life is the easiest. But Jeep Compass helps to make it the safest. With 70 available active and passive features, including Forward Collision Warning Plus and Lane Departure Warning Plus standard on all trims, the Jeep Compass keeps danger at a distance, in any direction: North, East, South and West.

A camera reads the lines on the road and avoids risk by notifying the driver when the car is moving outside of either line if the turn indicator is not being used. If the driver does not react in time, the system automatically steers the vehicle to get back in the lane.



Not every path in life is the easiest. But Jeep Compass helps to make it the safest

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Isuzu MUX – The ideal family vehicle

CYNTHIA CHIKWAMA

Isuzu is a stickler to the old adage, “if it aint broke, don’t fix it.” This can be seen in the updated but virtually unchanged MUX. We recently got to drive the 2019 MUX courtesy of Autoworld Zimbabwe and while we didn’t get to take the car off-road, we did get to take it through its paces on our very challenging roads.

The Isuzu MuX features a modern and tough design. It gets an aggressive front end with a bold grille flanked by angular headlights. Its sides are dominated by bulging wheel arches that give it a muscular look. At the back it has sharp horizontal taillights linked by a chrome bar. Its equally modern interior features a neatly laid-out dashboard with an infotainment system nicely integrated into the center stack. As expected from this class, it can seat up to seven.

The MU-X’s ladder chassis shares its front portion with the D-Max pickup; its rear is unique to the SUV. Up front it has independent double wishbone front suspension; at the back it has a five-link live axle coil spring rear suspension. Stabilizer bars are standard at the front and rear. The range-topping 4x4 variant gets extra underbody protection.

On the safety department, the MU-X comes with driver and passenger SRS airbags. It also comes standard with the anti-lock braking system with electronic brake-force distribution. The 3.0-litre model we tested had additional safety features like Electronic Stability Control and Traction Control. All seven passengers get three-point seatbelts with emergency locking retractors.

The design and layout may not be to everyone’s taste but what you will really enjoy is the sheer size of

the MU-X’s huge cabin. The driving position is truly commanding and there is plenty of space up front. The seats could do with a little more high support though.

Similarly, there is plenty of legroom at the back and the cushioning is good, too, though you sit higher compared to the front passengers and that hampers under thigh support. As for the third row, it is a little cramped for adults and makes sense for kids at best. In terms of storage space, you get provision for a small bottle on all the doors, two glove boxes and a plethora of cup holders. The boot, meanwhile, is huge and the opening is wide and fairly low, making it easy to load up luggage.

There are no mechanical updates, with the 3-litre, four-cylinder diesel still making less power and torque than the Fortuner, but it does so in a relaxed and stress-free manner. The turbo diesel in fact makes 173bhp and 380Nm, with power going to the wheels via a 5-speed automatic. It’s a big displacement old school engine that takes its own sweet time to pull the hefty MU-X. That being said, it is not harsh at all. It’s only when you push it to go faster that it gets really vocal and a bit gruff. Naturally, this engine pulls strongly in the midrange – the torque comes in at 1,800rpm.

The MUX is definitely more appealing and better equipped than before. It offers decent value in its segment, priced below the ever reliable Toyota Fortuner and the highly impressive Ford Everest. All things considered, the MUX offers value for money when compared to other large ladder frame SUVs available locally. If you are after a durable family hauler with excellent ride quality and a spacious cabin, the MUX is an excellent option.



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Haval H9 - Redefining Luxury



CYNTHIA CHIKWAMA

Haval has a new flagship model in Zimbabwe and it comes to market at a competitive price, particularly for a lavishly-appointed 7-seater Adventure SUV. Unfortunately, it lacks the turbo-diesel engine option, but if you consider the price of diesel in Zimbabwe, this might not be such a bad thing. Zimbabwe is mostly Fortuner territory but with that very attractive price tag on the Haval H9, it might be just the SUV Zimbabwe needs. We tested the solid 2.0 4WD luxury derivative to establish if the H9 was worth any attention.

What we loved

The H9 falls into the “elite category” of seven seater SUVs because unlike other seven seaters, the H9 third row can actually accommodate adults. The secret to the Haval’s carrying capacity is its physical dimensions. It’s simply enormous! At almost 5 metres long, almost 2 metres wide and with a height of 1.9 metres, the 2.0T 4WD Luxury is literally one of the biggest vehicles in its class. There’s a clear focus on passenger comfort too, as passengers in the 2nd row get their own climate control panel, USB charging ports and the bench slides on rails, to tailor how much legroom is available.

Ground clearance is rated at 206 mm, with a generous approach angle of 28 degrees. One of the H9’s biggest strengths is its generous equipment levels, especially when considering its price. It scores a number of luxurious features including 18-inch alloy wheels, a panoramic sunroof, heated steering wheel, heated first- and second-row seats with ventilation and massage function for the front seats, an upgraded sound system, tri-zone climate control, adaptive front lighting, electrically folding third row seats, faux-leather interior, 8.0-inch colour touchscreen infotainment display and a colour digital instrument cluster display – the only Haval model to score this feature.

This is in addition to standard safety equipment including six airbags, blind-spot monitor, lane departure warning, rear cross-traffic alert, tyre pressure monitor, hill descent control, hill-hold assist and a driver status monitoring system.

Autonomous emergency braking (AEB) is one notably absent technology. Overall, the H9 Lux is packed with exciting features and one would be hard-pressed to find a vehicle with a more generous level of comfort and convenience features for the price. (USD\$68 300)

From an equipment standpoint, it represents one of best value-for-money propositions on the market and can comfortably best most of its rivals in that department.

Interior

With its generous levels of

equipment, the majority of the H9’s extra features can be found in its interior, which combines with a good fit and finish to give the H9 a premium feel. Most touch points are covered either in leatherette which is made to mimic real leather feel. While this lacks in authenticity, it still lifts the cabin and gives the impression of luxury.

A large panoramic sunroof adds ambience to the interior, and can be fully covered or partially opened. It is another example of standard kit that would be a costly option with its competitors.

The Haval H9 Lux is powered by a 2.0-litre turbo-petrol four-cylinder engine making 180kW/350Nm. A diesel variant unfortunately is not available. Shifting gears smoothly is an eight-speed automatic transmission from ZF, the same company chosen by brands such as Jaguar Land Rover and BMW.

The H9’s ladder frame chassis and four-wheel drive system (with low range) are the right ingredients for a capable off-roader. During my time with the H9, however, I stayed on the tarmac though.

The H9 comes with selectable drive modes including ‘Sport’, ‘Sand’, ‘Snow’ and ‘Mud’. There’s a hill descent feature, too. The braked towing capacity of the H9 is 2500kg. The official combined cycle fuel consumption claim for the H9 is 10.9L/100km, while the tank has an 80-litre capacity.

The H9’s ladder frame chassis will most likely work to its advantage off road, providing good rigidity, but as with any body-on-frame vehicle on-road dynamics aren’t going to be its strongest suit.

So, the ride was soft and comfortable (the rear multi-link suspension set up would be a major part of that) the overall driving experience is pleasant. These aren’t show-stopping issues, and you’ll find the same in a Mitsubishi Pajero Sport or Isuzu MU-X. The engine did feel like it was working extra hard and slow to respond sometimes.

The H9 comes standard with front and rear parking sensors. For child seats, you’ll find three top tether points and two ISOFIX mounts in the second row. A full-sized alloy wheel is located under the car.

Verdict

The Haval H9 is packed full of extra features and is a solid drive. It is no secret that with Haval, Great Wall is looking to take over the SUV segment.

In these days of “austerity” why pay a high price for something that you can get for less? The Haval brand is housed at Zimoco and there is literally a Haval for every budget.

Business Times will be reviewing the different models in the coming weeks as we try to establish if this brand is here to stay. If the Australian market is anything to go by, Haval is definitely worth every penny.

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Mitsubishi Triton, the workhorse



The bold Triton features numerous improvements to its design and technology, with a brand new, more efficient engine paired with new transmission systems making for increased performance, comfort

The bold Triton features numerous improvements to its design and technology, with a brand new, more efficient engine paired with new transmission systems making for increased performance, comfort and utility.

The Triton's unique J-Line design (separating the cabin and cargo bed) has been refined and not only gives the car a sporty edge, but the practical benefits of increased interior space, a shorter wheelbase for a more agile turning circle, and a more relaxed back seat angle for better passenger comfort.

The Triton derivatives are equipped with all-new 5-speed automatic and 6-speed manual transmissions – helping to deliver a smooth and nimble driving experience much like that of passenger cars.

The 5-speed automatic gearbox provides smooth gear changes and enhanced fuel economy during motorway driving. It is electronically controlled and has Sports Mode for clutch-less manual gear-shifting.

The 6-speed manual transmission has a short shift stroke providing a car-like driving experience.

The Triton is designed to match the ride quality of an SUV without compromising the workhorse utility of a bakkie. Its innovative design results in a class-leading turning radius of only 5.9 metres and makes it a pleasure to drive in congested urban areas and harsh off-road conditions.

Tilt and telescopic adjustment of the steering column allows for the perfect driving position for any driver, while steering lock-to-lock (the number of rotations required to turn the wheel all the way around) has been reduced to make turning corners even easier.

The fully revised suspension enables car-like ride comfort and superb driving stability. This also reduces body roll, provides quicker handling response and ensures a safer, quieter and more comfortable ride.

In addition to class-leading manoeuvrability, the all-new Triton has been designed to ensure maximum visibility over the bonnet of the car.

This makes for a more pleasant drive as it's easier to judge distances. Other features such as Hill Start Assist and Rear View Camera

make for an even easier driving experience.

The Triton provides the ultimate in cabin comfort with more space, a smooth, quiet ride and premium finishes.

The J-Line design results in class-leading interior length and overall comfort, as well as a more relaxed angle for the back seat.

The wider interior angle of the side windows also allows additional shoulder space inside the cabin. All this means plenty of leg, shoulder and head room in the front and back, and a more comfortable drive for all passengers.

Noise insulators together with noise absorbing and damping materials applied throughout the vehicle, including a shimmy damper to reduce noise and vibration through the steering wheel, results in an exceptionally quiet cabin and pleasurable drive, even on rough terrain.

The Triton offers Cruise Control, a Keyless Operating System*, Dual-zone Auto Air-conditioning, a Rear View Camera, an Electrically Adjustable Driver's Seat, Tilt and Telescopic Steering Wheel adjustment and Leather upholstery, to name but a few.

The Triton provides high levels of safety thanks to the liberal use of high-tensile steel and the introduction of various active safety technologies in the construction of the RISE (Reinforced Impact Safety Evolution) body structure.

All models feature Side Impact Bars, Airbags and are fitted with a Collapsible Steering Column, designed to collapse in the event of an impact. With its other active safety technology, including ASTC (Active Stability & Traction Control), ABS (Anti-lock Brake System) and EBD (Electronic Brake-force Distribution), the Triton will keep you travelling safely, no matter the journey.

The body structure of the Triton has been reinforced to increase its already legendary reliability and durability, including improvements and reinforcements to the Cargo Bed.

These improvements not only make the Triton an incredible workhorse under even the harshest working conditions, but a joy when it comes to sporting and leisure activities such as camping, overland 4x4 trips, family holidays or simply the day to-day needs of life in the city



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The vital link between the road and your car



Tyres are the vital link between your car and the road

Tyres are the vital link between your car and the road. It is essential to have a reliable product to ensure that your safety is not compromised. A good set of tyres will improve road handling, steering, braking and increase safety.

The modern vehicle is very technically advanced and the requirement for tyres is very specific to each individual vehicle. Tyres are the most overlooked part of the vehicle by many drivers, primarily because tyres are taken for granted. Most drivers forget that it is the Tyre that is the contact point of the vehicle and the road. A good reliable product is the difference between arriving safely to your destination

and experiencing accidents with alarming consequences.

Every car owner ensures that their vehicles are serviced regularly, but how many of you motorists think of having their tyres serviced.

We hereunder detail some basic requirements to ensure that your tyres are in good and safe operating condition, which will also improve the life of your tyre.

Tyre Pressures:

Making sure that the tyre pressure is always as per manufactures' recommendation. This information is available on the inside of the driver's door pillar or inside the fuel cap. The benefits of correct tyre pressures are:

- Provides maximum contact with the road.
- Increase braking distance efficiency.
- Improves fuel economy.
- Reduces road noise.
- Incorrect pressure can reduce tyre mileage by up to 40%.

Tyre Tread:

Tyres are manufactured in many different patterns. It is very important to understand that the patterns to application. This will ensure that the performance of the tyre is maximised by selecting the correct tyre pattern to the correct application. The tread patterns are precision engineered to provide essential grip, traction and resistance to aquaplaning.

Asymmetric Tread Pattern:

- Tyre must be fitted the correct way and can be fitted to any position.
- Delivers optimal handling and braking in wet and dry conditions.
- Excellent aquaplane resistance and wear evenly.

Directional Tread Pattern:

- Designed for one specific direction only.
- Offers good directional stability.
- Excellent wet weather performance.
- Very good steering control.
- Multi Directional/Symmetrical pattern:
- Can be fitted either way round and in any position.
- Good overall performance.
- Advantage of flexibility to rotate tyres to ant position.

Tyre size:

Every manufacturer recommends the tyre size for your vehicle. Replacement of tyres must be as per the recommendations.

All tyres have a size code on the side wall of the tyre, ask the tyre dealer to explain the numbers and letters and select tyres that apply to your driving requirements.

A basic explanation on the various numbers and letters on a tyre is detailed below:

Tyre Size - 205/65R16 92H.
205 - the width of the tyre, in millimetres (mm)

65 - this is the sidewall height, as a percentage of the width, in millimetres (mm)

16 - the size of the rim that the tyre is fitted to, in inches (in)

92 - the load rating of the tyre. The heavier your vehicle, the higher the load rating.

H - the speed rating of the tyre. The higher the performance of the vehicle will determine the speed rating required.

Wheel Alignment:

Wheel alignment is a service procedure that enhances the performance and longevity of tyres. During the procedure the proper setup of suspension and steering parts are measured and adjusted to the factory settings.

Accurate wheel alignment is critical to optimising tread wear and performance from the tyres. If you observe uneven tyre wear, this could be a sign that the vehicle is out of alignment.

- The suspension and steering systems are not operating at the desired angles.
- These are caused by wear and tear of these parts.
- Due to excessive kerbing and pothole impact.
- When the vehicle is veering to the right or left when driving on a straight road.
- If you are driving straight but the steering wheel is not central.
- If the tyres squeal when turning at a slow speed on a regular road.
- Excessive vibration on the steering wheel.

Tyre Rotation:

This is a very crucial requirement to achieve the best mileage from your tyres. Generally, tyres should be rotated every 5,000 Kilometres.

- Optimise tread wear.
- Improve braking efficiency.
- Maintain road traction.

Wheel Balance:

A common type of a tyre out of balance creates a side to side vibration which is called a dynamic. The steering wheel develops a vibration at certain speeds:

- To offset imbalance counter weights are fitted to the wheel rim.
- Aggressive braking and acceleration can cause tyre rim slippage effecting the balancing.
- Wheel weight or counter weight falling off can cause a wheel to be out of balance.

Premium Vs Budget Tyres:

Tyres pretty much look all the same, however they vary in their quality, performance, mileage return and safety:

Premium Tyres:

- Better steering and handling.
- Better braking.
- Higher lateral grip.
- Better mileage return.
- Reduced road noise.

Conclusion:

To get the optimum performance, ride quality, weight distribution, comfort, safety and tread wear you expect your tyres to deliver, it is very important to invest in a quality engineered product that is supported by the manufacturer against defective workmanship.

The key factors in tyre quality are:

- Uniformity.
- Imperfection in manufacture.
- Investment in research and development.
- Premium recognised brands.



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Wheel alignment is a service procedure that enhances the performance and longevity of tyres

New Renault Kangoo:

Styling & technology enhancements for the leisure activity vehicle benchmark



- The New Kangoo will be sporting Renault's new brand identity, with its original front end, modernised dashboard and extensive perceived-quality improvements inside and out.

- New Renault Kangoo comes with a petrol engine, including Energy TCe 106, leading the field in fuel economy for this vehicle segment.

- New Kangoo also gets advanced equipment, with EBA (Emergency Brake Assist), ABS (Anti-lock Braking System) and a new radio range with Bluetooth® and USB capability.



Renault Kangoo, the benchmark in leisure activity vehicles, with sales topping almost 900 000 units in Europe since its launch in 1998, gets a major upgrade. The new front panel boasts Renault's new brand identity, with a larger, verticalised badge.

The styling is more assertive and attractive, truer to the vehicle's modern outlook and inherent reliability. Special bumpers create a more pronounced differentiation between passenger and LCV models.

The radiator grille on the passenger model features a finish in gloss black and chrome, there are black headlamp inserts (on some versions), and the wing mirrors and rear lamp units have been redesigned. Renault Kangoo is now available in a choice of eight body colours, including a new Mineral White opaque finish, and Cassiopeia Grey and Silver Grey in metallic paint.

On the inside, the central console has been redesigned, with a smart gloss-black unit combining the air conditioning and radio controls (depending on version and equipment). The steering wheel, brought in from Renault's C-range models, is identical to that on Scénic (for new petrol- and diesel-engined versions). The Celcius upholstery featured on the top-end models of the previous-generation Kangoo is now standard on mid-range versions.

A new version

The E1 version primarily addresses professionals. Exterior styling features wing mirrors and front and rear bumpers in grainy black, for robustness, to minimise repair costs, and to facilitate the application of special colour schemes demanded by companies, by avoiding painted plastic parts.

Along similar considerations, certain interior parts, such as the central armrest, are also in black plastic. The upholstery is in black throughout, for durability. These adaptations to the baseline Zen version lend added robustness for business usage.

Number-one for fuel economy

Like its predecessor, New Kangoo excels in fuel economy. It is powered by a powerful yet economic engine: Energy TCe 106 (180 g CO2/km).

Lower fuel consumption also means lower running costs, lower company-car tax and lower TCO, all of which adds up to making Kangoo a highly attractive solution

for company fleets, local authorities and government administrations.

Constant improvements in perceived quality

Kangoo address family and business users looking for high perceived quality and irreproachable reliability. They are based on the proven Scénic chassis, which ensures superb comfort and robustness.

Development work on New Kangoo put a strong emphasis on perceived quality. This involved close scrutiny of many points such as weld finish, panel crimp quality around door openings (radius, regularity), neat body mastic application, and acoustics (soundproofing, aerodynamic profile, engines).

Acoustic performance, a frequent shortcoming on earlier models of leisure activity vehicles in general, has seen steady improvements over the last 15 years. To achieve substantial improvements in Kangoo's passenger compartment acoustics, Renault engineers paid special attention to soundproofing, with the application of additional padding. In addition, the new design brings an improved aerodynamic profile, and the new engines minimise spurious noise.

New equipment

New Kangoo gets a full suite of modern, upmarket comfort and safety technologies.

In-car-entertainment is also upgraded with a radio with USB connector and Bluetooth, as well as AUX input.

Renault's new leisure activity vehicles introduce further innovations and features fully in keeping with their family car vocation, such as the fold-down front

1998

Renault Kangoo, the benchmark in leisure activity vehicles, with sales topping almost 900 000 units in Europe since its launch





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Renault KOLEOS: A SUV with global appeal

TINASHE MAKICHI

The new KOLEOS is a SUV that packs all the styling cues and capabilities associated with the segment and in keeping with the Renault design strategy introduced by Laurens van den Acker, this new beast is covered by a design pillar which stands for robustness and a taste for adventure.

It was the pursuit of these qualities that inspired Renault's designers to give the new KOLEOS taut, powerful, muscular lines. The KOLEOS features classic Sport Utility Vehicle design cues.

The vehicle is expected for delivery in the Zimbabwean market through Duly Holdings at a price of USD47 000. Hope Kemadjou is the point person at Duly Holdings for any inquiries about the vehicle.

KOLEOS' elevated driving position offers excellent visibility and compared to a traditional sedan, the new KOLEOS' driving position is 150mm higher, a reassuring feature that is highly prized by SUV buyers.

It's tall, the wide dashboard is intended to give driver and passenger a sense of safety and protection. Hand grips either side of the centre console echo the world of off-road motoring while imbuing the interior with a sporty feel.

The line stretching from the top of the dashboard to the rear of the armrest is one of the highlights of the new KOLEOS' central line suggests power and the world of all-wheel drive motoring and the wide centre console ensures there is a comfortable distance between the driver and front passenger.

The new KOLEOS' SUV genes are similarly prominent inside the cabin. Redolent of comfort, quality and strength, its elegant, protective interior is in perfect harmony with the model's exterior lines.

The beast's all-mode 4x4-i technology has already proven its capability in millions of Alliance vehicles around the world. This all-wheel drive system is extremely easy to use thanks to a switch on the dashboard to the left of the steering wheel that offers a choice between the 2WD (front-wheel drive) and 4WD Auto modes.

The latter automatically splits the torque between the front and rear wheels. At slow speeds in low-grip conditions, a third mode called 4WD LOCK allows the driver to select permanent all-wheel drive.

The KOLEOS' 4x4 transmission also guarantees enhanced safety and stability by neutralising understeer and oversteer and by optimising grip in difficult conditions. To adapt to the varying requirements of its different markets, a two-wheel drive version of the new KOLEOS will also be available.

In short the KOLEOS proudly sports Renault's new styling hallmarks, inspired by the talisman. The styling similarities with the

Talisman – Renault's new large family saloon that was recently awarded the Most Beautiful Car of the Year accolade at the 2016 Festival Automobile International in Paris, France – are immediately apparent, and with good reason. The exteriors of these two vehicles were designed in parallel by teams led by the same designer; Alexis Martot.

As a result, the new KOLEOS is instantly recognisable as a top-of-the-range Renault, thanks notably to its front-end design that incorporates a prominent Renault logo set at the centre of a broad chrome grille.

The taut bonnet lines contribute to the car's powerful design, an impression that is heightened by the presence of several chrome embellishments, including strips that run from the head lights along the full length of the wings to visually lengthen the front end and exude an impression of dynamism and elegance. Unique in the segment, this feature sets the new KOLEOS apart from other SUVs.

The 2,710mm wheelbase for a total vehicle length of 4,670mm counts among the longest in the class and allows the KOLEOS to boast record-breaking interior space to position itself as a D-segment SUV.

At the rear, Renault's trademark style is again prominently on display. The wide, horizontal tail lights amplify the impression of width (1,840mm) and draw the eye to the Renault diamond logo on the tailgate. Chrome inserts set into the lower part of the rear bumper take the shape of twin exhaust tail pipes, a detail that is complementary with the KOLEOS' overall exterior design.

The KOLEOS' interior subtly blends robust SUV cues with the impression of quality expected of a large family saloon thanks to the use of attractive, scratch-resistant materials such as satin-finish chrome for the steering wheel, gear lever and air vent inserts. The centre console is covered by a protective film that is hardy and pleasing to the touch.

The cushion-backed materials selected for the dashboard and door panels also contribute to the cabin's restful ambience, while leather upholstery and leather-trimmed armrests feature contrasting top stitching.

Travelling comfort is further enhanced by customisable LED cabin lighting, with a palette of hues ranging from green, to blue, yellow red or violet, depending on the mood of the driver and passengers.

The KOLEOS crossover was added to the Renault range in 2008 and has since been sold to the tune of more than 300,000 units around the world. More than 70 percent of these sales were outside Europe.

The KOLEOS name first appeared at the 2000 Geneva Motor Show in the form of a high-end concept car, which was an avant-garde blend between a saloon car, an MPV and a 4x4.



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