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INTRODUCING NEW RENAULT MASTER E-TECH 100% ELECTRIC

Renault Master has been powering businesses for more than 40 years through three generations. But now it's time for a change. The van has been re-engineered to meet the demands of a modern fleet. New Master is more versatile, more technologically advanced and more efficient. As a result, New Renault Master E-Tech 100% electric is the winner of the coveted 2025 International Van of the Year award.

It re-writes the rule book for large electric vans, offering a class-leading range of up to 285 miles^[1] thanks to its E-Tech 100% electric powertrain and unique 'Aerovan' design.

This long-range capability doesn't come at the expense of practicality, either. Payloads of up to 1,625kg^[2] are possible, making the Master E-Tech 100% electric one of the most capable vehicles in its segment.

Describing the new vehicle, Seb Brechon, head of LCV & PRO+ at Renault, said: "What is exciting about New Master E-Tech is that, although it bears the

same name as its predecessor, it is 100% new.

"New Master E-Tech 100% electric has been built with efficiency in mind from every aspect of design."

The van's proportions have been meticulously fine-tuned to strike the right balance for each body type. The rear is narrower to optimise aerodynamics, ensuring maximum efficiency.

"Even the smallest details contribute to the smoother design," Brechon explained. "The bonnet is shorter, the windscreen is further forward and tilted, the wing mirrors, air intake ducts in the bumper and roofline slope are streamlined."

Changes are not just limited to the van's external design. Improvements have been made to the driveability of the vehicle and there are substantial enhancements within the cabin for improved comfort and safety.

A new optional 10-inch touchscreen is central to the new Master's digital evolution. It features Renault's OpenR Link multimedia system, with the option of Google built-in^[3] services.

Pricing for new Renault Master E-Tech 100% electric starts at £42,500 (ex VAT)^[4] before the Government's £5,000 plug-in van grant is applied^[5].

In addition to offering one of the longest ranges in its segment, the Master is also competitively priced.

Brechon said: "We appreciate that the transition to electric vehicles can be a daunting decision, however we also know that from a total cost of ownership perspective it is the right decision for some fleets in part or, in some cases, in their entirety."

Over a typical five-year (100,000 miles) fleet cycle, Cap HPI data shows running costs for new Master E-Tech Electric are impressively low at 38p per mile. For fleet customers this means a quicker return on investment and the reassurance of lower in-life costs.



van of the year



Electric, without compromise

With a design brief to go further, carry more and cost less, New Renault Master E-Tech 100% electric is equipped with a highly efficient new powertrain.

The van's excellent range of up to 285-mile (WLTP) is the result of substantial innovation in three key areas: powertrain, aerodynamics and a new innovative platform.

Master is equipped with an efficient electric motor that produces 140hp and 300Nm of torque, ensuring it meets all the requirements of professional users without compromising driveability or impacting running costs.

It is highly refined, offers instant response and has zero tailpipe emissions.

Power is provided by an 87kWh battery. A heat management system keeps the battery's temperature constant, helping to increase the battery's performance and extending its useful life.

The van's dynamic braking system can turn the kinetic energy from the deceleration into electric power to charge the battery.

The van's shape was subjected to demanding wind tunnel analysis and helps improve air flow management and makes each element more aerodynamic.

Strong on-road performance is matched by impressive charging capability. As standard, new Master E-Tech 100% electric is equipped for AC charging at 22kW and DC fast charging at 130kW⁽¹⁾.

Thanks to the long driving range and its rapid charging capability, new Master E-Tech will enable companies that have not previously been able to use electric vans to reconsider them.

"Previously, large electric van ranges meant they were ideal for last-mile delivery solutions and local driving; however, the excellent range of New Master E-Tech means this usage is extended into many more areas," Brechon explained.

Dedicated subsidiary Mobilize Power Solutions simplifies the switch to electric mobility with made-to-measure charging solutions on company premises, on the road and even in employees' homes.

The services available to fleets include assessments, charging terminal installation and operation, energy optimisation and maintenance.

Users can pay for charges using their Mobilize Business Pass and the fleet manager can monitor consumption remotely and pay monthly.

"The excellent range of New Master E-Tech means this usage is extended into many more areas"

Seb Brechon, head of LCV & PRO+, Renault



UP TO
**285-MILE
RANGE (WLTP)**

**87kWh
BATTERY**

**300Nm
TORQUE**



Redefining convenience

New Renault Master is available in a growing range of configurations which will include panel van, crew van, chassis cab and many more factory-approved custom bodies.

And Renault works with more than 40 certified converters in the UK who can deliver even larger range of bespoke solutions to meet the precise needs of fleet customers.

The E-Tech 100% electric panel van is currently available in two wheelbase lengths to suit different applications and budgets.

Its large payload capacity, length, width and volume provides versatility and convenience for customers.

Master medium wheelbase vehicle has a total length of 5.6 metres and a height of 2.5 metres. This gives an internal load space volume of 10.8 cubic metres.

Opt for the long wheelbase van, with a length of 6.3 metres and the same 2.5-metre height, and Master E-Tech 100% electric's load space volume grows to 13.8 cubic metres.

Two weight configurations are available, providing a benchmark maximum payload of up to 1,625kg.

Brechon said: "While we think uptake of the 4.0 tonne versions of new Master E-Tech will be less than the 3.5 tonne, the 4.0 tonne version does provide advantages in payload and towing which will suit some businesses.

"We believe it is important to give that choice in the UK market, where uptake of large electric vans is much less than in other sectors.

"The category B license exemption on up to 4.25 tonne EVs does provide the opportunity for more fleets to adopt electric vehicles due to the compensation for the additional battery weight. However, the additional driver training and limits on travel in the vehicles could be seen as a barrier to some."

Access to the cargo area is facilitated by a large sliding side door, which reveals a 1,310mm opening – the largest in the segment. The rear doors open by 180 degrees, or to 270 degrees as an option.

Integrated vehicle-to-load (V2L) technology enables tools and other equipment to be powered directly from the vehicle's battery via sockets in the cargo area and cabin.

New Master E-Tech 100% electric also has a towing capacity of up to 2,500kg (braked trailer).





Professional solutions, for professional users

New Renault Master E-Tech 100% electric is a digital-native van and comes factory-fitted with Renault's latest OpenR Link multimedia system.

It includes a high-resolution 10-inch central touchscreen with wired and wireless Android Auto and Apple CarPlay connections⁽⁶⁾, to replicate a smartphone screen.

The system is also smart and scalable: it will grow to encompass new functionalities over time, with over-the-air updates.

Renault's OpenR link system with integrated Google⁽³⁾ is ushering in a real revolution in the segment thanks to OpenR link with convertor companion.

This feature enables convertors to integrate an application dedicated to their conversion into the multimedia system.

With these apps, developed by the conversion professionals themselves, drivers can check and supervise their custom features directly from the van's touchscreen.

Brechon said: "Our approved convertors can create their own custom app allowing an improved driver interface, simpler and safer system, displaying only the information that the driver needs that can be updated automatically over the air."



"And you do not need to attach a second screen to the dashboard improving the in-fleet and defleet process upon resale of the vehicle."

The available Google integrated services include Google Maps navigation, Google Play apps and Google Assistant⁽³⁾.

Drivers can connect the system to their Google account – like a smartphone – for an optimal online experience.

Google Maps considers your stated preferences and optimises itineraries accordingly. It can plan drives that include charging stops, filter charging stations according to your preferred payment method or power rating, set your home and workplace as charging points, and decide when the battery charges and the air conditioning switches on and off, to optimise costs and keep the temperature just right in the cockpit.

For example, Google Assistant provides hands-free access to listen to the news, check the weather forecast or adjust the air conditioning without taking your eyes off the road.

Remote services

When away from the vehicle, the MyRenault smartphone app supports drivers with the operation of an electric vehicle by providing remote services. These include a display of the vehicle's remaining range and charging status, details of charging stations either nearby or near a selected location, charge scheduling, cabin pre-conditioning, vehicle tracking and a warning if the vehicle is left unlocked⁽⁸⁾.

Fleet managers can also utilise a range of Mobilize connected services. Mobilize Fleet Connect is a web-based platform and app to optimise fleet management in real time – with features including consumption monitoring, geolocation, geofencing and eco-driving challenges – to simplify operations, respond faster and save money.

Raw data from vehicles can also be fed into other fleet management tools, dependent on specific fleet requirements.



Built for business, driven by drivers

Built to double as a mobile workstation⁽⁹⁾, the cabin of new Renault Master has received the same attention to detail as the rest of the van.

High grade materials mirror those used in Renault passenger cars, with the switchgear and technology delivered via controls with a premium feel.

The driver-focused dashboard puts key functions and controls in easy reach, while making the most of the space on board.

Throughout the cabin there's 135 litres of storage space – an increase on the previous Master interior. This includes overhead compartments and a useful space under the passenger seat.

With silent electric drive, Master's air-conditioned cabin remains comfortable and refined throughout the working day.

Dark upholstery enhances the cocoon-like sensation in the ultra-modern cockpit. The seats adapt to any type of use with six-way adjustment for the driver's seat along with lumbar support. The steering wheel is from Renault's passenger vehicle collection, offering adjustment for height and depth.

Brechon said: "Within the design of the vehicle, we wanted to put the customer – and the simplification of their daily life – at the centre of everything we did. We wanted New Renault Master E-Tech to double up as a practical, comfortable and, especially, ultra-high-quality workstation including its connectivity."

Renault Master can effortlessly turn into an office on wheels. The back of the middle seat folds down into a desk, the base has a slot to store a laptop,

and there are USB-C ports to power devices. Every detail is intended for everyday use.

The non-abrasive and sturdy TEP-lined seat edges, for instance, make it easier to get in and out of the van without causing unnecessary wear.

A suite of up to 20 driver assistance systems⁽¹⁰⁾ helps to maximise safety for the people in and around new Master. Its active safety features include its lateral stability, automatic emergency braking and trailer stability assist systems. It also comes with Intelligent Speed Assist to help the driver stay within the speed limit.

Hill Start Assist prevents the vehicle rolling back when setting off on an incline, while Extended Grip aids traction on loose or slippery ground.

The innovative rear-view camera system replaces the traditional rear-view mirror with a digital screen that displays an image from a rear-mounted camera.

In urban environments, pedestrian and cyclist detection can alert the driver to an imminent collision.

This also works if a cyclist is in the vehicle's blind spot.

⁽¹⁾ based on 87kWh E-Tech 100% electric L2H2 4T version. WLTP test data shown for comparability purposes only. Actual real world driving results may vary dependent on factors including the starting charge of the battery, accessories fitted after registration, weather conditions, driving styles and vehicle load.

⁽²⁾ usable cargo capacity based on 87kWh E-Tech 100% electric L2H2 4T version.

⁽³⁾ standard on Extra and optional on other versions. Google, Google Maps and Google Play are Google LLC trademarks.

⁽⁴⁾ price based on (MM35 Panel Van E-Tech Advance MY24).

⁽⁵⁾ PIVG available as part of the UK's Government Office for Zero Emission Vehicles (OZEV) scheme. Eligibility criteria applies. Subject to availability. For full details of the scheme visit <https://www.find-government-grants.service.gov.uk/grants/plug-in-van-and-truck-grant-1>.

⁽⁶⁾ Apple CarPlay[®] is a registered trademark of Apple Inc. Android Auto[™] is a trademark of Google LLC.

⁽⁷⁾ rapid charging time requires use of a 130kW DC charger. Charging time may vary dependent on charging conditions, including charger type and condition, on-site power usage, battery temperature as well as ambient temperature at point of use, battery age and state of charge, and if battery safeguarding technology is activated.

⁽⁸⁾ to use Connected Services you need a smartphone with compatible iOS or Android operating system. Connecting a smartphone to use the services should only be done when the car is parked safely. Services may be subject to mobile network coverage and additional charges. Users should follow road safety regulations when using the system and always be in control of the vehicle. For compatible devices, visit <https://www.renault.co.uk/renault-connect/phone-compatibility.html>

⁽⁹⁾ follow road safety regulations when using mobile office. It is the driver's responsibility to stay alert, drive safely and always be in control of the vehicle. For more information visit the owner's manual or www.renault.co.uk

⁽¹⁰⁾ it is your responsibility to stay alert, drive safely and be in control of the vehicle at all times. Driver assistance features have speed and other limitations and should not be solely relied on. For more information, please refer to the owner's manual or visit renault.co.uk/safety.