

PRESS INFORMATION

NEW CLIO

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1. WHAT'S NEW?

- Full-LED headlights and lighting signature with Pure Vision C-shaped daytime running lights – taken from the segment above
- Two new powertrains available, providing one of the most extensive line-ups in the market:
- dCi 110 available on Clio for the first time
 - 80.7 MPG (NEDC combined)
 - 90 g/km CO₂
- TCe 120 engine now available with manual transmission
 - 53.3 MPG (NEDC combined)
 - 118 g/km CO₂
- Innovative R&GO system, turning smartphones into a navigation and infotainment system
- High-end BOSE sound system available for the first time on Clio
- New convenience features available such as Hands Free Parking
- Front and rear parking sensors with reverse parking camera
- Four new body colours:
 - Mars Red, Titanium Grey, Arctic White and Iron Blue
- Selection of seven new wheel and wheel trim designs, plus a more extensive personalisation programme
- Redesigned front grille and skirting for added robustness
- Matt finish to interior chrome detailing adding to improved quality feel
- Novo Mesto plant in Slovenia to become the fourth plant to manufacture Clio from early 2017.

2. IN BRIEF

- Clio – sleek, curvaceous design, the first Renault with styling led by Laurens van den Acker
- Five-door practicality, but with the low, sporty profile of a coupe
- Four trim levels: Expression, Play, Dynamique Nav and Dynamique S Nav. Plus the Renault Sport line-up.
- Play and Dynamique Nav models can be specified as ECO versions, with even better fuel consumption and emissions performance
- Dynamique and Dynamique S available with optional GT Line look pack adding sportier styling touches
- Standard equipment includes front & side & curtain airbags, Bass Reflex speaker system, electric front windows and door mirrors, Bluetooth radio with USB port and jack socket, ESC (Electronic Stability Control) and ETC (Electronic Traction Control), folding front passenger seat, Hill Start Assist, keyless entry and ignition
- Dynamique Nav grade and higher gain new 7” touchscreen MediaNav infotainment system with integrated navigation
- Wide range of new ‘big car’ options, including panoramic fixed glass sunroof, rear parking camera, hands free parking, BOSE premium sound pack, new R-Link system for on-board connectivity and access to downloadable apps
- Vast range of exterior and interior and exterior personalisation options, allowing every model to be made truly individual
- Improved fuel economy and lower emissions delivered by all powertrains
- Engine choice includes three-cylinder TCe 90 petrol, 1.5 dCi 90 and 1.5 dCi 110; direct-injection 1.2 TCe 120
- 1.5 dCi 90 ECO returns class-leading 88.3 mpg and 82 g/km CO₂
- Stop & Start system standard on TCe 90, TCe120, dCi 90 and dCi 110
- 1.2 16V 75 petrol unit retained for Clio
- Driver-activated ECO mode can improve fuel economy by up to 12%, depending on the engine – standard feature on Dynamique Nav and above

- Renault Clio has a four-year/100,000-mile warranty
- Clio manufactured to exacting Renault quality standards at Flins, France, and Bursa, Turkey. From early 2017, the Novo Mesto plant in Slovenia will also begin Clio production.

3. HISTORY

Clio is the definitive expression of Renault's vast experience in the small car class. It builds on the company's reputation for building compact cars that are characterful, fun to drive and technically accomplished – qualities that go back further than the original Clio to the famous Renault 4 and 5 models of old.

Underlining its continued success, in the past 25 years, more than 13 million Clio models have been sold in more than 115 countries.

Clio's distinguished heritage includes being one of only two vehicles to have ever been voted Car of the Year on two occasions: first in 1991 and again in 2006.

It was also the first car in its class to obtain a four-star safety rating from Euro NCAP, in 2000, and it went on to also be the first to score the maximum five-star rating, in 2005. The new model has gone on to replicate similar success, being the safest supermini tested by the organisation in 2012.

In 2008, Clio III was Europe's third-best-selling model, claiming a 7.2% share of the small car market with almost 321,000 sales. In the same year Renault introduced a new estate version, Clio Sport Tourer, which quickly found favour, particularly with young families. European sales in its first year reached 53,000, equivalent to 17 per cent of all Clio sales.

For 2009, the three- and five-door hatchbacks and Sport Tourer gained fresh styling and revised equipment and powertrains.

In 2011 the UK range structure was simplified to three trim levels with enhanced equipment. In April, new 94g/km versions were launched as part of an optional 'Eco Pack' on Expression models equipped with the 1.5 dCi 90 engine. In August, the Clio Gordini range was extended beyond the performance-focused Gordini 200.

The all-new fourth-generation Clio was announced in July 2012, in readiness for its world debut at the Paris Motor Show in September that year. Making big advances in styling, packaging, technology and powertrain efficiency, the new car was presented exclusively as a five-door model – but with a sleek coupe-like profile.

UK pre-ordering opened on 1 November 2012, with the official showroom launch on 1 February 2013. The range offered five trim levels – Expression, Play, Dynamique Nav, Dynamique S Nav and GT Line – with engine choices including the three-cylinder TCe 90 and upgraded versions of the 1.5 dCi 90 diesel and 1.2 16V 75 petrol engines. The GT Line was exclusively offered with the 1.2 Turbo 120 hp engine with dual-clutch technology as standard.

Twenty five years on from the Clio's UK launch, Renault revealed the New Clio in June 2016.

4. OVERVIEW

Building on the strengths of the fourth-generation version, New Clio features a raft of styling, equipment, powertrain and quality improvements.

On sale in the UK in September 2016, New Clio is instantly recognisable by revised front and rear styling. Most notably, New Clio features a full-LED lighting signature, including C-shaped daytime running lights in the case of certain versions, which complements a new grille that adds to the car's dynamism. At the rear, the bumper has been redesigned for additional robustness.

Adding to New Clio's modern feel, a quartet of new body colours are available – Mars Red, Titanium, Arctic White and Iron Blue – and there are new wheel and wheel trim designs. Additions to the extensive personalisation programme allow owners to make New Clio even more distinctive.

Quality and refinement are significantly enhanced with the use of finishing materials that were previously reserved for Renault's higher-end models. To match the sleek exterior, the interior of New Clio benefits from new upholstery, matt chrome trim, more contemporary colours and plastics that have a more quality feel and appearance.

New Clio's host of improvements continue under its seductive exterior, Renault's supermini now offering a greater powertrain choice than ever and one of the most extensive in its highly competitive sector.

Renault's powerful and fuel-efficient 1.5 dCi 110 diesel engine is now available in New Clio with a six-speed manual transmission, while there is now also the availability of a six-speed manual and 6-speed automatic EDC transmission for the TCe 120 petrol engine.

To provide customers with a range of options, the New Clio comes with three different connected multimedia systems, namely MediaNav Evolution, Renault R-Link Evolution and the new, smart R&GO system which is available on

entry trim levels. The new Clio is the first B-segment Renault to be available with BOSE sound for a memorable audio experience, while a suite of driving aids makes the new car even more versatile and nimble.

In addition to its reverse parking sensors, and depending on the version, the New Clio offers front parking sensors and a reverse parking camera. Available for higher-end versions, Hands Free Parking allows the driver to fully delegate the completion of parking manoeuvres.

New Clio is available in four trim levels – Expression, Play, Dynamique Nav, and Dynamique S Nav, plus the GT Line look packs.

The latest Renault Clio enjoys the heritage of one of the world's most successful and definitive superminis. But, while its past has been mould-breaking and illustrious, with more than 13 million global sales to its credit, its present and future looks to be potentially more rewarding still. That's the promise of its voluptuous styling, impressively clean and efficient powertrains, rewarding driving experience and ownership rewards that extend to a vast array of personalisation possibilities.

At the debut of the fourth-generation version at the 2012 Paris Motor Show, it was evident Renault's design team had been able to carry forward many styling references from the earlier DeZir concept car (largely as the same designer was responsible for both), which epitomised the 'Love' petal on his 'Circle of Life' design philosophy. Clio was the first model to be produced under the leadership of Laurens van den Acker, Senior Vice President, Corporate Design, whose aim was to create a sensuous, highly desirable design to "make people fall in love with Renault again", while retaining the practicality required of a top-selling small hatchback.

That practicality is reflected in the fact that Clio is exclusively a five-door model, yet its sporty profile and stance are more redolent of a coupe – an impression heightened by the concealed rear door handles. The car is longer and wider, sits lower to the ground and has a longer wheelbase than before,

giving a more sporty appearance and – with the benefit of a significantly wider track and reinvigorated steering – better handling.

The larger dimensions also make for an even more spacious and comfortable cabin. The interior is as inviting as the car's exterior lines, the ambience heightened by the use of high quality materials and a premium feel across every trim level.

As with the fourth-generation version, the New Clio UK line-up offers four versions: Expression, Play, Dynamique Nav and Dynamique S Nav. Sitting on top of these is the high-performance Renault Sport Clio line-up.

Right from the entry point the equipment specification is impressive in every department. **Expression** trim level Clios are equipped with Electronic Stability Control, Electronic Traction Control, Hill Start Assist, six airbags, cruise control and speed limiter.

The new R&GO app-based system offers satellite navigation and infotainment from the user's smartphone – mounted in a dashboard cradle. There is also Bluetooth connectivity, a DAB/FM/AM tuner with 2 x 20W stereo, USB and jack connection points. Electric front windows, electric and heated door mirrors, central locking and keycard entry with Start/Stop button provide added convenience. Practicality is provided by a height and reach adjustable steering wheel, height adjustable driver's seat and a 60:40 split folding rear seat.

Play versions add 16-inch alloys, front fog lights and air conditioning.

The next stage is **Dynamique Nav**. The key feature here is Renault's MediaNav system, a tablet-style integrated multimedia system controlled by a 7-inch touchscreen which provides DAB radio, Bluetooth streaming, TMC traffic information and SIRI "Eyes-Free" control for compatible iPhones. The stereo is upgraded to a 4 x 20W Arkamys system. Additional convenience is provided by a Handsfree Keycard, automatic lights and wipers, electrically

operated and heated, body coloured door mirrors and a one-touch function on the electric front windows. There are various black gloss and chrome interior and exterior trim items as well as a leather steering wheel.

Dynamique S Nav additions include full LED front and rear lights, integrating the DRLs at the front and rear, 17-inch alloy wheels, climate control, centre armrest, electrically folding door mirrors, rear electric windows and rear parking sensors.

Dynamique Nav and Dynamique S Nav versions are available with a **GT Line Look Pack** which adds an even sportier edge through GT Anthracite alloy wheels (16-inch on Dynamique Nav and 17-inch on Dynamique S Nav), front bumper with Dark Metal air scoops and lateral sills (like the Clio R.S), Dark Metal rear bumper panel, and an exclusive exhaust with a chrome tailpipe. There are also Anthracite door mirror casings and protective inserts on the doors, Renault Sport sill kick plates and GT Line badging.

For owners who want even more style and technology, there is an extensive options list that takes in the kind of features usually associated with larger cars, including a fixed glass panoramic roof and a rear parking camera (linked to the optional R-Link system).

Going further, Clio can be transformed into a genuine one-off thanks to a huge array of personalisation options that add co-ordinated colour touches and finishes to the cabin, wheels and exterior, as well as a choice of vibrant roof decals.

The powertrain line-up includes Renault's TCe 90 engine, a light and compact 0.9-litre three-cylinder turbo petrol unit that demonstrates the company's excellence in downsizing. This 90 hp engine performs as strongly as a conventional 1.4-litre unit while returning exceptional fuel economy and emissions – official figures of 60.1 mpg and 105 g/km – helped by a standard-fit Stop & Start system.

The hugely popular 1.5 dCi 90 engine boasts class-leading efficiency, again with Stop & Start playing an important part. The headline data shows an official 85.6 mpg and a road tax-beating 85 g/km. The ECO version reduces this further still.

Both the TCe 90 and 1.5 dCi can also be specified in special ECO versions (Play and Dynamique Nav grades). With the benefit of adjustments to the car's torque and throttle performance, revised gearing, low rolling resistance tyres on smaller wheels and a weight-saving thermoplastic tailgate, the efficiency reaches new heights: 88.3 mpg and 82 g/km for the dCi 90. The petrol TCe 90 returns 67.3 mpg with emissions of 94 g/km.

Introduced with the arrival of New Clio is the 1.5 dCi 110 engine. Mated to a six-speed manual transmission and also benefiting from Stop & Start, this engine provides even more driver enjoyment yet still delivers high levels of efficiency. Emitting just 90 g/km of CO₂ and returning an official 80.7 mpg, the engine produces a highly usable 110 hp at 4,000rpm and 260Nm of torque at 1,750rpm. A new turbo design makes this engine extremely responsive at lower revs.

The TCe 120, a 1.2-litre turbocharged 120 hp engine, is also a direct-injection unit and is capable of 52.3 mpg on the combined cycle and a sub-10-second 0-62 mph time. Now available in New Clio with a six-speed manual transmission, this new powertrain combination results in emissions of only 118 g/km and fuel consumption of 53.3mpg. The 0-62 mph time for the new manual version is 9.0 seconds.

Completing the line-up is the 1.2 16V 75 petrol engine, again rendered cleaner and more fuel efficient than before. All engines are matched as standard to a five-speed manual transmission (6-speed for the TCe120), although the EDC six-speed dual-clutch automatic is optional with the Dynamique Nav and Dynamique S Nav dCi models.

Clio's cost of ownership is made even more attractive by its 18,500-mile/annual service intervals, with oil changes scheduled only every other year. New Clio comes with a four-year/100-mile warranty and roadside assistance package.

Renault knows that quality begins at the earliest stage of vehicle design. At every step in Clio's development the company employed rigorous testing and checking systems to ensure the car meets exacting internal standards. Likewise production at the factories in Flins, France, and Bursa, Turkey, conform to common Renault standards, ensuring every car attains the same level of quality. From early 2017, the Novo Mesto plant in Slovenia will commence Clio production – bringing the total number of plants producing Clio to four, including Dieppe for the Clio Renault Sport.

5. DESIGN

Clio is a standard-bearer for the renaissance of Renault design, its sensuous lines and coupe-like silhouette creating instant visual appeal.

It was the first production model to be led by Laurens van den Acker, Senior Vice President, Corporate Design, who explained the intentions with the car: “New 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 touch it.”

Exterior

As with the fourth-generation Clio, New Clio is instantly recognisable through its bold frontal styling, with the Renault diamond logo prominently displayed, set upright against a gloss black background – a detail first seen on the DeZir concept car. For the latest Clio, the grille has been redesigned to make it even more distinctive, with the lower section made broader for a more modern look.

In a class with dwindling three-door sales, Clio is offered exclusively as a five-door model, but to appeal to previous three-door buyers, it features concealed, flush rear door handles.

The designers coupled the sensuous curves of New Clio with balanced proportions, reflected in its 4,062mm length, 1,732mm width and 1,448mm height. It sits 45mm lower to the ground than its predecessor and its sportier stance is amplified by a significant increase in track widths: +34mm at the front and +36mm at the rear.

The lower ride height also benefits the car’s aerodynamic performance, while the assertive stance is further amplified by the pronounced shoulder lines above the front and rear wheel arches. The size and positioning of the wheels has also been carefully considered, with larger-diameter rims pushed 15mm further out compared to Clio III, so that they fill and finish flush with the wheel arches.

A steeply raked windscreen adds to the dynamic appearance, as does a reduction of the side glazed area in proportion to the bodywork.

The most stylish Clio yet, the latest version benefits from a full-LED lighting signature (depending on version) that is shared with Renault's other recent models.

At the front, full LED "Pure Vision" headlights fulfil the dual function of dipped and main beam. This technology enhances the vehicle's appearance as well as safety by emitting a light that is 20 per cent more powerful than a halogen beam whilst at the same time reducing glare. On higher-end versions, New Clio's headlamps additionally incorporate C-shaped LED Daytime Running Lights (DRL), emblematic of the brand's new lighting signature.

The permanent rear LED lights mirror this look by similarly adopting a C-shaped design (depending on version). On its entry-level and mid-range versions, New Clio benefits from LED Daytime Running Lights and a chrome trim along the bottom of the grille.

The New Clio also has a revised rear bumper for added robustness and is available in nine body colours, four of them new, including Flame Red, inspired by the unique "passion" shade used for the stunning DeZir concept car.

The non-metallic finishes are Glacier White and Ivory. The metallic choices are Flame Red, Artic White, Diamond Black, Mercury, Mars Red, Titanium and Iron Blue.

A new customisation programme

Thanks to its new customisation programme, New Clio can be purchased in more than 30 different colour combinations. Customers are invited to choose from:

- five roof decals (graded design or single colour) and painted door mirrors for a two-tone effect,
- two exterior customisation packs: front grill bars and side protective mouldings.

All decals are factory-fitted, guaranteeing an impeccable finish.

Interior

New Clio's interior has been conceived as modern, welcoming and occupant friendly. Inside, the key elements are the shape of the dashboard – inspired by an aircraft wing, the neat packaging of the multimedia systems in the centre console, the provision of a wealth of useful storage spaces and all-round attention to detail.

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

While the comfortable and highly rational cabin design is big on appeal, customers are able to put their personal stamp on the interior thanks to Clio's exceptional range of personalisation options that introduce co-ordinated colours, finishes and trims to create different ambiances.

The quality of the design, finish and equipment is evident right from the entry-level model. The focus on comfort and ease of use is reflected in the standard of trim materials and upholstery and the provision across the complete range of features such as a reach- and rake-adjustable steering wheel, 60:40 split-

folding rear seat, electric front windows and door mirrors and keyless entry and ignition.

The emphasis on quality and refinement has never been greater than that evident in New Clio, the latest version seeing the introduction of materials usually employed by Renault's top-of-the-range models. The texture of its plastics is of a higher visual and tactile quality, its chrome is more subtle, with less glare, and the colours inside the cabin are also more refined.

This attention to detail extends to new designs of other interior features. The steering wheel has been redesigned, with the discarding of some of its plastic components giving it a more upmarket feel in keeping with the rest of New Clio's cabin. In higher-end versions, it is trimmed with full-grain leather. The gear lever, as well as the door panels, have been redesigned for a greater impression of quality. Now in a single housing, the armrests are more aesthetically pleasing thanks to a new grained finish and also incorporate new controls. The central air vents also sport a new look, whilst the LED interior lighting produces a pleasant, warm glow. The seat fabrics are of a higher quality across the board and, in higher grades, the design of the seats is more enveloping for superior lateral support.

The numerous, well-thought-out stowage points include a tray in front of the gear lever the right size to hold a phone or music player, a four-litre glovebox, a 1.2-litre tray above the glovebox, and two cup holders and additional storage for small items between the front seats below the centre console. Each door has a bin that can carry a 1.5-litre bottle and the optional central armrest provides additional storage of almost one litre.

New Clio offers two new interior ambiences, namely Florida Red and Smoky Grey.

Dimensions (in mm unless stated)

Type		
Boot volume (litres)	Under rear parcel shelf, rear seats in place	300
	Up to roof, rear seats down	1,146
Wheelbase		2,589
Overall length		4,062
Front overhang		853
Rear overhang		621
Front track		1,509
Rear track		1,513
Overall width (excluding mirrors)		1,732
Overall width (including mirrors)		1,945
Unladen height		1,448
Height with boot open, unladen		1,920
Load sill height		716
Front headroom at 14 degrees – no sunroof		880
Rear headroom at 14 degrees		847
Front elbow room		1,363
Rear elbow room		1,378
Front shoulder room		1,370
Rear shoulder room		1,307
Upper width of boot opening		1,038
Lower width of boot opening		905
Inside width between wheel arches		1,011
Maximum load length (rear seats down)		1,388
Height under parcel shelf		558

6. MODEL RANGE EQUIPMENT AND OPTIONS

Clio is available in four trim levels – Expression, Play, Dynamique Nav and Dynamique S Nav, plus the GT Line Look Packs.

Dynamique Nav and Dynamique S Nav versions are available with a GT Line look pack which adds an even sportier edge through GT Anthracite alloy wheels (16-inch on Dynamique Nav and 17-inch on Dynamique S Nav), GT front and rear bumpers topped with daytime running lights and a single chromed exhaust tailpipe. There are also Anthracite door mirror casings and protective inserts on the doors, Renault Sport sill kick plates and GT Line badging.

New Clio range:

Expression

Expression is the entry-point to the Clio range, available only with the 1.2 16V 75 engine. It provides a wealth of equipment, including:

- DAB/FM/AM tuner, 2x20W speakers Bluetooth audio streaming and hands-free calls, USB and AUX sockets,
 - R&GO application – Navigation & infotainment with smartphone cradle
 - Driver and front passenger front and side airbags
 - Curtain airbags
 - 60:40 split-folding rear seat
 - Cruise control
 - Speed limiter
 - Daytime running lights
 - Electronic Stability Control with traction control (ESC and ETC)
 - Hill Start Assist
 - Height and reach adjustable steering wheel
 - Height-adjustable driver's seat
 - Electric front windows

- Electrically adjustable and heated door mirrors
- Keycard entry and push-button start
- 15-inch Lagoon wheel trims
- Style upholstery in dark carbon cloth with grey panel inserts

Play

- 16-inch chrome-finish alloy wheels
- Air conditioning
- Front fog lights

Dynamique Nav

- MediaNav system, a tablet-style integrated multimedia system controlled by a 7-inch touchscreen which provides DAB radio, Bluetooth™ streaming, TMC traffic information and SIRI “Eyes-Free”

- 4 x 20W Arkamys audio system with, USB, Renault Bass Reflex system and fingertip remote control
- ECO Mode function
- Leather steering wheel
- Cloth upholstery in dark carbon cloth with grey piping inserts and

hexagon detail

- Black gloss surround front speakers with Bass Reflex logo
- Black soft touch dashboard with black gloss air vent surrounds
- Choice of 16-inch alloy wheels in chrome, black or grey
- Hands-free keycard
- Automatic headlights and wipers
- Black gloss rear diffuser and side door protection with chrome insert
- Door mirrors – body-coloured, electrically adjustable and heated
- Exterior chrome touches (front grille strip, boot lid strip and side door)
- Front electric windows with one-touch facility and anti-pinch function

Dynamique S Nav

- 17-inch alloy wheels with black or grey inserts
- Full LED front and rear headlamps integrating daytime running lights

- Centre armrest with storage compartment
- Automatic climate control with one-touch quick demist function and air quality regulator
- Folding body-coloured door mirrors – electrically heated and adjustable
- Electric rear windows
- Body-coloured rear parking sensors
- Leather steering wheel with chrome inserts
- New front seats with excellent lateral holding
- New choice of upholstery: dark carbon cloth with synthetic leather inserts, or black velvet upholstery with synthetic leather inserts and coloured piping
- Chrome side window surround

Renault Bass Reflex

The audio systems in New Clio all benefit from Renault Bass Reflex, a system integrated in the front door loudspeakers that delivers the volume and listening enjoyment of a 30-litre home speaker enclosure. As well as producing more powerful bass frequencies, it also pushes back saturation and distortion thresholds. A world-first for the motor industry, the system works by means of a series of vents or ports in the speaker enclosure.

An increasingly connected car, right from the entry level version

For more than 25 years, the Renault Clio has consistently changed the game in terms of the equipment it has offered, while at the same time revolutionising the versatile small city car market by incorporating technologies previously reserved for vehicles from higher segments. New Clio remains faithful to those roots by proposing three different multimedia systems, plus other features that simplify the driving experience. Last but not least, the opportunity to add BOSE® sound quality for the first time on a Renault B-segment model provides access to premium acoustics.

New Clio is firmly in tune with the times courtesy of R&GO®, a simple yet ingenious system that instantly connects the vehicle with its user's smartphone, available on the entry level version. With their smartphone placed in the universal cradle, and thanks to a special application, users can easily and intuitively access the car's most frequently employed functions which have been separated into four different areas: Navigation, Phone, Multimedia and Vehicle.

Mid-range versions of New Clio come with MediaNav Evolution, a comprehensive multimedia system that offers the best benefit-cost ratio on the market, as evidenced by the wealth of features it incorporates.

MediaNav Evolution incorporates a dashboard-mounted 7-inch touch screen display and offers features such as navigation with traffic information, Bluetooth connectivity to enable use of the telephone and listening to music streamed from a smartphone, as well as rear view camera display and the ECO Driving function, which provides drivers with information about the way they drive and tips on how to improve their fuel economy.

Renault R-LINK Evolution and its suite of connected services constitute a comprehensive multimedia system. Renowned for the quality of its graphics and ergonomics, R-LINK Evolution takes the form of a customisable integrated tablet complete with a seven-inch landscape screen allowing users to enlarge, reduce or move images with just a touch of their fingers as they would with a smartphone.

R-LINK Evolution incorporates:

- TomTom® navigation, including real-time traffic information (TomTom® Live services) and road safety warnings (Coyote Series), with a year's free subscription (depending on market)
- Bluetooth and 3G functions
- DAB radio (depending on market)
- Voice recognition

- Photo playback and video streaming (when the vehicle is stationary)
- Renault R-LINK Store, providing access to a wide and varied catalogue of applications

The added bonus of BOSE® audio system

Renault and BOSE® have been partners since 2008 and, following in the footsteps of the Koleos, Mégane, Scénic, Laguna, Latitude, Espace, Kadjar and Talisman, New Clio is the first B-segment Renault model to benefit from BOSE® expertise in the design and development of its audio system.

The incomparable experience of listening to BOSE® sound transforms New Clio's cabin into a veritable concert hall, producing authentic, clear and realistic music worthy of a live performance.

This audio experience is achieved via a system specifically tailored to New Clio, with no fewer than seven high-performance loudspeakers:

- Two in the front, incorporated into the dashboard
- Two in the front door panels
- Two in the rear door panels
- A subwoofer featuring exclusive Bose® waveguide for a rich bass sound, located in the boot

Equipment options

New Clio owners have plenty of opportunities to put a truly personal stamp on their car and to tailor its equipment features to suit their needs and preferences with a wide range of options, several of which are more commonly seen on larger, pricier cars. Together with the array of multimedia systems, notable options include a panoramic (fixed) glass roof, Convenience Pack (centre armrest and climate control), metallic paint and colour touch packs for the exterior and interior.

Even more agile

Since the very first generation of the model, the Clio's reputation has been founded on its ability to cope with both city motoring and long distance journeys with equal ease. Thanks to its driving aids, New Clio marks another step forward again in terms of agility and versatility.

It is available with sensors fitted all around the vehicle, making the car particularly manoeuvrable, even in the trickiest driving and parking situations.

In addition to its rear parking sensor, and depending on the version, New Clio offers a front parking sensor and a rear view camera to simplify manoeuvres and help to avoid the bumps and scrapes that are a daily risk of driving in an urban environment.

The introduction of Hands Free Parking system on higher-end versions makes parking manoeuvres easier. The driver begins by indicating what type of parking they are looking for, be it parallel, bay or diagonal. When the vehicle is travelling at speeds below 20mph, this system detects all available spaces that are big enough to accommodate New Clio. Once a suitable space has been identified, the system calculates and co-ordinates the vehicle's steering, meaning the driver does not need to touch the wheel and can focus solely on acceleration, braking and gear changes.

Personalisation

Clio's design already sets it apart from the crowd, but for discerning customers who want to give their car a more distinctive appearance, there is a vast range of low-cost personalisation options.

There are two exterior touch packs to enhance different areas of the body with colour trims (door, boot strip and grille - available on Dynamique Nav grade and higher).

Similarly, there are four interior touch packs which highlight different areas of the cabin with colours or motifs. Two interior ambiance packs are available,

which co-ordinate the colour of the dashboard with the upholstery and door panels (Dynamique S Nav).

Exterior colour elements for the grille, rear hatch and side protection mouldings are available in three finishes: chrome (standard from Dynamique Nav), Ivory and Flame Red. In addition, the rear bumper apron and side protection mouldings are picked out in gloss black lacquer.

Roof decals with matching painted door mirrors and can also be added, in a choice of five designs: Diamond Black, Flame Red, Mercury, Ivory, and graded.

The 16-inch alloy wheels can be specified in chrome, black and grey. The 17-inch alloy wheels can carry through the colour-co-ordinated look with a choice of black or grey inserts.

And Dynamique Nav and Dynamique S Nav versions are available with a GT Line look pack which adds an even sportier edge through GT Anthracite alloy wheels (16-inch on Dynamique Nav and 17-inch on Dynamique S Nav), GT front and rear bumpers topped with daytime running lights and a single chromed exhaust tailpipe. There are also Anthracite door mirror casings and protective inserts on the doors, Renault Sport sill kick plates and GT Line badging.

The cabin can be made just as colourful and individual, with touches in black (the standard colour), grey or red, echoing the themes of the roof decals. These matt finish highlights are featured on the gear lever surround and air vent surrounds and are directly incorporated using an insert moulding technique.

Dynamique S Nav customers can choose black, red or grey for the interior trim on the dashboard and door panels, with a matching colour for the piping of the upholstery. Colour-co-ordinated carpet mats add a finishing touch for each ambience, available separately as accessories.

7. ENGINES AND TRANSMISSIONS

It is not just the sharp new styling that distinguishes the fourth generation Clio. The choice of powertrains is the best ever on Renault's high-selling supermini, with a focus on even better fuel economy and emissions, without diminishing performance and driving pleasure.

For the UK, there are three petrol engines and two diesels, led by Renault's new three-cylinder TCe 90 unit. This is joined by the 1.2 TCe 120 direct-injection turbo engine, the 1.5 dCi 90 and 1.5 dCi 110 diesels and the 1.2 16V 75 petrol option that's cleaner and more fuel frugal than ever.

Aside from the 1.5 dCi 110 and 1.2 TCe 120 direct-injection turbo engine that comes with a six-speed manual transmission (and EDC transmission as well for the TCe 120), all these engines are matched as standard to a five-speed manual transmission.

TCe 90

The TCe 90 is Renault's first three-cylinder engine and, with a capacity of just 0.9 litres, exemplifies the company's skills in downsizing. Using Renault's Turbo Control Efficiency technology and deploying a Stop & Start system, its performance rivals that of a normally aspirated 1.4-litre engine: peak power is a healthy 90 hp at 5,250rpm, with 140 Nm of torque at 2,500rpm. Using a low inertia turbo gives strong response at low engine speeds – 90 per cent of the maximum torque is on tap from just 1,650rpm.

The advanced power unit posts official combined cycle fuel consumption of 60.1 mpg and CO2 emissions of 105 g/km.

1.5 dCi 90

The four-cylinder 1.5 dCi 90 diesel engine has been comprehensively upgraded, gaining a 10 per cent increase in torque, from 200 to 220 Nm. This maximum is on offer from 1,750rpm, giving the engine superb flexibility. Maximum output is 90 hp at 4,000rpm.

More exceptional is the engine's fuel and emissions efficiency. In the standard Clio with Stop & Start its headline figures are 85.6 mpg and 85 g/km. Opt for the ECO version however and fuel consumption and efficiency tumble to a class-leading 88.3 mpg and 82 g/km, which means zero annual road tax and even less spent at the pumps.

In the Dynamique Nav and Dynamique S Nav models the 1.5 dCi 90 engine is optionally available with the six-speed EDC automatic gearbox. This has official fuel consumption of 80.7 mpg with CO₂ emissions of 92 g/km – both figures far superior to what could be achieved with a conventional automatic transmission.

1.5 dCi 110

The four-cylinder 1.5 dCi 110 diesel engine is the latest addition to the Clio range. Promising more power and enhanced driving enjoyment, the advanced diesel engine is mated to a six-speed manual gearbox. Equipped with both Stop & Start technology and a system that recovers energy under braking and deceleration, the dCi 110 emits just 90g of CO₂ per kilometre and boasts NEDC combined-cycle fuel consumption of 80.7mpg, yet delivers 110hp at 4,000rpm and 260Nm of torque at 1,750rpm. A new turbo design makes this engine extremely responsive at lower revs.

1.2 16V 75

The 1.2 16V 75 petrol engine is also fuel-efficient than before with emissions at 127 g/km and combined cycle consumption above the 50 mpg mark.

1.2 TCe 120

The second most potent engine in the Clio line-up is the latest direct-injection turbo. It has impressive economy of up to 53.3 mpg on the combined cycle with the manual gearbox. The new powertrain offers up 205 Nm of torque, with a top speed of 121 mph. Against the stopwatch, 0-62 mph is achieved in a swift 9 seconds. Its emissions, at only 118 g/km of CO₂, mean zero road tax in the first year and just £30 thereafter.

ECO mode

On all models above and including Dynamique Nav grade, drivers can adjust performance to optimise fuel economy by switching to an ECO mode, using a button on the dashboard. This reduces engine torque and modifies throttle response to optimise efficiency.

As a visual reminder, there is a driving style indicator in the display, which moves through green, yellow and orange zones, and a gear shift indicator. Together, these can help drivers develop a more efficient driving style.

8. TECHNICAL

Chassis

Clio is built on the same Renault-Nissan Alliance 'B' platform as its predecessor, but the chassis has been tuned for better performance with a longer wheelbase and a wider track. Handling and stability have been further improved by an exhaustive weight-saving programme that has made the model on average around 100 kg lighter than Clio III.

Pascal Lier, Clio's Handling Engineer, explained: "We 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.

"We first sought to improve low-speed agility without compromising the car's excellent high-speed stability. With New Clio, the steering is more direct and more sensitive than on Clio III. It responds quicker, with better grip for complete confidence and ease of use. This solution achieves both greater precision and good straight-line stability, while also being appreciably more responsive when cornering."

Suspension

Clio's suspension design has been developed to provide driving precision with less noise and vibration.

At the front the MacPherson-type suspension is linked to a right-angled triangular lower wishbone with twin bushes, a configuration that blends sharp handling with comfort, and minimises the effect of longitudinal and transverse loads.

Providing a high degree of transverse torsional stiffness benefits road-holding without compromising the car's ability to soak up longitudinal shocks – a

quality that's essential for passenger comfort. The rigid subframe guarantees responsive handling and improves steering precision.

The rear suspension uses a programme-deflection torsion beam with coil springs. For the best possible cornering stability, the set-up includes an anti-roll bar, and for effective shock absorption the bump stops are now made from polyurethane, giving more progressive performance than in the previous model

Steering and gearshift

More direct steering helps drivers instantly feel more connected with Clio. A quicker steering rack has been introduced for the electric power steering system, its 2.71 turns lock-to-lock making the car more manoeuvrable and enjoyable to drive. Clio's 10.6-metre turning circle makes the car easy to manoeuvre around-town.

The gearshift action has also been improved, with faster, smoother changes thanks to new pendulum weights and carbon synchromesh rings.

Wheels and tyres

The Clio rides on 15-inch steel or 16- or 17-inch alloy wheels. Standard tyre sizes respectively are 185/65R15 88T, 195/55R16 87H and 205/45R17 88V.

Brakes

Clio is fitted with 258 x 22 ventilated front discs, with 8" rear drums, or 9" drums with 17" wheels.

Weight-saving

Clio's handling and efficiency owe much to Renault's extensive weight-saving programme: model for model, the car is on average about 100 kg lighter than its predecessor.

New measures that have helped achieve this include using very high elastic limit (VHEL) steel in the car's construction and the use of a smaller fuel tank.

Reducing tank capacity from 55 to 45 litres does not diminish the car's range, thanks to the gains made in engine fuel economy.

On ECO models the tailgate is made of thermoplastic and is 4kg lighter than the metal equivalent. Elsewhere, a series of components have been made lighter, including the wheels, exhaust, engine mounts, door stops, dashboard crossmember, floor pan, brakes, anti-roll bar (now a hollow design), driveshafts and dashboard insulation. In every case the changes have been made without affecting performance.

9. SAFETY AND SECURITY

Renault's long-established commitment to delivering the highest standards of active and passive safety was a key consideration in the design and development of Clio. Its success is reflected in the fact that it gained a top five-star rating in Euro NCAP testing – independent assessment that is based on the performance of the entry-level model in the range. It also received the honour of safest supermini tested by NCAP in 2012.

Passive safety

The passive safety story starts with Clio's robust, reinforced body and a chassis that delivers more secure handling and braking, helped by a longer wheelbase and wider track.

In the cabin there are driver and passenger front and side airbags, plus curtain airbags. A pressure sensor detects impending impacts and the seatbelts are fitted with load limiters and, for those in the front, pretensioners. The headrests have an anti-whiplash design and the front and rear seats are shaped to prevent any 'submarining' movement in an impact.

Three-point Isofix child seat anchorages are provided on the outer rear seats, with four homologated seatbelt anchorage points.

Clio is also designed to help protect pedestrians from injury in a collision, particularly to the head, legs and hips. The bottom of the front bumper has been made rigid enough to prevent flexing at knee level, but the upper part is softer to lessen potential leg injuries. The bonnet and front panel are designed to reduce the severity of any head or hip injuries, while the base of the windscreen, the bottom of the window bay and the dashboard are designed to reduce the chance of cuts if struck by the head.

Active safety

All versions of Clio are equipped with ABS with Emergency Brake Assist, Electronic Stability Control, Electronic Traction Control, cruise control with speed limiter and Hill Start Assist, providing a comprehensive array of

systems to support safe handling and prompt, reassuring braking performance.

Safety is emphasised through a number of driver aids, including seatbelt reminders for all passengers, a reversing camera and rear parking sensors.

10. INSURANCE, SERVICING AND WARRANTIES

As well as designing and building a car that meets expectations – and more – Renault has also ensured Clio delivers highly competitive running costs.

That's reflected in low annual road tax bills (VED) – in fact, for more than half the range there's no bill to pay at all as their sub-100 g/km emissions gain them exemption. The low CO₂ levels also deliver excellent benefit-in-kind rates for company car tax payers.

Clio requires an annual service with alternate oil changes. The standard oil change interval is 18,500 miles or two years; the first service is at 18,500 miles or one year. The TCe 90 has a reduced maintenance requirement thanks to a timing chain designed to last the lifetime of the engine. On other units the timing belt falls due for replacement after six years or 90,000 miles.

Four-year warranty and roadside assistance package

Clio comes with the peace of mind of Renault's four-year warranty and roadside cover. There are also a number of servicing packages to choose from.

The vehicle warranty is for four years, unlimited in the first two years with a limit of 100,000 miles thereafter. Emergency roadside assistance is provided in partnership with the AA for four years, including European assistance during the first three years. There is also a three-year paint warranty and 12 years' cover against corrosion.

New Clio version	Power (hp)	Transmission	MPG (comb)	CO₂ g/km	VED Band	BiK (%)
Expression 1.2 16V 75	75	5-spd manual	50.4	127	D	22
Play 1.2 16V 75	75	5-spd manual	50.4	127	D	22
Play TCe 90	90	5-spd manual	60.1	105	B	17
Play dCi 90	90	5-spd manual	85.6	85	A	18
Play TCe 90 ECO	90	5-spd manual	67.3	67.3	A	16
Play dCi 90 ECO	90	5-spd manual	88.3	82	A	18
Dynamique Nav 1.2 16V 75	75	5-spd manual	50.4	127	D	22
Dynamique Nav TCe 90	90	5-spd manual	60.1	105	B	17
Dynamique Nav dCi 90	90	5-spd manual	85.6	85	A	18
Dynamique Nav TCe 90 ECO	90	5-spd manual	67.3	67.3	A	16
Dynamique Nav TCe 120	120	5-spd manual	53.3	118	C	21
Dynamique Nav dCi 90 ECO	90	5-spd manual	88.3	82	A	18
Dynamique Nav TCe 120 Auto EDC	120	6-speed EDC Auto	52.3	120	C	21
Dynamique Nav dCi 90 Auto EDC	90	6-speed EDC Auto	80.7	92	A	18
Dynamique S Nav TCe 90	90	5-spd manual	60.1	105	B	17
Dynamique S Nav dCi 90	90	5-spd manual	85.6	85	A	18
Dynamique S Nav dCi 90 Auto EDC	90	6-speed EDC Auto	80.7	92	A	16
Dynamique S Nav TCe 120	120	5-spd manual	53.3	118	C	21
Dynamique S Nav TCe 120 Auto EDC	120	6-speed EDC Auto	52.3	120	C	21
Dynamique S Nav dCi 110	110	5-spd manual	80.7	90	A	22

11. PRODUCTION

One of Renault's core strengths has long been its ability to build small cars that are affordable while delivering superb quality. That is equally true of Clio, which is being built in Flins, France, and Bursa, Turkey – factories which work to identical, high-quality production standards. It is the same story at the Dieppe plant, where the Clio R.S. is manufactured. From early 2017, the Novo Mesto plant in Slovenia will be added and will become the fourth plant to produce Clio.

Test programme

Renault's exhaustive test programme puts new models through their paces on the road and ensures every design aspect has the required long-term durability. That includes the comfort of the seats, the seals, suspension noise, vibration and harshness.

Renault's demanding test standards go well beyond the regulatory minimum. For example, in electrical field tests it runs a charge of 100 Volts per metre, as against the 30 Volts per metre needed for homologation.

Likewise, the climate control system has been designed to give optimum performance in extreme temperatures, ranging from -30°C to +55°C, and in humidity levels from five to 95%. The R-Link and MediaNav systems for Clio have passed through demanding radiation and interference tests.

New Clio covered more than five million kilometres in testing, equivalent to 125 times around the world.

Aubevoye Technical Centre

Clio was developed at Renault's Aubevoye Technical Centre in Normandy, which is equipped to simulate the characteristics of the world's entire road network – almost to the millimetre, thanks to laser scanning.

A team of 240 test personnel are at work on the centre's roads 363 days a year, working eight-hour shifts day and night and in all weathers to test and

improve vehicle quality. The facility can create fords, dust tunnels and gravel tracks, and uses chambers to reproduce all types of climatic conditions.

Manufacturing quality control

In delivering Clio, Renault has delivered ground-breaking quality control in its manufacturing processes.

This includes reducing panel gaps by 2mm and achieving significant improvements in paint and finishing. Paint impurities have been eliminated and electro-coating protection techniques have been adopted, together with a long-life varnish that is deeper and thicker to give a harder-wearing finish.

Clio was the first model to use a new red-tinted lacquer for the Flame Red body colour, inspired by the earlier DeZir concept car.

The roof is plasma-sealed by robots, which is a simpler process but ensures higher quality.

12. MODEL CHRONOLOGY

1990	The first generation Clio is launched. Although it takes the place of the Renault 5 in the model line-up, the 5 continues to play a role as the budget-priced Campus.
1991	Clio claims the European Car of the Year title
1998	Clio II, the second generation of Renault's supermini, makes its debut in March. Almost five million sold during its production run. 'Papa and Nicole' television ad campaign airs for first time. Clio Renaultsport V6 Concept unveiled at Paris motor show, the first of the special performance Clio models. Launches July 1999.
2002	Thierry Henry becomes new face of Clio television ad campaign, following Helene Mahieu with first utterance of 'Va Va Voom'
2004	January – Clio Renaultsport V6 255 launches in UK. March – 750,000 Clios sold in 12 years
2005	The all-new Clio III is revealed in June. First deliveries of three-door models to UK customers begin in October. Clio becomes the eighth new Renault model and the first in the B-segment to gain a top 5-star Euro NCAP rating.
2006	Clio is voted European Car of the Year. The five-door Clio is launched in January. The Clio Renaultsport 197 makes its debut in May. The 2.0 VVT 138 engine is added to the range in October.
2007	The clean, efficient and technically advanced 1.2 Turbo 100 engine- the first of its kind in the segment - joins the Clio range, superseding the 1.4 16V petrol unit.
2008	The Clio UK grade structure and range of engines and transmissions is revised and simplified. The Sport Tourer body style is introduced for the first time.
2009	Clio 2009 range (3 and 5-door, Sport Tourer) ordering opens in May with revised styling, new GT trim level and 1.6 VVT 128 engine. Renaultsport 200 range launches at same time.

2010	Clio celebrates its 20 th anniversary, with sales passing the 11 million mark. The range offers the market's first smart, connected integrated navigation system, Carminat TomTom [®] Live.
2011	Range structure simplified with Expression, Dynamique TomTom and GT Line TomTom April – new 1.5 dCi 88 94 g/km model launched in optional 'Eco Pack' on Expression grade models, the UK's cheapest sub-100g/km supermini. Two new Gordini three-door versions introduced in August 2011
2012	September - The fourth-generation five-door Clio is revealed at the Paris motor show. Second-generation Sport Tourer and latest Renaultsport version all debut too. At launch, the engine range includes the new TCe 90 three-cylinder petrol engine and substantially upgraded 1.5 dCi 90 diesel and 1.2 16V 75 units October – UK range and prices/specification confirmed for Clio 4 1 November – UK pre-orders open ahead of official launch
2013	21 Jan - New Clio TV ad, "Unforgettable" previewed via social media channels ahead of national TV airing on 1 Feb 1 February - New Clio goes on sale in the UK 7 June - GT-Line Nav 120 EDC UK price/spec issued
2015	November – Range name change from "Expression+" to "Play" Renault's MediaNav system updated to include: DAB radio, Bluetooth™ streaming, TMC traffic information and SIRI "Eyes-Free" for compatible iPhones.
2016	March – Clio celebrates the 25 th anniversary of its launch in the UK. June – New Clio is unveiled, building on the strengths of the fourth-generation model and offering enhanced refinement, comfort, convenience and choice.

ENDS

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