



EV FACT SHEET

Renault Scenic E-Tech

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Renault Scenic E-Tech. Image: Renault

INTRODUCTION

The Scenic is another of Renault’s long-standing nameplates to be recycled into an all-electric model. In this case, it has morphed from a 5 (and later 7) seat people mover to what could be loosely described as a ‘crossover’ - although here in Australia it is classified by VFACTS as a medium SUV. The Scenic E-tech is built on the Renault Alliance’s shared AmpR EV-only platform (as are the Megane E-Tech and the Nissan Ariya) and assembled in France in Renault’s Douai factory.

Released in Europe in late 2023, it arrived here in late 2025 for early 2026 deliveries. In Australia, the Scenic E-Tech can be ordered in either ‘Techno’ or ‘esprit Alpine’ trims – with the techno offered with either a 60 kWh battery/125 kW motor or 87 kWh battery/160 kW motor. The esprit Alpine comes only with the larger battery, more powerful motor combination.

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Currently, the official Australian ADR 81/02 test cycle is based on the outdated (and highly over-optimistic) European NEDC test cycle.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)

Version	National testing system range estimates:		
	NEDC (Aust)	WLTP (Euro)	US EPA
Techno	Not rated	430 km	NA ¹
Techno LR	Not rated	625 km	NA ¹
Esprit Alpine	Not rated	625 km	NA ¹

Table 1: Driving range estimates for the Scenic E-Tech versions.

Using the WLTP rating (with a 10-15% discount for extended highway use) a Scenic Techno long range should, at its limit, be capable of a round-trip from the Melbourne CBD to Dunkeld (in the central West of Victoria), provided the heating or air conditioning are not heavily used. For this sort of trip, a short en route DC top-up charge would be recommended at one of the many DC fast-chargers on this route. (For further charging options and availability, see: <https://www.plugshare.com/>).



Typical Scenic E-Tech return trip range. Image: Google maps

CHARGING SPEEDS/REQUIREMENTS

Charging port

The Renault Scenic E-Tech is fitted with a CCS2 socket allowing it to charge at slow to medium speeds on AC outlets and home chargers as well as higher speeds at specialised DC fast-chargers².



CCS2 charging plug and socket

Notes:

1. Not sold in the USA: Renault left the US market in 1987.
2. For specific charging speeds/times for the different charger types, see Table 2 on next page.

CHARGING SPEEDS/REQUIREMENTS (CONTINUED)

AC charging:

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

Charging rates:

Single phase: maximum of 7.4 kW (32A)

Three phase: maximum of 11 kW (16A per phase)

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 Scenic 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 (150+kW)
60kWh: 30.5h	18.5h	9.25h	16A: 6.5h 32A: 6.5h	60m	38m
87kWh: 46.5h	26h	13h	16A: 9h 32A: 9h	90m	44m

Table 2: Approx. charging times for Renault Scenic E-Tech battery sizes

Important note: DC fast-charge times are generally quoted as 0-80% due to DC charging rates will begin slowing after around 80%.

DC fast charging

Using a DC fast-charger, the Scenic E-Tech can charge at up to 130 kW DC for the 60 kWh battery and 150 kW for the 87 kWh battery.

V2X capability:

The Scenic E-tech does not include any V2X functions.

Notes:

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 Renault Scenic E-Tech, an 11kW 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 Fact Sheets 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)

- Boot behind seats/under parcel shelf: 545
- Rear seat folded, load space to roof: 1,670
- Froot: NA (Froot = front boot)

Dimensions:

- Overall length: 4,470 mm
- Overall height: 1,565 mm
- Ground clearance: 145 mm
- Overall width (edge of doors): 1,864 mm
- Overall width (edge of mirrors): Not provided

Battery:

- 60 kWh (Techno)
- 87 kWh (Techno LR and esprit Alpine)

Energy consumption: (WLTP)

- 16.3 kWh/100 km (60 kWh battery)
- 16.8 kWh/100 km (87 kWh battery)

Kerb weight:

- 1,746 kg (60 kWh battery version)
- 1,840 kg (87 kWh battery versions)

Charging:

- 1 phase AC: 7.4 kW maximum.
- 3 phase AC: 11 kW maximum.
- DC:
 - 130 kW max. (60 kWh battery)
 - 150 kW max. (87 kWh battery)

Charge port location:

- Right-hand front (above front RH wheel).

Drive configuration:

- front-wheel drive

Towing:

- 750/900: Techno
- 750/1100: Techno Long Range & Esprit Alpine

Spare tyre: No

Performance:

Variant:	Max. Power/torque (kW/Nm)	0 to 100km/h (Sec)
Techno	125/280	8.6
Techno LR	160/300	7.9
Esprit Alpine	160/300	7.9

IMPORTANT NOTE

Always check all specifications with the manufacturer prior to any purchase. No responsibility accepted by AEVA or Bryce Gatton (EVChoice) for errors factual or due to reproduction in this Fact Sheet. Whilst all efforts are made to ensure the accuracy of the material in this Fact Sheet, manufacturers regularly make changes (often unannounced) to their model ranges and specifications.