



PRESS RELEASE

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THE NEW RENAULT CLIO GT ARRIVES IN AUSTRALIA

LONG VERSION

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OVERVIEW OF THE RENAULT CLIO

The new Clio GT joins the fourth-generation Renault Clio family, which was launched with a heritage of one of the world's most successful and definitive light cars. But, while Clio's past has been mould-breaking and illustrious, not least with more than 11.5 million global sales to its credit, its present and future look to be more rewarding still. That's the promise of Clio's voluptuous styling, impressively clean and efficient powertrains, rewarding driving and ownership experience.

At its debut at the 2012 Paris motor show, it was evident Renault's design team was able to carry forward many styling references from the earlier DeZir concept car (largely as the same designer penned both designs), which epitomised the first petal Love in the Circle of Life. New Clio is 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 the new Clio range 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 award-winning new Clio range is longer and wider than its predecessor, 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.

Sporting much of the look of the fire-breathing Clio RS, the new Clio GT comes with 17-inch anthracite alloys, rear lip spoiler, side sills, rear diffuser, front and rear bumpers including specific GT bumper, steering column mounted gearshift paddles, GT badging for sports seats, leather steering wheel, Renault Sport kickplates and handsfree keycard.

The Clio GT is produced in Bursa, Turkey, along with the central Clio range.



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DESIGN

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

It is the first production model to be led by Laurens Van Den Acker, Senior Vice President Corporate Design, who explained the design ambitions for 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.”*

His views are echoed by Design Director Antony Villain: *“Simple, sensuous and warm: these are the three words that sum up the design of Clio – just like that of DeZir. New Clio is a five-door family car with the glamour of a three-door, and is all about passion.”*

Exterior

The fourth-generation Clio is instantly recognisable through its bold front end styling, with the Renault diamond logo prominently displayed, set upright against a gloss black background – a detail first seen on the DeZir concept car.

In a class with dwindling three-door sales, New 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 4,063mm 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 width - +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.

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

To emphasise its sport exterior, the new Clio GT features a front bumper design incorporating wide-set LED lights, a unique rear bumper design, chrome twin exhaust tailpipes, body-coloured side protective mouldings with satin grey inserts, satin grey door mirror housings, privacy rear windows and distinctive 17-inch anthracite alloy wheels. In addition, exclusive GT badging is visible on both the front and rear of the vehicle.

New Clio GT is available in six body colours, including the striking Malta Blue finish – available solely on GT-variants.

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 the all-round attention to detail that characterise this approach.

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.”*

The quality of the design, finish and equipment is evident across the Clio range. The focus on comfort and ease of use is reflected in the standard of trim materials and upholstery and the provision of features such as a reach and rake adjustable steering wheel, 60:40 split-folding rear seat, electric windows and door mirrors and keyless entry and ignition.

The numerous, well-thought-out stowage points include a tray in front of the gear lever that's the right size to hold a phone or music player; a four-litre glove box; a 1.2-litre tray above the glove box, and two cup holders and additional storage for small items between the front seats below the centre console. Finally, each door has a bin that can carry a 1.5-litre bottle.

The new Clio GT's sporty styling continues to the interior with bolstered-sport seats; upholstered in an exclusive GT finish with GT embroidery on the head rests. Dark grey trim highlights adorn the interior and the upper part of the dashboard features a speckled grey finish. The leather-trimmed sports steering wheel carries the iconic GT badging and dark metal gear shift paddles are fixed behind the steering wheel.



CLIO GT EQUIPMENT AND OPTIONS

The new Clio GT is available in two specification levels – the standard Clio GT and Clio GT Premium. Both models continue to offer a high level of standard equipment that customers have come to expect from the Clio range.

Entertainment Systems

New Clio GT features two equipment levels and two in-car entertainment platforms – Renault's MEDIA NAV and R-Link. Built into the centre console, the MEDIA NAV system provides all the basic multimedia functions and is standard equipment for the Clio GT. Thanks to its seven-inch (18cm) touchscreen display, it is intuitive to use and, in addition to the radio, includes Bluetooth connectivity for audio streaming and hands-free telephony. Portable music players can be connected via the fascia-mounted USB port or jack socket. MEDIA NAV also incorporates satellite navigation with 2D and 3D display. The USB port and a dedicated web interface make it easy to update the mapping data.

Available as standard on the Clio GT Premium is Renault's innovative R-Link entertainment system. R-Link will certainly appeal to technically-minded motorists thanks to;

- A large seven-inch (18 cm) touchscreen display, intuitive voice commands and a home page that can be personalised by the user for safe, simple access to key functions, without the driver having to take his or her eyes off the road.
- A menu with six icons, which provide access to the six main functions: Navigation, Multimedia, Phone, Vehicle, Services and Applications, and System.

Renault R-Link's user-friendly seven-inch (18cm) touchscreen display forms an integral part of the modern centre console and provides a full range of multimedia functions including navigation, radio, Bluetooth telephony and audio-streaming and connectivity for portable music players.

Renault R-Link ensures that information is available as and when it is needed, thereby avoiding the driver having to take his or her eyes off the road. Renault R-Link's touchscreen display permits fingertip control, which doubles up with the steering wheel-mounted remote controls for the audio and telephone functions. Renault R-Link can also be controlled using intuitive voice commands to dictate the address of a destination for navigation purposes, for example, or to call up different functions using instructions such as 'telephone'. This facility makes use of the system even more practical and safer.

R-Sound Effect Application

The R-Sound Effect application installed on Renault R-Link in the Clio GT Premium specification has seen Renault invent a means to personalise the engine sound. This feature allows Clio's occupants to enjoy the engine sound selected by the driver. This custom sound varies as a function of the car's speed and acceleration and is played through the vehicle's loudspeakers. It

is possible to choose between the sound of a Renault Sport race car, a V6 engine, and four other realistic engine sounds simply by clicking on the Renault R-Link's display. The algorithm controlling this function takes engine speed, vehicle speed and position of the accelerator pedal into account, in order to reproduce the sound with striking realism. Parameters such as volume are easy to adjust using the touchscreen display.

Renault Bass Reflex System

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

Hill Start Assist

For enhanced safety and driving pleasure the new Clio GT incorporates Hill Start Assist as standard. When the driver lifts his or her foot from the brake pedal on a slope, the system – which is connected to the ESC – holds the vehicle stationary for two seconds, allowing the driver to pull away without the vehicle rolling backwards. Every version of new Clio is equipped with ESC, ASR traction control, ABS and emergency brake assist, as well as more direct variable-rate electric power steering, which ensures a level of agility that is particularly appreciable in built-up areas.

Equipment

The Clio GT builds upon the already high level of specification fitted to the central Clio range.

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

The Clio GT is fitted as standard with rear parking sensors, keyless entry and start, automatic climate control with an active charcoal/carbon pollen filter, along with automatic windscreen wipers and headlights. All versions of Clio come with a height- and reach-adjustable steering wheel.

The range-topping Clio GT Premium with R-Link is standard with a reversing camera, which is located in the middle of the rear Renault logo. The image is shown on the multimedia screen and displays a dynamic graphic guide which varies as a function of the steering wheel position. The display uses coloured zones (green, yellow, red) to indicate the position of obstacles.

The Clio GT is fitted as standard with:

- GT specific front and rear bumper, rear diffuser and side sills
- GT bolstered-sport seats with cloth upholstery
- Satin grey exterior trim and door mirrors
- GT Chassis

- Steering column mounted paddle shifts
- R.S. Drive with Normal and Sport modes
- 17-inch anthracite alloy wheels
- Automatic headlights and windscreen wipers
- LED Daytime Running Lights
- Rear parking sensors
- Driver, front and rear passenger seat belt warning
- Cruise control and speed limiter
- Keyless entry and start
- Automatic climate control
- Height and reach adjustable steering wheel
- MediaNav entertainment system

In addition, the range-topping Clio GT Premium adds:

- R-Link entertainment system
- R-Sound Effect application
- Fixed glass sunroof with shade cover
- GT bolstered-sport seats with leather upholstery
- Heated front seats
- Renault Sport rear spoiler
- Rear view camera



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ENGINE AND TRANSMISSION

It is not just the sharp new styling that distinguishes the new Clio GT.

The Clio GT is fitted as standard with the TCe 120 1.2-litre direct-injection turbo engine mated to a six-speed EDC (Efficient Dual Clutch) transmission from Getrag. It boasts decent performance with impressive fuel-economy of 5.2-litres/100km on the combined cycle – the lowest in its competitive set. This powertrain offers up 190Nm of torque, with a top speed of 199km/h. Against the stopwatch, 0-100km is achieved in a swift 9.4 seconds. In addition the Clio GT produces just 120g/km of CO₂, again the lowest in its class.



TECHNICAL

Chassis

New Clio is built on the same Renault-Nissan Alliance 'B' platform as Juke and the Captur crossover, as well as that used by 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 100kg lighter than Clio III.

Pascal Lier, New 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 responsive when cornering."

Developed by Renault Sport Technologies, Clio GT features an exclusive GT chassis, specifically designed to provide a keener handling edge than the central Clio range. The Clio GT chassis builds on the already acclaimed handling of the central range. The Clio GT chassis' springs are 5% stiffer compared to the standard Clio range and the damping forces are 50% increased at the front and 40% at the rear.

R.S. Drive

Pressing the 'R.S. Drive' button modifies the mapping of both the transmission (gear shift programming and shift time) and engine (response to pedal position and engine pitch). It also alters the way the ESC and ASR traction control intervene, as well as the feel of the power steering.

This system is based on a choice of two different modes (Normal and Sport) which modify the Clio GT's performance characteristics as a function of the driver's wishes, needs or usage.

The gear shift programming depends on a number of vehicle-related parameters (accelerator pedal position, pressure on the brake pedal, steering wheel angle), as well as on road conditions (slope, available grip, etc.). Gear shift speeds are also dependent on the load demanded by the accelerator pedal.

R.S. Drive modes	Normal	Sport
Engine		
Accelerator pedal feel	Comfort	Dynamic
Pedal feel	Progressive	Reduced lag
Transmission		
Gear shift programming with 'Drive' selected	Eco/Comfort	Sport: appropriate corrections (e.g. anticipates downshifts)
Gear shift times with 'Drive' or 'Manual' selected	Progressive 200 milliseconds	Fast 170 milliseconds
Chassis		
Power steering	Soft feel/drive comfort	Firm/Sport
RS Diff	Normal	Sport

Suspension

Across the Clio range, the suspension design has been developed to provide driving precision with less noise and vibration.

At the front the pseudo 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 roadholding 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 the Clio range. 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. New Clio's 10.6-metre turning circle adds to its easy around-town driving character.

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

Wheels and tyres

The new Clio GT rides on 17-inch anthracite alloy wheels with a standard tyre size of 205/45 R 17. The Clio GT is fitted as standard with Michelin Primacy 3 tyres.

Brakes

The Clio GT is fitted with 258 x 22 ventilated front discs, with 9" drums at the rear with 17" wheels.



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 the new Clio range. 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 the same organisation in 2012.

Passive safety

Where passive safety is concerned, the story starts with the 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 chest and head 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 three homologated upper-tether seatbelt anchorage points.

The Clio range 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 the Clio IV 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, rear parking sensors and a reversing camera (Clio GT Premium only).



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MANUFACTURER'S LIST PRICE

(Please note that these prices do not include dealer delivery or statutory costs. Please consult a dealer for drive away pricing relevant to your state)

Clio GT Models

Clio GT 120 EDC	\$25,290
Clio GT Premium 120 EDC	\$28,790

Options Pricing

Clio GT

Metallic Paint	\$550
R-Link with R-Sound Effect Application	\$990
Grey checked roof decal	\$490
Panoramic fixed sunroof	\$1,490
Rear view camera	\$500

Clio GT Premium

Metallic Paint	\$550
Grey checked roof decal	\$490

Warranty and Capped Price Servicing

The new Clio GT has a 5 year/unlimited kilometre warranty and is eligible for Renault's Capped Price Servicing program of just \$299 per calendar year for the first three years.

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