



PRESS RELEASE

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THE NEW CLIO R.S. 200 EDC – ICONIC PERFORMANCE, UNLEASHED

LONG VERSION

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PRESS RELEASE

RENAULT CLIO R.S. 200 EDC: EMOTION AND SPORTS PERFORMANCE

The release of New Renault Clio R.S. 200 EDC sees Renault Sport Technologies add instantly recognisable sports styling to Clio's inherent emotional appeal, producing a subtle blend of stunning lines and sporting adrenaline.

SPORTING CUES REVISITED BY RENAULT SPORT TECHNOLOGIES

New Clio R.S. 200 EDC boasts simple yet warm, sensuous lines which place the accent on emotion, underpinned by several details readily associated with high performance and F1. The latest creation from Renault Sport Technologies stands out through the authenticity of its sporting hallmarks which include specific bumpers and sills, twin exhaust tail-pipes and large-diameter wheels. While the five-door architecture and coupé stance contribute to its outstanding versatility, the sporting cues championed by Renault Sport are both forceful and simple.

AN ELEGANT YET HIGH-TECH EXTERIOR

The styling details of Renault Sport cars also play a technical role. The diffuser and rear lip spoiler, for example, were conceived as a whole – just as they are in the case of a single-seater race car – for maximum aerodynamic efficiency. Indeed, the diffuser contributes 80 per cent of the extra down force generated at the rear, while the other 20 per cent is accounted for by the specifically designed lip spoiler. Like the front F1 blade, the diffuser and rear lip spoiler are hallmark features across the R.S. range and serve as a reminder of the success enjoyed by Renault in motor racing's premier series, Formula 1. At the front, the grille incorporates R.S. badging beneath the Renault logo, while the LED daytime running lights in the lower part of the bumper form a visual signature that is recognisable day or night. The exhaust tail pipes form a fully integrated part of the diffuser and are further highlighted by their tell-tale rectangular surround.

New Renault Clio R.S. 200 EDC is available in a choice of five body colours, including the exclusive, emblematic Liquid Yellow.

The Sport Chassis is fitted with 17-inch Silver Grey 'Tibor' wheels while the Cup Chassis is standard with Gloss Black 18-inch wheels – both with asymmetric tyres for an enhanced sporty drive.

A COMFORTABLE YET VIBRANT INTERIOR

In contrast to the elegance of the dominant black trim, a number of red details irresistibly draw the eye and structure the shape of the cabin. The choice of red for new Clio, a colour readily associated with the notion of passion, is also evocative of the sporty additions introduced by

Renault Sport, with the seat belts and instrument needles being two striking examples. Red has also been used for the visible stitching, the sports steering wheel's 'straight ahead' position marker, the air vent surrounds and door panel beading. In addition, the gear lever knob comes with red touches which are echoed by the visible stitching of the gear lever gaiter.

The dark metal gear shift paddles are fixed behind the steering wheel, while the grey instrument backgrounds are specific to Clio R.S. When the engine is fired up the rev-counter and fuel gauge needles come to life with a fun display. A long-standing strength of Renault Sport models, the bucket seats come with additional lateral support in order to provide the high level of seating comfort and stability expected of Clio R.S. The top-specification Trophy variants are upholstered in black leather with visible red stitching. The black lacquer centre console houses the 7-inch (18cm) multimedia unit which is finished with a chrome surround.



A COMFORTABLE, EVERYDAY DRIVE THAT COULD BE QUITE HARD TO CATCH...

New Renault Clio R.S. 200 EDC can be adapted on demand to suit its driver's moods and desires, according to the type of journey required: calm or downright sporty, urban or motorway, a family outing or something purely hedonistic. New Clio R.S. 200 EDC adapts instantly by adjusting the response and parameters of the engine, EDC (efficient dual clutch) transmission, steering, throttle inputs and ESC. Its traditionally dynamic Renault Sport chassis combines with a degree of suspension comfort that is rare for a car of such sporting character. Unbeatable against the stopwatch, new Clio R.S. 200 EDC generates a wide range of emotions. In any situation, its adaptability enables it to satisfy the whims of every driver irrespective of temperament. It has a multi-faceted sporting personality developed by Renault Sport Technologies.

DOWNSIZED TURBO ENGINE, EDC TRANSMISSION, STEERING WHEEL PADDLES

The combination of the 1.6 turbocharged petrol engine and twin-clutch six-speed gearbox is unique to new Clio R.S. 200 EDC. Its 200 horsepower (147kW) and 240Nm of torque can be fully exploited via perfectly matched gear ratios that can be selected automatically or manually. The marriage of this engine with the EDC transmission lies at the heart of the meticulous development carried out by Renault Sport Technologies. Apart from the specific set-up work undertaken for new Renault Clio R.S., the engine benefits from detailed fine-tuning of the air inlet, distributor, throttle and turbo.

Key objectives:

- increased torque from lower in the rev range to improve driveability
- power and greater reach at the top of the rev band to underline the car's sporting character.

Tangible results:

- lively response thanks to a peak torque figure of 240Nm from just 1,750rpm
- significantly more responsive across a wide power band, plus a particularly dynamic temperament.

EXPLOSIVE PERFORMANCE

For all new Clio R.S. 200 EDC's hallmark versatility, it retains startling performance when judged against the stopwatch: the 0-100kph sprint takes just 6.7 seconds, it can cover 1,000 metres in only 27.1 seconds from a standing start and on a racetrack it is capable of reaching a top speed of 230km/h: new Renault Clio R.S. 200 EDC is a true Renault Sport, but lurks within a very civilised Clio.

In less extreme circumstances, new Clio R.S. charms with its docile manner and ease of use. In terms of driving comfort, it lacks for nothing when measured against its main class rivals. When let off its leash, new Clio R.S. 200 EDC is ready to exploit the full range of its sporting potential in line with the individual capabilities of its driver.

A CHASSIS DEVELOPED BY THE EXPERTS OF RENAULT SPORT

At the heart of Renault Sport's expertise engineers have focused on the chassis performance. Their goal was to improve the comfort, handling, road holding and braking expected of a Renault Sport model.

Front suspension: a pseudo-MacPherson strut layout has been retained with sturdier elements to increase stiffness in the unit incorporating wheel, upright, bearings and damper. A larger damper improves hydraulic performance and offers a better compromise in terms of comfort and body roll. Similarly, the front brakes rely on proven technology with generous dimensions (320mm).

Rear suspension: the thicker anti-roll bar is 10 per cent stiffer than that on Clio III R.S. and 60 per cent more so than that on New Clio. Brake discs measure 260mm.

HYDRAULIC COMPRESSION CONTROL

Irrespective of conditions, new Clio R.S. 200 EDC blends sharp road holding with an unusually high degree of comfort that's rare in a car of such performance. Hydraulic compression control plays a direct part.

The principle hinges on the incorporation of a secondary damper within the main damper's body. It's a solution that yields spectacular results in terms of progressivity, comfort and performance. Yet while the idea looks simple on paper, the technical reality is a little less so and required all Renault Sport Technologies' engineering know-how. New Clio R.S. 200 EDC embraces an innovation that Renault Sport has developed for about 15 years in rallying and is now ready for showroom models.

R.S. DIFF: THE ELECTRONIC DIFFERENTIAL BY RENAULT SPORT TECHNOLOGIES

Patented by Renault Sport Technologies, the electronic differential significantly improves new Clio R.S. 200 EDC's accelerative performance and cornering grip. It also limits the onset of understeer (the tendency for a car to push straight ahead during hard cornering). To achieve this, the system constantly monitors the difference in rotational speed between the driven front wheels and compares this with any difference between the two unpowered wheels at the rear. The latter is always a valuable barometer, because the rear wheels are independent and each corners at an ideal rotational speed in relation to the other.

As soon as there is too great a speed difference between the front wheels, it means one is about to break traction. The system detects as much and the R.S. Diff deploys micro braking on whichever front wheel threatens to lose grip, although engine torque is not reduced. Note that this feature intervenes before the ESC traction control.

The R.S. Diff has a number of advantages, not least that drivers do not become frustrated by sudden torque restrictions. The system is very progressive and is barely perceptible during deployment.

TWO CHASSIS OPTIONS: SPORT OR CUP

The new Renault Clio R.S. EDC is available in Australia with a choice of two chassis – Sport and Cup. The optional Cup version is tailored for even greater sporting performance: it is 3mm lower and 15 per cent stiffer.



PRESS RELEASE

PACKED WITH INNOVATIONS DEVELOPED FOR THE SOLE PURPOSE OF DRIVING ENJOYMENT

The new Clio R.S. 200 EDC combines two cars in one, boasting a package of unprecedented innovations for its segment. For everyday use, in 'Normal' mode, new Clio R.S. delivers all the qualities expected of a Clio, namely a quiet ride, a high level of travelling comfort and low running costs. But switch to the more dynamic 'Sport' or 'Race' modes and its unmistakable sporty characteristics become apparent at once.

R.S. DRIVE: 'A LA CARTE' SPORTS PERFORMANCE

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 three very different modes ('Normal', 'Sport' and 'Race') which modify new Clio R.S. 200 EDC's performance characteristics as a function of the driver's wishes, needs or usage. As a result, new Clio R.S. 200 EDC is truly several cars in one.

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'	'Race'
Engine			
Tick-over speed	750rpm	1,005rpm	1,005rpm
Accelerator pedal feel	Comfort	Dynamic	Dynamic
Pedal feel	Progressive	Reduced lag	Reduced lag
Engine pitch		Heightened	Heightened
R.S.: audible shift waring before engine cut-off (in manual EDC mode)	No	Yes (manual mode)	Yes (manual mode)
Transmission			
Gear shift programming with 'Drive' selected	Eco/Comfort	Sport: appropriate corrections (e.g. anticipates downshifts)	Entirely manual
Gear shift times with 'Drive' or 'Manual' selected	Progressive	Fast	Very fast (less than 150ms)
Launch Control	No	Yes	Yes
Chassis			
Power steering	Soft feel/drive comfort	Firm	Firm
ESC + ASR traction control	Normal/Safety	Sport: sliding accepted	Full disconnected: no influence

PERFECTLY OPTIMISED STARTS THANKS TO LAUNCH CONTROL

Thanks to Launch Control, which is unprecedented equipment for a hot hatch, New Clio R.S. 200 EDC fully automates the management of standing starts when the car is used at a circuit. Smart electronics guarantee the fastest possible getaway, in complete safety. With this function selected, and by optimising all the different parameters involved, new Clio R.S. 200 EDC is capable of leaping off the start line far more efficiently than even the most talented driver could ever do.

Extremely simple to use

The Launch Control system is primed by pressing on the brake with the left foot while at the same time pulling on the two gear shift paddles situated behind the steering wheel. The system's activation is confirmed by a message on the dashboard ("Launch Control On") and an orange

flashing 'ambilight' (if function 'authorised'). When the accelerator is fully depressed with the car at a standstill, the engine revs to 2,500rpm.

'Sport' mode: When the brake is released, the system optimises New Clio R.S. 200 EDC's acceleration while wheel spin is controlled by the ASR traction control. Gears shifts are also optimised.

'Race' mode: the ASR traction control is disconnected and gear shifts are entirely manual. This 'expert' mode is efficient when grip is optimal, but it is also much more demanding in terms of car control.

In order to protect the mechanicals, the Launch Control system is constantly monitored by the car's electronics which may temporarily prevent it from triggering.

R-LINK FOR R.S. MONITOR 2.0

R.S. Monitor accentuates its lead with the introduction of a new version 2.0. Now even more attractive and more technically advanced, it stands out as the market's most comprehensive on board telemetry system for a production road car.

Comprehensive and fun

R.S. Monitor 2.0's customisable display uses dials, histograms and highly visual graphics to provide the following data in real-time:

- Torque, power, water temperature, intake air temperature, turbo pressure, throttle valve aperture, brake pressure, steering wheel angle, engine speed, transmission oil temperature, temperature of EDC clutches, wheel torque, etc.
- Performance data (acceleration times from standstill to 50km/h and 100km/h; 400m and 1,000m standing start times; 100km/h to standstill braking times).
- G Force Diagram: longitudinal and lateral acceleration, with display of maximum recorded values. Screenshots can be saved on a USB stick.
- Wheel spin (expressed as a percentage) of driven wheels.
- Torque and power curves and position of real-time values on the curves.
- Graphic display showing the EDC transmission internals: selected gear, pre-selected gear, clutch temperature.
- Stop watch, either manual or activated automatically by GPS system (track layout up loadable from a USB stick).
- Servicing: provides distances covered by tyres, dampers, brake pads and discs since their fitment.
- Driving tips in text form.
- Car settings:
 - 'Shift light': adjusts the timing of gear shift indications.
 - 'Steering': forces use of either the 'Normal' or 'Sport' modes.
- Data logger: R.S. Monitor 2.0 can record all the parameters displayed during a session at a circuit and match them to the corresponding GPS coordinates. This makes it possible to read them on a computer. The car's position can be displayed on a map (satellite view) along with a dynamic display of all associated driving parameters. Everything can be recorded: an hour's driving can be stored in a single 3MB file.

Finally, it is possible to prepare track sessions by saving track layouts onto the USB stick using the RS Replay website (<http://www.renaultsport.com/rsreplay/>)

R.S. SOUND PIPE AVAILABLE FOR CLIO R.S.

Renault Sport was not content to just fine-tune the signature exhaust sound of new Clio R.S. It believes that a performance car should produce a satisfying sound inside the car, so the air intake noise of the car is amplified mechanically by a membrane and transmitted via a pipe to the cabin. The system allows occupants to enjoy new Clio R.S.'s vibrant engine note even more intimately.

R-SOUND EFFECT: THE APP WHICH REPRODUCES THE SOUND OF LEGENDARY CARS

Coupled with the R-Link tablet on the top-specification Trophy variants, this fun application reproduces the sound of several high-performance engines and plays them back via the car's own loud speakers. A choice of seven sounds is available, three of which are specific to new Clio R.S. (Alpine A110, R8 Gordini and Nissan GTR).

A sound-management algorithm takes into account the engine speed, accelerator pedal position and travelling speed to guarantee an astonishingly realistic sound experience. Parameters like volume can be adjusted using the R-Link screen.



PRESS RELEASE

EFFICIENCY WHERE YOU LEAST EXPECT IT: 6.3 LITRES/100KM

There is more to New Clio R.S. 200 EDC than just driving pleasure and cutting-edge performance. With a combined-cycle fuel consumption of 6.3 litres/100km, it sets new standards in terms of economy and environmental sensitivity. As for comfort, a priority in all circumstances, new Clio R.S. 200 EDC dispels the myth that sharp handling always equates to an uncomfortably firm ride. It fulfils its rich promise with efficiency in every domain.

A 2-LITRE GAIN IN TERMS OF ECONOMY

New Clio R.S. 200 EDC uses just 6.3 litres of unleaded petrol per 100km, equivalent to CO₂ emissions of only 144g per kilometre. Compared with the naturally aspirated 2.0-litre engine under the bonnet of Clio III R.S., this represents a saving of almost 25 per cent (approximately 2 litres/100km and 46g/km).

SURPRISINGLY COMFORTABLE

Whether you're talking seats or suspension, New Clio R.S. 200 EDC attains levels of comfort far higher than you'd expect from a car of such sporting temperament.

TOP-OF-THE-RANGE SPECIFICATION

New Clio R.S. is both a high-performance hatchback and a flagship for the rest of the new Clio range. To this end, it is fitted with a remarkably high level of standard equipment, including a steering wheel that's adjustable for reach and rake, heated electric mirrors, touch-screen satellite navigation (R-Link or MediaNav), hands-free kit, Radio Bluetooth®, USB socket, Bass Reflex speaker system, electronic cruise control with speed limiter, automatic windscreen wipers, climate control (automatic climate control on Trophy variants), body coloured rear parking sensors or rear parking camera (on Trophy variants) and fold-flat rear seat with 60/40 split.



DRAWING INSPIRATION FROM MOTORSPORT

To underline the value of its technical expertise, Renault has always been prepared to accept challenges in the exacting world of motorsport. New Clio R.S. 200 EDC demonstrates that Renault might invest a lot of passion in competition, but does so with the objective of developing and mastering new technologies... something that directly benefits its standard production models.

PERFORMANCE, ENERGY EFFICIENCY, RELIABILITY

Challenging for technology and humanity alike, Renault regards all forms of motorsport – and especially Formula 1, the pinnacle within its domain – as incomparable research laboratories that allow fresh innovations to be tested and proven. Among the cutting-edge technologies that demonstrate Renault's gift as an engine manufacturer and have profited from the input of Renault Sport F1, you'll find direct injection, variable valve timing, brake energy recovery, diamond-like carbon tappets and a whole range of other ideas associated with friction reduction. There are also some more visible innovations that drew their inspiration from motorsport, including hydraulic compression control (from rallying) and R.S. Monitor 2.0 – a real telemetry system. This is unique within new Clio R.S.'s competitive set.

But such innovations are worthwhile only because of the simple but genuine advantages they deliver. In Formula 1 as in everyday motoring, Renault seeks to give its customers performance, energy efficiency and reliability.

F1 CONNECTIONS THAT OWE NOTHING TO CHANCE

A 1.6-litre turbo engine

A foretaste of the engine configuration that will become mandatory in F1 from the 2014 season. F1 intends to reduce consumption by about 30% and that had a major influence on new Clio R.S. 200 EDC.

A wing/diffuser set-up that improves the compromise between drag and lift

In this domain too, new Clio R.S. 200 EDC draws on experience gleaned by the Renault F1 team during this millennium's first decade.

DLC-coated camshaft tappets

Used in F1, this surface treatment reduces friction and isn't restricted only to sporting models in the Renault range.

Steering wheel paddles with fast-action multiple down change

As in F1, it is now possible to change down several gears at once when braking, simply by prolonged deployment of a steering wheel paddle.

R.S. Monitor 2.0: telemetry for all

A by-product of the complex, sophisticated systems used in motorsport, attractively presented in a style inspired by the world of video gaming.

Launch Control: just like a racing driver...

New Clio R.S. 200 EDC's Launch Control was inspired by the automatic starting systems the Renault F1 team used in grands prix during the early 2000s.



PRESS RELEASE

MADE IN DIEPPE, NORMANDY

New Clio R.S. 200 EDC is built in Dieppe, Normandy, France. The factory has a human face, with teams of workers who are proud to belong and make great efforts to produce high-quality goods. And at its heart, the factory also has a competition department. That's where the new Clio Cup racer is fabricated.

BUILT WITH EXPERTISE AND PASSION IN DIEPPE

Constructed in 1969, the Dieppe factory has been the birthplace of many legendary cars. Every generation of Clio Renault Sport has been built here since 1991. The factory's core business consists of assembling performance cars, the construction and sale of competition cars and the sale of motorsport spares (both from the factory and on events). The Alpine factory's flexibility and adaptability help it to manage low-volume production runs. With more than 300 staff and an area of 76,000m², including 36,900m² of covered buildings, Dieppe has produced more than 400,000 vehicles since 1969, including 81,500 Clio R.S. models across the generations. Primed new Clio R.S. 200 EDC shells are delivered from Flins to be painted in Dieppe. All body panels are painted on site (as opposed to about half, for the Clio III R.S.). Five colours are available, including Sirius Yellow – a very popular choice that originated in this plant.

It takes about 26 hours to assemble a new Clio R.S. – longer than it does for mass-production models. It's the result of meticulous preparation, but then this is an upmarket model that is almost made to measure.

THE MOTORSPORT DIVISION: A STIMULUS FOR THE WHOLE FACTORY

With a staff of about 60, one fifth of the Dieppe workforce, the competition department is blessed with personnel who are as passionate as they are capable. With rare attention to detail, the team builds 100-150 competition cars per annum, a mixture of single-seaters and competition versions of production cars. Their output includes Mégane Trophy, Clio R3, Formula Renault 2.0 and new Clio Cup. Within this department, a group of about 20 combines diverse skills whether they be fitters, welders, painters, electricians or mechanics. The faces have barely changed during the past 20 years, for this is a team united by its love of cars. Some of them have been here since the factory opened in 1969, which equates to 44 years of loyalty to the Alpine plant.



PRESS RELEASE

A CAR FOR CONNOISSEURS

Clio R.S. has always appealed to motoring connoisseurs and, in particular, the purists who appreciate a sporting manner. In its latest guise, Renault Clio R.S. 200 EDC has the potential to attract an even broader customer base.

To date, 90,000 sporting Clios have found homes in 38 different countries and their buyers share a common bond because they appreciate the level of attention lavished on their Clio R.S. Thanks to the supplementary advantages of new Clio R.S. 200 EDC, Renault Sport expects to broaden its clientele in an increased range of markets.

Across the world, almost 30,000 Clio III R.S. models have attracted customers who have a more radical, sporting attitude than most. Today, new Clio R.S. 200 EDC has added equipment that the market now demands: it is versatile, understated and user-friendly, but every bit as engaging as before. New Clio R.S. is easier to drive but also more fun.

New Clio R.S. 200 EDC builds on Renault's sporting traditions and adds to a long line of Clios that has shone on road, track and special stage.

The sporting Clio's success story can be traced back through renowned production models such as the 16-valve, Williams, R.S. and V6, plus competition cars like the Super 1600, R3 and Cup.

With New Clio R.S. 200 EDC, the adventure moves on to a fresh chapter.



PRESS RELEASE

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 Models

Clio R.S. 200 EDC Sport	\$28,790
Clio R.S. 200 EDC Cup	\$31,290
Clio R.S. 200 EDC Sport Trophy	\$34,290
Clio R.S. 200 EDC Cup Trophy	\$36,790

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