



NEW RENAULT CLIO: HIGH ON EMOTION

Taking all its different generations into account, Clio stands out as one of Renault's best-selling cars, as well as a market benchmark that has generated total sales of almost 12 million cars since 1990. Today, Renault has capitalised on the model's hallmark strengths and everyday versatility to deliver New Clio which seeks to win over customers thanks to its attractive blend of emotion and solid core strengths.

New Renault Clio also champions Renault's new design identity which places the emphasis on simplicity, warmth and sensuality.



Thanks to the availability of two systems, including the introduction of Renault R-Link, New Renault Clio breaks new ground in the world of automotive multimedia. It also delivers a high standard of comfort and safety equipment across the range and features an affordable personalisation programme on an unprecedented scale for Renault.

New Clio's versatility is founded on even more efficient road holding and enhanced travelling comfort, while power is provided by a choice of engines that show the way forward in terms of low fuel consumption and CO₂ emissions. The range includes a diesel powerplant which returns an unbeatable 3.2 litres/100km and 83g of CO₂/km.

Meanwhile, New Clio boasts a spacious cabin and a particularly big boot (300dm³). It is also rigorously designed, targets the highest possible level of active and passive safety (5 stars Euro NCAP new rating) and is built to Renault's exacting quality standards.

Buoyed by the passion of the teams behind its design, New Clio, like its predecessor, continues to pack features that are normally only associated with larger cars and responds to market demands in a rational, yet emotional way.

The hatchback version of New Clio will go on sale in October 2012, while Clio Estate and Clio R.S. are scheduled to follow in the first quarter of 2013.

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01

NEW CLIO: AN INCARNATION OF RENAULT'S NEW DESIGN IDENTITY

New Renault Clio is the first production model to give full expression to the Renault design renaissance inspired by Laurens van den Acker. The objective was to take the style and emotion of the brand's concept cars and carry them over to production models. New Clio meets that goal.



From left to right: designers Nicolas Jardin, Antony Villain, Yohan Ory and Yann Jarsalle.

"New Renault Clio was conceived as a piece of sensuous sculpture which stimulates desire. Like muscles, its curves express the dynamism radiated by the DeZir concept car. No acute or aggressive angles, just voluptuous curves that make you want to reach out and caress it."

**Laurens van den Acker -
Senior Vice President Corporate Design
Renault**





SIMPLE, SENSUOUS AND WARM... NEW CLIO IS A CAR TO FALL IN LOVE WITH

“Simple, sensuous and warm: these are the three words that sum up the design of Clio – just like that of DeZir. This is no coincidence, since the two vehicles were designed by the same team. New Clio is a five-door family car with the glamour of a three-door, and is all about passion. Thanks to the skills of our engineering teams, the end result matches our original vision.”

Antony Villain - Design Director, Studio 1







New Clio is instantly recognisable thanks to its front-end styling which features a prominent Renault logo, set bold and upright against a gloss black background, a signature first seen on the DeZir concept car. This **frontal treatment** is made **more distinctive still** by the headlights units, which include chrome details, and LED daytime running lights.

Available **exclusively in five-door form**, New Renault Clio has a sporty silhouette, accentuated by the integrated rear door handles concealed close to the rear quarter lights.





New Renault Clio will be available from launch in a choice **of eight body colours, four of which are new**. One of these is the distinctive launch colour, Flame Red, which takes its inspiration from the DeZir concept car.

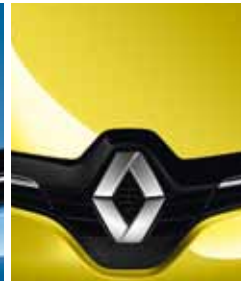
Non-metallic finishes:



Glacier White



French Blue*



Inca Yellow*

Metallic finishes:



Flame Red**



Mercury Grey



Oyster Grey



Ardent Brown*



Diamond Black

* New colours

** A new 'special effect' finish inspired directly from that of the DeZir concept car



BALANCED, DYNAMIC EXTERIOR PROPORTIONS WHICH EXPRESS SPORTINESS AND CONFIDENCE

Renault designers paid particularly careful attention to achieving balanced proportions for New Clio. Standing at **4,062mm** in length, **1,732mm wide** (excluding mirrors) and **1,448mm** tall, it sits 45mm closer to the ground than its predecessor. Meanwhile, the front and rear track have been significantly **widened** (by between 34 and 36mm).

The lower ride-height ensures an assertive stance which is also beneficial to the car's aerodynamics. **Pronounced shoulder lines** make New Clio visually distinctive.

New Clio's **coupé-like silhouette** is accentuated by the **integrated rear door handles** concealed close to the rear quarter lights.

The ratio of wheel-size to vehicle-height has been fine-tuned for a more dynamic look. The large-diameter wheels are pushed 15mm outwards compared with Clio III in order to fill and finish flush with the wheel arches. A steeply raked windscreen adds to this dynamic feel, as does the improved glass / body ratio when New Clio is seen from the side (one-third and two-thirds respectively).



A MODERN, WELCOMING, OCCUPANT-FRIENDLY INTERIOR

"We wanted to capture the essence of an aircraft wing; a shape that is both light and strong. This was the reasoning behind the design of the dashboard. It produces an impression of energy, a dynamic flow which envelopes the driver with a blend of taut and fluid lines, combined with forms that are expressive and energising."

Matteo Piguzzi – Interior Designer

The desire to combine **beauty** with **functionality** shows through clearly in numerous aspects of the interior design, from the dashboard in the shape of an aircraft wing, to the neat packaging of the multimedia systems in the centre console, the availability of stowage space throughout the cabin and careful attention to detail. The wide **choice of colours** and the use of chrome and gloss-black highlighting add to the warmth exuded by the cabin.

New Clio's range of easily **distinguishable equipment levels** and interior trims provides customers with a **choice** of inspiring, **exciting and status-enhancing** ambiances.





A CHOICE OF FINISHES, EACH WITH ITS OWN PERSONALITY

Each of the New Clio range's equipment levels and trims has its own personality and ambience. The **quality** of the design and materials (e.g. colour inserts in the upholstery) is apparent even **in the case of the extensively-equipped entry-level version** (height- and reach-adjustable steering wheel, 60/40-split folding rear bench seat, electric front windows and mirrors, plus keyless entry and ignition – all of which are standard across the range).

A lavishly-appointed, range-topping '**Initiale Paris**' version will be added in 2013.

The exact specification and name of the different equipment levels will differ in some of New Clio's markets.

02

A PERSONALISATION PROGRAMME COVERING CORE-RANGE VERSIONS

Both inside and outside, New Clio was designed from the very beginning to take personalisation to a new level, from the steering wheel to the side protection mouldings. There are countless combinations and buyers will be able to select a specific character for their New Clio based around one of the three decor themes: 'Trendy', 'Sport' or 'Elegant'. There is something for every budget, while personalisation features are fitted at the factory and available for the best-selling versions.



ORIGINAL AND “UNMISTAKABLY RENAULT”

The **personalisation** programme is structured around **three distinct decor themes** ('Elegant', 'Sport' and 'Trendy'), plus a selection of **configurations** based on a **careful match between** body colour and the dominant colour of the graphics and wheels.

The personalisation programme features:

- **Five exterior decor packs** to enhance different areas of the body with chrome or colour trims.
- **Three different roof** graphics.
- A choice of **two colours for the 16-inch diamond-effect wheels** and a choice of the **17-inch diamond-effect wheels**.
- **Seven interior decor packs** which highlight different parts of the cabin with colours or motifs.
- **Four interior ambience packs** which co-ordinate the colour of the dashboard colour with that of the upholstery and door panels.





For the exterior:

- **Exterior decoration** elements are available in **five different** finishes: Chrome, Black, Red, Blue and Ivory. These finishes concern the grille, rear hatch and side protective moulding trims. In addition, the door mirror housings, rear bumper apron and side protective mouldings are picked out in gloss black lacquer.

- The **roof graphics** come in a choice of three different themes: 'Elegant', 'Sport' or 'Trendy'.

- The 16-inch diamond-effect 'Passion' wheels are available in a choice of **two colours: Black or Ivory**.

- The 17-inch diamond-effect 'Drenalic' wheels will be available from November 2012 in a choice of **our colours: Black, Red, Blue or Ivory**.

For the interior:

Interior gloss colour touches are available in a choice of **four colours** (Black, Red, Blue, or Ivory) and echo the same **three themes** as the exterior graphics ('Elegant', 'Sport' and 'Trendy'). These highlights concern the **steering wheel, door panels, gear lever surround and air vent surrounds** and are directly incorporated using a technique known as insert moulding.

In the case of the Dynamique equipment level, customers can choose from **four colours** for the **interior ambience** (Black, Red, Blue or Havana). These colours apply to the **dashboard trim strip and door panels**, with a matching colour for the upholstery fabric. A finishing touch for each ambience comes in the form of colour co-ordinated carpet mats, available as accessories.



17-inch 'Drenalic' wheels (available from November 2012)

PURPOSELY DESIGNED

The personalisation programme emphasises New Clio's assertive character. From the very start of the project, areas lending themselves to highlighting were incorporated into the model's design. Meanwhile, quality is assured by the fact that features are assembled **at the factory**.

AFFORDABLE AND VERSATILE

ANew Clio's personalisation programme means that made-to-measure looks are now available for a **versatile five-door family car**. The programme covers all the different engine variants and **the best-selling versions**, making it an affordable reality for the bulk of the model's customers.

CREATE AND SHARE YOUR FAVOURITE CLIO

Examples of **Clios personalised** with off-the-shelf configurations will be **on display at dealerships** from launch date to show customers the scope of possibilities opened up by the three different personalisation themes.

A **dedicated website** provides a taste of the range of personalisation possibilities available for New Clio. Web users can go to <http://clio.renault.com/> to configure and view their ideal New Clio.

03

PACKED WITH INNOVATIONS

New Renault Clio is poised to shake up the market by bringing a number of technological innovations to a much wider audience. True to tradition, it also establishes a new benchmark for its class in terms of its performance and equipment packages. On the multimedia front, New Clio packs an unprecedented double punch for this level of range, while audio quality has been boosted by the introduction of the Renault Bass Reflex system, not to mention the availability of a reversing camera among the long list of equipment...



ADVANCED BLUETOOTH® RADIO FROM THE ENTRY LEVEL VERSION

New Renault Clio features a range of **Bluetooth® radios** with audio streaming. Occupants can enjoy music stored on portable players and also benefit from hands-free use of their telephone. The radio has access to numbers stored on the driver's cell phone (depending on telephone), while the car is equipped with its **own microphone**. **Sound processing quality** has been optimised and all radios come with a **jack socket and a USB port** to charge and scroll through the menus of portable music players and cell phones.

MEDIA NAV: ESSENTIAL MULTIMEDIA FUNCTIONS

New Renault Clio proposes a **choice of all-new multimedia** solutions. Built into the centre console, the **MEDIA NAV** system provides all the basic multimedia functions and is standard equipment for two of the model's three equipment levels. Thanks to its **seven-inch (18cm) touchscreen display**, it is **intuitive to use** and, in addition to the radio, includes **Bluetooth®** connectivity for audio streaming and hands-free telephony. Portable music players can be connected via the fascia-mounted USB port or jack socket. MEDIA NAV also incorporates Nav N Go navigation with 2D and 3D (Birdview) display. The **USB port** and a dedicated web interface make it easy to update NAVTEQ maps.

RENAULT R-LINK: AN INTEGRATED TABLET CONNECTED TO THE CAR AND THE INTERNET (AVAILABLE AT A LATER DATE)

Having been **first on the market with notable innovations such as steering wheel-mounted remote control of the radio** (1982, R11 Electronic) and in-car **navigation** (1994, Safrane); after bringing keyless entry to volume cars (in 2001) and GPS navigation with high-resolution graphics (Carminat TomTom®, priced at under €500 for Clio in 2009); and having launched on-board connected navigation in the shape of Carminat TomTom® LIVE for Clio, **Renault continues its stream of innovations with Renault R-Link.**

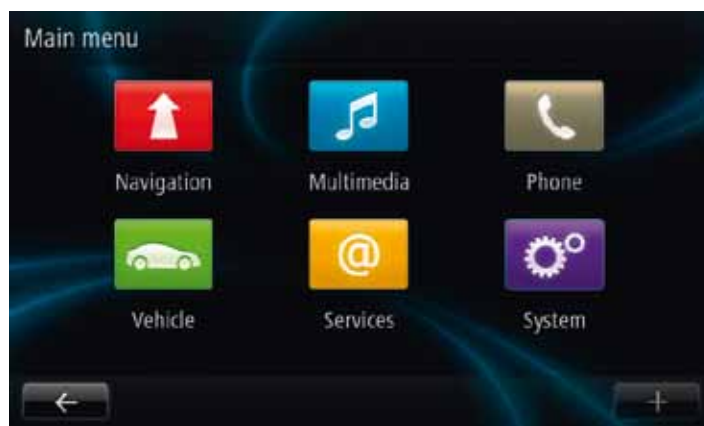
Available as an option for New Clio, Renault R-Link will certainly appeal to technically-minded motorists and provides a bridge between the vehicle and the connected world outside thanks to:

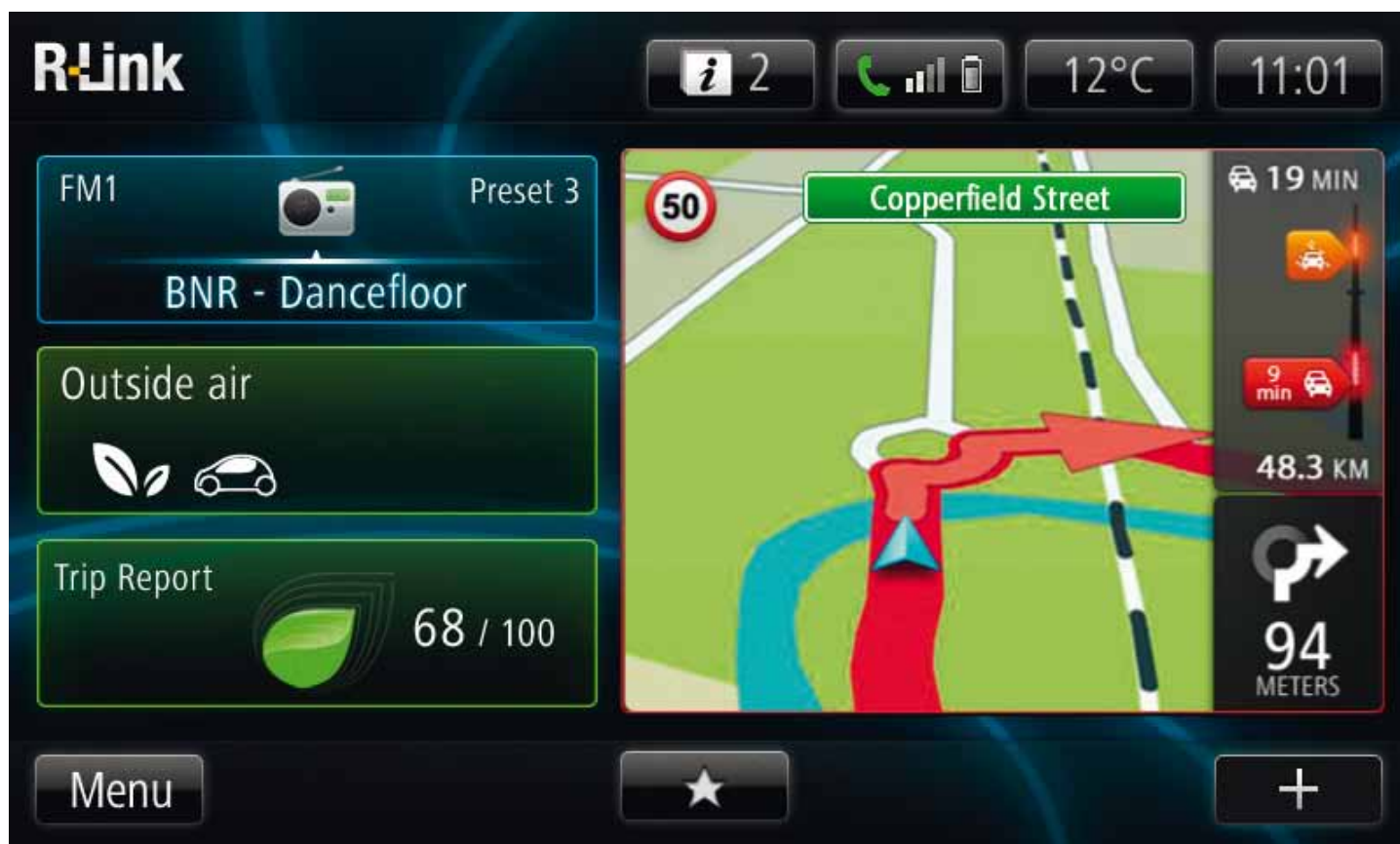
- **A large seven-inch (18 cm) touchscreen display, intuitive voice commands** and, a market first, **a home page that can be personalised** by the user for safe, simple access to key functions, without the driver having to take his or her eyes off the road.
- A menu with **six icons** which provide access to the six main functions: Navigation, Multimedia, Phone, Vehicle, Services and Applications, and System.
- TomTom® **connected navigation** including LIVE services: the market's best real-time traffic information service, minimisation of journey times and fuel consumption, plus Coyote Series alerts.
- **A connection with the car's own electronic systems** permits access to an advanced eco-driving function (Driving eco²) which analyses the driver's behaviour and provides advice to help reduce fuel consumption.
- **Renault R-Link Store**, the automobile world's first ever evolving Application Store. Users can easily view or download a comprehensive selection of apps from their car or computer (via 'MyRenault').

Key functions and information available on the centre console

Renault R-Link's user-friendly seven-inch (18cm) touchscreen display forms an integral part of the modern centre console and provides a full range of multimedia functions (navigation, radio, Bluetooth® telephony and audio-streaming, connectivity for portable music players, connected services, 'eco' driving, etc.) in one place for maximum comfort and enjoyment.

Renault R-Link ensures that **information is available as and when it is needed**, thereby avoiding the driver having to take his or her eyes off the road. Renault R-Link's touchscreen display permits fingertip control which doubles up with the steering wheel-mounted remote controls for the audio and telephone functions. Renault R-Link can also be controlled using **intuitive voice commands to dictate the address of a destination for navigation purposes**, for example, or to call up different functions using **instructions such as 'telephone', 'apps', 'send an e-mail', etc.** This facility makes use of the system even more practical and safer. The Text To Speech function (TTS) permits messages or RSS feeds to be read out loud.





R-Link apps cover a wide range of useful functions:

- **Communication:** e-mails, social networking, web navigation, etc.
- **Journey optimisation:** TomTom® LIVE services (HD Traffic®, speed control warnings [where authorised], TomTom Places, weather forecasts, Coyote Series alerts [where available], fuel prices, location of parking places, etc.).
- **Practical information:** personal phone numbers, Yellow Pages, hotels, restaurants, etc.
- **Mobility:** multi-mode journey planning, public transport.
- **Budget guides:** 'by-the-kilometre' insurance, Renault tips, etc.
- **Vehicle information:** monitoring of vehicle servicing, owner manual, etc.
- **Entertainment and leisure:** games, information, travel information, engine sound profile, personalisation, etc.
- **Professional use:** fleet Managers will benefit from services for their business needs thanks to the vehicle connections

The apps developed for Renault R-Link are **adapted for use by motorists**, either by ensuring they are simple to use or by restricting access to certain functions while on the move. For example, functions which are overly interactive or long to use may only be used when the vehicle is at a standstill.

The catalogue of apps will cover a **large spectrum of uses**, extending from journey optimisation (TomTom LIVE services, fuel prices, location of parking places) and vehicle information (the monitoring of servicing, etc.), to budget guides ('by-the-kilometre' insurance, Renault tips, etc.), practical help (phone numbers, Yellow Pages, etc.), communications (e-mails, social networking, R-Tweet app) and entertainment/leisure (travel information, etc.) and emergency calls.

Renault's intention is to make **R-Link Store** the benchmark automotive app store. To achieve this, it has favoured an open innovation strategy

founded on input from major partners and development companies, as well as from start-ups which are brimming over with exciting ideas in the field of connected services and apps **for automotive use**. Partners in France include Pages Jaunes, La Poste, I-Dispo, Elle, Balumpa, Michelin, Falk, Métro, Euronews, La Fourchette, Apila and NavX.

3D SOUND BY ARKAMYS®

All versions of New Renault Clio equipped with R-Link also benefit from **3D Sound by Arkamys®**. Thanks to special digital signal processing software, this system adds depth and texture to listening pleasure thanks to **spatial positioning** of the sound. Drivers can select where sound is to be directed in the cabin: for their ears only, for front occupants only or for all occupants.

PLUS BASIC MULTIMEDIA FUNCTIONS

To cater for the rapidly expanding use of portable music players, R-Link is equipped with Bluetooth® audio and telephony connectivity, as well as a USB port and a jack input.



BRINGING INNOVATION TO THE WIDEST POSSIBLE AUDIENCE



"New Renault Clio takes the attention paid to the details which influence travelling comfort to new heights. As is always the case at Renault, the difference stems from an ability to draw together a package of functions that are either unprecedented or only seen previously in higher superior segments, and then deliver them in a simple, straightforward way. The equipment and services available for New Clio could well change the face of everyday motoring."

Ali Kassaï – (Programme VP, A/B range)

Safe

For enhanced safety and driving pleasure, nearly all the engines available for New Renault Clio incorporate **hill start assist**. When the driver lifts his or her foot from the brake pedal on a slope, the system – which is connected to the ESC – holds the vehicle stationary for two seconds, allowing the driver to pull away without the vehicle moving backwards. Every version of New Clio is equipped with **ESC, ASR traction control, ABS and emergency brake assist**, as well as more direct **variable-rate electric power steering** which ensures a level of agility that is particularly appreciable in built-up areas.

The **standard equipment list** also includes **cruise control with speed limiter**, while New Clio comes with **'motorway-mode' indicators**, an extremely practical feature which produces **three flashes** of the indicator when preparing to overtake by lightly moving the indicator stalk.

Practical

New Renault Clio is an entirely **keyless** car. The key is replaced by an **electronic card** (depending on equipment level) which locks and unlocks the doors and permits the engine to be started without the driver removing the card from his or her pocket, bag, wallet, etc.

All versions of New Clio come with a height – and reach – **adjustable steering wheel**.

The long list of standard equipment is rounded off by electric, **heated door mirrors**, and **electric front windows**.

New Clio occupants benefit from plenty of practical **stowage space** located throughout the cabin:

- A **tray** in front of the gear lever which can hold items like a portable music player, mobile phone or portable CD player.
- A large **seven-litre glove box** capable of containing a 1.5-litre bottle of water.
- A 1.2-litre **tray** situated above the glove box.
- **Two** easy-to-access **cup holders and additional stowage** for small items between the seats at the foot of the centre console.
- **Stowage in the optional central armrest** (almost one litre).
- **Bins** in each door designed to contain a **1.5-litre bottle of water**.

A single switch allows all the windows of New Renault Clio to be **demisted at the same time**, while the climate control system has been improved to run even more quietly and more efficiently than that of Clio III.

A car which takes care of its occupants...

Certain versions of New Clio are equipped with **automatic climate control** complete with an **active charcoal/carbon pollen filter** and a **toxicity sensor** designed to prevent **fine particles** (pollen, dust, particulates) and **pollutants** (exhaust fumes, odours) from entering the cabin. When **pollution** is detected, **the system** – which is entirely controlled by the automatic climate control system – responds by **switching off the fan**.

The introduction of the R-Link system has made it possible to bestow New Clio with a **reversing camera** which is located in the middle of the rear Renault logo. The image is shown on the multimedia screen and displays a dynamic graphic guide which varies as a function of the steering wheel position. This option is coupled with **parking sensors** that warn the driver when the car is getting close to an obstacle by altering the frequency of audible beeps. In the case of New Clios equipped with Renault R-Link, the display uses coloured zones (green, yellow, red) to indicate the position of obstacles. A **reversing camera** will be available at a **later date** for **Media-Nav** (fixed graphic guide).



...and the environment

Other **technical innovations** include the fitment of **active flaps** positioned in front of the radiator (certain versions only). New Clio is the first B-segment car to employ this technique which helps to **reduce fuel consumption by adjusting the flow of air** through the radiator (which generates drag) as a function of the **cooling needs of the moment**. In this way, the car's drag is permanently optimised to minimise fuel consumption. In normal running conditions, or in fast-flowing traffic (e.g. on a motorway), **closure** of the flaps permits a **fuel saving** of approximately **0.1 litres/100km** at a stable speed of **130kph**.

RENAULT BASS REFLEX

The first automotive use of acoustic vents

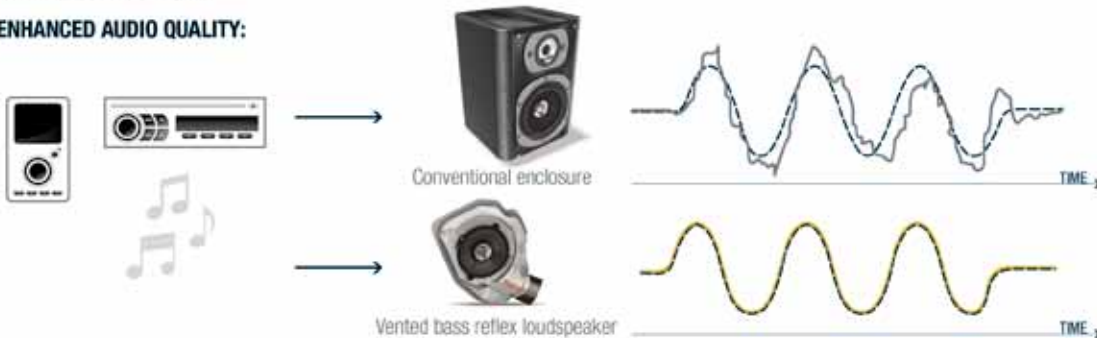


INTEGRATION
of a vented loudspeaker
in the door of Clio IV

THE PRINCIPLE:

The tailpipe-shaped vent (1) significantly reduces air turbulence to improve playback quality, especially at high volumes and in the case of bass frequencies.

ENHANCED AUDIO QUALITY:



RENAULT BASS REFLEX:

- Outstanding signal and bass reproduction, even at high volumes
- Temporal fidelity (sharp attack, decay)



R-SOUND EFFECT: CHANGE THE ENGINE NOTE IN A CLICK

The **R-Sound Effect** app for Renault R-Link has seen Renault invent a means to **personalise the engine sound**. This new feature allows New Clio's **occupants** to enjoy the **engine sound selected** by the driver. This custom sound varies as a function of the car's speed and acceleration and is played through the vehicle's loudspeakers. It is possible to choose between the sound of a Renault Sport **race car**, a V6 engine or four other realistic **engine sounds simply** by clicking on the Renault R-Link's display. The algorithm which controls this function takes engine speed, vehicle speed and position of the accelerator pedal into account to reproduce the sound with striking realism. Parameters such as volume are easy to adjust using the touchscreen display.

A WORLD FIRST: THE RENAULT BASS REFLEX SYSTEM

All versions of New Renault Clio are equipped with a clever sound system integrated into the front doors' loudspeakers. Known as **Renault Bass Reflex**, this system delivers the **volume** and listening enjoyment of **a 30-litre home speaker enclosure**. Occupants are sure to appreciate this technology which delivers more powerful bass frequencies, while at the same time **pushing back saturation** and **distortion** thresholds. The system is based on the use of vents – or ports – in the enclosure and its application is a **world first** for the automotive industry.



04

SHOWING THE WAY FORWARD IN TERMS OF LOW FUEL CONSUMPTION, LOW CO₂ EMISSIONS... AND DRIVING ENJOYMENT

Record low fuel consumption and driving enjoyment are just two of the New Renault Clio range's strong points following the introduction of new petrol and diesel engines, EDC (Efficient Dual Clutch) transmission and 'eco' driving aids which showcase the savoir-faire of Renault's engine specialists.

To combine low fuel consumption and driving enjoyment, the New Renault Clio line-up features an extensively renewed **range of petrol and diesel engines**. The **new Energy TCe 90** and **TCe 120 EDC petrol engines** combine particularly low fuel consumption and CO₂ emissions with punchy response. The latest-generation **Energy dCi diesel engines** have also been **extensively revised** and permit New Renault Clio to challenge for **fuel efficiency records** while still contributing to **driving pleasure**.

TWO NEW ENERGY ENGINES: ADVANCED TECHNOLOGY FOR EVERYDAY USE

New Energy TCe 90 petrol engine

turbocharged Energy TCe 90 engine. This engine is the **first three-cylinder engine** to be produced by **Renault** and combines **driving enjoyment** with remarkable **fuel efficiency**.



- An **898cc** turbocharged three-cylinder engine equipped with **Stop&Start** which delivers the performance of a 1.4-litre normally-aspirated engine.
- **90 horsepower** at 5,250rpm.
- A very low inertia turbo for response at low engine speeds: **135Nm** at 2,500rpm (**90 percent of this figure available from 1,650rpm**).
- An optimised version with taller gear ratios for fuel consumption of **4.3 litres/100km** and CO₂ emissions of 99g/km, a saving of 21 percent compared with the TCe 100 engine it supersedes.

New Energy dCi 90 diesel engine

The Energy family of engines has been extended with the introduction of a new **90-horsepower** version of the **1.5 dCi** which is equipped with **Stop&Start**:

- A four-cylinder 1.5-litre engine with peak torque of **220Nm** available from as low as 1,750rpm (a gain of **20Nm** compared with the current dCi 90).
- **90 horsepower** at 4,000rpm.
- An optimised version with taller gear ratios qualifies for the Renault eco² signature thanks to fuel consumption of just **3.2 litres/100km**, equivalent to CO₂ emissions of **83g/km**.

A new TCe 120 engine mated to six-speed EDC dual clutch automatic transmission

A **first** for Renault in the B segment: New Renault Clio will be available with the new, particularly responsive **TCe 120 engine** mated to a six-speed **EDC (Efficient Dual Clutch) gearbox**:

- A four-cylinder petrol 1.2-litre engine which delivers performance equivalent to that of a 1.6-litre normally-aspirated engine.
- Direct fuel-injection and **turbocharging** for maximum power of **120hp** and peak torque of **190Nm** at 2,000rpm.

This engine will become available during the first half of 2013 and will figure among the most efficient and most powerful powerplants in its class.

The availability of the responsive and fuel-efficient **EDC dual clutch gearbox** for the dCi 90 engine from the first half of 2013 will see the New Renault Clio range bring the pleasure and driving comfort associated with this sort of automatic transmission to a wider audience.

Ultralow rolling resistance tyres:

Depending on market and version, New Clio will be fitted with **ultra-low rolling resistance tyres**. Thanks to their specific compound, these tyres contribute to reducing fuel consumption and CO₂ emissions.

TOOLS DESIGNED TO PROMOTE ECO-DRIVING

New Renault Clio also comes with a **range of efficient solutions** designed to help drivers reduce their **fuel consumption and CO₂ emissions**:

- An **'eco' mode** can be activated at the push of a button to modify the vehicle's performance characteristics and **reduce fuel consumption by up to 10 percent**.
- The dashboard display's **Driving Style Indicator** (green, yellow, orange) and Gear Shift Indicator (GSI) help drivers adjust their driving style with a view to achieving **fuel consumption savings**.
- The **Driving eco²** function built into Renault R-Link provides a range of data aimed at helping drivers to analyse the way they drive and take **corrective measures** to reduce their **fuel consumption and CO₂ emissions**.

RENAULT ECO²: A SIGNATURE THAT STANDS FOR REDUCED CO₂ EMISSIONS

Renault has marketed vehicles which qualify for the **Renault eco²** signature since 2007.

In May 2011, Renault made the conditions that must be met to achieve this signature even harsher. To qualify, vehicles must now:

- be made in an ISO 14001-certified factory (unchanged).
- be 95 percent recyclable (compared with 85 percent before-hand), while more than seven percent (instead of five percent) of the plastic they contain must be sourced from recycling.
- emit less than 120g of CO₂/km (compared with 140g/km previously) or run on agro fuels.

Thanks to their extremely low CO₂ emissions, the TCe 90 petrol engine and dCi 75 and dCi 90 diesel engines available for New Renault Clio qualify for the Renault eco² signature.

These **engines will account for the bulk of New Clio sales** worldwide.



05

ROBUST, AGILE AND COMFORTABLE

Throughout its lifetime, Renault Clio has delivered qualities usually associated only with larger cars. Based on the Renault-Nissan Alliance's B platform, New Clio offers levels of comfort, cabin space and low noise that are unmatched within its segment. Not only is it more agile than before, but it is also an average 100kg lighter than its forebear.

A PROVEN, QUALITY CHASSIS

Like Clio III, New Clio is built on the B platform that has underpinned almost 20 other models in the Alliance portfolio. This chassis' abilities have already been **widely praised**, but it has now been **fine-tuned** with a longer wheelbase and wider track, as well as an in-depth weight reduction programme.

Enhanced road manners

New Clio's suspension combines **driving precision** with **reduced noise** and vibration levels. **Stability** and **road holding** have both been enhanced by the **extended wheelbase** (+14mm, to 2,589mm) and **wider track** (+34-36mm).





The **MacPherson-type front suspension** is linked to a right-angled triangular lower wishbone with **twin bushes**. This configuration blends sharp handling with excellent comfort and **minimises** the effect of **longitudinal and transverse loads**. A high level of transverse torsional stiffness also benefits road holding without compromising the car's ability to soak up longitudinal shocks, which is vital for the comfort of occupants. The rigid sub-frame guarantees **responsive handling** and also improves steering precision.

The **rear suspension** comprises a **programmed-deflection torsion beam** with coil springs. To optimise cornering stability, an anti-roll bar is incorporated as part of the set-up and effective shock absorption is assisted by **bump stops** that are now made from **polyurethane**. These are more **progressive** than older designs and add further to the comfort delivered by New Renault Clio.

The **optimised calibration** of the **electrically-assisted power steering** enables drivers to feel immediately at one with New Clio. It is more direct than before, thanks to a **quicker steering rack** (now 2.71 turns lock to lock) and the car is both more manoeuvrable and nicer to drive – especially in town. It has a 10.6-metre turning circle. The **gearshift action** has also been improved, thanks to the use of **pendulum weights** and **carbon synchromesh rings** that ensure faster, smoother changes.

Generous dimensions and cabin space

New Clio measures 4,062mm in length, 1,732mm in width and has a 2,589mm wheelbase. Front and rear track are wider than those on Clio III, by 34 and 36mm, while the lower centre of gravity provides further **handling refinement**. The generously proportioned cabin includes a facility to **adjust the height of the driver's seat** by up to **70mm**, which underlines the attention that has been paid to maximising comfort. The steering wheel can also be adjusted for both height and reach. Luggage can be stowed in the spacious boot, rated at **300dm³** (VDA) which is a **12dm³** improvement over Clio III.

The 100kg diet plan

New Clio **is approximately 100kg lighter** than previous-generation models, thanks to optimisation work in several areas, including:

- The use of very high elastic limit (VHEL) steel for the body's superstructure.
- The introduction, on certain models, of a **tailgate** made entirely of **thermoplastic** (polypropylene), which **saves** approximately **3kg** and benefits fuel consumption.
- A smaller fuel tank, the capacity of which has been reduced from 55 to 45 litres. The loss of 10 litres will have no impact on fuel range, thanks to the economy gains that have been made.
- Other **components** to have had their **weight optimised** (without affecting their performance), include the wheels, exhaust system, engine mountings, door stops, dashboard cross member, floor pan, braking system, anti-roll bar (now hollow), drive shafts and dashboard insulation (now featuring three layers of material).



06

A LEVEL OF QUALITY ASSOCIATED WITH LARGER SALOONS...

Ever since the launch of the original Clio, the model has packed features more commonly associated with much larger cars. In addition to being extensively equipped, however, it also delivers outstanding active and passive safety. Carefully assembled in the interests of long-term reliability, New Clio benefits from Renault's hallmark quality.



THE HIGHEST SAFETY STANDARDS... EVEN AT ENTRY LEVEL

Renault committed to achieving **very high standards** of active and passive **safety** when designing New Clio.

Today, EuroNCAP ratings are based on four chief criteria, namely adult, child and pedestrian protection, plus driver aids. Another development means that vehicles are now assessed on the basis of their entry-level versions (i.e. the least well-equipped in terms of standard safety features). Based on the new evaluation procedure, New Clio achieved a maximum EuroNCAP rating of five stars.

New Clio incorporates:

Passive safety on three fronts

Adult protection: a reinforced structure, high-efficiency frontal airbags, lateral head and thorax airbags, a pressure sensor to detect impending impacts, seat belts with pre-tensioners and load limiters (pre-tensioners for front seats only), anti-whiplash head rests, a luggage partition and 'Fix4sure' anti-submarining front and rear seats.

Child protection: three-point Isofix child seat anchorage for three seats (front passenger seat and two outer rear seats) and four homologated seat belt anchorage points.

Pedestrian protection: particular attention was paid to this aspect of passive safety. From the outset, the design incorporated several features to minimise the risk of impact injury, notably to the head, legs and hips. The bottom of the front bumper is sufficiently rigid to prevent flexing at knee level but has a softer upper part to lessen potential leg injuries. The bonnet and front panel were conceived to reduce the severity of head and hip injuries, while the foot of the windscreen, bottom of the window bay and dashboard were designed to minimise the likelihood of cuts in the case of impact to the head.

A communicative chassis for enhanced active safety

New Clio does not rest on its passive safety laurels and can also claim a number of solid advantages in terms of handling, road holding and braking, thanks in part to its longer wheelbase and wider track.

All versions include the following **standard** equipment:

- ESC (Electronic Stability Control)
- ABS
- Emergency Brake Assist

Driver aids

- Visual and audible **seat belt reminders** for all passengers are a standard feature of all versions.
- All versions are fitted with cruise control and speed limiter.
- A **reversing camera** and **rear parking sensors** enable drivers to be aware of their immediate surroundings.

DESIGNED WITH PASSION, BUILT WITH PRECISION

One of **Renault's core strengths** has long been the design and manufacture of small cars which combine an **affordable** price tag with unbeatable **quality** that lacks for nothing when compared with that of bigger, more expensive rivals.

New Clio will be built in **Flins**, France, and **Bursa**, Turkey. These factories deploy identical, high-quality production standards, as does **Dieppe**, France, where **Clio R.S.** will be manufactured.

Design quality pedigree

As well as putting its new models through their paces on the road, Renault runs a comprehensive programme of tests to ensure the **long-term durability** of every **design aspect**: seat comfort, seals, suspension, noise, vibration and harshness and so on. These **demanding standards** go well beyond the norm and even surpass the mandatory **regulatory minimum**.

For example, Renault tests its vehicles in an electric field charged at 100 Volts/metre when homologation demands only 30 Volts/metre. It also uses a wider frequency band than required.

Another example is New Clio's climate control system which has been designed to deliver optimal performance in extreme temperatures ranging from **-30°C to +55°C** and in a hygrometric range from **five to 95 percent**. Naturally enough, the Renault R-Link and Media Nav multimedia systems were only approved after being subjected to demanding radiation and interference tests.



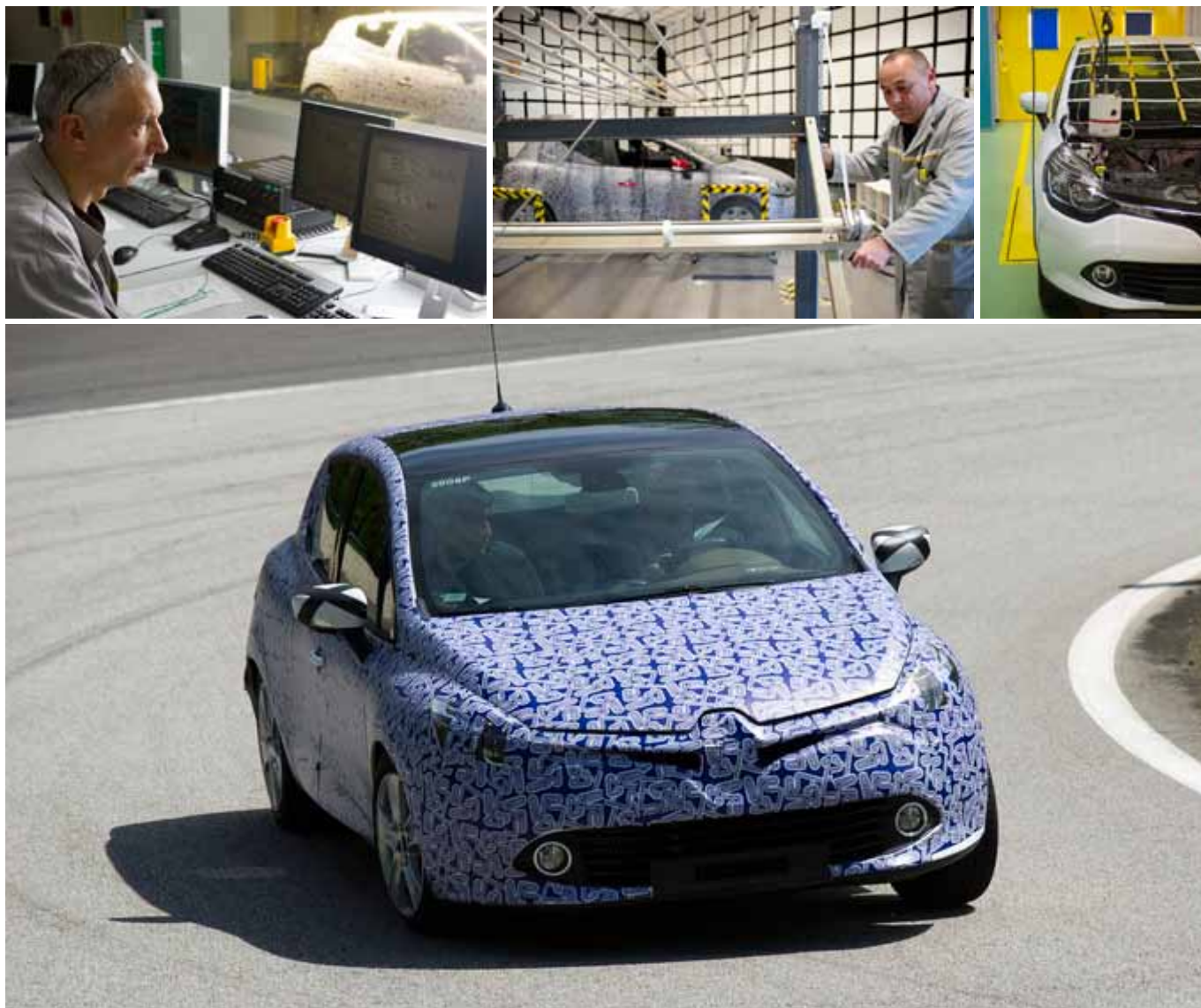
AUBEVOYE TECHNICAL CENTRE

At its Aubevoye Technical Centre, in Normandy, Renault has the facilities to accurately simulate the nuances of the whole world's road network (almost to the millimetre) thanks to laser scanning

Some 240 testers toil on the technical centre's roads for 363 days of the year, working three eight-hour shifts, day and night, and in all weathers, to test and improve vehicle quality.

Such is the thoroughness of Renault's procedures that the **tests and conditions are exceptionally severe**, from fords and dust tunnels to gravel tracks and chambers that can reproduce hot, cold, humid and sunny conditions...

Thanks to this programme, Renault estimates that one kilometre in the hands of its testers equates to three kilometres in those of a customer.



New clio will have covered more than **five million kilometres** in testing before it reaches the showroom, the equivalent of **125 times round the planet**.



Manufacturing excellence

New Clio's design brief and the requirement to maintain the company's reputation for high standards could have put significant pressure on Renault's manufacturing system, but the challenge was transformed into an opportunity to deliver ground-breaking quality control:

- **Panel gaps reduced by 0.2mm.**
- **Elimination of paint impurities** (orange peel) by using a superior standard of finish and electro-coated protection techniques.
- Long-life varnish that is both **deeper** and **thicker**, for a better, more durable finish.
- **First use** of a **red-tinted lacquer** (for the Flame Red body colour inspired by the DeZir concept car).
- **The roof is plasma-soldered** by robots, a simpler process which ensures even higher quality.
- **The detection** at the end of the assembly line **of minor faults** (class V3) likely to influence perceived quality **reduced by a factor of three.**

The Renault Production Way (SPR) was conceived to make the Group's production procedures the very best in the world.

The Renault Production Way requires designers of product and process, buyers, suppliers, logistics analysts and affiliated industrial plants to **reach specific targets** and **comply with certain principles.** There are regulations and operational standards that must be met by every individual who contributes to the design and build of a vehicle.

The SPR's four objectives are to:

- make sure that **customers get the quality they expect.**
- bring down global costs.
- manufacture **the right products at the right time.**
- **respect** the workforce and give them responsibilities.

To achieve these goals, the same procedures are employed in the factories at Flins and Bursa, just as they are at plants throughout the Renault Group. Objectives include **the standardisation** and **ongoing improvement** of work stations, in order to guarantee customer satisfaction in terms of quality, price and delivery times. The **training, education and flexibility** of the production teams are a key part of the SPR philosophy. In practice, any employee should be capable of occupying three different work stations and each work station should be operable by three different employees.

07

A PASSIONATE RESPONSE TO WHAT THE MARKET WANTS

New Clio has been tailored to meet the demands and requirements of the market. The model's inherent strengths will allow it to meet the challenge it can expect to face in almost 50 countries worldwide.

THE B SEGMENT: A SALES HEAVYWEIGHT

In Europe, where **13.5 million** vehicles were sold in 2011, the **B segment** accounted for nearly **4.2 million** vehicles, equivalent to **31 percent** of the passenger car market. Within this relatively stable segment, which has accounted for between 30 and 33 percent of the market since 2005, **hatchback models represent 75 percent of all sales.**

Among these, **five-door** models dominate the passenger car market in Europe. **In France, 94 percent** of Clio IIIs sold in 2012 were **five-door versions.**

CUSTOMERS FROM THE B-SEGMENT AND ABOVE

Increasingly, B-segment vehicles are becoming the **main household car**, in other words a car that is expected to do everything. Customers consequently want it to include all the **features** associated with vehicles in **higher segments.**

Customer analysis in the B segment shows that **60 percent** of them are **repeat buyers.**

However, **40 percent** are **newcomers** to the segment. They are either buying a car for the first time, or are switching from a lower (A-segment) or higher class (C-segment). Today, the **majority are downsizing from the C-segment. This proportion has increased** by 37 percent in 10 years. However, fewer customers are stepping up from A-segment vehicles.



CLOSE ATTENTION PAID TO RUNNING COSTS

It is one thing to build a product which meets the market's **expectations**, but it is still vital to make sure the vehicle is competitive in terms of its **running costs.** New Clio addresses this demand, too, and the Energy dCi 90 version (83g of CO₂/km) stands out as the market leader with regard to TCO (Total Cost of Ownership).

Fuel consumption and tax

New Clio's **leadership in fuel consumption** and CO₂ emissions brings a double advantage in terms of tax and fuel savings.

Servicing

Renault's new servicing policy sees the introduction of an annual service with alternate oil changes for new vehicles sold from 2012 in Europe (in almost all countries). With New Clio, the standard oil change interval is every 30,000km or two years, while the first service is scheduled for after 30,000km or one year. Outside Europe, servicing schedules are adjusted to suit each country's road network and running conditions.

In the case of the **TCe 90** and **TCe 120** engines, the **timing chain** requires no maintenance. For the other engines available for New Clio, the timing belt is changed after six years or 150,000km.

The rear brake drums require no servicing before 90,000km.

Insurance

New Renault Clio is positioned competitively in its class. In particular, progress has been made in terms of access to mechanical components and wear parts, servicing times for repairs, and the way certain components break down into separate elements. As much as possible, New Clio has been designed to ensure that only the minimum number of components must be changed in the event of an accident.



New Clio Energy dCi 90: TCO champion

CO ₂ emissions (g/km)	83
Eco 'subsidy'/'surcharge' (in France)	Subsidy:€550
Annual company vehicle tax	€166
Combined-cycle fuel consumption (litres/100km)*	3.2
Fuel cost (over three years)	€5,760
Running costs** over three years	€5,708
Monthly running costs**	€159

*Homologated fuel consumption and emissions in compliance with applicable regulations.
 **Inclusive of tax and fuel (36 months/120,000km/diesel @ €1.50/litre)



QUESTIONS TO KEY PERSONNEL INVOLVED WITH THE NEW CLIO PROGRAMME



In what ways does New Clio represent a step forward compared with Clio III?

Philippe Caillette (Deputy Project Leader, New Clio):

First, in terms of **design**: this was a key part of the project and we gave it a lot of attention. It's all about taste, but we believe that New Clio's emotional

and dynamic design is something new in this segment. Feedback from customer clinics has led us to feel confident.

Next, in terms of **perceived quality**: from the beginning, the design of New Clio was a real team effort. However, turning it into reality was a tough collective challenge on the engineering and production fronts. In order to obtain the desired level of quality, we raised the bar in a number of areas. We made the shut lines tighter, incorporated plasma-welding for the roof, improved paint and varnish quality and reduced minor faults at the end of the production line by two thirds...

At the same time, New Clio takes **innovation** even further, including a major new feature – Renault R-Link – which brings numerous benefits in terms of its functions and modernity.

As for **fuel consumption**, we set ourselves the target of being champions in terms of low fuel consumption and CO₂ emissions with the most efficient versions in this respect.

Finally, I would add **nimble handling**. Clio III was already at a very high level, but New Clio has improved thanks to its more direct electric power steering.



What progress has been made in terms of fuel consumption and environmental performance between Clio III and Clio IV?

Bernard PAINTENDRE (Deputy Range Technical Director):

The progress achieved with New Clio using the Energy 1.5 dCi engine is in the order of 30 percent in terms of fuel consumption and CO₂ emissions, compared with the equivalent Clio III at the time of its launch in 2005. To break this down: 60 percent of the gain stems from engine developments and 40 percent from the rest of the vehicle. We worked on weight reduction, aerodynamic and friction improvements and the use of energy recovery under braking. The latter accounts for almost 18 percent of the total gain and involves generating energy during deceleration phases, that's to say when the engine is consuming no fuel.

In addition to introducing clean-break technologies where they are appropriate, we have also worked on improving existing technologies. We do this in incremental steps in every area, whenever possible. For example, we improved the cooling of the turbo intercooler to improve its efficiency. This work is not always spectacular but is often very effective. As the saying goes, "From little acorns mighty oaks grow".



At the time of its launch, New Clio stands out as the best internal combustion-engined vehicle in terms of fuel consumption and CO₂ emissions, with credentials of 3.2 litres/100km and 83 g of CO₂/km. How did you achieve these figures?

Jean-Pierre RIAL (Engineer, Engine Synthesis): Renault seeks to produce vehicles that are affordable both to buy and run, along with the best possible environmental footprint. To achieve this, Renault has on the one hand chosen to develop a range of affordable zero-emission electric vehicles and, on the other hand, to step up its efforts to further improve its internal combustion-engined vehicles. Renault believes that the two go hand in hand.

This is why we are proud to have achieved combined-cycle figures of 3.2 litres/100km and 83g of CO₂/km with New Clio. Not only does this make Renault the leading brand among manufacturers of the market's most efficient cars, but it also makes New Clio a rival for more complex and expensive hybrid vehicles. In addition to gains achieved through the use of new technologies, we have focused on optimising the relationship between each element of the vehicle to improve fuel consumption. For example, engine combustion improvements enabled us to increase torque and therefore develop a gearbox with wider-spaced ratios. This means we get all of the fuel consumption benefit from the improvements to the engine while at the same time contributing to even greater driveability. By taking this approach, we achieved an overall gain of more than 30 percent without detracting from the car's excellent driveability.

New Clio sees the introduction of the 898cc TCe 90, Renault's first three-cylinder engine. What benefits does it bring?

Jean-Pierre RIAL: The fuel consumption gain relative to the TCe 100 it replaces exceeds 20 percent. The three-cylinder format enables improvements in friction and cylinder filling through the resonance it creates. It also allows us to fit the turbine closer to the exhaust valves, which in turn reduces the distance travelled by the gases. This means we recover more energy. In performance terms, we focused more on torque than specific power, and 90 percent of the torque is available from 1,650rpm. This boosts driveability in the most commonly used rev ranges. On the face of it, a displacement of 898cc looks surprising. However, when you're behind the wheel, the TCe 90 performs and drives like a bigger engine. It also has an additional benefit: the sound it makes. When accelerating, the TCe 90 produces a note that recalls a six-cylinder engine, while the lack of vibrations at cruising speeds is highly appreciable.



For the past 22 years, Renault Clio has been innovating and bringing its innovations to a wider range of motorists. To what extent is this approach a core aspect of Renault's savoir-faire?

Philippe Eggermann (Product Manager, New Clio): In reality, this approach goes back to the company's roots, even though I wasn't around then to see it... New Clio continues a long tradition of innovation in its segment. Throughout its career, it has introduced important innovations to the B-segment, from electric windows and steering wheel-mounted audio controls, to airbags and the 'Baccara', then 'Initiale' premium equipment levels. Not to mention its handling which has always been exceptional. Clio II was the first vehicle in its segment to be awarded a four-star EuroNCAP crash testing rating and Clio III was the first to achieve a five-star rating. Clio is also the only model to have been voted Car of the Year twice, and that pushed us to work even harder in terms of innovation this time round.



What were your priorities for New Clio in terms of its handling?

Pascal Lier (Handling Engineer): With New Clio, we basically focused on fine-tuning a chassis which was already widely acclaimed for its balance and dynamic qualities. Just as we did with the design, we wanted to include more emotion and improve driving enjoyment. First of all, we worked to improve low-speed agility without compromising its excellent high-speed stability. With New Clio, the steering is more direct and more sensitive than on Clio III. It responds more quickly yet it is still progressive to give the driver confidence. This solution achieves both greater precision and good straight-line stability, while also being appreciably responsive when cornering. New Clio is safe and gives the driver plenty of warning. Its response is never abrupt, particularly in the event of very quick or exaggerated steering corrections.

In your opinion, what factors contribute most to the driving enjoyment of New Renault Clio?

Pascal Lier: Naturally, we worked on making all the key factors that influence driving experience as harmonious as possible. For example, the smoother gear shifts combine with the lightness of the other controls – be it the clutch or brake pedal – to enhance driving enjoyment on the whole. At the same time, the new engines combine punch and energy efficiency better than ever. Without spoiling any surprises, our three-cylinder Energy TCe 90 engine combines its outstanding performance with a particularly pleasant engine note.

While objective performance criteria in areas such as safety and fuel consumption are of primary importance for Renault, we never forget enjoyment. Achieving this in the case of a mass-produced model like New Clio is undoubtedly harder than it is for a more elitist car. But equally, it's far more satisfying. And there are lots of us here who share that opinion.





NEW RENAULT CLIO VIDEOS



**PURE AND
SIMPLE PASSION
NEW RENAULT CLIO
VIDEO**



**AN INCARNATION OF
RENAULT'S NEW DESIGN
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Media contact:

Telephone: +33 1 76 84 63 36

Websites: www.media.renault.com – www.renault.com

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