

[Click Here](#)



The Scenic commands the same benefit-in-kind (BIK) tax rate as other electric cars and electric SUVs but its lower list price should mean it works out a little cheaper each month as a company car than many alternatives.The model is expected to lose its value more slowly than an equivalent Ioniq 5, EV6 or Enyaq, and is on a par with the Model Y for depreciation. That should help to reduce the monthly costs for those buying on PCP finance (you can check for the latest offers on our New Car Deals pages).The Long Range Scenic can accept a maximum charging rate of up to 150kW - slightly faster than the Enyaq 85 and VW ID 4 but slightly slower than the 170kW offered by the Model Y RWD. A 10-80% top-up will take around 40min in ideal conditions. Meanwhile, the smaller battery Comfort Range car can accept a maximum of 130kW for a 10-80% charge in around 35 minutes. That's not particularly quick by modern electric car standards, but you'll be waiting more than 40 minutes for a 10-80% top-up in a Niro EV.Entry-level Techno trim - which is available with either battery size - comes with 19in alloy wheels, two-zone climate control, adaptive cruise control, a heated steering wheel, heated front seats and ambient lighting.The top two trims - Esprit Alpine and Iconic - are available only with the bigger battery. Esprit Alpine gets larger 20in alloy wheels, sports front seats and blue interior highlights on the carpet, storage compartments and trim finishers. The Renault Scenic was a massive hit with car-buying families in the 1990s, so you can see why it wanted to revive the name. But that was that and this is this. It's a long-ish wheelbase, long-range electric family car. The original Scenic's one-box profile and its ultra-versatile interior, with three individual folding and sliding rear seats, are history. Fair enough: people gradually stopped buying those MPVs 5, and ultra-versatile (read 'unused') seats just add weight and cost.Advertisement - Page continues below These days the sales (and the legal mandates) are in stuff like the Tesla Model Y, Ford Mustang Mach-E, Hyundai Ioniq 5, Kia EV6, Nissan Ariya, VW ID 4, Skoda Enyaq and Peugeot e-3008. That's where the Scenic competes. Renault has another family electric hatch, the Megane E-Tech Electric, but people have complained it's not roomy enough in the back. The Scenic is largely the same up front but has a 100mm longer wheelbase, devoted to the rear. People also grumbled that the Megane's battery size isn't enough, so the Scenic comes with the option of a Long Range 87kWh one. That's 379 miles WLTP. Which ought to shut them up. So no family-amusing cabin novelties then? Actually, although the seats are straightforward, there is one. If there are only two people in the back, they can drop the centre armrest. That has two USB sockets, and trays for this 'n' that, and cupholders. Pivoting brackets around the cupholders act as little arms to grip and hold upright tablets and phones. They can be set either across the car so both people can watch the same screen, or at 45 degrees so each can see their own (scroll through the gallery above to see).Advertisement - Page continues below That armrest opens up more to turn into a ski hatch. Not that you're likely to ski much, so just think of it as a gap for long stuff. There are more USBs for when the centre seat is occupied. In all the Scenic has six sockets and a wireless charging pad. The top-spec version has Solarbay, a glass roof that can be rendered opaque by LCD switching, with separate LCD sections for front and rear. Less weight than a blind, and more rear headroom. Cool party trick too, and it's voice-activated if you want. Oh, and Jean-Michel Jarre (the celebrated French composer) thought up the pedestrian warning noise and the Scenic's other beep-beep-boops. How is it to drive? It's... decent. But we'll stop short of giving it outright praise. In Comfort mode there's a fair bit of pitch and roll, so you can't treat corners with any gusto. Sport mode makes the suspension tauter and the steering quicker, but the Scenic doesn't like sudden changes of direction very much. But so what? This is a family car. Drive it like one, and you won't be disappointed. Performance is easily strong enough for most people. There are two powertrains: one's got 168bhp for 0-62mph in 8.6 seconds, the other 217bhp for 7.9s. Both are front-wheel drive. Renault's driver interface is excellent. You get a big customisable centre screen, and physical buttons for most urgent functions... including one that will remember your preferred safety aid settings (they reset every time you start up by law). Halle-bloomin'-luja. How is it to ride in? It's fine. Adult-size people in the back have all the room they need, provided that the front seats are jacked up high enough to allow foot room. It'll do three abreast, and the flat floor means even the central bod has foot space. Headroom's not a problem either. You get useful storage in the cabin, and the boot's fine. It's quiet over the road and through the air. The ride is firmish - think Kia EV6 rather than Hyundai Ioniq 5 - but bearable. Which should reduce the need for sickbags out back. What are the electric stats? Here in the UK we get two batteries: a 'Comfort Range' 60kWh capable of 260 miles WLTP, or the Long Range one we mentioned earlier. A heat pump and battery heater are standard in the UK, so low-temp range should hold up pretty well. Finally, the battery chemistry used here is different from the Megane's, and is able to deliver more of its rated energy down to colder temperatures, claims Renault. Rapid charging is good too: up to 150kW for the bigger battery and 130kW for the little one. But it's not all about a headline-grabbing peak number, but the consistent rate as the battery fills. It has online charge planning and will precondition on approach to the charger, and can then average 110kW over 30 minutes if starting from 20 per cent. So about 50kWh in that time. How much? Prices start from £37,495, but that's for the piddly battery in base trim. Get the Long Range model in no-mod-con-absent spec and it's £45,495. More info on the Buying tab.RENAULT160kW Techno 87kWh Long Range 5dr Auto£37,130*Space, efficiency and superb tech count in the Scenic's favour. But it's also good-looking on the outside and well-finished within'The Renault Scenic E-Tech is very likeable. And there are lots of rational reasons why: space, efficiency, superb tech and lightness (relatively speaking: it's 1,850kg) count in its favour. But it's also good-looking on the outside and well-finished within. But this is a very competitive arena. The Mustang Mach-E drives better, the Ioniq 5 is even more head-turning: the Model Y makes more of a statement. The Scenic's draws its power from competitive money. We almost wish it wasn't called Scenic. It's a name that has long since evaporated from public consciousness in Britain, and in any case this isn't a Scenic. But it is a very good car. When it comes to interior design, Renault's recent efforts have moved far beyond the vaguely plasticky, greyscale creations of the not-so-distant past. The Scenic E-Tech is another example of the brand's upward trajectory, with its blend of tactile materials and, in the case of our Iconic-grade car, some brighter hues that along with the panoramic roof bring a commendably bright and warm atmosphere. The halo feature of the cabin is that roof, which, claims Renault, is the first in a mass-market car that can be fully or partially opacified in segments, thanks to polymer dispersed liquid crystals. It can also be controlled by voice, using the car's Google Assistant. Perhaps that sounds a touch gimmicky, though the 30mm or so of head room this set-up saves over a mechanical blind is certainly useful. Elsewhere, the Scenic's innards show a mixture of clever storage elements and good comfort all round, albeit with some strange ergonomic quirks. The cockpit itself is nicely wrought, with an expensive-feeling quartic steering wheel ahead of you and the large, portrait-oriented central display usefully angled towards the driver. With physical controls for all the important commands and a phone-charging tray floating high above a centre console that offers a large amount of storage space, this cabin does an awful lot right in terms of general usability. It's therefore a shame that the digital rear-view mirror looms so large and cuts off a good degree of diagonal forward visibility. (It also prevents you from having the driver's seat nicely perched up, as many like to set it.) The A-pillars are surprisingly large too, with solid quarterlights. The result is a cabin that feels quite expansive and lounge-like but that doesn't actually make the car especially easy to drive about town. Passenger and luggage space are commendable, mind, if not quite among the best in the class. Headroom in the back is MPV-esque (leg room is fine, albeit some way short of what you will find in, say, a Hyundai Ioniq 5) and Renault does in fairness make good on its promise of additional boot space by not having a rear-mounted motor. At 545 litres, the boot is big for a sub-4.5m-long car, and there is generous underfloor storage for cables and the like. However, that floor is also rather a long way down from the boot lip, which leaves a substantial step up to the backs of the rear seats when they are folded down. Note also that there is no option of individually adjusting the position of second-row seats - a Scenic calling card of yesteryear. Multimedia system The Scenic E-Tech's 12in touchscreen is responsive, crisp and a good deal easier to use than many others because of the way it's angled towards the driver. The main climate controls also take the form of physical toggles that line up along the base of the display in an arrangement that gets a thumbs up from us for its fundamental eyes-still-on-the-road usability. The software is Renault's OpenR Link system. It offers more than 50 apps available from Google Play, though one of the most helpful is simply Google Maps, which is furnished with charge-related data from the car and can pre-condition the battery before a charging stop. The software even uses weather information to accurately estimate the remaining range. The 410W Harman Kardon sound system in our test car offered well-defined reproduction by class standards. Renault is enhancing the appeal and accessibility of its Scenic E-Tech electric with the addition of the 60kWh battery version, which lowers the starting price of the innovative, family-focused SUV to £37,495 OTR. Offered exclusively in techno trim, the new Scenic E-Tech electric 170hp Comfort Range costs £3,500 less than the previous entry-level version. Adding to its attainability, and for a limited time only, the new Comfort Range model is available for just £429 per month* on a 7.9% APR representative, four-year Personal Contract Purchase (PCP) deal with a £750 deposit contribution. While the availability of the smaller battery variant significantly increases the affordability of the Scenic E-Tech electric, customers still enjoy the same high levels of equipment as the existing 87kWh, 220hp model, as well as a practical range of up to 260 miles (WLTP). The usability and convenience of the new 60kWh Comfort Range version is further strengthened by the same flexible charging options found in its 87kWh Long Range sibling. Up to 22kW AC and up to 130kW DC charging capacity is available, allowing customers to enjoy charging speeds that eclipse those of many rivals. Using a DC rapid charger, customers can recharge the latest addition to the Scenic E-Tech electric line-up from 15-90% in just 32 minutes, delivering a charge that equates to approximately 169 miles. Together with the new techno 170hp Comfort Range, the Scenic E-Tech electric range includes techno, esprit alpine and iconic versions of the 220hp Long Range model, which offers a range of up to 379 miles (WLTP) on a single charge. On the expansion of the Scenic E-Tech electric range, Guillaume Sicard, Country Head UK & Managing Director Renault Brand UK, said: "Renault is committed to democratising EV ownership and introducing the new 60kWh battery Comfort Range version was a logical decision, bringing our latest all-electric SUV within reach of a wider array of car buyers. With a range of up to 260 miles, it offers a great blend of value and usability to all customers, whether private, business or purchasing via Motability." Although it is now the most affordable model in the Scenic E-Tech electric line-up, the new techno 170hp Comfort Range version benefits from a comprehensive standard specification. As well as such features as the ingenious rear armrest that includes storage for devices, screen stands and cup holders, the standard specification includes 19-inch 'streamline' diamond cut alloy wheels, front and rear full LED lights, electric flush door handles, flush roof bars, shark fin antenna, electric folding door mirrors and logo puddle lights. The interior boasts a 12.3-inch driver information display and 12-inch OpenR multimedia screen, powered by Google services with Google Maps, Google Assistant and Google Play store, while the standard equipment also encompasses wireless smartphone replication and charging, automatic air conditioning, a frameless electro-chromatic rear-view mirror, rear-view camera, front and rear park assist, heated front seats and steering wheel, paddle shifters for regenerative braking, automatic wipers, automatic wipers, and electric boot opening. Advanced driver assistance systems include intelligent adaptive cruise control, traffic and speed sign recognition, driver attention alert, distance warning alert, lane departure warning, lane keep assist, lane centring, active emergency braking system with pedestrian and cyclist detection and blind spot warning. MODEL POWER (hp) TORQUE (Nm) WLTP RANGE (miles) 0-62mph (secs) TOP SPEED (mph) Scenic E-Tech electric 170hp Comfort Range 170 280 260 8.6 93.2 Scenic E-Tech electric 220hp Long Range 217 300 379 7.9 105.6 MODEL BIK(2023/2024) BASICPRICE VAT20% TOTALRETAIL PRICE VEDYEAR 1 DELIVERYCHARGE FRF OTRPRICE techno E-Tech electric170hp Comfort Range 2% £30,616.67 £6,123.33 £36,740 £0 £700 £55 £37,495 techno E-Tech electric220hp Long Range 2% £33,533.33 £6,706.67 £40,240 £0 £700 £55 £40,995 esprit AlpineE-Tech electric220hp Long Range 2% £35,616.67 £7,123.33 £42,740 £0 £700 £55 £43,495 iconic E-Tech electric220hp Long Range 2% £37,283.33 £7,456.67 £44,740 £0 £700 £55 £45,495 The Renault Scenic E-Tech range has been updated. Three trims are available - techno, techno esprit Alpine and iconic esprit Alpine - and prices start at £37,195. The new trims replace the outgoing techno, esprit Alpine and iconic trims, which started at £37,495, £43,495 and £45,495 respectively. The new esprit Alpine trims are intended to be sportier, borrowing from Renault's performance sub-brand. Features on these models include ice black badges, six-way adjustable electric seats and face ID that automatically selects the appropriate driver profile and seat position. Also included across the range is one-pedal driving, a new 11kW on-board charger that includes a vehicle to load (V2L) adaptor that allows external devices to be powered by the car, and Plug & Charge compatibility. The new models are due to go on sale by the end of April. Renault Scenic E-Tech electric prices Scenic E-Tech electric techno long range £37,195 Scenic E-Tech electric techno esprit Alpine long range £39,995 Scenic E-Tech electric iconic esprit Alpine long range £42,195 View all Renault reviews All the latest information on Renault's Scenic range. Read expert and owner Renault Scenic reviews, including full performance figures, running costs, practicality, safety and handling statistics and options data. Browse the photo gallery and get accurate pricing for any Renault Scenic. Plus, get a great deal on new or used Renault Scenic cars for sale. After all the trials, tribulations and many long hours of practice to pass your driving test, a stamp of approval from your examiner means only one thing - time to... Welcome to Parkers Deal Watch. On this page, you'll find a selection of the best new car deals to sink your teeth into. This page covers both personal car leasing... Family SUVs have exploded in popularity in recent years. Eight of the Top 10 best-selling cars in the UK in 2024 were SUVs - and, in response to this intense... After a slow start in the electric cars space, the small car sector is finally catching up - and 2025 marks a turning point. We're seeing a wave of exciting... It's a new week, and I'm back with my handpicked Lease of the Week. I spend a lot of my life studying the new car market, looking for when it's... You're not the only person looking at cars in the best cars for £200 per month range - this article is among the most popular in our suite of new car... The Renault Scenic is a mid-size family MPV with head-turning SUV looks and a unique infotainment system layout that rivals that the Ford C-Max, Volkswagen Touran and, to a lesser extent, the Citroen C4 Picasso Buy or lease the Renault Scenic at a price you'll love We take the hassle and hassle out of car buying by finding you great deals from local and national dealers RRP £21,885 - £31,185 Ready to see prices tailored to you? Compare used deals wowscore This score is awarded by our team of expert reviewers after extensive testing of the car Desirable looks Plenty of storage Lots of safety equipment Grand Scenic makes more sense Petrol engines are manual only Top-spec models are expensive Advertisement Find out more about the Renault Scenic Considering how boring the old model was, the new Renault Scenic makes for a welcome a dose of continental fresh air. It's an imposing car to look at - it's 20mm wider than the car it replaces and comes as standard with two-tone paint and blingy 20-inch alloy wheels that look, well, fantastic! Those looks couldn't come at the expense of practicality, though, so the Renault has a big boot, cubbyholes and under-seat bins that provide 63 litres of storage and one of the most elaborate gloveboxes we have ever seen. The engine range is extensive, too. Buyers can choose from five diesels, two petrols and a diesel-electric hybrid that returns fuel economy of 80.4mpg. Petrols are manual only, but diesels are available with a six-speed manual or a dual-clutch auto with the same number of gears. All models come with emergency city braking that works at speed of up to 31mph and can detect people (a class first), cruise control, two Isofix child-seat mounting points, a height adjustable driver's seat and a Bluetooth phone connection. If you like the look of an SUV, but don't need the high ride height, the Scenic is perfect for you The Renault Espace was arguably the first MPV ever made and that expertise shows in this new Scenic. There's much to like here, not least its cheap running costs and practical interior. Sure, the VW Touran is better to drive and the Citroen C4 Picasso is more comfortable, but the Scenic - much like the Espace - offers something genuinely unique here - stylish looks that don't punish you for needing a practical car. The Renault Scenic has a RRP range of £21,885 to £31,185. The price of a used Renault Scenic on Carwow starts at £8,900. The Renault Scenic is just a five-seater, so you'll need the Grand Scenic to take any more than that. However, the Scenic looks after its passengers pretty well, although some alternatives have bigger boots This may not be the biggest car of its type, but what it lacks in sheer space, it makes up for with some really clever features, like the sliding centre console Boot (seats up) 506 litres Just like the Megane it's based on, the Scenic is composed on the move and you can place it confidently on the road - it doesn't feel big from behind the wheel. The 1.5-litre diesel is quick enough and cheap to run - it's all you need really Even though petrol engines are making a resurgence, it's no surprise to see that most of the engines available for the Scenic are diesels - including the mild hybrid that boasts the best fuel economy in the range. That's not to say the petrols aren't good. Far from it - the 1.2-litre turbocharged unit in the TCe 130 is potent enough to zip through traffic and easily overtake slower cars on the motorway. It's as fast as most rival MPVs with a 0-62mph time in the 11-second range, however, load it up with people and/or luggage and you won't see anything near the claimed 48mpg official fuel consumption. Official mpg and CO2 figures are identical in the smaller 1.0-litre 1Cte 115. However, the smaller engine is considerably slower, adding a second to the 1.2's relatively sedate 0-62mph time and struggling when fully loaded. On the upside, the 1Cte 115 is the cheapest way into Scenic ownership. Kicking off the range is the 1.5-litre dCi 110 - a fuel-sipper that's also found in the Megane and Kadjar. In the Scenic you'll have to work the gearbox to keep up with traffic, but the engine is smooth and also pretty quiet once up to speed. Ignoring the expensive hybrid (that uses the same engine boosted by an electric motor), the dCi 110 is the cheapest Scenic to run with fuel consumption of 72mpg. The 1.5-litre diesel is so well suited to life in the Scenic, there's little point in considering either the 130 or 160hp 1.6-litre models. Both return fuel economy of more than 60mpg, while the latter is the quickest car in the range, but 0-62mph in 10.7 seconds still won't set the world alight. The hybrid assist model is also hard to justify. Rather than a full-blown green machine, it's really just the 1.5-litre diesel combined with a small electric motor to boost efficiency. As a result, it can return fuel economy of more than 80mpg, but these gains don't justify its high price. The Scenic isn't fun to drive, but labeling something as not fun to drive doesn't necessarily mean it's bad and the Scenic is the perfect illustration of this - the steering is accurate and, because it's wider than the old model, body roll is better kept in check. One of the biggest differences between the Scenic and its rivals is that it comes with huge 20-inch wheels as standard. They look great but mean that car's ride never seems to quite settle. As a result, it is neither as comfortable to ride in as the Citroen C4 Picasso nor as fun to drive as the VW Touran. That's not helped by the light steering, which is ideal for town use but seems bereft of feel on faster roads. The manual gearbox also feels rubbery and the automatic isn't as fast to react to driver inputs as, say, VW's DSG auto. Inside a Renault, one normally expects to find a slightly confusing-to-use but very interesting-to-look-at cockpit that ultimately isn't really well built. Renault Scenic colours Solid - Glacier white Free Metallic - Carmin red From £550 Metallic - Cosmos blue From £550 Metallic - Diamond black From £550 Metallic - Dune From £550 Metallic - Honey yellow From £550 Metallic - Mercury From £550 Metallic - Oyster grey From £550 Metallic - Sky blue From £550 Renault ID - Amethyst From £650 Renault ID - Arctic white From £650 Next Read full interior review Buy or lease the Renault Scenic at a price you'll love We take the hassle and hassle out of car buying by finding you great deals from local and national dealers RRP £21,885 - £31,185 Ready to see prices tailored to you? Compare used deals