



## PRESS KIT

March 1, 2011

# 2011 GENEVA MOTOR SHOW

- The Geneva Motor Show sees Renault reveal two new concept cars – Captur and R-Space – as the brand gradually unveils its new approach to design, a cornerstone of its "Renault 2016 - Drive the Change" plan.
- Electric vehicles are at the heart of Renault's strategy. With the introduction of Kangoo Maxi Z.E., plus Twizy's price tag and the real-world operating range boasted by Kangoo Z.E. and Fluence Z.E., the electric revolution is well and truly underway.
- Renault is proud to be able to call on a rich heritage, but its sights are set firmly on the future with a raft of affordable technological innovations.



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# A BRIEF GUIDE TO RENAULT'S PRESENCE AT THE 2011 GENEVA MOTOR SHOW

## NEW DESIGN STRATEGY: THE ACCENT ON EMOTION

*"Renault is a brand which focuses on people, so it was only natural that I should wish to base our new design strategy on the different key stages in the lives of our customers. Each of these steps – from falling in love, to exploring the world, founding a family, working, profiting from leisure time and attaining wisdom – is illustrated by its own concept car. DeZir was about our customers falling in love. With Captur, they explore the world and, with R-Space, the time has come for them to found a family."*

**Laurens van den Acker - Vice President, Corporate Design**

### CAPTUR: ON THE ADVENTURE TRAIL!

#### Exploring the world as a couple

*"Captur takes as its basis the fundamental design language introduced on the DeZir concept car but adds a more technical dimension – more functional but still highly sensuous."*

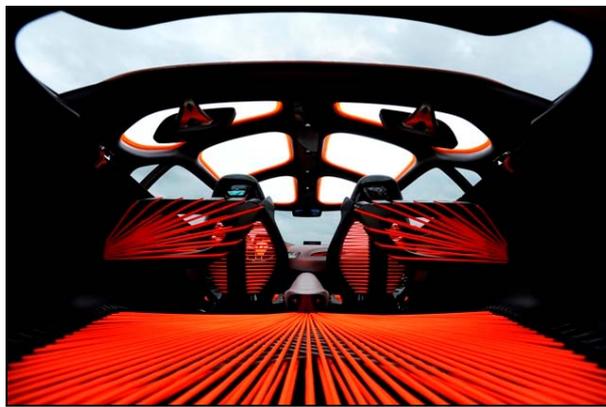
**Axel Breun - Director of Concept Car and Show Car Design**

#### A crossover that's all muscle in motion



Powerful, muscular styling

#### And interior bathed in warmth and lightness



Easy to drive and occupant-friendly

**Innovative, strong on performance and light on fuel**

- A twin-turbo diesel concept engine developed from the new 1.6-litre Energy dCi 130
- Twin turbo technology: peak power of 118kW (160hp) with a cubic capacity of 1.6 litres
- New limited slip differential
- CO<sub>2</sub> emissions of 99g/km
- 'Visio-system'

**R-SPACE: SPACE FOR EVERY INDIVIDUAL**

**Founding a family**

*"R-Space brings together qualities long-considered opposed, namely family friendliness and sportiness, functionality and sensuality," explains Axel Breun, Director of Concept Car and Show Car Design. "It answers the expectations of a large proportion of our modern society."*

**An unprecedented package focused on the family, sportiness, functionality and sensuality**



A sporty, sculptural silhouette

**A vehicle for freedom**



Driving pleasure up front, and the back reserved for the kids

### An eco-friendly family vehicle

- A three-cylinder, 900cc, turbocharged petrol concept-engine with direct-injection, based on Renault's new-generation Energy TCe powerplants: smaller engines packed with advanced technology for extra power and low CO<sub>2</sub> emissions.
- Mated to EDC (Efficient Dual Clutch) transmission: 110hp, 160Nm of torque and CO<sub>2</sub> emissions of 95g/km.

### RENAULT'S NEW DESIGN STRATEGY



- A **bond between the brand and its customers** at watershed moments in their lives, such as when **they fall in love**, begin to **explore** the world, found a **family**, **work**, take time to **play** and attain **wisdom**.
- A strategy which places **people and their lives centre stage** by calling on simple, sensuous and warm forms.
- New fundamental cues that will gradually appear on future models in the Renault range.

## 2011: ELECTRIC VEHICLES BECOME A REALITY

*"Our brand signature "Drive the Change" sums up Renault's target to stand out as a champion of sustainable mobility and to ensure that cars are once again perceived as a progress for mankind. Automobiles were long seen as a source of liberation, dreams and even passion. That continues to be the case today in emerging markets, yet it is increasingly less so in other countries where the finger is readily pointed at cars. The arrival of electric vehicles stands out as a tremendous opportunity to turn the dream into reality, to combine functional motoring with a means of escaping the crowd, and to combine reason with passion. It also provides Renault with a unique chance to be at the forefront of the automobile's second revolution, after that which followed the invention of the internal combustion engine."*

**Steve Norman - Senior Vice President, Global Marketing and Communications**



Twizy, ZOE, Fluence Z.E. and Kangoo Z.E.

## RENAULT'S Z.E. RANGE TO BE EXTENDED WITH THE ADDITION OF KANGOO MAXI Z.E.



- An **extended version of Kangoo Z.E.** is to join Renault's range of affordable electric vehicles alongside Kangoo Z.E., Fluence Z.E., Twizy and ZOE.
- Kangoo Maxi Z.E. **goes on sale at the end of 2011, with pre-tax prices starting from €21,200** (before deduction of available state subsidies).
- **The same monthly battery lease price** as Kangoo Z.E., i.e. **€72 (excluding VAT)** for an annual mileage of up to **15,000km**.
- Available in **two seats** (maximum carrying capacity = 4.6m<sup>3</sup>) or **five seats** (crew van version).
- Manufactured at Renault's M.C.A. plant (Maubeuge Construction Automobile), France.

## TWIZY, THE ZERO EMISSION SOLUTION TO URBAN MOBILITY FROM €6,990 (without incentives)



- Twizy, the first all-electric city car, pioneers an innovative approach to driving in built-up areas.
- Twizy will go on sale at the end of 2011 with an unrivalled tax-paid price tag, **starting from €6,990 (before deduction of available state subsidies)**.
- **Monthly battery lease price: €45** (including VAT) for an annual mileage of up to **7,500km**.

## AN OPERATIONAL RANGE OF UP TO 200KM

- The range of EVs has been adapted to meet the majority of day-to-day motoring needs.
- Efficient technologies to optimise EV range:
  - Regenerative braking
  - Pre-conditioning system (pre-heating or pre-cooling system of the cabin)
  - Eco Mode setting
- **Driving eco<sup>2</sup> eco-driving techniques** geared to enhance range by up to 35km (Renault training packages).
- **Information aimed at optimising vehicle range:**
  - A display which shows the state of charge of the battery.
  - An onboard computer giving the remaining range in kilometres, average and instantaneous energy consumption (kWh), and kWh remaining in the battery.
  - An econometer indicating energy consumption (low / normal / high).
  - The Carminat TomTom® Live smart navigation pinpoints nearest charging points (standard equipment on Fluence Z.E.).

## A PORTFOLIO OF SERVICES TO GUARANTEE SEAMLESS MOBILITY

- **Guaranteed mobility, whatever the destination:** preferential terms for the short-term rental of an internal combustion-engined vehicle for long journeys.
- **Guaranteed mobility, even if the battery runs dry:** 24/7 service assistance.
- **Service contracts structured around electric vehicles** geared to keeping budgets under control.

## A BRAND WITH ITS SIGHTS SET ON THE FUTURE, BUT ALSO PROUD OF ITS PAST...

"Thanks to its rich history and strong French roots, Renault is ideally placed to rise to the challenges associated with the future and with its international expansion. The year ahead sees the company celebrate the 50<sup>th</sup> anniversary of the Renault 4L, the world's third best-selling vehicle. The innovative 4L was manufactured in 27 countries and serves as a reminder that Renault's globalisation is not a recent phenomenon. Meanwhile, Renault has made two other references to its past with the introduction of a Gordini version of Wind and Mégane Coupé-Cabriolet Floride."

**Béatrice Foucher - Head of Product**



## A BRAND THAT IS PROUD OF ITS PAST...



- The Renault 4 celebrates its 50<sup>th</sup> anniversary in 2011.
- An iconic vehicle, with sales of more than eight million.
- A symbol of the emancipation and sense of adventure of its day.
- Renault's first global model was a revolutionary car in many ways and featured a high number of technical innovations.

**PLEASURE-DRIVEN STYLING**

**Mégane Coupé-Cabriolet Floride**



- The limited edition Mégane Coupé-Cabriolet Floride goes on sale in Europe from March 1, 2011.
- An affectionate throwback to the allure of the 1960s: a cocktail of sparkling styling and refinement, with a bright and elegant colour scheme (ivory bodywork and red interior).

**Wind Gordini**



- Wind: the third Renault to receive the Gordini "French Touch" treatment (after Twingo R.S. and Clio R.S.).
- Goes on sale this summer (depending on market).

## Monaco GP limited editions



Mégane R.S, Mégane Coupé and Laguna Coupé Monaco GP

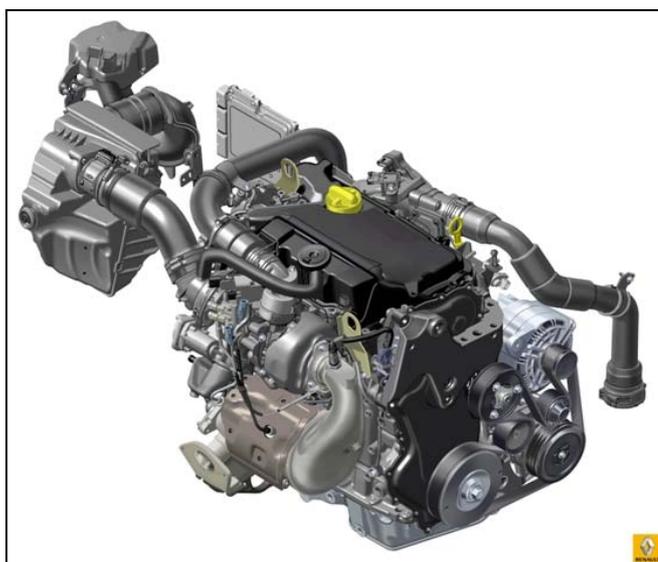
- A new Monaco GP version of Laguna Coupé.
- The Monaco GP limited edition range extended to include Monaco GP versions of Mégane Coupé and Mégane R.S.
- Available for sale from March 2011, in 14 countries.

## ***INNOVATIONS TO MEET THE NEEDS OF EACH MOTORIST***

### **ENERGY dCi 130 ENGINE**

#### **The best eco-technologies to reconcile driving pleasure with respect for the environment**

- Energy dCi 130: available from spring 2011.
- Initially available under the bonnet of the Mégane family's MPVs, Scénic and Grand Scénic.
- Fuel consumption: 4.5 litres/100km, equivalent to CO<sub>2</sub> emissions of 117g/km on Scénic and Grand Scénic.
- Unrivalled low fuel consumption for its performance at this level of range.



Energy dCi 130 engine

**Renault to supply engines to three F1 teams: a laboratory for new technologies and a showcase for the company's excellence in the field of quality.**



Lotus Renault GP

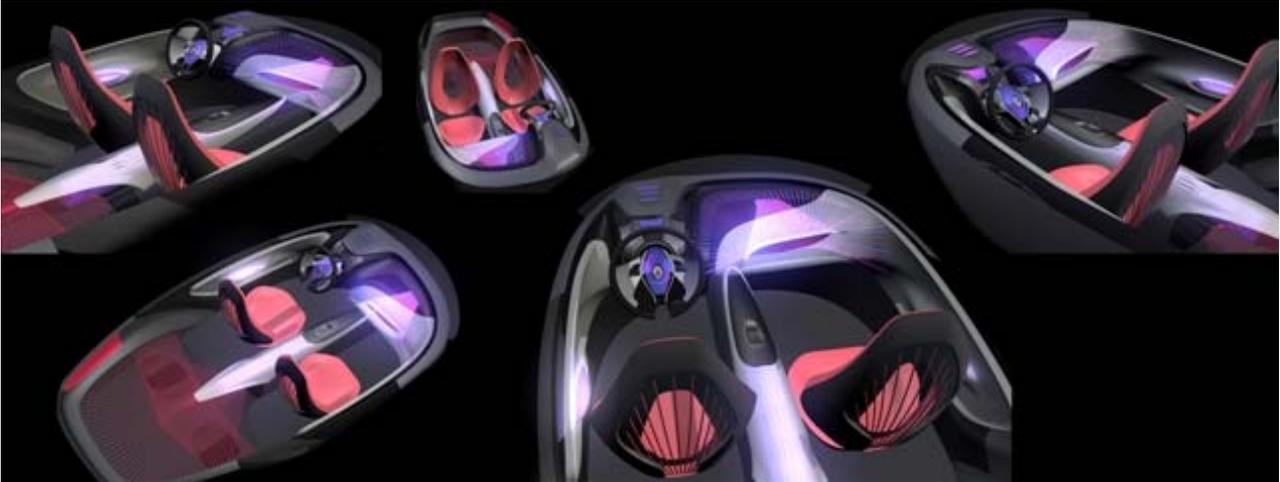
- Renault Sport F1 will supply engines to three teams (a quarter of the field) in 2011: Lotus Renault GP, Red Bull Racing Renault and Team Lotus Renault.
- The introduction of new F1 engine regulations in 2013 with a 1.6 four-cylinder engine provides Renault with a chance to show off its technological excellence and also develop engines that are more respectful of the environment, including solutions that can be carried over directly to road cars.

**Renault at the forefront on the environmental front: Renault eco<sup>2</sup> criteria stepped up**

- Electric vehicles soon to go on sale to spearhead the Renault eco<sup>2</sup> policy.
- In 2011, the criteria required to qualify for the Renault eco<sup>2</sup> signature will be step up as follows:
  - CO<sub>2</sub> emissions must now be 120g/km or less ,
  - At least seven percent (by weight) of the vehicle's plastics must be sourced from recycling.

## NEW DESIGN STRATEGY THE ACCENT ON EMOTION

### R-SPACE: SPACE FOR EVERY INDIVIDUAL



- Renault will unveil its R-Space concept car at the 2011 Geneva Motor Show. As the third concept car to be completed under the direction of Laurens van den Acker, R-Space represents the "Family" stage in the company's new life-cycle oriented Design strategy.
- With a silhouette that is both sporting and sculptural, R-Space proves that a people carrier can be sexy. An innovative interior design makes it an MPV that caters for each of its occupants.
- R-Space is powered by a turbocharged three-cylinder, 110 hp, 900cc petrol engine mated to an Efficient Dual Clutch transmission (EDC). This engine previews the new range of modular TCE engines, Energy TCE, which Renault will begin launching next year.

## R-SPACE: A SPORTY FAMILY CAR



The brief given to the designers was to come up with a simple, sensuous and welcoming family vehicle to express Renault's new design philosophy in the MPV segment. To achieve this, the designers combined sensuality with a single-volume architecture.

The result is a compact people carrier measuring 4.25 metres in length, and with a silhouette that is flowing, powerful and sporting.

*"R-Space brings together qualities long considered opposed: family, functionality, sportiness and sensuality,"* explains **Axel Breun, Director of Design for Concept and Show Cars**. *"It answers the expectations of a large slice of our modern society."*

The tapered profile of the side windows emphasises the dynamic profile, while the large windscreen and panoramic roof – the thickness of which gradually changes – transform the passenger compartment into a cosy cocoon of shade.

The nose of R-Space adapts the new visual identity (centred on the large, vertically-oriented Renault lozenge) to the proportions of an MPV. The body panels are shaped as sculptured volumes, meaning that the eye is drawn much more to reflections and the play of the light than to the lines themselves.

The body design uses strong forms inspired by the human body. *"With R-Space, it was the pent-up energy in tensed muscles that inspired me,"* reveals **Fabrice Pouille, exterior designer**. *"I wanted to make people feel the urge to caress the body, to make it sensuous – despite the fact that this is an MPV aimed at families."*

Renault's strategic sequence of concept car designs brings with it a parallel progression in their colours: starting with the passionate red of DeZir, future concept cars will follow the sequence of the chromatic circle. Coming after the orange employed for Captur, R-Space is clad in honey-gold bodywork.

The theme being that of the family, it was the image of the family Sunday breakfast that provided the inspiration for R-Space's colours and materials. *"The tenderness and warmth of these shared moments find their expression in tones that are hot and 'sweet': the white of the milk, the golden shades of the honey, the brown of the chocolate,"* explains **Laurence Widmer, Head of Colours and Materials** on the R-Space concept car. The theme of softness and sweetness is also mirrored in the choice of materials – including suede – which are lush to look at and pleasing to the touch.

As the pioneer of the MPV, Renault is putting forward R-Space to take the notion a step further. To achieve this, the designers took as their starting point the notion that had made the model such a success in the past: the intelligence of the concept itself.

**Interior designer Alexandre Gommier** explains: *"To reinterpret this idea in a modern context, we provided a strong visual and functional contrast between the driver environment, where the focus is on driving pleasure, and a surprising and highly-original rear section conceived as a play space for children."*

The scene comes to view as soon as you open the double doors which, unobstructed by any central pillar, give clear access to a spectacular interior designed to trigger strong emotions from the very first glance.



In terms of interior design, the family likeness to the DeZir concept car is clearly visible at the front in the forms of the dashboard and seats. The driver enjoys a cockpit-like environment, with a section of the seemingly floating dashboard being specifically dedicated to driving functions. The interlinking movement suggested by the shaping of the front seat backrests is a return to the idea of a couple in love.

At the rear, the world revolves around children. This is a play space, flexible and infinitely versatile, and formed from a simple and universal shape – the cube. Twenty-seven miniature motors power an array of height-adjustable hexahedrons, allowing four settings to be programmed, from an all-flat surface, to a booster seat, a table or a random configuration (only when the vehicle is parked) for children's games.

The cube is a consistent theme in furniture design but not something one expects to come across in the world of cars: in R-Space's cabin, however, it is very much in evidence – to the extent of even forming the covering for the floor and door casings.

#### **THE TECHNICAL DIMENSION: AN ENVIRONMENTALLY-FRIENDLY FAMILY VEHICLE**

R-Space is powered by the Energy TCe Concept. Packed with advanced features, this direct-injection petrol engine previews the new range of modular TCe engines that Renault will begin launching onto the market next year.

With a capacity of 900cc, this three-cylinder concept-engine is a product of the Renault-Nissan Alliance. Mated to an automatic EDC double clutch gearbox, it provides the performance of a 1.6 litre engine, with peak power of 110hp/80kW and 160Nm of torque.

Its CO<sub>2</sub> emissions have been kept to just 95g/km, equivalent to fuel consumption of just 3.7 litres/100km.

### Packed with high-tech features:

- The **Energy TCe Concept** engine is an illustration not only of Renault's strategy of downsizing, but also of the package of innovative fuel-saving, emissions-reducing technologies that will be introduced on the company's next-generation engines. On the list are technologies such as direct fuel-injection, radio-frequency spark plugs, an EGR<sup>1</sup> Boost system, a pulse Stop&Start system – and even a variable-displacement oil pump. In addition to work aimed at minimising internal friction, these measures have achieved a very significant reduction in fuel consumption and CO<sub>2</sub> emissions without sacrificing performance.

The combustion system, too, has received special attention, with variable camshaft timing and the effect of the improved compact manifold integrating the turbo giving excellent acceleration response, especially at low rpm.

- **Direct petrol injection:** fuel is injected at high pressure directly into the combustion chamber. In combination with the **radio frequency spark plugs**, which boost the size of the spark (up to 1,000 times bigger than with a conventional system), the injection system raises combustion to the highest level of efficiency. This breakthrough in ignition technology has been developed in collaboration with BorgWarner Beru Systems.
- **As is the case with certain diesel engines, including the new dCi 130, EGR Boost technology** captures the exhaust gases after they have passed through the turbocharger and after-treatment system. Cooled in a heat exchanger before being reintroduced into the air upstream of the turbo, these gases then follow the charge-air cooling circuit before entering the combustion chamber to dilute the fuel-air mixture. On petrol engines, this technique helps reduce combustion temperatures, thereby boosting the compression ratio and reducing CO<sub>2</sub> emissions.
- **Pulse start: thanks in particular to the direct injection, this technology** allows the ultra-rapid stopping and restarting of the engine when the vehicle is stationary.
- **The variable-displacement oil pump** regulates the throughput of oil in line with the precise requirements of the engine, thus limiting the energy consumed by the pump. Efforts to **reduce frictional losses** have focused particularly closely on the 12 cam followers, timing chain and piston skirts.
- **A thermal management system**, finally, helps the engine warm up more rapidly following a cold start. With the oil reaching its optimum viscosity more quickly, internal friction is reduced.

To further reduce fuel consumption and pollutant emissions, R-Space is fitted with a system known as **DRIVINGECO<sup>2</sup>**. With a simple push of the "Eco" button, this system automatically adapts engine response in relation to the various parameters influencing energy consumption (altitude, ambient temperature, use of heater, etc).

The "**DRIVINGECO<sup>2</sup> Conseil**" setting alerts and informs the driver as to the best way to drive economically and safely.

R-Space is also equipped with the **Visio-System** which is based on a forward-facing camera dedicated to driver-assistance features. The "DRIVINGECO<sup>2</sup>" function captures information concerning the vehicle's surroundings (traffic lights, pedestrian crossings etc), enabling the "DRIVINGECO<sup>2</sup> Conseil" function to indicate to the driver the best way to drive economically in each situation.

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<sup>1</sup> Exhaust Gas Recirculation

When the camera detects a set of traffic lights changing from green to red, for example "DRIVINGECO<sup>2</sup>" advises the driver to stop accelerating. If, on the other hand, the camera detects a clear road ahead, and if the clear distance ahead permits, the advice would be to accelerate briskly to reach the required cruising speed.

At the end of the journey, the "DRIVINGECO<sup>2</sup> Score" function rates the driver's eco-driving performance, detailing various parameters such as the use of brakes and engine braking. This helps the driver to evaluate his or her own eco-driving technique and benefit from the appropriate advice.

**The fun side of improving one's eco-driving performance is something that can also be shared in real time with the passengers:** children in the rear playing video games on the screens inset into the head restraints automatically receive bonus points if the driver achieves a particularly good eco-score on a section of the journey.

### Dimensions

|                  |         |
|------------------|---------|
| Length           | 4,250mm |
| Width            | 1,850mm |
| Height           | 1,547mm |
| Ground clearance | 151mm   |
| Wheelbase        | 2,717mm |
| Front track      | 1,592mm |
| Rear track       | 1,592mm |

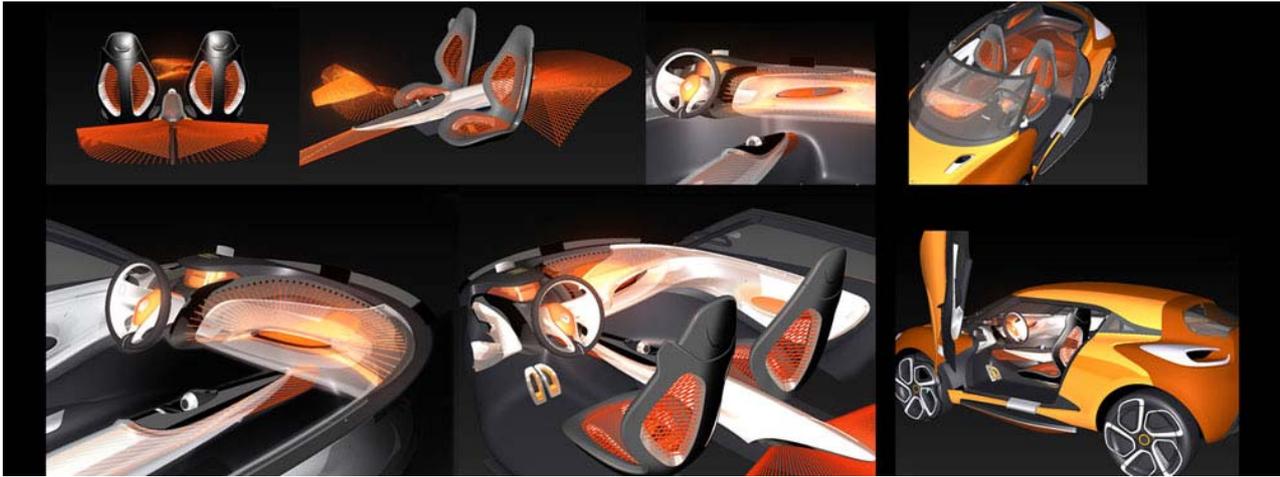
### Technical data

|                            |                                 |
|----------------------------|---------------------------------|
| Engine                     | Petrol, turbo, direct injection |
| Power                      | 80kW (110hp)                    |
| CO <sub>2</sub> emissions  | 95g/km (combined cycle)         |
| Peak torque                | 160Nm                           |
| Top speed                  | 200kph                          |
| Transmission               | Efficient Dual Clutch           |
| Tyres                      | 245 / 35 R 21                   |
| Cd                         | 0.28                            |
| Unladen weight             | 1,300kg                         |
| 0-100kph acceleration      | 11 seconds                      |
| 1,000-metre standing start | 32 seconds                      |

### Partners

|          |          |
|----------|----------|
| Bodywork | D3       |
| Tyres    | Michelin |

## CAPTUR: ON THE ADVENTURE TRAIL!



- Unveiled on February 10, 2011, Captur is the second concept car to demonstrate Renault's new design strategy, a cornerstone of its "Renault 2016 - Drive the Change" plan.
- A sporty crossover with a flowing and athletic body language, it expresses the idea of two people exploring the world.
- Its small, twin-turbo engine combines driving fun, enjoyable performance and low CO<sub>2</sub> emissions.

### A CROSSOVER THAT'S ALL MUSCLE IN MOTION



Through its proportions and fluid curves, Renault Captur evokes **movement and lightness**, yet at the same time displays **powerful and muscular all-terrain cues**. As was the case with DeZir, angles, corners and lines have given way to sensuous, natural forms. For the **exterior designer, Julio Lozano**, the chief sources of inspiration were athletes and radical sports. *"In designing Captur, I began with the image of a sprinter on the starting blocks, muscles tensed, and of the energy unleashed when the starting pistol is fired,"* he explains. The design also references equipment such as helmets, gloves and other protective gear used in radical sports, combining **high technology with sophistication and lightness**.

**Captur does more than simply stir the emotions: it is also a practical and versatile vehicle.** It is fitted with a hard convertible roof which, once removed, reveals a carbon fibre framework. Captur can thus transform itself from a coupé to a convertible, from an urban vehicle to an off-roader, while its overall sporty appeal is reinforced by its butterfly doors and large tyres fitted to 22-inch black and white rims, the design of which is echoed along the body sides.

### **AN INTERIOR BATHED IN WARMTH AND LIGHTNESS**



The cabin features an orange theme, plus fluorescent highlights picked out by a constant stream of light. *"My main sources of inspiration were the human body, outdoor sports and urban styling,"* explains the colour and trim designer, Kana Watanabe.

**The interior of Renault Captur is designed to be both welcoming and occupant-friendly.** Innovative and ingenious materials have been employed, allowing the designers to play with light and optical effects. The centre console, door casings and dashboard are formed using a translucent material rather like a second skin. At the front of the cabin, this includes a glimpse of the high-tech fibre ropes – luminescent in places – that have been employed for most of the passenger compartment. ***"The whole of the interior is designed around this network of stretched elastic ropes. They use graphics and light to bring rhythm to the overall design and reinforce the dynamic feel of the vehicle while also ensuring a lighter feel inside the cabin,"*** explains the interior designer, Magali Gouraud-Borgers.

The rear of the vehicle is a multipurpose area where the deck is lined with three layers of rope:

- The stretched cords are laid out in a way that allows items to be secured safely, thus providing a reconfigurable storage area;
- They also provide an opportunity for relaxation thanks to the supple elasticity of the structure. This is an entirely new type of comfort, a new form of seating akin to a hammock.

## **INNOVATIVE, STRONG ON PERFORMANCE AND LIGHT ON FUEL**

**Captur makes use of a twin-turbo engine-concept**, developed from the new 1.6 dCi, Energy dCi 130. Downsizing is a key element in Renault's strategy to meet its declared objective of being Europe's leading automaker with regard to CO<sub>2</sub> emissions. The range of electric vehicles will run alongside internal-combustion engined models that combine performance with contained fuel consumption. This Energy dCi Concept engine fits perfectly within this strategy. **It produces 118kW (160hp) from a capacity of 1.6 litres – that's a specific power output of 100hp per litre, which is comparable with that of engines such as the one under the bonnet of Clio R.S.** Peak torque (380Nm) is available from as low as 1,750rpm, giving powerful acceleration from low revs, as well as refined performance under all driving conditions. Paired with a dual clutch EDC gearbox, this driveline promises genuinely enjoyable driving with CO<sub>2</sub> emissions of 99g/km.

*For further information, the press release dated February 10, 2011, is available at [www.media.renault.com](http://www.media.renault.com)*

## 2011: ELECTRIC VEHICLES BECOME A REALITY

*"In 2011, the utopian idea of driving electric cars will at last become a reality thanks to Renault, 169 years after an electric vehicle first turned a wheel. That historic occasion was back in 1842 when a certain Andrew Davidson could be seen in the streets of Edinburgh travelling in a bizarre machine equipped with two electromagnetically-driven axles. In 2011, thanks to Renault, it will be possible to spot no fewer than three electric vehicles in our towns and countryside: Kangoo Z.E., Fluence Z.E. and Twizy. The first two of these models will cost the same price as an equivalent diesel-engined model, while Twizy will sell at the price of a three-wheeled scooter. With Renault, not only are electric vehicles about to take to the streets, but they have also been designed to target every category of motorist."*

**Thierry Koskas - Electric Vehicle Programme Director**

### RENAULT'S Z.E. RANGE TO BE EXTENDED WITH THE ADDITION OF KANGOO MAXI Z.E.



- Kangoo Maxi Z.E., the extended version of Kangoo Z.E., is poised to join Renault's range of electric vehicles when it goes on sale at the end of 2011. Pre-tax prices will start from €21,200 (before deduction of available state subsidies).
- The new van will be unveiled at the Geneva Motor Show, while orders can already be placed on the internet at [www.renault-ze.com](http://www.renault-ze.com).
- This versatile new van will be available in two- and five-seater form.
  - The two-seater version will have a maximum carrying capacity of 4.6m<sup>3</sup>.
  - The crew van version of Kangoo Maxi Z.E. will seat up to five people.

## **A VERSATILE AND MODULAR TWO- OR FIVE-SEATER VAN**

Kangoo Maxi Z.E. is an extended version of Kangoo Z.E. which was unveiled at last year's Hanover Motor Show, in Germany. The wheelbase has been lengthened by 40cm to obtain an overall length of 4.60 metres, and this modular, versatile van will be available in two- and five-seater form.

**The first of these two versions essentially targets transport use.** Its two front seats are separated from the cargo carrying area by an optional bulkhead. This configuration optimises Kangoo Maxi Z.E.'s carrying ability:

- A carrying capacity of up to 4.6m<sup>3</sup> (which is 1.1m<sup>3</sup> more than Kangoo Z.E.).
- Maximum load length of up to 2.90 metres.
- Its height of just 1.82 metres permits access to underground car parks.
- The same equipment and options that can be ordered for the internal combustion-engined version of Kangoo Maxi will also be available for Kangoo Maxi Z.E.

**The crew van version of Kangoo Maxi Z.E. comes with a 60/40-split folding rear benchseat and seats up to five occupants.** This modular van can be put into one of four different interior layouts depending on the number of passengers. The rear benchseat folds away into the floor to produce a completely flat load area, freeing up almost 3.6m<sup>3</sup> of carrying space.

## **AN ALL-ELECTRIC VEHICLE FOR 'Z.E.N.' MOTORING**

The electrically-powered Kangoo Maxi Z.E. is recognisable at first glance thanks to chrome Z.E. badging at the rear and on the body sides, as well as to the lack of an exhaust<sup>1</sup> and the inclusion of a flap at the front which will enable the battery to be charged in between six and eight hours.

The bonnet conceals a 44kW motor (equivalent to 60hp) which is powered by a 22kWh lithium-ion battery located beneath the floor. The vehicle's NEDC combined-cycle range of 170km can vary one way or the other depending on factors such as type of road, temperature, terrain or driving style.

In addition to the satisfaction of contributing to the zero-emission mobility drive<sup>2</sup> (zero CO<sub>2</sub> and particulate emissions), driving Kangoo Maxi Z.E. delivers a whole new form of motoring pleasure. Thanks to the availability of peak torque (226Nm) the moment the driver pulls away, plus responsive acceleration at low speeds, a silent ride and the absence of gearshifts, Kangoo Maxi Z.E. combines unprecedented performance and comfort.

## **MAXIMUM CARRYING ABILITY – MINI PRICES**

Renault has always said that the success of electric vehicles will depend on the availability of truly affordable vehicles. To attract customers, ecology and real economies must go hand-in-hand. With Kangoo Maxi Z.E., Renault has succeeded in combining maximum carrying capacity with zero emissions<sup>2</sup> and a small price tag.

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<sup>1</sup> When optional additional heater unit is not fitted.

<sup>2</sup> During road use, except wear parts.

Kangoo Maxi Z.E. will go on sale at the end of 2011 in Europe **at a pre-tax price of €21,200 for the two-seater version, or €22,000 for the five-seater crew van version**. The €5,000 subsidy available in certain countries such as France will bring this price down to the equivalent of that of a diesel Kangoo Maxi, i.e. **€16,200 and €17,000 respectively**.

As is the case for the rest of its electric vehicle range, Renault separates ownership of the vehicle and battery to ensure optimal capacity of the latter throughout the vehicle's working life. Customers will either buy or lease their vans and take out **a monthly subscription for the battery, with pre-tax prices starting from €72/month<sup>1</sup>**.

*For further information, the press release dated February 23, 2011, is available at [www.media.renault.com](http://www.media.renault.com)*

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<sup>1</sup> 15,000km/year and a 48-month commitment

## **TWIZY, THE ZERO EMISSION SOLUTION TO URBAN MOBILITY FROM €6,990 (without incentives)**



- Presented in its final production form at last year's Paris Motor Show, Renault Twizy returns to centre stage at the 2011 Geneva Show.
- Twizy is the perfect example of Renault's brand signature, "Drive the change". With Twizy, Renault has invented an entirely new way of getting around town: 100 percent electric, it is high on style, novel in its format and perfect for safe and secure in-town travel.

### **TWIZY, AN AFFORDABLE SOLUTION**

As announced at last year's Paris Motor Show, Twizy will go on sale at the end of 2011 at prices comparable with those of a three-wheeled scooter.

**The Twizy range will begin at €6,900 inclusive of taxes and, depending on the fiscal measures available in each country, may qualify for incentives making it even less expensive than a three-wheeled scooter.**

Like Fluence Z.E. and Kangoo Z.E. buyers, Twizy customers will lease the battery. **The monthly subscription is €45 inclusive of taxes for an annual distance travelled of 7,500km**, a figure which covers the vast majority of ordinary motorists' requirements.

Twizy's running costs – insurance, maintenance and energy (battery lease and electricity for recharging) – are just as modest, working out at 15 percent lower than those of a three-wheeled scooter.

### **NEW-FOUND FREEDOM IN TOWN**

Tests conducted in Paris reveal that **the driver of a Twizy will save an average of 25 percent on journey times in town**. This translates into a saving of more than seven minutes on a journey that would normally take 30 minutes in a Smart-sized micro city car.

**Indeed, Twizy gets around town safely and more rapidly.** This is thanks to its novel proportions and ultra-compact dimensions which facilitate parking:

- With an **overall length similar to that of a motorcycle**, Twizy is easier to park than a micro city car. In some countries, including France, Twizy can be parked at right angles to the kerb.
- **A turning circle of 3.4 metres** guarantees great agility and easy parking. For example, even the best micro city car needs a full metre more road width than the Twizy to perform a U-turn.
- Twizy is an average **30cm narrower** than the typical micro city car, which means it has a smaller footprint.

The driver and passenger travel in **complete safety**:

- Twizy's bodywork is a safety cell which encloses both the driver and the passenger. In the event of a frontal impact, the deformable structure absorbs the energy of the crash to protect the occupants.
- Twizy is fitted with an airbag for the driver, four-point seatbelt for the front seat and a three-point seatbelt at the rear.
- Disc brakes all-round ensure powerful, fade-free braking performance.
- Twizy has a coded immobiliser and a steering column lock.

## **TWIZY, A VEHICLE WITHOUT LIMITS**

### **Accessories for the Twizy lifestyle:**

- A flexible **all-purpose bag holding 50 litres** to supplement Twizy's 63.3 litres of built-in storage. Carried on the passenger seat's base, it quickly turns into a backpack or holdall thanks to three convenient handles. It is secured in the vehicle by the passenger seatbelt and tethers to the vehicle structure. The wide opening at the top makes it easy to put in large items such as supermarket shopping bags.
- Extra **protection against bad weather and the cold** to supplement that already provided by the deflector panels. As on a scooter, this apron fully encloses the driver's legs, from the ankles to the waist. This protection extends to the rear passenger, too, as the apron also covers his or her legs. The apron is held in place by eight fixing points, ensuring a good seal; it is easily stowed in a soft pouch alongside the driver's seat.
- An additional accessory is a **Parrot audio system** to allow the driver to listen to music and make telephone calls safely. The system includes:
  - An automatic **Bluetooth** connection to the driver's Smartphone, enabling him or her to stay in touch with friends and colleagues.
  - A USB connector, a jack socket and an Apple connector, enabling any portable music player to connect to the vehicle.
- **Rear parking sensors** incorporated into the rear bumper make parking manoeuvres easier still in Twizy.

### **Twizy is compatible with all types of battery-charging points**

A full charge of Twizy's batteries takes 3½ hours using a domestic supply via the cable stowed behind a flap at the front of the vehicle. Different adaptors will be made available to connect Twizy to all types of public and private charging points.

### Twizy's range can be as high as 115km

Twizy's range on the standardised urban cycle is 100km. In everyday use, this range can vary from 55km to 115km, depending on the driving conditions encountered. The principal factors influencing actual range are driving style (eco-driving, normal driving or sporty driving), and whether the traffic is heavy or free flowing.

Range-related displays enable drivers to get maximum range from their Twizy:

- A display showing the battery's level of charge.
- A digital "econometer" displaying instantaneous energy consumption and showing when regenerative braking is activated.
- An onboard computer displaying the remaining range in kilometres.

The **Renault electric-car product programme now comprises the following** affordable electric vehicles:

| Launch      | Renault Z.E. model        | Market positioning   | Price (prior to financial incentives) | Monthly battery lease |
|-------------|---------------------------|--|---------------------------------------|-----------------------|
| Autumn 2011 | Kangoo Z.E                | Electric vans from the Renault Z.E. range for fleet operators, trades people and traders | €20,000 (excl. VAT)                   | €72 € (excl. VAT)     |
|             | Kangoo Maxi Z.E. 2-seater |  | €21,200 (excl. VAT)                   | €72 € (excl. VAT)     |
|             | Kangoo Maxi Z.E. 5-seater |  | €22,000 (excl. VAT)                   | €72 € (excl. VAT)     |
| Autumn 2011 | Fluence Z.E.              | High-status, eco-friendly, spacious and comfortable                                      | €26,000 (incl. VAT)                   | €79 (incl. VAT)       |
| Late 2011   | Twizy                     | The first fully electric vehicle to provide a genuine solution for urban mobility        | From €6,990 (incl. VAT)               | €45 (incl. VAT)       |
| Mid-2012    | ZOE                       | Fully electric vehicle for the volume market   |                                       |                       |

## **A SECOND TWIZY LIVERY COMPETITION**

### **Twizy "Circuit": winner of the Personalised Twizy competition**

Visitors to the Renault stand at the 2010 Paris Motor Show and online at [www.renault-ze.com](http://www.renault-ze.com) were asked to vote for their favourite Personalised Twizy among the twelve liveries created by Renault Design. This competition prompted a highly enthusiastic response, drawing in more than 50,000 votes from all over Europe. It was the "Circuit" livery package which pulled in the most votes, so it is this version that will inspire a limited edition series which will go on sale at the end of 2012.

One person per country will be selected by a draw from amongst the Twizy Circuit voters and will win a Twizy.

### **Twizy, back in the limelight with another competition at the 2011 Geneva Motor Show**

As from the beginning of the Geneva Motor Show, web users will be able to visit [www.renault-ze.com](http://www.renault-ze.com) to create their own Twizy designs and put them to the vote of their friends on the Facebook and Twitter social network platforms. The winners of this competition (three in Europe) will be offered VIP test drives of Twizy in Paris when the Atelier Renault (the brand's prestige showroom on the Champs-Élysées) reopens.

## RENAULT ELECTRIC VEHICLES: NEW FORMS OF DRIVING PLEASURE – WITH NO COMPROMISES

### A new form of driving pleasure

Driving an electric vehicle is an entirely new motoring experience, and the source of many new pleasures:

- With maximum torque delivered instantaneously, and with the seamless acceleration that only electric motors can provide, driving pleasure is raised to entirely new levels
- EVs are clean and quiet in operation. They help make our environment more pleasant. Driving becomes calmer and more relaxed.

### ELECTRICITY: STRESS-FREE AND EASY

#### Three types of battery charging are available:

- Standard charge: the everyday charging option
  - Where? Using the electricity supply at home or in car parks at the workplace, etc.
  - Charging time: between six and eight hours using a wall-box for all Renault Z.E. vehicles, except Twizy that can be charged in 3½ hours using an ordinary household socket.
- Fast charge: for a quick top-up
  - Where? Roadside stations, public car parks, service stations, car parks at shopping centres and supermarkets and large retail parks
  - Charging time: 30 minutes

An alternative to fast-charge points, so-called "accelerated charge" points will be available to public and private partner organisations wishing to set up a charging infrastructure on their site or on the roadside, etc. These charging points – which range from three to 22kW – are capable of recharging ZOE and, later, Fluence Z.E. and Kangoo Z.E., in one hour. This infrastructure is more attractively priced, too – a factor that will encourage its deployment.
- Automated battery exchange stations: these allow motorists to swap a depleted battery for a fully-charged replacement in three minutes. Stations of this type are planned in Israel and Denmark, in partnership with Better Place.

#### 1. Charging points wherever they are needed

##### The battery charging point network is expanding

Renault is working with public and private partners to facilitate the expansion of the charging infrastructure. By the time the first Renault electric cars are launched, there will be 5,000 charging points in service in France, of which 1,500 will be fast-charge or "accelerated" points, capable of performing a full charge in 30 minutes or 1 hour.

The expansion of charging infrastructures will continue and is expected to reach 75,000 points by 2015, of which 15,000 will be of the fast-charge type.

### **Charging infrastructure development will focus on the parking areas that are used most frequently**

Charging points will be provided at the kerbside, in public car parks, in workplace car parks, at shopping centres and at large retail chains, etc. In other words, in the locations where vehicles normally park. This represents a radical change in motorists' driving patterns: no longer will they have to alter their route to fill up with energy. Renault has already established partnerships with E. Leclerc supermarkets, Vinci Park, Unibail Rodamco (shopping centres across Europe), etc.

**Renault electric vehicles are compatible with all the charging points** that are due to be installed. This will allow our customers to make use of the entire network of charging points without having to worry about the type of point (standard or fast-charge) or the level of power it provides. In effect, it is the vehicle which decides the amount of power it needs to draw from the charging point, not the point imposing a particular power.

## **2. The real-world range of electric vehicles**

### **The range of Fluence Z.E., Kangoo Z.E. and ZOE Preview can be as much as 200km.**

Kangoo Z.E. and Fluence Z.E. have been homologated with NEDC cycle ranges of 170km and 185km respectively. In real-life use, this range can be as high as 200km when conditions are ideal. However, when the opposite is the case – severe weather, sporty driving, hilly terrain, etc. – the range can fall to around 80km.

In practice, the range of an EV varies more than that of an internal combustion-engined vehicle. It depends on speed, the type of route, the use of climate control and heating, the external temperature and the style of driving (sporty, normal or eco-driving).

In contrast to internal combustion-engined models, though, it is in town, in dense traffic, that the electric vehicle is at its most economical (with a range of around 200km).

This is explained in part:

- By the fact that when the speed is zero (at a red light, in heavy traffic, etc.), the electric vehicle does not consume any energy.
- By the ability to recover energy under braking. Frequent braking and stops thus help to replenish part of the energy consumed in urban driving.

### **Innovations that help boost range**

Renault has developed a number of ingenious systems to help ensure that electric cars are able to maximise their range:

- **Regenerative braking** allows the vehicle to harvest its kinetic energy and store it in the battery.
- Electric vehicles are fitted with a **pre-conditioning system**. When the vehicle is connected to the electricity supply, the driver can programme pre-heating or pre-cooling of the cabin. Not only does this feature help preserve the maximum range of the vehicle, but it is also considerably more comfortable for the driver to get into a car that is already at the desired temperature.
- An **Eco Mode** setting is available on Renault Z.E. vehicles. Pressing the button to activate this mode limits the operation of the heating and climate control systems on Fluence Z.E. and the

output of the motor (torque and speed) on Kangoo Z.E. The gain in range can be as much as 10 percent.

### 3. Drivers – controlling your range

More so than with an internal combustion-engined vehicle, the driver has the ability to extract the maximum range from his electric car. For example, by applying eco-driving techniques, a driver can gain up to 35km in range.

Several innovations have been developed, allowing drivers to:

- Receive constant updates on the state of charge of their battery
- Prepare their journey more effectively and more simply using telematic services and a navigation system specially designed for electric vehicles.

#### Information to help optimise range management

The driver of a Renault electric vehicle will be able to **check** all the factors relating to range **at any moment he or she wishes**. The vehicle's HMI (Human Machine Interface), specially developed around the needs of electric car drivers, incorporates:

1. A **display** showing the state of charge of the battery
2. **An onboard computer** giving the remaining range in kilometres or miles, the average and instantaneous consumption levels in kWh, and the kWh still remaining in the battery.
3. An **econometer** which indicates how the energy is being used: high consumption is shown in red, normal consumption in light blue and low consumption in dark blue.
4. Carminat TomTom® Live **intelligent navigation** (standard on Fluence Z.E. and available at a later date for Kangoo Z.E.). This system can:
  - Pinpoint the nearest battery charging points, indicate their availability and integrate them into the computation of the route,
  - Provide a graphic display of the vehicle's operating radius based on the range remaining in the batteries.

In addition to this, the driver can add the "**Live**" package of connected services. This integrates high-definition traffic information, alerts the driver to the presence of mobile speed checks (depending on market), and provides Google Local Search functions as well as weather forecasts (optional on Fluence Z.E. and available at a later date for Kangoo Z.E.).

#### Connected services for smart electric mobility

Following the introduction of its first electric cars, Renault will launch a full range of **connected services** to help drivers maximise their vehicle's range, to prepare routes effectively and, for commercial operators, to manage their vehicle fleets.

#### Range-related information: remotely, by mobile phone and computer (online)

Even when not in their vehicle, drivers can access a wealth of range-related information via their mobile phone or computer. Whether they are at work, at home or anywhere else, they can check the condition of their battery – its state of charge, the time remaining time until it is fully charged, charge status

(charging/charge complete/problem), an alert to warn if the battery is discharged, and its charging history (standard on Fluence Z.E. and optional for Kangoo Express Z.E.).

In the case of Fluence Z.E., the driver can also call up a display on his smartphone or computer showing the location of charging points on his planned route.

**Fleet Asset Management** is a system for the real-time management of vehicle fleets and is a service aimed at fleet managers and customers on long leases. The system provides customers with daily updates on distance covered, energy consumption, the state of charge of the batteries, etc. (around sixty information streams are uploaded every day), enabling more effective management of electric vehicle fleets.

#### 4. A portfolio of services to guarantee seamless mobility

##### **Guaranteed mobility – whatever the destination**

Renault Z.E. customers will be offered preferential terms for the **short-term rental of an internal combustion-engined vehicle** for longer journeys. This service will be available following the launch of the first Renault electric vehicles and will be delivered through Renault Rent, Avis and Europcar agencies, thereby guaranteeing a comprehensive network across the country. The service will also be available through My Renault via the renault.fr website. Payment for the service will be at the time of use, either at the agency or online.

##### **Mobility guaranteed – even if your battery runs dry**

This comes courtesy of a 24-hour, seven days a week **service assistance** package. This service will recover a customer's vehicle to the nearest charging point and also offer a temporary mobility solution to get him or her to their destination.

##### **Service contracts structured around electric vehicles keep budgets under control**

In addition to the standard manufacturer's warranty covering the models in the Renault Z.E. range, Renault also offers:

- A "programmed maintenance" option enabling customers to select a programme (years/kilometres) geared to their type of use and the length of their battery lease contract.
- A warranty extension to five years (see below for the standard warranty on the electric drivetrain).

The standard manufacturer's warranty includes:

- Vehicle warranty: two years/unlimited mileage or three years/100,000km, depending on market and the internal combustion-engined vehicle warranty in that country.
- Electric powertrain warranty: up to five years/100,000km (except Twizy: three years/unlimited mileage).

## **ELECTRIC VEHICLES: AN INTEGRAL PART OF RENAULT'S ECO<sup>2</sup> ENVIRONMENTAL PROGRAMME**

Since 1995, Renault has been implementing a series of measures aimed at reducing the impact of its activities on the environment and preserving the ecological balance. The large-scale introduction of vehicles with zero emissions at the point of use is a core element written into this programme: EVs are the only solution that can guarantee a significant reduction in the CO<sub>2</sub> emissions from personal car transportation.

Renault's environmental priorities also extend to taking account of the complete life cycle of the vehicle, from its design and manufacture to the end of its life. The question of the recycling of the battery forms part of these considerations and is something which Renault has been studying for five years.

### **Energy equation favours electric cars over hybrids**

The arrival of electric cars on the market marks the beginning of an ecological turning point. Electric vehicles have zero emissions at their point of use – in contrast to hybrid vehicles, even the best performing of which still emit an average of 89g/km of CO<sub>2</sub> into the atmosphere. In the case of the Fluence Z.E., the total well-to-wheels energy usage is 62g/km, calculated on the basis of the CO<sub>2</sub> emissions of the average European electricity production mix. This is about 40 percent less CO<sub>2</sub> than the quantity emitted, on a well-to-wheels basis, by the most eco-friendly hybrid (105g/km of CO<sub>2</sub>).

In France, the national electricity generation mix dramatically increases this advantage. The well-to-wheels figure for the Fluence Z.E. is 12g/km of CO<sub>2</sub> – that's 87 percent less than even the best hybrid emits.

### **Dealing with end-of-life batteries – a priority for Renault**

Renault is working to extend the useful life of its EV batteries by using them for static energy storage. Once the batteries are no longer usable, they will be dismantled and their component parts recycled or reprocessed. Industrial recycling processes have already been designed and are currently being optimised by the major players in the battery recycling industry.

## A BRAND WITH ITS SIGHTS SET ON THE FUTURE, BUT ALSO PROUD OF ITS PAST...

### PLEASURE-DRIVEN STYLING

Renault has chosen this year's Geneva Motor Show to unveil three cars that combine attractive styling and driving pleasure:

- **Mégane Coupé-Cabriolet Floride**: an affectionate throwback to the allure of the 1960s, Mégane Coupé-Cabriolet Floride is a cocktail of sparkling styling and refinement. Its colour scheme is both bright and elegant – with ivory paintwork and a red interior – and boasts a long list of equipment included to make journeys even more comfortable.



- **Wind Gordini** is the third Renault (after Twingo and Clio) to receive the "French Touch" treatment. A driver's car par excellence, the coupé-roadster is particularly suited to such enhancements.



- **Monaco GP limited editions for Mégane-Coupé and Mégane R.S.**



## MÉGANE COUPÉ-CABRIOLET FLORIDE, AN AFFECTIONATE TRIBUTE TO SIXTIES CHIC



- The limited edition Mégane Coupé-Cabriolet Floride goes on sale in Europe from March 1.
- The limited-edition Mégane Coupé-Cabriolet has seen Renault create a modern interpretation of that bygone **Floride spirit**.

### **Elegance and pleasure**

Designed to be enjoyed, the original Floride inspired many a dream: its introduction was a symbol that the frivolity-free post-war austerity years (1946-56) were over.



### **A French way of living**

Range-topping standard equipment, supreme comfort and a palette of refined, desirable colours made the Floride a landmark model in motoring's global history.

After introducing a number of pre-war models that were notable for their exquisite elegance – cars such as the Primaquatre, Viva and Nerva Sport – Renault introduced the Floride in 1958. The company's primary objective was to reintroduce a cabriolet, which had once been a staple within its range.

Based on the Dauphine saloon, the Floride blended the impending exuberance of the 1960s with typical French chic. It was designed as a fresh, new car that would appeal to all ages, but it struck a particular chord with lady motorists and couples with young children. Its strong points? It was modern in terms of both design and equipment, with a number of comfort-enhancing features carried over from the Dauphine – and at an attractive price, too. It was available in a range of bright, elegant colours, with interior trim options that were both bold and refined.

Today, customers for cars such as this want to stand out from the crowd and savour the pleasures of something chic and distinctive... just as they did 50 years ago.

To this end, Renault has produced a contemporary counterpart in the form of a limited-edition model with a number of specific design elements both inside and outside the cabin.

Its colourful appearance echoes a certain French joie de vivre and charm:

- The elegant bodywork stands out thanks a new, exclusive paint option, Ivoire Floride, a pastel shade inspired by bygone sales brochures.
- It is fitted with 17-inch diamond-effect aluminium alloy wheels. These are painted ivory – reminiscent of the white-wall tyres with which the original cars were fitted in the '50s.
- The interior is finished in a flamboyant shade of red, a classic cabriolet colour with a few ivory flourishes to create an elegant, distinctive feel that is wholly in keeping with the spirit of its forebear.

It carries the Floride name with pride. The front wings feature a retro-styled Floride badge and you'll also find the name on the lower bodywork, just in front of the rear wheel arches, in chromed, 3D typography that reflects the style of a previous age.

The word Floride appears in full on the dashboard, while the gearknob, in the form of a metallic ball, bears a jewellery-style "f" hallmark. The floor mats also feature an "f" monogram.

Last but not least of the details is a numbered plaque, mounted on the centre console.

**This exclusive limited edition will be restricted to just 1,200 cars, 450 of which are destined for the French market.**

### **A LAVISHLY-EQUIPPED LIMITED EDITION VERSION**

Mégane Coupé-Cabriolet Floride is based on the Privilège trim level enhanced with the following features:

- Ivory-coloured, 17-inch, diamond-effect, aluminium alloy wheels
- Easy Pack: electronic handbrake and tyre pressure monitoring system
- City Pack: front and rear parking proximity sensors and electrically-folding exterior mirrors
- Carminat TomTom® Live satellite navigation

The limited-edition Floride will be fitted with the highest-specification Mégane Coupé-Cabriolet engine available, although this may vary from market to market.

In France, the car is available only with the 130 dCi DPF engine, mated to a six-speed manual gearbox – a benchmark combination for relaxing, comfortable journeys.

The car will go on sale in France during a series of open-house dealership events that run from March 10-14. Its tax-paid price will be €31,500.

## RENAULT WIND JOINS THE GORDINI LINE



- With its exclusive "French Touch" look and an extensive range of standard equipment, this new version of Wind – complete with iconic twin white stripes – will spearhead Renault's coupé-roadster range from next summer (in certain markets).
- **It features a number of styling details that distinguish a modern Gordini:** Renault Wind Gordini is fitted with 17-inch black diamond-effect wheels and finished in the famous Malta Blue paintwork with distinctive white stripes. There are also white flourishes on the exterior mirrors, grille trim and rear wing. The original look of these individually numbered chassis is completed by a gloss black roof and, on each flank, a circular badge bearing the famous letter 'G'.
- **Particular care has been taken to make sure the cabin, too, resonates with the essence of Gordini.** In common with other Gordini models, Wind has blue and black leather upholstery, a leather-trimmed steering wheel highlighted with two white stripes at the top, aluminium pedals and a gearlever with a blue leather gaiter and a metal knob bearing the Gordini logo. The finishing touches include Gordini-embossed door sills, blue, braided floor mats and blue and white door trims. This is a sporting, cossetting domain and, to underline the model's unique character, each car will have an individually numbered plaque by its rear screen.
- **A premium standard of equipment:** The Gordini version is fitted with the highest possible level of equipment and thus tops the Wind range. Standard features include automatic climate control, a 2x35W radio-CD with Bluetooth® and Plug&Music connectivity, fingertip remote control, voice recognition and audio streaming (for wireless music access), heated seats, cruise control with speed limiter and ESC.
- **Renault Wind Gordini goes on sale from June** in those countries where the coupé-roadster is marketed.

**A community spirit that embraces social networks:** Above all, Gordini represents a powerful community spirit that has stood the test of time. In the same way that Gordini drivers used to flash their headlights at each other by way of acknowledgement, the modern Gordini community – younger, and more feminine – tends to gravitate towards social networking sites. That's why, on January 31, Renault took the innovative step of announcing Wind Gordini to some 30,000 fans on Gordini's Facebook page. The popularity of digital media such as Facebook and the sales success of Twingo Gordini R.S. and Clio Gordini R.S. (as well as related products, such as scale models) prove that the Gordini legend and community spirit are very much alive.

## **DISTINGUISHING FEATURES**

Naturally, Renault Wind Gordini has all the distinguishing features of other contemporary Gordinis.

### **A Gordini on the outside**



- Gloss black roof.
- Metallic Malta Blue bodywork with famous white Gordini stripes and selected other details picked out in white, including grille, exterior mirrors and elements of the rear wing. Other colours are also available: Pearlescent Black and Glacier White. Cars finished in Glacier White feature stripes and decorative flourishes in Gunmetal Grey.
- 17-inch Sphinx black diamond-effect alloy wheels.
- Circular "G" badges on the flanks.

## A thoughtfully designed interior, with the essence of "French Touch"



- All-leather\* blue and black upholstery with white stitching and "Gordini" badging embossed on the backrests
- Blue door panel inserts
- Steering-wheel trimmed with blue leather\*\*, with white stitching and two white stripes at the top in the straight ahead position
- Blue door pulls with white detailing
- Blue leather\*\* gearlever gaiter and metal gear knob with Gordini badging
- Aluminium pedals
- Black lacquer centre console incorporating radio system and central air vents
- Black translucent dashboard cowl
- Blue-braided floor mats
- Gordini-embossed door sills
- Numbered plaque by rear screen

\* The squab is trimmed in leather, as are the forward-facing panels of the head- and backrests. The other elements are coated textile.

\*\* Split leather

### Options list:

- Blue 17-inch Sphinx diamond-effect wheels
- Metallic paint
- Deletion of Gordini stripes

### A PREMIUM RANGE OF STANDARD EQUIPMENT

Standard equipment includes:

- Automatic climate control
- 2x35W radio-CD with fingertip remote control, MP3 playback, Bluetooth® and Plug&Music connectivity (jack and USB plugs)
- Trip computer
- Automatic headlight and windscreen-wiper activation
- Cruise control with speed limiter
- ESC

- Heated leather seats
- Foglamps
- Electric exterior mirrors
- Electric windows
- Remote central locking
- Frontal airbags
- Lateral airbags (head and thorax)

**Three body colours:**

- There are two metallic options: Malta Blue and Pearlescent Black.
- The non-metallic alternative is Glacier White (with stripes and decorative flourishes in Gunmetal Grey).

**AN ALLURING BRAND**

Renault's intention is to use this famous name to create a modern reinterpretation of Gordini's core values, to attract a growing number of drivers who are looking for cars of exclusive character. In the space of only a few months, Renault has added its "French Touch" styling to various R.S. models.

- **"French Touch" embellishments have boosted sales of Renault Sport models:**
  - With almost 25 percent of the market share in Europe's five largest sales areas (a five-point rise compared to the previous year, Twingo R.S. is the second best-seller in the segment for sporting city cars. Clio R.S. is second in its segment, too, with a 20.1 percent market share (a four-point rise).
  - The Gordini brand has been influential in this sales success. Almost two-thirds of Twingo R.S. models sold in Europe (and one third, in the case of Clio R.S.) are Gordinis.
- **The creation of a community:** the Facebook page dedicated to Gordini has already attracted almost 30,000 fans... and a dedicated iPhone® app has been downloaded 115,000 times. The Facebook community has a different profile to that of traditional R.S. customers – their average age is 15 years younger and there are twice as many females as males.
- **The appeal of "French Touch" styling:** nine out of 10 customers opt for blue paint and only one percent order cars without the famous white stripes. This emphasises the appeal of the Gordini name and the timelessness of its traditional hallmarks. With Gordini, Renault is broadening its scope by attracting a customer base that is both younger and more feminine. Gordini branding has enabled Twingo R.S. to gain five sales points in the 30-40 age group and two sales points among women.

## MONACO GP LIMITED EDITIONS FOR MÉGANE COUPÉ AND MÉGANE R.S.



Mégane R.S, Mégane Coupé and Laguna Coupé Monaco GP

- Having played a headlining role in the finest moments of the history of the Monaco Grand Prix, probably the world's most famous motor race, Renault has developed the Monaco GP limited edition for its coupé models, aimed at fans of elegance, sport and style. Launched in 2010 on Laguna Coupé, the signature has been extended to cover two other models: Mégane Coupé Monaco GP, based on the Dynamique equipment level.
  - Mégane R.S. Monaco GP, based on Mégane R.S.
- These two cars went on sale in France on February 10, 2011, with tax-paid prices starting from €27,300.

*For further information, the press release dated February 2, 2011, is available at [www.media.renault.com](http://www.media.renault.com)*

## THE RENAULT 4 CELEBRATES ITS 50<sup>TH</sup> ANNIVERSARY



- The iconic Renault 4 stands out as a symbol of the emancipation and sense of adventure associated with the so-called *Trente Glorieuses* – the post-WW2 boom years.
- The Renault 4 was the first vehicle to be associated with Renault's bid for a global presence. It was revolutionary in many ways and was packed with technical innovations.

This year sees the Renault 4 celebrate its 50<sup>th</sup> anniversary, but there is little place for nostalgia inasmuch as this timeless model still seems to be with us. Thanks to its strength, road holding ability and simple design, it allowed a generation of young drivers to indulge in their quest for adventure and helped break down the social barriers of its day. It continues to be remembered for the formidable role it played in the emancipation of youngsters and in allowing each individual to find his or her personal calling.

It is the third best-selling car of those that are no longer in production today, with sales in excess of eight million. It was marketed in more than 100 countries and was designed to be as at home in and about town as it was in the country, for use during the working week or at weekends, as a workhorse or for pursuing leisure activities.

### **A revolutionary car**

Following a five-year incubation period, the Renault 4 was unveiled to the press at the 1961 Paris Motor Show where it was an immediate hit.

From the beginning, it was hailed as a revolution because of the many innovations it heralded. It was Renault's first front-wheel drive car, featured a spacious interior and boasted an all-flat floor which facilitated easy loading. Its two-box configuration included a front-mounted engine, a folding benchseat and a boot accessible via a hatch, enabling it to switch seamlessly from a family car to a small van.

## **A familiar sight on the roads of Europe**

As access to cars became easier, with the emergence of the middle classes and as the economy boomed, Europe became a major market for the R4.

It was initially launched in the Common Market and, in 1962, Renault took 7,500 orders for the car in France, plus almost 5,000 elsewhere in Europe. In Germany, the home of that other phenomenon, the Beetle, 65 Renault 4s were sold every day on average. Because of their fundamental differences in design, the two cars were not direct rivals.

## **First steps to globalisation**

The Renault 4 was a symbol of the company's global vision and helped strengthen the brand's image across the world.

The model was made in no fewer than 27 different countries – a record. Sixty percent of production was sold outside of France, and just half the cars were manufactured in its home country.

## **The R4 and adventure**

Towards the end of the 1960s, the day's freedom-loving youth broke away from the social conventions of the day as travel became a means of expression. Renault soon started to lend its support to a high number of initiatives.

- In 1966, Renault launched its "Routes du Monde" programme, in association with the French Society of Explorers and Travellers. This involved six to eight teams of young people between the ages of 18 and 25 setting out in Renault 4s on a range of different adventures, each of which had a particular theme. The programme ran until 1984.

- In 1974, Renault added the "Coupe de France Renault Cross Elf" to its calendar of single-make motorsport championships.

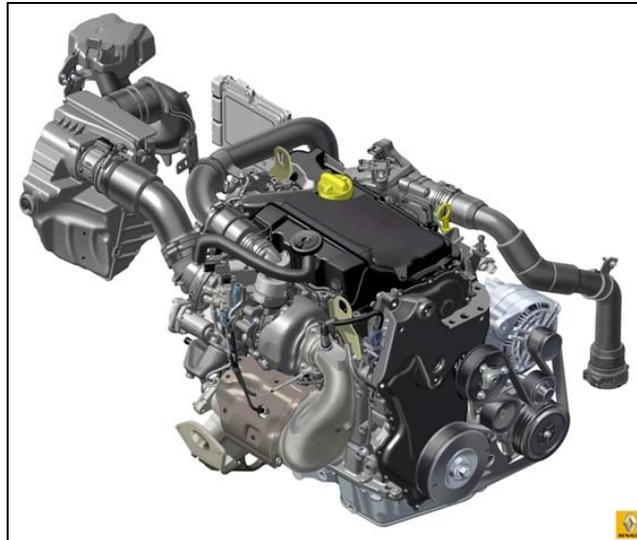
- In 1979, the Marreau brothers decided to enter a new-style competition which would go on to achieve legendary status: the Paris-Dakar. They performed superbly, finishing fifth overall, and second in the car category behind the potent Range Rover V8, twice as powerful as their 4L. The 1980 event saw the brothers steer their Renault 4 to third place, just one hour and 10 minutes behind the winners. Their exploit caught the imagination of the public who were swift to relate to these modern day adventurers.

- The Renault 4 adventure continues to this day in the form of the 4L Trophy. Launched in 1998, this event sees 1,200 teams of students compete in a navigation trial taking them from Paris to the south of Morocco. Most of the cars they use have clocked up many years and thousands of miles, yet they valiantly continue to make sure that the models magic survives.

*For further information, the press pack dated December 7, 2010, is available at [www.media.renault.com](http://www.media.renault.com)*

## INNOVATIONS TO MEET THE NEEDS OF EACH MOTORIST

### ENERGY dCi 130: THE BEST ECO-TECHNOLOGIES TO RECONCILE DRIVING PLEASURE WITH RESPECT FOR THE ENVIRONMENT



Energy dCi 130 engine

- As Renault pursues its target to become Europe's number-one manufacturer in terms of low fuel consumption and CO<sub>2</sub> emissions, the company will display its latest 1.6 dCi engine, Energy dCi 130, in Geneva.
- Along with its downsized cubic capacity (16 per cent smaller than that of the 1.9 dCi), the new Energy dCi 130 boasts a raft of innovative technological solutions that have slashed CO<sub>2</sub> emissions by approximately 30g/km compared with the 1.9 dCi, while fuel consumption has been reduced by more than 20 per cent.
- In addition to its downsized cubic capacity, with no corresponding fall-off in performance, this package of advanced technology includes features rarely seen at this level, such as Stop&Start, low pressure EGR, Energy Smart Management and variable swirl technology.

The performance credentials of this new powerplant, which will gradually supersede the existing 1.9 dCi, compare favourably with those of its predecessor, including peak power of 96kW (130hp) and even more generous torque (320Nm) available across a broad rev-range.

The new Energy dCi 130 engine is due to go on sale this spring and will initially be available under the bonnet of the Mégane line-up's MPVs. Renault Grand Scénic Energy dCi 130 will return combined-cycle **fuel consumption of 4.5 litres/100km, a record for its segment**, and equivalent to CO<sub>2</sub> emissions of just 117g/km.

*For further information, the press pack dated September 30, 2010, is available at [www.media.renault.com](http://www.media.renault.com).*

## RENAULT, F1 AND THE PUBLIC – THE LOVE AFFAIR CONTINUES



Red Bull Racing Renault F1



2011 RS27 engine

- In 2011 and the seasons ahead, Renault will continue to participate in Grand Prix racing as a supplier of engines and related technologies.
- Renault Sport F1 will have three partners: Lotus Renault GP, Red Bull Racing Renault and Team Lotus Renault.
- Once again, Renault is doing its utmost to make sure that the benefits of its F1 commitment will filter through to its range of road cars.

Motorsport is part of Renault's genetic code. The company's epic F1 campaigns have always earned it a special place in the public's affections. Renault knows how to collaborate with partner teams and has huge technological potential, a desire to innovate and an ability to adapt easily to different engineering environments. Such assets are recognised by an audience that can identify with the brand.

### **RENAULT SPORT F1: a laboratory for the future**

In 2011 and forthcoming seasons, Renault will remain in F1 as it turns back the clock by focusing on its role as an engine supplier. Three Grand Prix teams will use Renault power in 2011: Lotus Renault GP, Red Bull Racing Renault and Team Lotus Renault. Renault Sport F1 is a new enterprise that will develop fresh technologies that are both thermally and electrically efficient, with all the environmental advantages that brings. Eventually, this technology will be adapted to Renault's road cars. In parallel with these projects, Renault will have specialised engineering teams working on transmissions and kinetic energy recovery systems (KERS). Renault will be on the grid to write fresh chapters both on the track and in the research laboratory.

Throughout a long F1 involvement that has netted nine titles in the Constructors' World Championship, Renault has illustrated its ability to implement challenging concepts, develop them and, by proving their effectiveness, set ever higher standards within the sport. A consistently high quality of human and technical input has been crucial to this success.

From 1977's famous "Yellow Teapot" to its most recent title winner, with Red Bull Racing in 2010, Renault has scripted many a wonderful tale at the highest level of motor racing.

## RENAULT: AT THE FOREFRONT ON THE ENVIRONMENTAL FRONT



- In addition to the upcoming range of electric vehicles that will shortly spearhead the brand's Renault eco<sup>2</sup> drive, Renault has decided to step up this year the criteria with which its vehicles must comply to qualify for its eco<sup>2</sup> signature.
- A vehicle will only claim Renault eco<sup>2</sup> status if it emits **less than 120g of CO<sub>2</sub>/km** and if **more than seven percent (by weight) of the plastic it contains is sourced from recycling**.
- The Geneva Motor Show provides the brand with a valuable opportunity to showcase the progress it has achieved thanks to the display of three Renault eco<sup>2</sup> Champion flagships, namely Clio dCi 90 DPF, Mégane Estate dCi 110 DPF EDC and Grand Scénic dCi 130 Stop&Start. These three cars are due to reach the market within the next 12 months.

| Renault eco <sup>2</sup><br>Champion cars on<br>show at the 2011<br>Geneva Motor Show | Clio<br>dCi 90 DPF | Mégane Estate<br>dCi 110 DPF EDC | Grand Scénic<br>dCi 130 Stop&Start |
|---|--------------------|----------------------------------|------------------------------------|
| <b>PRODUCTION</b><br>Manufactured in an ISO<br>14001-certified factory                | Flins<br>(France)  | Palencia (Spain)                 | Douai<br>(France)                  |
| <b>ON-ROAD USE</b><br>Emissions of CO <sub>2</sub> /km                                | 90g                | 109g                             | 117g                               |
| <b>RECYCLING</b><br>Proportion (and weight)<br>of plastic sourced from<br>recycling   | 10%<br>(15.5kg)    | 10.6%<br>(20.5kg)                | 14%<br>(34kg)                      |

Since its launch in 2007, the Renault eco<sup>2</sup> signature has provided an eloquent illustration of the results achieved by the brand since the introduction of its environmental policy in 1995. As continues to be the case today, this policy concerned the full lifecycle of its products and covered three criteria:

- **PRODUCTION:** vehicles had to be manufactured in ISO 14001-certified plants (which today applies to all of Renault's factories),
- **ON-ROAD USE:** CO<sub>2</sub> emissions of less than 140g/km,
- **RECYCLING:** five percent of the plastic vehicles contained had to be sourced from recycling.

These three environment-related criteria were not the only factors to influence the eco-design of Renault models. The brand's environmental policy continues to be founded on a will to reduce the ecological impact of its products at every step of their respective lifecycles, i.e. production, distribution, on-road use and recycling.

The Renault Group's commitment to reduce its carbon footprint by 10 percent before 2013 illustrates its determination to pursue the development of affordable, even more ecologically-effective solutions in order to make the most effective contribution possible to solving the problems of global warming and the depletion of natural resources.