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RENAULT LAUNCHES NEW CLIO BIO-FUEL TOGETHER WITH EMISSIONS COMMITMENT FOR EUROPE



Renault launches Clio Hi-Flex biofuel initially for Brazil
229319 For further information please call 01793 487603 or visit www.press.renault.co.uk
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- New Clio Hi-Flex bio-fuel launched
- Renault sold 25% of all vehicles emitting less than 120g/km CO₂ in Europe in 2005
- Target to sell 1 million cars annually emitting less than 140g/km CO₂ by 2008

Following its recent international debut at the 2006 Paris International Agricultural Show, Renault has launched a new bio-fuel car, the Hi-Flex Clio available with either a 1.0 or

1.6-litre 16v engine. Based on the Clio II, the new range has been developed for the Brazilian market and features Renault-developed 'Flex Fuel' technology, with a highly versatile engine that can run on petrol and ethanol in any proportion (0-100% of either).

Available in three and five-door hatchback or Clio Sedan form, the new Flex Fuel models replace all of the previous petrol versions and cost an average of just 1% more, with prices starting at 26,570 R\$ (Brazilian Real), or £7,165 sterling equivalent.

In Europe, biofuel is one of the most promising solutions for bringing down CO₂ emission levels. Under Renault Commitment 2009, Renault has made several commitments to environment issues, including engine adaptation to biofuels. By 2009, 50% of petrol-engined Renaults offered for sale in Europe will be able to run on fuels containing up to 85% of ethanol and all Renault diesel cars will run on fuel containing up to 30% of diester.

Renault leads in Europe for low emissions cars

The Renault range is already one of the best in the world for fuel consumption and CO₂ emissions. For example, in 2005, 25% of all vehicles sold in Europe that emitted less than 120g/km CO₂ were Renaults, compared to the company's market share of 9.7%, providing greater environmental benefit in total than a small number of expensive hybrids. This lead is planned to continue with the aim of selling a million cars a year with CO₂ emissions under 140 grams per kilometre by 2008, with a third of these emitting less than 120 grams.