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DUSTER REBORN

Renault's iconic SUV returns, with turbo petrol and hybrid power



EXCLUSIVE
FERRARI 849 TESTAROSSA
High-tech hybrid's retro rebirth



FIRST DRIVE
VOLKSWAGEN TAYRON
Three-row Tiguan to take on the Kodiaq



COMPACT SUV MEGA COMPARO

XUV 3XO vs Kylaq vs Syros vs Venue vs Sonet vs Nexon vs Brezza



MAHINDRA XUV 7XO | NEW MERC S-CLASS | AUTOCAR INDIA AWARDS 2026

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Subscription rates
1 year Rs 1320; 3 years Rs 3600.
Cheques to be drawn in favour of 'Haymarket SAC Publishing (I) Pvt Ltd'.
Email: subscribe@autocarindia.com
International subscription rate: US\$110 for one year

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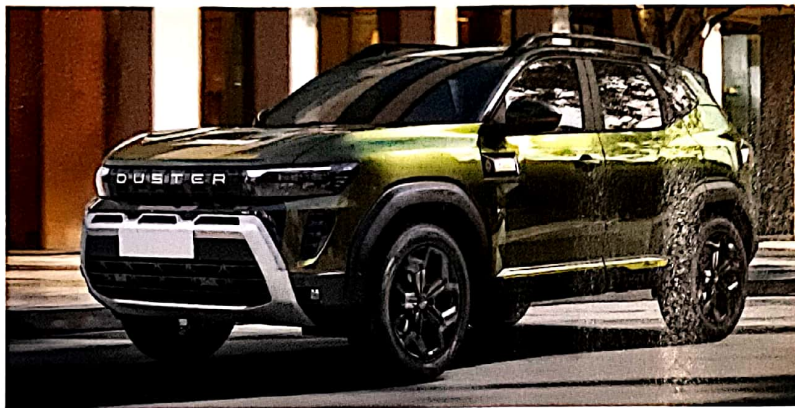
Printed and published by Hormazd Sorabjee on behalf of Haymarket SAC Publishing (India) Private Limited, Printed at Kala Jyoti Process Pvt Ltd, Plot No CFC-1&2, Survey No 18, E-City, SEZ & General Industrial Park, Raviryal & Srinagar (Village) Maheshwaram (M), R R Dist, Telangana 501359
Published at Haymarket SAC Publishing (India) Private Limited, F Block, Voltas Premises, T. B. Kadam Marg, Chinchpokli East, Mumbai 400 033, Maharashtra.
Editor: Hormazd Sorabjee

CIN: U22120MH1998PTC116780

'Autocar India' is a trademark under application by Haymarket SAC Publishing (India) Private Limited
This magazine contains 236 pages including both covers

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COMMENT



DUSTER RETURNS



RENAULT'S DUSTER IS back, and with it returns a name that created the midsize SUV segment. When it first arrived in 2012, the Duster wasn't just a new product; it was a disruptor. Its supple ride, confident dynamics, and that gem of an engine

- the 1.5-litre K9K diesel - made it an enthusiast favourite and put Renault firmly on the Indian map.

A lot has changed since, and so has the Duster. The new-generation model is built on a fresh platform, wears a more muscular body, and most importantly, has been engineered extensively for India. The interiors - long a weak spot - have taken a quantum leap in quality and design, transforming the Duster from utilitarian to upmarket. Under the hood lies a jewel of a powertrain; the 1.3 turbo-petrol paired with a 6-speed DCT. It's a sophisticated setup that should set new benchmarks for refinement and performance in the midsize SUV space.

Renault has also pulled a big surprise, announcing a hybrid version by the end of the year - a move that leapfrogs its giant Indian rivals like Hyundai, Tata and Mahindra in the hybrid race.

Yet, this comeback won't be easy. The midsize SUV segment is now fiercely competitive with many established brands. While the Duster hasn't grown significantly in size, its rivals have, and it does feel smaller inside. It's also short on some of the features customers now expect in this class. The absence of a diesel engine is the biggest miss in a segment where nearly 40 percent of buyers still choose one. Equally, not offering an automatic with the 1.0-litre turbo - despite Renault already having a CVT solution in the Kiger - feels like a missed trick too.

The good thing is that the Renault today is not the Renault of old. It is leaner, quicker on its feet, and supported by a strong local engineering team that can drive rapid change. With a clear roadmap of one new model every year, Renault's intent is evident. Now, it simply needs to move fast enough to keep pace with an unforgiving and fast-evolving Indian market.

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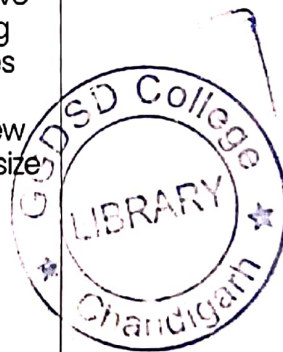
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ADVERTISING**Mumbai**

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News-stand price
Rs 200

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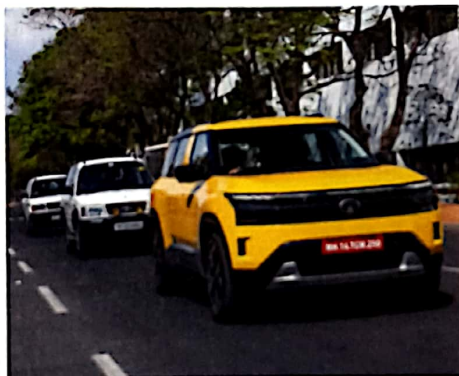




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