

# RENAULT

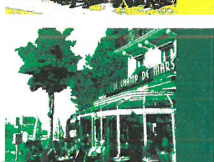
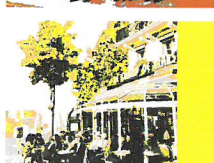
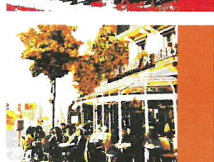
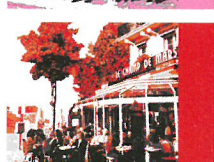
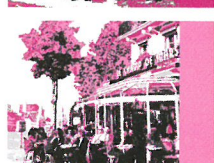
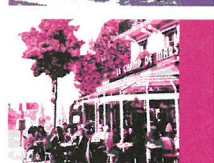
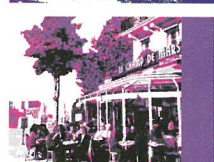
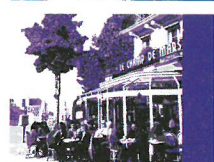
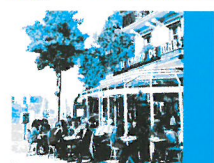
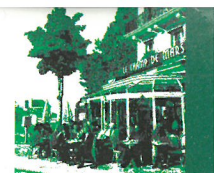
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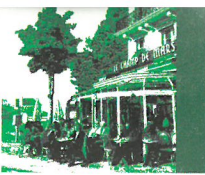


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# *CITY-FLEET*

*A collection  
of vehicles designed  
for urban use*

# *CITY-FLEET*

*A collection of vehicles designed  
for urban use*

**M**y first is a youthful 4-seat saloon with a catalyst-equipped LPG engine, compact yet very roomy. My second is a versatile vehicle for business use, with a hybrid diesel turbine/electric power unit. My third is a mini-range of three small electric urban cars. My fourth is a new type of articulated bus, fast and powerful . . .

My whole, brought together in a film of computer-generated images, reflects Renault's view of the car, of transport and the town, offered to visitors to the Paris Motor Show in association with a complete collection of prototype vehicles.

By means of this city-fleet, Renault affords a glimpse of its strategic outlook concerning vehicles designed for urban use. The presentation goes beyond the simple idea of "art objects": the patterns of vehicle use which it proposes have been developed by the manufacturer in collaboration with the authorities responsible for traffic management and public transport. Renault imagines and suggests how, in the medium and long term, the expertise of the motor industry can develop by taking into account the various research findings and predictions of specialists in urban transport.

# *LUDO, the car that is easy to live with*

**A** car which is welcoming and practical, compact yet very roomy, versatile and with unprecedented ease of access, clean in town yet quick on the open road thanks to its catalyst-equipped LPG engine, a car which makes town driving "easy" thanks to its automatic clutch and its traffic information terminal... here is the driveable prototype Ludo ("I play" in the language of Virgil).

## *Small, youthful and multi-purpose*

**T**he guiding principle behind this little 4-seat saloon: to combine all the qualities expected of a city car (very low emissions, compactness, versatility) while also optimising the pleasure of driving: convenience for its occupants, ease of driving, innovation in the interior layout, originality of styling . . .

**I**nfluenced by today's active and sporting way of life, Ludo is especially aimed at the young. It can be used to help friends move house, transport four adults and their luggage, a windsurfing

board or skis, or again, find room for the first baby. The adjustability of the seats allows four different positions: driving, sitting, sleeping, or flat-floor.

**E**qually at ease in town or country, Ludo follows Twingo in capturing the cheerful and adventurous spirit of small cars which help you get started in life..



## *Unprecedented combination of roominess and compactness*

**T**he design of the doors and the versatility of the Ludo interior result in the Ludo offering under its electric canvas opening roof an unprecedented combination of roominess and compactness, taking still further the theme already established by the Twingo.

**Optimum** access is achieved through the use of asymmetric doors: a normally hinged door for the driver (for the sake of safety: in order to be easily seen by other drivers when getting out on the offside), plus two sliding doors on

the nearside, with no centre pillar, affording all the accessibility needed to side-load a bicycle or a kit of DIY furniture.

**This** ease of access goes together with the versatility of interior layout. The folding seats on the passenger side can be arranged to form a continuous load platform from front to rear



**The** gentle curves of the bodywork, characterised by the remarkable compactness of the front cabin, emphasise its unaggressive character. Its aluminium structure is enhanced by a lateral arch which gives Ludo the look of a solid, lightweight car.

**The** Ludo's automatic clutch, already offered on the Twingo, affords easy and relaxed town driving: impossible to stall or to crunch the gears... yet without spoiling the driving pleasure which comes from shifting through the gears, or diminishing in any way the complete control and ability to anticipate which makes for smoother progress.

**In** order to make direction-finding easier in towns or large built-up areas, Ludo is equipped with the Carminat traffic information system. A small screen housed in the dashboard shows the user in real time the way in which the traffic pattern is changing, by means of an animated map of the region through which the car is travelling. On this map, traffic jams

appear in red, and routes which avoid them are shown in green.

**Powered** by a "new generation" LPG engine (catalyst, computer-controlled injection system), Ludo combines care for the environment with good road performance. Liquefied petroleum gas, a mixture of butane and propane, is one of the most ecologically friendly fuels in current use.

**While** satisfying the most severe emission limits (10% gains in emissions for CO<sub>2</sub>, 45 to 85% for CO, 40 to 75% for HC and NO<sub>x</sub>), this type of power unit still offers all the liveliness and ease of use of the internal combustion engine, with an engine "throbbing with life", the ability to refuel as quickly as with conventional vehicles, and a long cruising range on the order of 400 km.



## Overall dimensions

Overall length:	3,495 mm
Overall width:	1,720 mm
Overall height:	1,580 mm
Wheel base:	2,395 mm
Front overhang:	570 mm
Rear overhang:	530 mm
Front track:	1,450 mm
Rear track:	1,480 mm
Tyres:	Michelin "onde", size 125/80-17"
Kerb weight:	approximately 750 kg

## Engine

Cubic capacity	1 150 cc
Maximum power	38 kW - 52 bph at 5,500 rpm
Maximum torque	87 Nm at 3,500 rpm
Maximum speed	148 km/hr
Fuel consumption	7.4 l urban cycle
	5.2 l at 90 km/hr
	6.8 l at 120 km/hr

### Platform :

Front unit of Twingo, Twingo suspension systems adapted to width of tracks.

### Mechanical equipment :

■ LPG engine, 40 litre tank located under boot. Routine servicing made easier by simplified access (oil and coolant filler flaps), ducted air flow thanks to the specific design of the engine.

■ Automatic clutch combined with a gear shift on steering wheel

### Exterior equipment :

Electric sunroof, headlamps with poly-ellipsoid reflectors, side lights located high up on bonnet, high up neon brake light.

### Materials :

Body components made from carbon fibre composites on an aluminium structure, honeycomb floor (flat with no tunnel), grey-tinted heat-insulating glass.

# *MODUS, the utility vehicle becomes a pleasure*

**M**odus shares with the Renault passenger cars all their driving pleasure and comfort, yet in no way does it resemble a passenger car. That is as it should be: Modus is not a passenger car, but Renault's conception of a small vehicle for business use, with a hybrid drive unit.

Compact and extremely versatile by virtue of its modular layout, Modus is designed to work efficiently - and easily - in large built-up areas. Its strong friendly appearance emphasises the usefulness of a vehicle which cheerfully and unashamedly flaunts its utilitarian purpose. A carrier of happiness, Modus runs counter to all those feelings that utility should mean something less than agreeable, that a utility vehicle should be strictly functional.

With Modus, Renault's designers have gone beyond the conventional and rather constrained exercise of adapting a passenger car to utility configuration, and have adopted the more free and open approach of creating a vehicle which is a tool purpose built for professional use. Thus the Modus driver benefits from huge windows, a high-set driving position, and the entire driver's cab thought out "especially for him".

## *Maximum efficiency and ease of use*

**M**odus takes the idea of versatility to its extreme limits. It can, for example, carry the refrigerated trays of a business caterer, carry out urgent deliveries to maternity hospitals or pharmacies, or be converted into a minibus able to carry six passengers on a U-shaped seat.

**T**he rolling chassis of Modus "the modular" is the key element in this versatility. Its adaptability of use comes from the design of the aft section, which forms a support for

various removeable load modules which can be loaded or unloaded with no direct intervention on the driver's part. The wide opening of the U-shaped chassis allows the modules to be "lifted" in the manner of a fork-lift truck, in the minimum time and without disrupting traffic.

**T**he module loading/unloading manoeuvres, controlled from the driver's cab, are completely automated, thanks to a variable-height suspension whose quick-acting jacks



allow the load platform to be raised or lowered.

**T**he driver's position is virtually surrounded by a glazed bubble (with an opening roof and side windows) which apart from adding to the vehicle's character, affords the driver an exceptional field of vision and completes the appeal of the driving position.

**T**he driver, in his air-conditioned cabin, is provided with a communications console which houses a hands-free telephone to advise customers of the expected time of arrival, a fax to receive lists of the next deliveries, and the Carminat navigation system which allows him, once he has selected an address, to be

guided towards this destination junction by junction, without any need to pre-plan a route and avoiding traffic jams.

**W**here safety is concerned, as in terms of comfort, Modus offers all the equipment of a top-range passenger car: driver and passenger airbags, and an integral anti-intrusion bar in the rear doors. The module's electronic licence plate automatically displays the registration number of the Modus it is loaded onto.



### *The pleasure of driving cleanly and economically in town*

**T**he Modus is clean and silent in operation. Its hybrid diesel/electric power unit offers an excellent trade-off between power, exhaust emissions and fuel consumption: it combines the advantages of silent electric "zero emissions" operation in urban areas, with a range and performance comparable to those of a conventional internal combustion engine for inter-urban use.

**I**n towns, the vehicle operates in an all-electric mode with the turbine switched off. On main roads and motorways, the diesel turbine and its alternator produce the electricity needed to supply the motors and recharge the batteries. Thanks to the turbine's principle of continuous combustion and its optimum operating speed, it is extremely efficient and its emission levels are remarkably low.

**T**he tall and narrow tyres of the Modus, specially designed for this application, contribute to its quietness and economy of operation, thanks to their improved aerodynamics and lower rolling resistance.

Specially designed by Michelin, they feature an anti-splash bead, a technique used for aircraft landing gear, which protects pedestrians. The load capacity of the vehicle (4.3 m<sup>3</sup> of useful volume, 600 kg of load) is remarkable for a vehicle with this type of power unit. This control of the total weight has been achieved through the correct dimensioning of the batteries, and the use of lightweight materials (aluminium and kevlar carbon) for the structure.



## Overall dimensions

Overall length:	3,650 mm
Overall width:	1,740 mm
Overall height: 1,750 mm (container)	1,780 mm (bubble)
Wheel base:	2,600 mm
Front overhang:	530 mm
Rear overhang:	520 mm
Front track:	1,450 mm
Rear track:	1,480 mm
Tyres:	Michelin "onde", size 125/80-17"
Kerb weight:	1,290 kg
Loaded weight:	1,890 kg

### Platform :

Specific front unit, front suspension and subframe from Safrane.  
Aluminium section structure.

### Mechanical equipment :

Hybrid propulsion system, using two electric motors, supplied in urban areas by electric batteries which are recharged during inter-urban travel by a diesel turbine driving an alternator.

### Power :

Diesel turbine driving an alternator : 38kW

Batteries

(250 cells of 12 V = 300 V) : 55 kW

2 traction motors 45 kW maxi : 90 kW

### Materials :

Outer skin in kevlar carbon; aluminium section chassis.

# *The AMPERATRICES, an electric mini-range of three small cars*

**T**he Amperatrices complete the collection of "Tomorrow's City Vehicles" by 1/5th scale models of three small electric vehicles whose method of propulsion (electric) and interior space (2 seats), makes them particularly well adapted to city driving.

The Amperatrices are a longer-term extension of the work carried out on the versatility and spaciousness aspects of the compact Ludo and Modus vehicles, developing a theme around which Renault has conducted both technical and economic studies.

## *To make better use of road space*

**V**ery small vehicles allow better use to be made of road space in areas of dense traffic and especially make it easier to find a parking space, something which is responsible for almost 20% of the driving, and most of the time lost, in the centres of large built-up areas.

**A** powerful electric motor combined with a low weight ensures that the Amperatrices are easy to drive and lively around town. They can

blend with the main traffic flow, even on urban motorways and high-speed roads. Their performance, in particular their acceleration, is comparable with that of conventional vehicles with internal combustion engines, although their range is more limited. The materials used for the structure are lightweight and rigid and provide good protection for the occupants.

□

## *As self-service cars*

The Amperatrices are the perfect answer to the needs of a self-service vehicle as a complement to public transport, hired for a short time or for a town journey and accessible to subscribers by means of a simple payment card. Renault has joined with several

partners, industrial companies and public transport operators, in the development of such a project under the title Praxit le. Experiments are now being set up in "pilot" towns (Saint Quentin-en-Yvelines, Rouen, Grenoble, Toulouse, Le Havre, Douai . . .).

## *Overall dimensions*

	The yellow Amperatrice	The green Amperatrice	The red Amperatrice
Overall length:	2,900 mm	2,750 mm	2,750 mm
Overall width:	1,300 mm	1,500 mm	1,570 mm
Overall height:	1,650 mm	1,650 mm	1,500 mm
Wheel base:	1,975 mm	2,050 mm	1,875 mm
Front overhang:	570 mm	-	450 mm
Rear overhang:	375 mm	400 mm	425 mm
Front track:	1,150 mm	1,200 mm	1,400 mm
Rear track:	1,100 mm	225 mm	1,425 mm
Tyres:	135/80-17"	125/70-23"	135/80-17"

### **Performance :**

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Top speed 120 km/hr

Acceleration: 0 to 50 km/hr in less than 6 sec

Range: 150 km in urban areas, 260 km at a steady 50 km/h

Electric consumption: 13.3 kW/100 km in urban area,  
7.6 kW at a steady 50 km/hr

Power: electric AC motor (25 kW)

Batteries: nickel-cadmium

Recharge time : 8 hours with on-board charger (2 hours with exterior  
charger for 80% of the recharge).

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# *The CITY-SITE of RENAULT V.I.*

## *A new approach to public transport*

**C**ity-Site, developed by Renault Vehicules Industriels, is a new public transport concept which combines the advantages of tram and bus: a tyres vehicle, intended to operate on heavily trafficked routes, and with great flexibility of use and layout. It's the heavy weight of the city-fleet.

### *Large capacity flexible operation*

**C**ity-site responds to the needs of local communities and network operators seeking a form of transport which, without the need for an expensive infrastructure, combines the capacity of rail with the operating flexibility of road vehicles. According to the chosen configuration (one, two or three units), the highly modular City-Site can accommodate from 70 to 200 passengers.

**T**he silhouette of the vehicle, with its gentle shapes, expresses the modernity of the project: the separation of the passenger compartments from the drive module (which houses all the electrical and mechanical components), hidden wheels, and a driving position which may be either central or conventional.

**P**assengers are afforded the easiest possible accessibility with the fitting of large, externally

mounted, electrically operated sliding doors and a low floor. These allow easy access not only for disabled passengers, but also for those with pushchairs or heavy luggage, in a compartment in which space can be created by the folding of seats.

**A**part from these practical aspects, City-Site owes its special nature to the fact that it is intended to operate some or all of its journey on reserved lanes. The vehicle can thus operate in the densest traffic situations without hindrance to its progress. This is a decisive advantage, guaranteeing that schedule intervals and overall journey times can be adhered to.



## *"Centimetre-perfect" path guidance*

**C**ity-Site is able to operate at high speed thanks to a lateral guidance system, which ensures that it halts extremely precisely at its stops, and is steered with an accuracy of about one centimetre where the road is narrow, as on the reserved lanes. This driving aid system, developed by Renault and Matra, is based on the use of a camera to detect the position of the vehicle with respect to marked strips on the road surface.

**A**s in Modus, the City-Site propulsion system offers all the advantages of a hybrid power unit (diesel/electric or natural gas/electric): flexibility, quietness and cleanliness in town, but significant cruising range.



## *Three versions, three passenger capacities*

	Standard City-site	Hight capacity City-site	Maxi-capacity City-site
	1 unit	2 units	2 large units
Overall length	14,810 mm	20,620 mm	22,915 mm
Overall width	2,500 mm	2,710 mm	2,500 mm
Height	2,845 mm	2,845 mm	2,845 mm
Kerb weight	15,110 kg	20,125 kg	21,920 kg
Seating capacity	32	50	59
Total number of passengers	70	109	125

*Reconciling the CAR,*

*PUBLIC TRANSPORT*

*and TOWN,*

*Renault remains optimistic in its work*

**A**part from the originality of their design concepts, the "City Fleet" sets out to offer an optimistic vision of the future of the automobile, while contradicting the notion that vehicle design is tending towards a kind of uniformity as cars become more aerodynamic, safer and less polluting.

Although traffic flow in large cities is interrupted by jams, Renault remains convinced that the increase in traffic and its consequences for the environment are not insurmountable problems. Effective techniques, and the ability to make progress, are available to those responsible for traffic control and for the administration of large cities, as well as to vehicle manufacturers. The manufacturers can contribute to solving such problems through their ability to innovate, to conceive and put into service the most suitable products and technologies.

There are significant possibilities of exploiting existing road space more efficiently, via the policies of the public authorities (development of roads, traffic regulation...) and through driver information: a basic area of research – that of the "intelligent car" – in which Renault, with its Carminat concept, was one of the first manufacturers to become involved.

## *The passenger car and public transport: two complementary modes of intra-urban travel*

**T**here is no single solution to the many different patterns of travel within a city. Renault, which builds the broadest range of road-going vehicles (passenger cars, light commercial vehicles, trucks, coaches and buses), has taken a global approach to this question of transport in large built-up areas. It sees the car and public transport not as competing systems, but as complementary.

**T**his is how the engineers in the Research Department work. It is also how the group's designers work, on the same site and under the same management, an arrangement which favours the exchange of ideas and the ability to work towards a common goal.



## *Lowering exhaust emissions: no single solution*

**W**hile the adoption of catalytic converters and the modification of fuels has already led to the highly significant reduction of exhaust emissions, research into the use of LPG, other alternative fuels and other drive principles such as the turbine has opened up some extremely promising new prospects. Electric vehicles, which Renault already builds in low volumes and which are candidates for full-scale production if enough progress is made in battery design, offer a "zero-emission" response to air pollution.

**T**here is no longer any single answer to the many types of use and energy requirements of urban transport. This position is emphasised by the different technical solutions employed in the City-Fleet vehicles: the environment of the city of tomorrow will be made more agreeable and less noisy by a combination of electricity, gas turbines, and low-emission internal combustion engines, according to type of use,



## *A user-friendly approach*

**T**he soft exterior shapes of the City Fleet reflect not only a quest for excellent Cd values, but also a wish to establish a friendly, happy relationship with city dwellers. Extensive glazed areas provide maximum visibility for the drivers and passengers and by the same token make them plainly visible from outside.

**T**he same desire for visual communication has led the designers to insist on the legibility of the vehicle shapes, with graphic elements such as the lateral arch of the Ludo saloon, or the arrangement of the Modus volume into three completely distinct parts: the spherical cab, the technical base, and the load module..



## *Carminat: the anti-jam car*

The Carminat on-board computer, already fitted to Ludo and Modus and which will be offered as an option in Renault vehicles from 1996, ushers in the age of the anti-jam car. A veritable electronic co-driver, it provides guidance in an unfamiliar town, shows the closest parking places to the destination, and suggests the best route to follow at any moment to avoid bottlenecks. Carminat will contribute to maintaining the traffic flow and shortening journey times, while also reducing fuel consumption.

The development of Carminat has been conducted in close cooperation with the traffic authorities for major cities, roads and motorways, service operators, and the various European transport authorities, in accordance with one of the main aspects of Renault's strategy for city traffic: partnership with the main players in the task of urban development.



## *Partnership with the main players in the task of urban development*

Renault is working in partnership around four main aspects:

**1 - The best use of existing road networks:** Here, Renault contributes by making cars which are still better adapted to city driving, and providing traffic information and guidance equipment for road/vehicle dialogue;

**2 - To reinforce the synergy between the passenger car and public transport** by means of innovative public transport concepts (such as City-Site), with vehicles highly adapted to urban use;

**3 - To contribute to the feasibility of new approaches** for the medium/long term, with concepts for utility and public transport vehicles compatible with future low-clearance urban tunnels, and by participating in work on the future technologies of the "intelligent road";

**4 - To carry care for the environment** even further through the mastery of various propulsion technologies and the shedding of vehicle weight to reduce exhaust emissions, and by the reduction of noise, both internal and external.

## *The City Fleet: a "prototype" creative process*

The analysis programme "The Car, Transport, and the City" was conducted by a "think-tank" with members drawn from the Product Planning, Research, and Industrial Design Departments, led by the Senior Vice President in charge of Product Planning, Strategic Planning and Project Management. It became a creative process in the autumn of 1993, when Renault's Senior Management required Design to take the group's conclusions and give them formal shape as prototype vehicles.

From the time when the product profile was issued by Product Planning, only twelve months remained for the designers to develop prototypes in collaboration with the Research Department, which contributed the propulsion systems and technical concepts.



# *The film "THE CITY FLEET"*

## *How to imagine tomorrow's car, virtually*

In order to judge the City-Fleet and the City-Site as "real" vehicles, operating in a "real" urban environment, the Design Department has used computer-generated images. This technique for the visual testing of models in dynamic situations has become a standard tool for Renault's designers, who use it from the initial concept stage as a creative aid as well as an aid to decision-making.

A pioneer of computer-generated imaging, Renault Design has already shown its potential in several productions: "Racoon", which for the first time showed a virtual 4x4 vehicle set in "real" countryside and village scenes. In the "Teacup", use was made of computer software borrowed from Product Engineering to endow virtual vehicles (travelling on virtual roads) with realistic ride and handling behaviour.

### *Progress in infographics*

**T**he film "City Fleet" carried forward the techniques already referred to, this time by allowing the creation of a whole team of vehicles in motion (complete with "real-life" people at their controls) -the visualisation of the possible future of automobiles as seen by Renault. Thanks to the progress made by Renault during the past five years in computer graphics quality and animation, the impression is of a completely real film, even though the only things which were actually shot externally were the urban backgrounds.

**T**he film "The City Fleet" thus demonstrates the way in which computer-generated images can be used as a way of judging a styling proposal without having to go through the more time-consuming and expensive (and less easily revised) stages of model-making and prototype construction.

**A**t a time when a shortening of development cycle times has become a strategic issue for all vehicle manufacturers, computer-generated

images have a potential for significant time-saving during the development process. As a perfect complement to the older techniques of sketching, designing on paper and small-scale modelling, they allow vehicle models to be

designed complete with their movements and their future environment.



#### THE CITY FLEET: THE LIST OF PARTNERS

**D3** : production and final assembly of Ludo / **G-STUDIO-CARROSERIE TURIN**: production and final assembly of Modus / **DE CARBON**: design and development of dampers (Ludo) / **HYDRO ALUMINIUM** : aluminium sections of Modus chassis frame / **MAGNETI-MARELLI**: design and development of instrument clusters of Ludo and Modus / **MICHELIN**: design and development of special 125/85-17" tyres with original designs for both vehicles / **PHILIPS ELECTRONIQUE**: design and development of special car radios; Carminat navigation and guidance systems / **SPEEDLINE**: design and development of special 17" light alloy road wheels / **SPLINTEX**: glazing (Ludo) / **VALEO LIGHTING AND SIGNALLING**: rear lamp clusters (Ludo) / **WEBASTO HEULIEZ**: opening roof (Ludo) / **NATIONAL AUDIO-VISUAL INSTITUTE**: Synthetic TV process (film featuring computer-generated images).

# *ESPACE*

## *FORMULA 1*



*"Where on earth  
can you travel as fast  
as in an Espace?"*

# *ESPACE FORMULA 1*

*"Where on earth can you travel as fast  
as in an Espace?"*

**T**en years of successful partnership: something to celebrate! And that gives us the right not to be too reasonable . . . Which is why the teams at Matra Automobile and Renault SA gave free rein to their imaginations and designed, beyond their usual duties, a most unusual product, a cross between an Espace and a Formula 1 car ! This experimental vehicle will be one of the stars of the Paris Motor Show.

## *The Performance of a Formula 1 ...*

The first "4-seat Formula 1", the Espace F1 is a real flier ! The journalists who will have the privilege of sitting with Alain Prost and the Renault Sport team and taking part in the first track demonstration, after the Motor Show, are likely to have their breath taken away.

The performance of this experimental model is close to that of a Formula 1. It takes only 6.3 seconds to reach 200km/hour. A model of acceleration, the Espace Formula 1 also excels at deceleration, requiring only 80m to reduce speed from 300km/hour to 70km/hour.

The maximum speed, taking account of the vehicle's weight (1,100kg) and its Cd.A (0.98), will be around 300km/hour.



## *The monospace concept allied with F1 machinery*

The origins of the Espace Formula 1 in no way resemble those of the chicken and the egg. Its starting point is clearly identified: it is the average man's Espace. Its creators were at pains to preserve not only the looks, but also as many components as possible.

So far as layout is concerned, they understandably opted for a mid-rear installation for the engine and transmission assembly. This is actually the RS4 version of the celebrated Renault naturally aspirated 3.5-litre V10 engine, which won the World Championship in 1992 and 1993.



## *Thanks Frank !*

The second question to be resolved was how to strengthen the floor of the Espace in order to accept the (unrevealed) power of the V10 engine. The chosen solution was to install a carbon-fibre tunnel in the centre section, to form - as in a Formula 1 car - a self-supporting structure. The complete engine, transmission, and double wishbone rear suspension assembly from a Formula 1 Williams FW14 (Thanks, Frank!) is attached to its rear end.

The semi-automatic gearbox, the 6-speed Type TG3, has its sequential control integrated into the steering wheel, in the manner of all modern Formula 1 cars.

The double wishbone front suspension is specially designed. It has been approved by the Williams chassis engineers, whose expertise was vital to ensure the best compatibility with the rear suspension. Braking depends on four carbon discs (355mm diameter front, 280mm diameter rear), with twin master-cylinder assistance. The operation of these can be adjusted by means of a brake balance control provided for the driver.

The 18-inch Ronal rims carry Michelin Racing slick tyres, 27/65 x 18 inch at the front and 36/71 x 18 inch at the rear. To create enough space for these tyres, the Espace wheelbase has been increased (to 2,715mm, against 2,580mm for the standard vehicle). The ground clearance is 100mm beneath the flat fairing, with extractor, which protects the underside of the vehicle.

For cooling, the Espace Formula 1 is equipped with two front-mounted coolant radiators of the type used in the Williams FW14 chassis. Unlike Formula 1, however, these are equipped with electric cooling fans, to ensure sufficient cooling at low speeds, and at a standstill. For the same kind of reason, an on-board starter overcomes the conventional problem of starting a Formula 1 engine. As a final technical detail, the throttle is electronically operated.



## *The Espace look*

**W**here design is concerned, the artists have managed to retain the look of an Espace. It has become more aggressive, mainly because of the large front air intakes which ensure the cooling of the engine and the brakes. The wheel fairings have been created in the manner of Formula 1-type side pods, the chosen material being Kevlar. Another aerodynamic feature is the rear wing complete with flashing indicators, with a view to the vehicle being used as a circuit safety-car.

**T**he interior design also depends largely on composite materials. Four bucket-type seats, moulded in carbon fibre, surround the Renault V10 engine in its central position, beneath a cover provided for both thermal and acoustic comfort.

**T**he standard dashboard design has been retained; but the component is made from carbon fibre, as are the door trims.



## *The passion which brings men together . . .*

**T**he Espace Formula 1 is an eloquent illustration of the partnership which has existed for ten years between Matra Automobile and Renault. The two companies, so different in scale, share a passion for competition and innovation. This is the ground on which they found themselves together with Frank Williams. From that point, it seems not the least surprising that a group of engineers, designers and technicians should have dreamed up, beyond their everyday work, this emblematic interpretation of the Espace.

**A** final point made by this joint adventure is that the Japanese have no monopoly of creativity, still less of company loyalty...



## Technical characteristics of the Espace Formula 1

### Engine :

Type:	Renault V10 RS4 - 10 cylinders in 67deg vee
Capacity:	3.5 litres
Power:	Not stated
Weight:	137 kg
Position:	Lengthwise, mid-rear mounted
Valve gear:	4 overhead camshafts - 4 valves per cylinder - Pneumatic valve closing
Fuel system:	Electronic fuel injection - Electronic throttle operation
Ignition:	Electronic

### Transmission:

Driven wheels:	Rear
Gearbox:	Williams TG3, semi-automatic Steering wheel mounted selector - 6 forward speeds + reverse
Final drive:	Limited slip
Traction control:	Yes

### Chassis:

Type:	4-seat monobox
Structure:	Steel, original Renault Espace
Floor:	Carbon fibre, with aluminium honeycomb (also for underfloor fairing)

### Bodywork:

Material:	Carbon fibre/SMC composite
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### Front suspension:

Origin:	Matra
Type:	Double wishbone - Combined spring-damper units with "pull-rod" linkage Anti-roll bar

### Rear suspension:

Origin:	Williams FW14
Type:	Double wishbone - Combined spring-damper units with "push-rod" linkage Anti-roll bar

### Steering:

Type:	Rack and pinion with assistance by electro-hydraulic pump
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### Brakes:

Front:	Ventilated carbon disc, 355mm diameter, 4-pot caliper
Rear:	Ventilated carbon disc, 280mm diameter, 4-pot caliper
Distribution:	Front/rear adjustable by selector lever

### Dimensions/capacities:

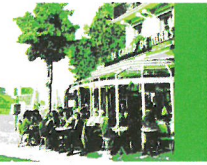
Length:	4,430mm
Width:	2,050mm
Wheelbase:	2,715mm
Front track:	1,760mm
Rear track:	1,660mm
Ground clearance:	100mm
Rims:	18 inch diameter
Front tyres:	27/65 x 18in slicks
Rear tyres:	36/71 x 18in slicks
Fuel tank:	80 litres capacity
Weight:	1,100 kg
Cd.A:	0.98

### Performance:

Maximum speed:	Approximately 300km/hour
0-200km/hour:	6.3 sec



# *CLIO MAXI*



*"But what is left*

*for the big boys?"*

# CLIO "MAXI"

*But, what's left for the big boys?*

**L**ong live tomorrow! Renault Sport presents the Clio "Maxi" at the Paris Motor Show. This car presages the "kit" version - which meets the future rally regulations - of which fifty examples will be sold for the coming season.

From now on, the manufacturers taking part in the "2-litre, two-wheel drive" class have more freedom in the area of engine preparation and in width of wheel track. The results are superb so far as looks are concerned. The Group A Clio gains an aggressive appearance which is slightly that of the Maxi 5 Turbo. The nostalgic will appreciate it.

Externally, the most obvious changes are the combination bumpers and widened wings, which allow the use of 650mm x 8.5in tyres on 17in rims. The overall width is 140mm greater than a standard Clio . . . A rear wing emphasises the car's sporting character.

Beneath the bonnet, the power output of the 2-litre engine is of the order of 250bhp at 7,500rpm, which is 35bhp more than the existing competition version. The maximum torque of 235Nm is achieved at 6,000rpm. Thanks to the freeing of the regulations, the Clio "Maxi" uses a cylinder block in which the stroke is reduced and the bore increased (to 84mm). The intake system consists of an airbox and straight-through trumpets with profiled butterfly valves. The exhaust system is a "three into one" type.

In the transmission department, and in addition to the existing gearbox which will be optimised, a 7-speed gearbox will be developed. This latter will be available with conventional operation, sequential operation, or automatic sequential operation.

The first computer simulations suggest a gain of 1 second per kilometre, by comparison with a 1994 version Group A Clio.

## *Technical specification*

<b>Dimensions:</b>	
Front track:	1,520 mm/Rear track: 1,444 mm
Wheelbase:	2,460 mm
Front width:	1,741 mm/Rear width: 1,703mm
Weight:	930 kg
Tyres:	650 mm x 8.5 in
Cd.A:	0.86
Power:	250 hp at 7,500 rpm
Torque:	235 Nm at 6,000 rpm

# *THE SECOND TWINGO COLLECTION*



*Or, how*

*to give your left foot*

*a break...*

# THE SECOND TWINGO COLLECTION

*Or, how to give your left foot a break...*

**H**i there ! Do you remember me ? We met at the last Paris Motor Show, in 1992. At that time, I already wanted to create some kind of event at regular intervals. That's why I have decided to change my look every two years.

## *They have invented the Twingo lifestyle*

### *I'm in good shape!*

I've come a long way since I arrived on the French scene in April 1993. By the end of June 1994, nearly 240,000 Europeans had driven me all over the continent, including 110,000 Frenchmen.

I am the sixth most widely sold "small car" in Europe. As of the end of the first half of 1994, I accounted for 1.8% of the European market. I scored 2% or better in Belgium, Switzerland, Holland, Spain, Italy, and Portugal. I am actually the biggest-selling Renault model in Holland and Switzerland.

I am neither elitist nor sexist. I please everyone. I show just a slight preference for married people, multi-car households, higher incomes, and the age group from 30 to 50. I can claim to have attracted new customers. Some 17% of my buyers chose me as their first car.

The Flins and Valladolid factories had built 262,769 examples of me by the end of May 1994.

### *I love conquest*

I never wanted to cast a shadow over the Clio. Thanks to the way we complement each other,

we have increased Renault's share of the small car market in France from 33% in 1992 to 40% in 1993. In Europe, I have allowed Renault to take 17% of all small car sales.

I am not going to stop on such a good road. Fortified by my European success, I shall seek to conquer more distant markets. One year after my announcement, I was already being made outside Europe. On sale in Taiwan, I am assembled locally by the San Fu Motors group, a Renault partner since 1981.

### *I exist in a Utility version*

For those who work more, I now exist in a utility version. In this version my back seat is replaced by a plastic floor aft of the front seats. My payload is about 350kg, my volume almost 1 m<sup>3</sup>, and my load platform length is 1.02m. But this transformation is easily reversible, because my versatile interior means more to me than anything.

## *I am not the type to suffer the blues*

### *My make-up*

Originally I was offered with just four unusual and expressive colours. But to keep in fashion, one has to know how to move on. That's why my designers wanted to bring in changes for my second collection, with a range of fresher and more "primary" colours: Cyan Blue, Magenta Red, Lemon Yellow and Yanos Green. And, apart from the three metallic finishes of the first collection, I have also picked up the Veronese colour from the 19 Cabriolet..

### *My wardrobe*

For my seats, the decision was taken to adopt more even and darker colours, but picking up

on the blue colour of my accessories by means of a matching stripe running through the cloth. And in my "Easy" guise, I can be fitted with velour seats whose design, which is cloud-like, directly reflects my rounded lines.

### *My finery*

My range of accessories has been eagerly taken up in all markets. To follow up this success, I am launching a second collection, designed to blend with my new appearance and including, among other things, an RDS radio, leather seat upholstery, a rear spoiler, and new alloy road wheels.



## *I have big ideas*

### *I'm into greater comfort*

My modular seating has already proved convincing, but one looks for ever greater comfort. I therefore offer an equipment "Pack", consisting of front electric windows, electrically operated door mirrors, and central locking of the doors and rear hatch by infra-red remote control, built into the key.

### *I am even safer and cleaner*

Since the end of 1993, I have been fitted with pyrotechnic pretensioners for my safety belts, lockable headrests and door beams, in common with the rest of the Renault range.

I also now have access to an ABS system. This is a 3-sensor system, additional to my

conventional braking system (X-split hydraulic circuits, front disc brakes, rear drums). It results in much better performance than with the conventional braking system.

Finally, in those countries already encouraging the Euro 96 emission limits, I qualify with the aid of a catalytic converter containing more precious metal, a different type of oxygen sensor, and revised valve timing.



## *I don't have too limited an idea of life*

### *The "Easy" system, or how to give your left foot a break*

**L**et in the clutch, declutch, let in the clutch, declutch: that is the way to end up with left foot cramp in traffic jams. When the Formula 1 drivers gave up their clutch pedals, it gave me an idea.

**E**verything depends on the observation of gear changing. By operating the pedal, the driver communicates his intention to declutch to the operating fork. This action is repeated dozens of times, whenever the car is driven. It is neither comfortable, nor pleasant. We have therefore set out to replace the pedal and the cable with a system which will perform exactly the same function. We call this system "Easy".

**W**ho else but Renault, the inventor of the infra-red remote control or the satellite radio mounting, could in effect pursue simplicity to the point of offering a manual gearbox without a clutch pedal? Developed in conjunction with Automotive Products, the "Easy" system comprises an electric pump block, a receiver, three sensors and a computer. The force sensor housed in the gear lever informs the computer whenever the lever is pushed. The computer then takes the driver's place to carry out the clutch disengage/re-engage manoeuvre via the hydraulic system. No more pedal: the left foot is given a break.

**Y**ou start from rest very progressively, it is impossible to stall, and the problems of hill-starting can be forgotten. You don't use any more fuel, and you can immobilise the vehicle by engaging any gear. For the sake of safety, and to avoid over-revving, you cannot start the engine with a gear engaged, and a warning sounds if you leave the car with the engine running and a gear engaged.

**W**hen it comes to reliability, the life of the system equals that of a conventional clutch, and there is no deterioration in performance because the system automatically adapts to wear in use. A permanent self-diagnostic system checks its condition and operation, and memorises any faults which occur.

**W**e look forward to the "Easy" system being offered on all cars in a few years' time.

**A**s you will have realised, my policy is to arrive where I am not expected. Still no 5-door, still no Diesel, instead you find me arranged under headings like:

- Twingo,
- Twingo "Pack",
- Twingo "Easy"
- Twingo Utility

**O**n the contrary: simple I have been with my single price and strictly limited options, and simple I remain with just the four options, and still with simple prices, calculated precisely for each of my four variations.

**P**lease, come back in two years' time for my third collection.



## *My equipment*

	Twingo	Twingo Pack	Twingo Easy	Twingo Utility
<b>Identification</b>				
Twingo decal at right rear	S	S	S	S
Easy decal at right rear	-	-	S	-
<b>Opening panels</b>				
Rear hatch with pushbutton	S	S	S	S
Key-locking fuel filler cap	S	S	S	S
Infra-red remote control central locking of doors and rear hatch	-	S	S	0
Canvas opening roof (820mm long by 708mm wide)	0	0	0	0
<b>Vision</b>				
2 door mirrors, manually adjusted from within	S	-	-	S
2 electrically adjusted door mirrors	-	S	S	-
Green-tinted glass	S	S	S	S
Electric front windows	-	S	S	-
Windscreen wiper with intermittent wipe	S	S	S	S
Rear wash/wipe	S	S	S	S
Heated rear window	S	S	S	S
Indicator repeater on front wings	S	S	S	S
<b>Driver aids</b>				
Easy system (manual gearbox without clutch pedal)	-	-	S	-
Lights-on warning buzzer	S	S	S	S
Total and trip distance recorder	S	S	S	S
LCD speedometer, distance recorders and clock	S	S	S	S
<b>Heating/Air Conditioning</b>				
Air conditioning	0	0	0	0
4 adjustable air inlets on dashboard	S	S	S	S
Control knobs with integral lighting	S	S	S	S
<b>Safety</b>				
Door beams	S	S	S	S
Height-adjustable plain head restraints with latches	S	S	S	S
ABS braking system (3 sensors)	-	0	0	-
<b>Seating</b>				
Front seat backrests adjustable to couchette position	S	S	S	S
1/2-1/2 splitfold back seat	S	S	S	-
Back seat adjustable to 3 lengthwise positions and relax position	S	S	S	-
<b>Various</b>				
3-position interior light, operated by door opening	S	S	S	S
Luggage compartment light	S	S	S	S
Pearlescent or metallic paint	0	0	0	0

S standard; 0 option; - not available



## My vital statistics

	Twingo Pack - Easy - Utility	Twingo with air conditioning
<b>Engine</b>		
Type	C3G A700	
Capacity	1,239cc	
Bore x stroke (mm)	74 x 72	
Maximum power	40kW(55bhp DIN) at 5,300rpm	
Maximum torque	90Nm (9.4mkg) at 2,800rpm	
Fuel injection	electronic monopoint	
Emissions standard	Euro 93 (Euro 96 for some markets)	
Fuel	Eurosuper 95 or 98 octane	
<b>Transmission</b>		
Gearbox	5-speed manual	
Type	JB1	
1st gear speed/1,000rpm	7.115km/hr	6.869km/hr
2nd gear	12.951km/hr	12.504km/hr
3rd gear	20.068km/hr	19.376km/hr
4th gear	27.432km/hr	26.486km/hr
5th gear	35.072km/hr	32.211km/hr
<b>Steering</b>		
Turns lock-to-lock	3.9	
Turning circle	9.65m (kerbs) - 10.00m (walls)	
<b>Wheels</b>		
Rims	4.5B-13	
Tyres	145/70 R 13 S	
Brakes	X-split circuit with servo	
Front	238mm diameter discs	
Rear	180mm diameter drums	
ABS	optional (3 sensors)	
<b>Dimensions - Capacities</b>		
Fuel tank	40 litres	
Length - width - height	3.43m - 1.63m - 1.42m	
Luggage volume (VDA)	168/261/1096 dm <sup>3</sup>	
Kerb weight	790kg	820kg
A (m <sup>2</sup> )/Cd	1.95/0.35	
<b>Fuel consumption</b>		
Steady 90km/hr	5.1 litres/100km	5.3 litres/100km
Steady 120km/hr	7.0 litres/100km	7.2 litres/100km
Urban cycle	7.4 litres/100km	7.7 litres/100km
<b>Performance</b>		
Maximum speed	150km/hr	
0-100km/hr	14.0sec	14.2sec
400m, standing start	18.9sec	19.2sec
1,000m, standing start	35.9sec	36.3sec
<b>Fiscal rating</b>		
	5	6

*THE NEW  
RENAULT 19  
RANGE*



*Under the sign  
of generosity...*

# RENAULT 19

*Under the sign of generosity...*

**T**he Renault 19, well known for its robustness and the quality of its manufacture, continues to attract European buyers. This model represents 20% of sales in its segment in the French market and remains the most popular foreign car in Germany.

During the recent month of September, Renault completely realigned the 19 range around the theme of generosity.

## *A Renault 19 for each and everyone*

**W**here variety is concerned, it would be difficult to do better. The Renault 19 range, consisting of 28 versions, is built up around four different body styles (3, 4 and 5-door, cabriolet) to meet the needs of all users, as well as everyone's tastes in design.

**A** choice of 6 engines is offered, from 60 to 137bhp, and the Turbodiesel range has been expanded from two versions to three.



## *Renault gives more*

**T**he new Renault 19 range is characterised by an uncommonly high standard of equipment. There is new and richer upholstery in all versions, standard power assisted steering from the "Europa" versions upwards, body-coloured bumpers from the "Latitude" series upwards, new wheel trims and rear wash/wipe for the base versions.

**W**here safety is concerned, there is no question of making any concessions. The Renault 19 offers, to complement its secure road behaviour, a whole range of features: front safety belt pretensioners, latching head restraints, door beams, ABS, and an optional airbag from the "Storia" versions upwards.

## *Change of designation for the new range*

**G**oodbye to the RL, RN and RT versions... the heart of the new Renault 19 range consists of 6 special series, all placed beneath the sign of generosity.

**T**he "**Prima**" (3-door) corresponds to the old RL trim level, but is equipped as standard with a 5-speed gearbox and rear wash/wipe.

**T**he "**Europa**" version (5-door) features, in addition to the previous version of the same name, standard power-assisted steering (except with the 60bhp 1.4-litre engine).

**T**he "**Latitude**" (5-door) is a new version. It is based on the previous RN trim level, but adds body-coloured bumpers, power-assisted steering, and a Safrane-type 3-spoke steering wheel.

**T**he "**Storia**" (4 and 5-door) differs from the previous version in having body-coloured bumpers.

**T**he "**Alizé**" version (5-door) is based on the previous RT trim level. It is equipped with air conditioning as standard.

**T**he "**Camargue**" (cabriolet 1.8 and 16V): when compared with the existing Renault 19 cabriolet which remains in the catalogue and is offered with a larger range of options, these two special editions offer a 4x6W radio system, with control satellite close to the steering wheel, metallic paint, alloy wheels (1.8), and leather interior and air conditioning (16V).

**F**inally, it should be noted that:

**T**he "**Baccara**" is now equipped with driver airbag as standard;

**T**he "**16V**" version is now equipped with an engine immobiliser, together with a 4x6W radio system, with control satellite close to the steering wheel.



## The new Renault 19 range – French market

PETROL					DIESEL	
14 (60 bph)	14 e (80 bph)	18 (95 bph)*	18 i (110 bph)	18 i 16 V (137 bph)	1.9 (65 bph)	1.9 turbo (95 bph)

### SPECIAL SERIES

Prima (3 door)					Prima (3 door)	
Europa (5 door)	Europa (5 door)				Europa (5 door)	
	Latitude (5 door)				Latitude (5 door)	Latitude (5 door)
	Storia (4-5 door) (5 door auto.)				Storia (4-5 door)	Storia (5 door)
		Alizé (5 door)				Alizé (5 door)
		Cabriolet Camargue		Cabriolet Camargue		

### TOP-RANGE VERSIONS

		Baccara (5 door)	Baccara (5 door)			
				16 V (3-5 door)		
		Cabriolet (auto.)		Cabriolet		

### UTILITY VERSIONS

					RL RN	
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\* 90 bph with automatic transmission

# *LAGUNA SAFETY EQUIPMENT*



*The new benchmark  
for mid-range car safety*

# LAGUNA

*The new benchmark for  
mid-range car safety*

**A**lready celebrated for its exceptional dynamic behaviour, the Laguna also consolidates its lead in the area of mid-range car safety, having benefitted for the current model year from several improvements in its equipment, and some innovative features.

Already equipped with door beams, pyrotechnic safety belt pretensioners and latching head restraints for the front seats, the Laguna now also offers a child booster seat, suitable for children aged from 3 to 10, built into the rear seat of the RT and RXE versions.

As from this autumn, the entire Laguna range will be equipped with a 3-point safety belt in the centre of the back seat, thus affording maximum protection to all the vehicle's occupants.

Also as from this autumn, the Baccara and V6 versions will be equipped as standard with automatic closing of windows and sunroof with infra-red remote control, with an obstruction detection safety mechanism to protect children.

Finally, next spring, a passenger side airbag will be available across the Laguna range, following the lead of the Safrane.

Since its launch in January 1994, sales of the Laguna have grown steadily throughout the European market. By the end of June, sales of the petrol versions represented 1.2% of the European market, with 78,900 units sold.

In France, the Laguna took about 40% of the M2 petrol segment, with a total of 32,136 registrations, or 3.4% of the French market as a whole.

Sales of the diesel versions, which will represent about 45% of the model mix, began at the end of August.

***MORE COMFORT  
AND SAFETY  
FOR THE ESPACE***

*Three cheers*

*for imitation!*





# ESPACE

*Three cheers for imitation*

**H**ow far the Espace has come in a decade! Nine orders during the whole month of July 1984; over 300 a day now. Not a single competitor in Europe then; today ten, soon to be thirteen, and who knows how many more in the years to come?

Like all pioneers, the Espace has managed largely to dominate its segment. It takes two-thirds of MPV sales in France, and 43% of the segment in Europe. To maintain this advantage, Renault presents at the Paris Motor Show an even more extensive Espace range, more comfortable and safer.

## *Automatic transmission also available with the 2.2-litre engine*

On the Espace V6, almost one customer in two chooses the automatic transmission. Now it is the turn of the 2.2-litre 4-cylinder versions also to offer the ease of driving afforded by the four-speed, electronically controlled automatic transmission.

Completely in tune with the driving philosophy of the MPV, this automatic transmission emphasises the established character of the Espace as a "voiture à vivre". The actual unit is the AR4 transmission, which is engineered for in-line installation.

*(See technical specification at end of section).*

## *Driving position modified, for greater comfort*

To allow all drivers more easily to find their most comfortable stance, the Espace driving position now includes various changes:

- For the tallest drivers, the front seat runners have been extended by 50 mm, allowing the seat to be moved significantly further aft.

- For all drivers, the steering column has been lengthened by 10 mm, and the pedal box (accelerator and brake) has been modified to

increase comfort when the vehicle is being driven at a steady speed.

- In driving posture, the ankle angle has been increased from 73 to 80° and the knee angle from 96 to 105°. At arm level, the elbow angle has been reduced from 150 to 141°.

This means an overall change on the order of 10% in postural values which is quite significant in terms of ergonomics and all drivers will be able to appreciate the difference.

## Structural changes for greater safety

This modification of the pedal box and of the steering column has also served to minimise steering wheel movement in a frontal impact.

An airbag will be available from the year-end and will be progressively offered across the entire Espace range to provide even more driver protection in an impact.

## The Espace "Grand Ecran"\*: a Renault/Gaumont co-production

To celebrate the centenary of the cinema, as well as ten years of the Espace, Renault has collaborated with Gaumont to produce the Espace "Grand Ecran", with a choice of three engines (2.1-litre Turbodiesel, 2.2-litre petrol, and V6).

This limited edition of 2,500 examples is distinguished by a new integral colour scheme, called "illusion". Additional driving lamps, a roof rack and twin sunroofs form part of the package.

Inside, velour-upholstered "Captain's Chair" type front seats are equipped, like those behind, with adjustable elbow rests. The steering wheel is leather-covered. Travelling pleasure is further enhanced by the standard fitting of a 4x15 W (4x25 W in the V6) 6-speaker audio system, with CD player.

\* The Espace "Big Screen" in France will be badged "Champs Elysées" in the UK.



## Main technical features - Espace 2.2 Automatic

<b>Versions</b>	2.2 RN, 2.2 RT, 2.2 RXE
<b>Engine</b>	J7T - W773 2,165cc 79kW (110bhp) at 5,000rpm 170Nm (125.4mkg) at 3,500rpm
<b>Gearbox</b>	AR4 - 023 4-speed 9.71 km/hour at 1,000 rpm in 1st gear 16.93 km/hour at 1,000 rpm in 2nd gear 26.26 km/hour at 1,000 rpm in 3rd gear 38.71 km/hour at 1,000 rpm in 4th gear
<b>Weights</b>	1,370 kg kerb 2,120 kg maximum gross
<b>Maximum speed</b>	170 km/hour
<b>Fuel consumption</b>	8.1 litres/100 km at 90 km/hour 10.2 litres/100 km at 120 km/hour 13.1 litres/100 km in urban cycle
<b>Fiscal rating</b>	12

# LIGHT COMMERCIALS

*Combining work and pleasure...*

**T**he market for utility type car-derived vans, constitutes a major prize for the car manufacturers. Such vehicles accounted for 142,000 registrations in France in the first half of the year. Renault took 40.6% of this market.

In the face of ever more aggressive competition, Renault has undertaken the urgent renewal of its range. The modernised Trafic and Master ranges have responded to the latest expectations of light commercial vehicle customers with improved comfort and convenience, reflecting the overall Renault philosophy of "voitures à vivre".

The new exhaust emission regulations - applicable to light commercial vehicles since 1st October 1993 - have resulted in major changes to engines. The new Trafic and Master ranges use fuel-injected petrol engines, with catalytic converter, while the Diesel versions meet the regulations without the need for a catalyst.

## *A mini-revolution among the utility versions*

**G**oodbye, cruel world... The Twingo "Utility" replaces the two "Utility" versions of the Renault 5.

**T**he petrol-engined Clio "Utility" range is now powered by the 1,239cc engine, with catalytic converter, replacing the 1,108cc and 1,171cc engines.

**T**he other "Utility" versions in the range, equipped with Diesel engines, meet the Euro 95 emission limits.



## *A change of appearance for the Express*

**T**he appearance of the Express range is altered, and its base version is now powered by a catalyst-equipped 1.2-litre engine. Power is increased from 50 to 55bhp. There is no change for the fuel-injected, catalyst equipped 1.4-litre engine, however, which has kept the same technical specification.

**T**he Express range is also extended with the addition of three new pick-up versions, with a choice of three engines.

**T**he entire Express range meets the Euro 95 emission standards.



## *A facelift for the Trafic*

**T**he new Renault Trafic range benefits from major improvements, which affect the exterior and interior design as well as the engines.

**T**he Trafic now looks younger, thanks to its new and more modern front end design, its new smoke-finish rear lamp clusters and its new twin field-of-view, wide-angle door mirrors.

**T**he interior gains new upholstery in blue/green shades, matched to the roof lining. The dashboard has been redesigned. The vehicle receives the stalk switches and 3-spoke steering wheel from the Laguna.

### *Equipment-a-gogo*

**P**ower assisted steering is now fitted as standard across the range.

**C**entralised locking by infra-red remote control is a newly added option.

**I**n the course of the model year, ABS and driver airbag will also be made .

### *New engines*

**T**he need to meet the Euro 95 emission limits has led to changes of engine. A new 2,165cc petrol unit, developing 74 kW (103 bhp), replaces the 1.7-litre engine of 69.5bhp.

**T**he two Diesel engines, of 2,088cc and 2,499cc, are carried over, since they already met the Euro 95 limits.

**I**t should be noted that significant improvements have been achieved in sound insulation, leading to lower noise levels in the cab.



## *New arguments for the Master*

**T**he new Renault Master range also benefits from alterations affecting its interior comfort and its engines.

**T**he blue/green cloth seat and door panel upholstery blends with the dashboard colour.

**P**ower-assisted steering is now fitted as standard across the range.

### *Engine changes*

**T**he need to meet the Euro 95 emission limits has led to changes of engine.

**A** new 2,165cc petrol engine, developing 70 kW (97 bhp), replaces the 2.0-litre engine of 82bhp.

**T**he three Diesel engines, of 2,068cc, 2,499cc, and 2,499cc Turbo, are carried over, since they already met the Euro 95 limits.

**A**s in the case of the Trafic, significant improvements have been achieved in sound insulation.



# *ELECTRIC VEHICLES*

*The "plugged-in" range  
extends*



# THE ELECTRIC CLIO

*The "plugged-in" range extends*

**T**hree years after the test presentation of the Elektro-Clio in Frankfurt, Renault is showing the electric Clio at the Paris Motor Show. Following the commercialisation of the Master and Express at the end of 1994, this vehicle will be offered for sale from mid-1995.

## *An electric vehicle Project Team*

**T**o achieve this result Renault, following its established policy of project management, created an Electric Vehicle Project Team and a Research and Development Centre in September 1991. The team, based at Trappes, consists of 150 specialists entirely dedicated to electric vehicles. With four test cells for motors and ten for batteries, the centre is equipped with test facilities which are unique in Europe.

**T**he company's aim is that the electric Clio should be built at Flins, in the same factory, on the same production lines and using the same manufacturing methods, as its internal-combustion engined cousin. In this it will reflect the way in which the electric Master is built at Batilly, and the Express at Maubeuge..



## *Technical choices to make daily use easy*

**F**or these three vehicles, Renault has stuck to established technologies. The electric Clio uses a drive train similar to that of the electric Express, in other words:

- a DC motor, to exploit its high torque and eliminate the gearbox. When starting from rest, it supplies a maximum power of 22 kW (30bhp) and more importantly a torque of 135 Nm (14.1 mkg). When in motion, its maximum power is 16 kW (22 bhp) and its torque is 81 Nm (8.5 mkg),
- an electronic transistor controller which controls the engine both when driving (by regulating the induction voltage or the excitation current)

and on the overrun (allowing the regeneration of braking energy),

- a single-speed reduction gear associated with a direction of movement selector (forward, reverse, or neutral) which works in the manner of an automatic transmission selector,
- 19 nickel-cadmium traction batteries with a life expectancy of 1,500 cycles, housed in two containers on either side of the rear axle line. The batteries, rechargeable in six to eight hours, also allow up to 80% of total range to be recovered in an hour, during a lunch break for example.

## *A real car, comfortable and safe*

**B**uilt on the basis of the RT version, the electric Clio is a 4-seat, 5-door car equipped with tinted glass, front electric windows, power-assisted steering, centralised door locking and electrically adjusted door mirrors.

**F**or extra comfort, it is equipped with a 4x6W radio system with 6 speakers, and a control satellite adjacent to the steering wheel.

**T**o increase its range, the heater system is independent, with programmable pre-heating.

A trip computer and a gauge indicate precisely how much energy is left.

**F**or greater safety, the driver is protected by an airbag against the effects of frontal impact.

**F**or greater reliability, the Logical Control Unit (LCU) which controls electric and electronic operation, also eases maintenance and after-sales operations.



## *The electric Express and Master for commercial operation*

**T**he electric Express, offered in its "utility" version, retains the layout and the technical design of the panel/window version.

**T**he load volume is identical to that of the internal combustion engined version, and the payload is 300 kg.

**T**he nickel/cadmium batteries provide a range of 120 km when running at a steady 60 km/hour, or 100 km in the urban cycle.

**T**he electric version of the Master is based on the standard short wheelbase, high-roof van version.

**T**he drive train consists of a DC electric motor with a power output of 42 kW (58 bhp), controlled by a "chopper" type electronic unit.

**T**he single-speed gearbox transmits drive to the front wheels. The batteries are housed beneath the rear floor and do not affect the load volume. The payload is 1,000 kg.

**B**attery capacity is sufficient to provide a range of 120 km..



## *One all-in price*

**T**he customer base for electric vehicles is still limited: municipalities with a strongly ecological outlook, local communities, large companies, hospitals. Batteries are expensive, economies of scale are a long way off, and power tariffs remain high.

**U**nlike some competitors, Renault sets the price for its vehicles "ready to drive", batteries included. The company's philosophy is also not to sell below cost. The electric Clio is therefore priced at 150,000 francs exclusive of VAT.

We should bear in mind, however, that the public authorities have agreed to a major effort to reduce the overall cost of electric vehicles. Companies can write off their cost over just one year. The ADEME (Agence de l'Environnement et de la Maitrise de l'Energie - Environmental and Energy Conservation Agency) has set up a support fund for the first thousand vehicles bought by local communities. Several towns have proposed free parking for this method of propulsion.

Formulae for "all-in" hire and maintenance, identical to those already offered by some lease companies, are also being studied.

Renault has been positively and forcefully engaged in research, design, and the industrial development of electric vehicles for more than fifteen years. Carried forward on all fronts (European research and industrial partnerships, hybrid vehicles or small self-drive hire electric cars), this long-term commitment guarantees that the solutions found will be durable.

## *Main technical specification of the electric Clio*

### **Drive train**

DC electric motor with separate excitation  
 Continuous power: 16 kW (22 bhp)  
 Max power: 22 kW (30 bhp)  
 Nominal torque: 81 Nm (8.5 mkg)  
 Max torque: 135 Nm (14.1 mkg)  
 Electronic power regulator (chopper) using MOS transistors  
 Automatic transmission type selector with three positions: Forward, Neutral, Reverse

### **Batteries/Recharger**

19 SAFT Ni/Cd (100Ah) housed in 2 containers on either side of the rear axle  
 Life expectation: 1,500 charge/discharge cycles  
 Time to complete recharge: 6 to 8 hours, depending on initial charge state  
 Fast-charge ability: 80% range in 1 hour  
 On-board 3kW recharger fed by 16A 220V plug

### **Bodywork**

5-door, 4-seat passenger car (based on Clio RT 1.4)  
 Length: 3.71 m - Width: 1.65 m - Height: 1.41 m  
 Kerb weight including batteries: 1,190 kg  
 Gross vehicle weight: 1,515 kg

### **Special features**

Special badging and upholstery  
 Driver-side airbag  
 Independent petrol-fuelled heater with integral preheating  
 4x6 W radio system with 6 speakers, control satellite adjacent to steering wheel  
 Trip computer  
 Analogue gauge (graduated 0 to 100%) showing energy remaining  
 LCU (Logical Control Unit) controls electric and electronic operation, and facilitates maintenance and after-sales operations.

### **Performance**

Maximum speed: over 90 km/hour  
 Range: over 120 km (at steady 50 km/hour); about 70 km in urban cycle



# *RENAULT IN RACING*

*A long tradition*



# RENAULT IN RACING

## *A long tradition*

**R**enault did not come to Formula 1 as a mere gesture, or by pure chance. Since the marque came into being, around the turn of the century, motor sport has been written in the genes of Renault people. It is an integral part of the company's culture.

Today, Renault stands on the summit of the motor sport pyramid, in Formula 1. Louis and Marcel Renault led the way, allowing no other driver the privilege of driving a Renault to victory in the Paris-Bordeaux (1900) and Paris-Vienna (1902) events. Times have changed, the sport has changed: but nearly a century later, Renault goes on winning.

To help celebrate the centenary of motor sport, Renault is presenting at the Motor Show (Hall 8) 13 of the cars which have so brilliantly upheld the honour of the marque in motor sport from 1898 to the present day.

A commemorative book will be available by the end of 1994. It looks back in a humorous and human way on the evolution of motor sport.

The cars displayed in the "Sport Retrospective" exhibition (hall 8) are..

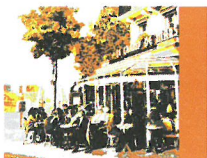
- 1899** The Voiturette: the first racing Renault
- 1902** The first Renault racing car: Paris-Vienna
- 1935** Renault Nervasport: Monte Carlo, second victory
- 1966** Renault Gordini: Creation of the coupe
- 1972** Formula Renault
- 1973** Berlinetta Al 10: Alpine-Renault, World Rally Champion
- 1977** Jean-Pierre Jabouille's "Yellow Tea Pot"; the first Renault Formula 1 car
- 1978** Alpine-Renault A440: The Pironi/Jaussaud team wins the Le Mans 24 Hours
- 1982** Renault 20: the Marreau brothers, winners of the Paris-Dakar Rally
- 1987** Renault 5 Maxi Turbo: Renault French Superproduction Champion, with Erik Comas
- 1989** Superfive GT Turbo: Renault Group N World Rally Champion with Alain Oreille
- 1992** Williams-Renault FW14: Renault World Constructors' Champion, and Drivers' Champion with Nigel Mansell
- 1993** Williams-Renault FW15: Renault World Constructors' Champion, and Drivers' Champion with Alain Prost

# *A ZONE OF SILENCE*

*A zone of silence*

*in the middle*

*of the Renault stand*



# *SILENCE PLEASE !*

*A zone of silence in the middle of the Renault stand*

**Q**uiet! Laguna! is a haven of peace in the middle of the Paris Motor Show. Calm, silence and coolness reign on the Renault stand, far away from the hurly-burly of the exhibition, in this protected zone of 150m<sup>2</sup> in which the ambient sound level is as low as 40dBA, a record! Here Renault is presenting a "spectacle of sound" devoted to the exceptional acoustic qualities of the Laguna range, and particularly emphasising two of the marque's strongest points:

## *Renault is two years ahead*

**C**are for the environment also includes the reduction of noise emissions, an area in which Renault has been working for many years. Even at its announcement, the Laguna range met the extremely severe noise level limits for 1996: 74 dBA, the maximum permitted measured noise level under the ISO R362

standard. This value, which corresponds to a halving of the emitted noise pressure, has been achieved two years ahead of time, an advantage which Renault will continue to exploit in its forthcoming models.



## *You hear better in a Laguna*

**T**he unceasing qualitative and quantitative work undertaken by Renault in reducing all types of noise at source has resulted in a level of comfort very much in keeping with the idea of "voitures à vivre". The audibility of words, easy conversation, without in any

way being isolated from the exterior: you not only hear but can also be heard in a Laguna.

"**S**ilence please" consists of a journey beyond noise, a return to the sounds, the emotions and the sources of music. Its rooms touch successively on four aspects of acoustic quality:

*Character.* Each Renault has its own noise imprint. A Renault 4 is still recognisable to the ear. The same goes for all cars of "strong" character: their sound signatures reflect their personalities. But would you recognise a Marne Taxi, an 1898 voiturette or a Reinastella?

*Measurement.* Noise pressure and comfort levels. The noises of the city are familiar to us, and we pay them hardly any attention. However, even if they are pleasant, they are often louder than the noise level of the Laguna.

*Control.* In a car, everything, or nearly so, emits noise: not only the engine, the suspension and the tyres, but the more than one thousand components which comprise a remarkable mechanical orchestra which has to be controlled, brought to order and harmonised. It is useless to hope for a significant improvement if just one of these components is ignored: sound quality depends on the total control of the car.

*Understanding.* An extremely indiscreet incursion inside a Laguna driving on holiday. The pleasure of the conversation, an exceptional "intelligibility index"; there is no need to raise one's voice to make oneself heard. The sound quality, favourable to conviviality, is one of the fundamental characteristics of the "voitures à vivre".



# *AFTER-SALES*

*In search  
of excellence...*



# QUALITY OF SERVICE

*In search of excellence...*

**B**y offering perfect quality of service, after-sales contributes to the good image of the company and promotes customer loyalty. At the Paris Motor Show, the main attractions will be accessories and leisure products. Emergency assistance will be provided by Renault Assistance.

## *Renault accessories: a commercial success*

**F**or the Laguna, as for the Twingo before it, the accessory range was designed to reflect the vehicle itself as far as possible. The choice seems to have been a good one, if one examines the commercial spin-offs from Twingo. In 1993, Renault managed a turnover of FRF 93 million on Twingo accessories alone (the car was launched in March 1993).

**T**he award for the most successful product: the radio system, bought by 75,000 customers in 1993.

**T**he root of this success: an original range, but above all an accessories policy based on product quality and safety.



## *Accessories submitted to numerous tests*

**I**n exactly the same way as its production components, Renault submits its accessories to numerous tests, mainly going beyond the standards imposed by legal requirements. Thus the ECE 44 standard for the homologation of child safety seats consists of a test on a "sled" which simulates a 50 km/hour impact. This test is carried out with a standard seat. Renault has gone further, as part of its accident research, carrying out in-vehicle tests on every one of the seats it offers.

**E**xtending still further its constant concern with safety, Renault has just put on sale an airbag kit which can be retro-fitted in the Renault 19. From now on this accessory, which complements the safety belt, can be offered to all Renault 19 customers, even if the car was not built with the airbag option.



## *A whole range of junior leisure products*

**R**enault is presenting a new range of Twingo leisure products at the Motor Show. Designed for the new model year, they are innovative in that they set out to appeal to juniors. For the first time, Renault offers, for the young ones, pedal or electric cars, cuddly toys and learning aids.

**A**nother novelty is the concept car line-up. Eagerly awaited, this draws on the whole range of concept cars developed by Renault Design. Lithographs, and limited-edition telephone

cards will also be sold at the show. From the end of this year, miniatures of two concept cars unveiled at the Paris Motor Show will be available and can be ordered from Renault Boutiques and Renault sales network outlets. You will have to wait until 1995 before you can add the Raccoon, the Argos, and other concept cars.



## *Free assistance from Renault Assistance during the Motor Show: a telephone number to remember: 05.05.15.15*

**T**wenty-four hours a day, 365 days a year, Renault helps motorists in trouble in Europe. This service is available to the drivers of all makes, wherever their vehicle is stranded.

**I**t is worth noting that during the Paris Motor Show, Renault is offering a free service to all motorists, apart from the payment of spare parts and any towing charges. The offer is valid for any breakdown which can be repaired

on the spot, within the confines of the Show park and in the visitors' and exhibitors' car parks at the show.





***PASSENGER CAR  
CHARACTERISTICS  
(Specific to France)***

*A forceful, young*

*and innovative*













*product range*



# PASSENGER CAR CHARACTERISTICS

*(Specific to France)*

*A forceful, young  
and innovative  
product range*

MODÈLES		NOMBRE DE VERSIONS	
	Twingo		4
		3 portes	1*
	RENAULT 5	5 portes	1*
		3 portes	17*
	Clio	5 portes	15
		3 portes	3*
	RENAULT 19	5 portes	16
	RENAULT 19 4 portes		2
	RENAULT 19 Cabriolet		3
	Laguna		15
		5 places	5*
	Nevada	7 places	5*
	Safrane		23
	Espace		9*
	Alpine		1
	Express		9*

\* Les véhicules "Société" ou utilitaires issus de ces modèles ne sont pas comptabilisés dans ce tableau.



FRANÇAIS	DEUTSCH	ENGLISH
<b>APELLATION COMMERCIALE</b> Puissance administrative Type mines : 5 portes 3 portes/4 portes Normes de dépollution	<b>MODEL</b> Steuer-Klasse (Frankreich) 5 Türen 3 Türen/4 Türen Abgasnormen	<b>COMMERCIAL DESIGNATION</b> French fiscal power Type mines : 5 door 3 door/4 door Emission standards
<b>MOTEUR</b> Nombre de cylindres Cylindrée (cm <sup>3</sup> ) Rapport volumétrique Puissance maxi en kW (ch) Régime correspondant (tr/min) Couple maxi en Nm (mkg) Régime correspondant (tr/min) Allumage Alimentation	<b>MOTOR</b> Anzahl der Zylinder Hubraum (cm <sup>3</sup> ) Verdichtungsverhältnis Leistung in kW (PS) bei Drehzahl min <sup>-1</sup> Drehmoment in Nm (mkg) bei Drehzahl min <sup>-1</sup> Zündung Gemischaufbereitung	<b>ENGINE</b> No. of cylinders Capacity (cc) Compression ratio Maximum power, kW (bhp) at engine speed (rpm) Maximum torque, Nm (mkg) at engine speed (rpm) Ignition Fuel supply
<b>BOÎTE DE VITESSES</b> Nombre de rapport Vitesse en km/h à 1 000 tr/min Avec des pneumatiques de circonférence : en 3 <sup>e</sup> vitesse en 4 <sup>e</sup> vitesse en 5 <sup>e</sup> vitesse	<b>GETRIEBE</b> Anzahl der Gänge Geschwindigkeit in km/h bei 1.000 min <sup>-1</sup> Reifen bei Abrollumfang im 3.Gang im 4.Gang im 5.Gang	<b>GEARBOX</b> No. of speeds With tyres (circumference) - 3rd gear - 4th gear - 5th gear
<b>DIRECTION</b> Manuelle - Assistée Démultiplication au point milieu	<b>LENKUNG</b> Mech. - mit Servo Übersetzung	<b>STEERING</b> Manual/Assisted Midpoint ratio
<b>TRAINS ET SUSPENSION</b> Train avant Flexibilité à l'essieu AV. (mm/100 kg) Train arrière Flexibilité à l'essieu AR. (mm/100 kg)	<b>FAHRWERK</b> Vorderachse Flexibilität (mm/100 kg) Hinterachse Flexibilität (mm/100 kg)	<b>AXLES &amp; SUSPENSION</b> Front Spring rate (mm/100 kg) Rear Spring rate (mm/100 kg)
<b>ROUES</b> Pneumatiques	<b>RÄDER</b> Reifen	<b>WHEELS</b> Tyres
<b>FREINS AV.-AR.</b> (D disques - T tambours) et ø (mm) Assistance - ABS	<b>BREMSEN VORN/HINEN</b> (D Scheiben - T Trommel) und ø mm Bremskraftunterstützung - ABS	<b>BRAKES FRONT/REAR</b> Discs - Drums, & diameter (mm) Servo assistance - ABS
<b>CAPACITÉ UTILE</b> Réservoir à carburant (litres) Coffre à bagages (dm <sup>3</sup> )	<b>FÜLLMENGEN</b> Tankinhalt (Liter) Kofferraum (Liter)	<b>CAPACITIES</b> Fuel tank (litres) Luggage space (dm <sup>3</sup> )
<b>POIDS EN kg</b> A vide en ordre de marche Total autorisé (P.T.A.C.) Maxi remorque non freinée Maxi remorque freinée	<b>GEWICHTE IN kg</b> Leergewicht zul. Gesamtgewicht zul. Anhängelast gebremst zul. Anhängelast ungebremst	<b>WEIGHTS IN kg</b> Kerb weight Maximum permissible weight Max. towing weight (unbraked) Max. towing weight (braked)
<b>CONSOMMATION</b> pour 100 km (en litres) En vitesse stabilisée à 90 km/h En vitesse stabilisée à 120 km/h Selon le cycle urbain Carburant	<b>VERBRAUCH</b> in Liter/100 km bei konst. 90 km/h bei konst. 120 km/h Stadtzyklus Kraftstoffart	<b>FUEL CONSUMPTION</b> Litres per 100 km At steady 90 km/h At steady 120 km/h Urban cycle Fuel
<b>PERFORMANCES</b> Vitesse maxi (km/h) 0 à 400 mètres (secondes) 0 1 000 mètres (secondes) 0 à 100 km/h (secondes)	<b>FAHRLEISTUNGEN</b> Vmax in km/h 0-400 m in s 0-1 000 m in s 0-100 km/h in s	<b>PERFORMANCE</b> Maximum speed (km/h) 0-400 metres (seconds) 0-1000 metres (seconds) 0-100 km/h (seconds)
<b>DIMENSIONS</b> Longueur (m) Largeur (m) Hauteur (m) Cx	<b>MABE</b> Länge m Breite m Höhe m Cw	<b>DIMENSIONS</b> Lenght (metres) Width (metres) Height (metres) Cx



Twingo		Twingo "easy"		5 Five		Clio RL 1.2			Clio Be Bop 1.2			Clio RN 1.2	
5		6		6		5 (4 si boîte fiscale)			5			5 (4 si boîte fiscale)	
C06305		C0630P		B40705		B57A04/5 (5A)			B57A05			B57A05 (5A)	
C06355*		C0635P*		C40705		C57A04/5 (5A)			C57A05			C57A05 (5A)	
Euro 93		Euro 93		Euro 93		Euro 93			Euro 93			Euro 93	
C3G-A700		C3G-A700		C3J-E760		E7F-D700			E7F-D708			E7F-D700	
4		4		4		4			4			4	
1 239		1 239		1 390		1 171			1 171			1 171	
9,2 : 1		9,2 : 1		9 : 1		9,25 : 1			9,5 : 1			9,25 : 1	
40 (55)		40 (55)		43 (60)		43 (60)			43 (60)			43 (60)	
5 300		5 300		4 750		6 000			6 000			6 000	
90 (9,4)		90 (9,4)		100 (10,4)		85 (8,9)			85 (8,9)			85 (8,9)	
2 800		2 800		3 000		3 500			3 500			3 500	
électronique intégral injection monopoint		électronique intégral injection monopoint		électronique intégral injection monopoint		électronique intégral injection monopoint			électronique intégral injection monopoint			électronique intégral injection monopoint	
JB1	JB1 (courte)	JB1	JB1 (courte)	JB1	JB0	JB1	JB1 fiscale	JB1	JB1	JB1	JB1	JB1 fiscale	
5	5	5	5	5	4	5	5	5	5	5	5	5	
-	-	-	-	1,650	1,650	1,670	1,670	1,670	1,670	1,670	1,670	1,670	
20,06	19,37*	20,06	19,37*	-	-	18,01	21,30	19,27	19,27	19,27	18,01	21,30	
27,43	26,48*	27,43	26,48*	29,79	30,76	24,59	29,09	26,07	26,07	26,07	24,59	29,09	
35,07	32,21*	35,07	32,21*	36,23	-	29,91	35,38	32,59	32,59	32,59	29,91	35,38	
manuelle		manuelle		manuelle		manuelle			manuelle			assistée	
21,7 : 1		21,7 : 1		21,7 : 1		21,6 : 1			21,6 : 1			19,5 : 1	
Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson			Mac Pherson			Mac Pherson	
28,5/27,5		28,5/27,5		44		27/26			27/26			27/26	
essieu simple		essieu simple		bras tirés		bras tirés			bras tirés			bras tirés	
39/24		39/24		40		35/23			35/23			35/23	
tôle 4,5 B 13		tôle 4,5 B 13		tôle 4,5 B 13		tôle 4,5 B 13			tôle 4,5 B 13			tôle 4,5 B 13	
145/70 R 13 S		145/70 R 13 S		145/70 R 13 S		155/70 R 13 S			155/70 R 13 S			155/70 R 13 S	
D 228 - T 180		D 228 - T 180		D 238 - T 180		D 238 - T 180			D 238 - T 180			D 238 - T 180	
avec - sans		avec - sans		avec - sans		avec - sans			avec - sans			avec - option	
40		40		43		43			43			43	
168/261/1 096		168/261/1 096		233/957 (B) - 917 (C)		265 à 1 055			265 à 1 055			265 à 1 055	
790		820*		790		B C		B C		B C		B C	
1 175		1 190*		1 175		1 210 1 195		1 280 1 265		1 280 1 265		1 275 1 265	
395		410*		395		385 380		435 435		420 420		420 420	
450		450*		450		750 750		650 650		650 650		650 650	
5,1		5,3*		5,1		5,2		B.V.4 B.V.5 B.V.5 fiscale		4,8		B.V. 5 B.V. 5 fiscale	
7,0		7,2*		7,0		6,8		4,7 4,8 4,5		6,4		4,8 4,5	
7,4		7,7*		7,4		8,3		6,3 6,4 6,1		7,3		6,4 6,1	
eurosuper		eurosuper		ordinaire sans plomb		eurosuper			eurosuper			eurosuper	
150		150*		150		158		B.V.4 B.V.5 B.V.5 fiscale		155		B.V. 5 B.V. 5 fiscale	
18,9		19,2*		18,9		19		155 155 155		19,0		155 155	
35,9		36,3*		35,9		35,6		19,5 19,0 19,5		36,0		19,0 19,5	
14,0		14,2*		14,0		14		36,8 36 36,8		15,0		36 36,8	
3,43		3,43		3,65 (B) - 3,59 (C)		3,71			3,71			3,71	
1,63		1,63		1,56		1,63			1,63			1,63	
1,42		1,42		1,39		1,40			1,40			1,40	
0,35		0,35		0,34		0,32			0,32			0,32	

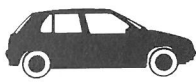
\* Avec conditionnement d'air.



Clio RN 1.4		Clio RN 1.4 Auto.		Clio RT 1.4		Clio RT 1.8		Clio RT 1.8 Auto		Clio Baccara	
6		7		6		9 (7 si boîte fiscale)		9 (7 si boîte fiscale)		9	
B57B05		B57B01		B57B05		B57C05		357D02/02A		B57C05	
C57B05		C57B01		C57B05		C57C05		557D02/02A		C57C05	
Euro 93		Euro 93		Euro 93		Euro 93		Euro 96		Euro 93	
<hr/>											
E7J-T710		E7J-U711		E7J-T710		F3P-A710		F3P-W755		F3P-A710	
4		4		4		4		4		4	
1 390		1 390		1 390		1 794		1 794		1 794	
9,5 : 1		9,5 : 1		9,5 : 1		9,7 : 1		9,8 : 1		9,7 : 1	
57,5 (80)		57,5 (80)		57,5 (80)		68,5 (95)		65 (90)		68,5 (95)	
6 000		6 000		6 000		5 750		5 000		5 750	
107 (11,1)		107 (11,1)		107 (11,1)		142 (14,8)		148 (15,8)		142 (14,8)	
3 500		3 500		3 500		2 750		3 500		2 750	
électronique intégral injection monopoint		électronique intégral injection monopoint		électronique intégral injection monopoint		électronique intégral injection monopoint		électronique intégral injection multipoints		électronique intégral injection monopoint	
<hr/>											
JB1		MB1		JB1		JB3	JB3 fiscale	AD4	AD4	JB3	
5		3		5		5	5	4	4	5	
1,650		1,650		1,650		1,675	1,675			1,675	
19,04		33,57		21,03		19,66	23,08	27,11	30,41	19,66	
25,76		-		30,76		26,88	31,56	39,98	44,85	26,88	
32,20		-		34,96		34,37	38,38	-	-	34,37	
<hr/>											
assistée		assistée		manuelle	assistée	assistée		assistée		assistée	
19,5 : 1		19,5 : 1		21,6 : 1	19,5 : 1	19,5 : 1		19,5 : 1		19,5 : 1	
<hr/>											
Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson	
33/31		33/31		33/31		27/26		27/26		27/26	
bras tirés		bras tirés		bras tirés		bras tirés		bras tirés		bras tirés	
35/22		35/22		35/22		35/23		35/23		35/23	
<hr/>											
tôle 5 B 13		tôle 5 B 13		tôle 5 B 13		tôle 5,5 J 14		tôle 5,5 J 14		alu 5,5 J 14	
165/65 R 13 T		165/65 R 13 T		165/65 R 13 T		165/60 R 14 H		175/60 R 14 H		175/60 R 14 H	
<hr/>											
D 238 - T 180		D 238 - T 180		D 238 - T 180		D 238 (vent.) - T 180		D 238 (vent.) - T 180		D 238 (vent.) - T 180	
avec - sans		avec - sans		avec - option		avec - option		avec - option		avec - option	
<hr/>											
43		43		43		43		43		43	
265 à 1 055		265 à 1 055		265 à 1 055		265 à 1 055		265 à 1 055		265 à 1 055	
B	C	B	C	B	C	B	C	3 portes	5 portes	B	C
865	850	920	905	865	850	940	925	955	970	940	925
1 310	1 295	1 355	1 340	1 310	1 295	1 395	1 380	1 425	1 440	1 395	1 380
430	425	460	450	430	425	455	455	470	480	455	455
750	750	750	750	750	750	750	750	750	750	750	750
<hr/>											
4,8		5,5		4,8		B.V. 5	B.V. 5 fiscale	B.V. 4	B.V. 4 fiscale	5,9	
6,5		7,0		6,5		5,9	5,6	6,2	5,9	7,6	
7,8		8,0		7,8		7,6	7,2	7,6	7,3	10,5	
eurosuper		eurosuper		eurosuper		10,5	10,2	10,8	11,0	eurosuper	eurosuper
<hr/>											
175		167		175		B.V. 5	B.V. 5 fiscale	B.V. 4	B.V. 4 fiscale	185	
16,0		20,2		16,0		185	180	180	175	16,6	
33,0		36,5		33,0		16,6	17,5	17,9	17,6	31,5	
11,2		16		11,2		31,5	32,5	33,1	32,5	9,9	
<hr/>											
3,71		3,71		3,71		3,71		3,71		3,71	
1,63		1,63		1,63		1,63		1,63		1,63	
1,40		1,40		1,40		1,40		1,40		1,40	
0,32		0,32		0,32		0,33		0,33		0,33	



Clio Baccara Auto.		Clio S	Clio RSi	Clio 16S	Clio RL 1.9 D	Clio Be Bop 1.9 D	
9 (7 si BV fiscale)		7	9	9	6	6	
357D02/02A					B57605	B57605	
557D02/02A		C57B05A	357E05	C57D05	C57605	C57605	
Euro 93		Euro 93	Euro 93	Euro 93	Euro 93	Eurosuper	
F3P - W755		E7J - T710	F3P - 7758	F7P - E722	F8Q-C730	F8Q-C730	
4		4	4	4	4	4	
1 794		1 390	1 794	1 764	1 870	1 870	
9,8 : 1		9,5 : 1	9,8 : 1	10 : 1	21,5 : 1	21,5 : 1	
65 (90)		57,5 (80)	79,5 (110)	99 (137)	47 (65)	47 (65)	
5 000		6 000	5 500	6 500	4 500	4 500	
148 (15,8)		107 (11,1)	150 (15,6)	158 (16,5)	118 (12,3)	118 (12,3)	
3 500		3 500	2 750	4 250	2 250	2 250	
électronique intégral injection monopoint		électronique intégral injection monopoint	électronique intégral injection multipoint	électronique intégral injection multipoint	diesel injection mécanique	diesel injection mécanique	
AD4	AD4 fiscale	JB1	JB3	JB3	JB3	JB3	
4	4	5	5	5	5	5	
1,650	-	1,675	1,725	1,790	1,670	1,670	
27,11	30,41	18,05	19,26	19,98	23,01	23,01	
39,98	44,85	24,67	26,32	25,65	31,46	31,46	
-	-	31,54	33,66	32,06	38,26	38,26	
assistée		assistée	assistée	assistée	manuelle	manuelle	
19,5 : 1		19,5 : 1	19,5 : 1	16,8 : 1	21,6 : 1	21,6 : 1	
Mac Pherson		Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson	
27/26		33/31	26/25	22/21	27/26	27/26	
bras tirés		bras tirés	épure programmée	épure programmée	bras tirés	bras tirés	
35/23		35/22	35/23	28/24	35/23	35/23	
alu 5,5 J 14		tôle 6 J 14	tôle 6 J 14	alu 6,5 J 15	tôle 5 B 13	tôle 5 B 13	
175/60 R 14 H		165/60 R 14 H	175/60 R 14 H	185/55 R 15 V	155/70 R 13 T	155/65 R 13 T	
D 238 (vent.) - T 180 avec - option		D 238 (vent.) - T 180 avec - sans	D 238 (vent.) - D 238 avec - sans	D 259 (vent.) - D 238 avec - option	D 238 (vent.) - T 180 avec - sans	D 238 (vent.) - T 180 avec - sans	
43		43	50 (43+7)	50 (43+7)	43	43	
265 à 1 055		265 à 1 055	265 à 1 055	265 à 1 055	265 à 1 055	265 à 1 055	
3 portes		5 portes			B	C	3 portes
970		955	850	955	1 000	925	910
1 440		1 425	1 295	1 375	1 440	1 365	1 350
480		470	425	475	500	460	455
750		750	750	800	800	800	800
B.V. 4		B.V. 4 fiscale					
6,2		5,9	5,2	6,2	6,2	4,1	4,1
7,6		7,3	6,9	7,9	7,7	5,7	5,7
10,8		11,0	8,3	10,3	10,3	6,6	6,6
eurosuper		eurosuper	eurosuper	eurosuper	eurosuper	gazole	gazole
B.V. 4		B.V. 4 fiscale					
180		175	175	195	209	161	161
17,9		17,6	15,8	16,5	15,9	19,0	19,0
33,1		32,5	32,7	30,6	29,1	36,0	36,0
11,3		10,9	10,9	8,9	8,0	14,8	14,8
3,71		3,71	3,71	3,71	3,71	3,71	3,71
1,63		1,63	1,63	1,63	1,62	1,62	1,63
1,40		1,40	1,40	1,40	1,36	1,40	1,40
0,32		0,32	0,32	0,32	0,33	0,32	0,32



Clio RN 1.9 D		Clio RT 1.9 D	R19 Prima 1.4	19 Europa 1.4	19 Europa 1.4e	19 Latitude 1.4e
6		6	6	7	7	7
B57605		B57605	—	B53205	B53A05	B53A05
C57605		—	C53205	—	—	—
Euro 93		Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
F8Q-C730		F8Q-C730	C3J-C710	C3J-C710	E7J-P700	E7J-P700
4		4	4	4	4	4
1 870		1 870	1 390	1 390	1 390	1 390
21,5 : 1		21,5 : 1	9 : 1	9 : 1	9,5 : 1	9,5 : 1
47 (65)		47 (65)	43 (60)	43 (60)	57,5 (80)	57,5 (80)
4 500		4 500	4 750	4 750	6 000	6 000
118 (12,3)		118 (12,3)	100 (10,4)	100 (10,4)	107 (11,1)	107 (11,1)
2 250		2 250	3 000	3 000	3 500	3 500
diesel		diesel	électronique intégral	électronique intégral	électronique intégral	électronique intégral
injection mécanique		injection mécanique	injection monopoint	injection monopoint	injection monopoint	injection monopoint
JB3		JB3	JB1	JB1	JB1	JB1
5		5	5	5	5	5
1,650		1,650	1,725	1,725	1,725	1,725
22,74		22,74	20,25	20,25	19,26	19,26
31,09		31,09	27,69	27,69	26,33	26,33
37,80		37,80	33,67	33,67	32,02	32,02
assistée		assistée	manuelle	manuelle	manuelle assistée	manuelle assistée
19,5 : 1		19,5 : 1	21,7 : 1	21,7 : 1	21,7 : 1 19,5 : 1	21,7 : 1 19,5 : 1
Mac Pherson		Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson
27/26		27/26	30	30	31	31
bras tirés		bras tirés	bras tirés	bras tirés	bras tirés	bras tirés
35/23		35/23	34	34	34	34
tôle 5 B 13		tôle 5 B 13	tôle 5 B 13	tôle 5 B 13	tôle 5 B 13	tôle 5 B 13
165/65 R 13 T		165/65 R 13 T	165/70 R 13 T	165/70 R 13 T	165/70 R 13 T	165/70 R 13 T
D 238 (vent.) - T 180		D 238 (vent.) - T 180	D 238 - T 180	D 238 - T 180	D 238 - T 180	D 238 - T 180
avec - sans		avec - option	avec - sans	avec - sans	avec - sans	avec - sans
43		43	55	55	55	55
265 à 1 055		265 à 1 055	386/1 310	386/1 310	386/1 310	386/1 310
B C						
925 910		925	945	965	965	965
1 365 1 350		1 365	1 400	1 420	1 460	1 460
460 455		460	470	480	480	480
800 800		800	850	850	1 000	1 000
4,1		4,1	B.V. 5			
5,7		5,7	5,3	5,3	5,1	5,1
6,6		6,6	6,9	6,9	6,6	6,6
gazole		gazole	8,5	8,5	8,1	8,1
			ordinaire sans plomb	ordinaire sans plomb	eurosuper	eurosuper
161		161	162	162	173	173
19,0		19,0	19	19	18,3	18,3
36		36	36,2	36,2	34	34
14,8		14,8	14,8	14,8	12,2	12,2
3,71		3,71	4,16	4,16	4,16	4,16
1,63		1,63	1,70	1,70	1,70	1,70
1,40		1,40	1,41	1,41	1,41	1,41
0,32		0,32	0,30	0,30	0,30	0,30



<b>19 Stesia 1.4e</b>	<b>19 Stesia 1.4e Auto.</b>	<b>19 Alizé 1.8</b>	<b>19 Alizé 1.8 Auto.</b>	<b>19 Baccara</b>	<b>19 Baccara Auto.</b>
7 B53A05	6 B53A01	7 B53Y05A	9 553F02	9 B53805	9 553F02
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
E7J-P700 4 1 390 9,5 : 1 57,5 (80) 6 000 107 (11,1) 3 500 électronique intégral injection monopoint	E7J-P700 4 1 390 9,5 : 1 57,5 (80) 6 000 107 (11,1) 3 500 électronique intégral injection monopoint	F3P-B704 4 1 794 9,7 : 1 68,5 (95) 5 750 142 (14,8) 2 750 électronique intégral injection monopoint	F3P 4 1 794 9,7 : 1 66 (92) 5 000 148 (15,4) 3 500 électronique intégral injection monopoint	F3P-M682 4 1 794 9,7 : 1 79 (110) 5 500 150 (15,6) 2 750 électronique intégral injection multipoint	F3P-S765 4 1 794 9,7 : 1 66 (92) 5 000 148 (15,4) 3 500 électronique intégral injection monopoint
JB1 5	MB1 3	JB3 5	AD4 4	JB3 5	AD4 4
1,725 19,26 26,33 32,02	1,725 32,34 — —	1,760 23,25 31,78 38,65	1,760 27,66 40,80 —	1,760 18,96 25,92 33,14	1,760 27,66 40,80 —
assistée 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1
Mac Pherson 31 bras tirés 34	Mac Pherson 31 bras tirés 34	Mac Pherson 30 épure programmée 39	Mac Pherson 30 épure programmée 39	Mac Pherson 30 épure programmée 39	Mac Pherson 30 épure programmée 39
tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 175/70 R 13 T	tôle 5 B 13 175/70 R 13 T	alu 5,5 J 14 175/65 R 14 H	alu 5,5 J 14 175/65 R 14 H
D 238 - T 180 avec - sans	D 238 - T 180 avec - sans	D 238 (vent.) - T 180 avec - option	D 238 (vent.) - T 180 avec - option	D 259 (vent.) - T 200 avec - option	D 238 (vent.) - T 180 avec - option
55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310
965 1 460 480 1 000	1 005 1 475 470 1 000	1 045 1 530 520 1 000	1 075 1 575 535 995	1 060 1 540 530 1 000	1 075 1 575 535 995
5,1 6,6 8,1 eurosUPER	5,7 7,1 8,3 eurosUPER	5,6 7,3 10,2 eurosUPER	6,3 8,0 11,4 eurosUPER	6,2 8,0 10,5 eurosUPER	6,3 8,0 11,4 eurosUPER
173 18,3 34,0 12,2	165 20,5 38,0 16,5	176 18,1 33,6 11,9	173 18,9 35,0 13,5	192 16,9 31,5 9,9	173 18,9 35,0 13,5
4,16 1,70 1,41 0,30	4,16 1,70 1,41 0,30	4,16 1,70 1,41 0,31	4,16 1,70 1,41 0,31	4,16 1,70 1,41 0,31	4,16 1,70 1,41 0,31



19 16S	19 Prima 1.9 D	19 Europa 1.9 D	19 Latitude 1.9 D	19 Storia 1.9 D	19 Latitude 1.9 dT
9 B53D05 C53D05 Euro 93	6 C53405  Euro 93	6 B53405  Euro 93	6 B53405  Euro 93	6 B53405  Euro 93	5 B53K05  Euro 93
F7P-D704 4 1 764 10 : 1 99 (137) 6 500 158 (16,5) 4 250 électronique intégral injection multipoint	F8Q-A706 4 1 870 21,5 : 1 47 (65) 4 500 118 (12,3) 2 250 diesel injection mécanique	F8Q-A706 4 1 870 21,5 : 1 47 (65) 4 500 118 (12,3) 2 250 diesel injection mécanique	F8Q-A706 4 1 870 21,5 : 1 47 (65) 4 500 118 (12,3) 2 250 diesel injection mécanique	F8Q-A706 4 1 870 21,5 : 1 47 (65) 4 500 118 (12,3) 2 250 diesel injection mécanique	F8Q-H610 4 1 870 20,5 : 1 68,5 (95) 4 250 175 (18,3) 2 250 diesel injection + turbo
JB3 5	JB3 5	JB3 5	JB3 5	JB3 5	JC5 5
1,760 19,65 25,23 31,53	1,725 21,99 30,05 36,55	1,725 21,99 30,05 36,55	1,725 21,99 30,05 36,55	1,725 21,99 30,05 36,55	1,760 24,25 33,00 42,39
assistée 16,5 : 1	manuelle assistée 21,7 : 1 19,5 : 1	manuelle assistée 21,7 : 1 19,5 : 1	manuelle assistée 21,7 : 1 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1
Mac Pherson 23 épure programmée 29,5	Mac Pherson 31 bras tirés 34	Mac Pherson 31 bras tirés 34	Mac Pherson 31 bras tirés 34	Mac Pherson 31 bras tirés 34	Mac Pherson 30 épure programmée 39
alu 6,5 J 15 195/50 R 15 V	tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5,5 B 13 175/70 R 13 T
D 259 (vent.) - D 238 avec - option	D 238 - T 180 avec - sans	D 238 - T 180 avec - sans	D 238 - T 180 avec - sans	D 238 - T 180 avec - sans	D 238 (vent.) - T 203 avec - sans
55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310
C 1 115 1 580 555 900	B 1 135 1 600 565 900	1 010 1 505 505 1 000	1 030 1 525 515 1 000	1 030 1 525 515 1 000	1 030 1 525 515 1 000
6,3 7,6 10,6 eurosuper	4,6 6,2 7,3 gazole	4,6 6,2 7,3 gazole	4,6 6,2 7,3 gazole	4,6 6,2 7,3 gazole	4,4 6,1 6,9 gazole
212 16,6 29,9 8,5	161 19,9 37,2 15,7	161 19,9 37,2 15,7	161 19,9 37,2 15,7	161 19,9 37,2 15,7	184 17,7 32,9 11,3
4,16 1,70 1,40 0,30	4,16 1,70 1,42 0,31	4,16 1,70 1,42 0,31	4,16 1,70 1,42 0,31	4,16 1,70 1,42 0,31	4,16 1,70 1,42 0,32





19 Storia 1.9 dT 5 B53K05 Euro 93	19 Alizé 1.9 dT 5 B53K05 Euro 93	19 Storia 1.4e 7 L53A05 Euro 93	19 Storia 1.9 D 6 L53405 Euro 93	19 Cabriolet 1.8 9 D53Y05 Euro 93	19 Cabriolet 1.8 Auto. 9 853F02 Euro 93
F8Q-H610 4 1 870 20,5 : 1 68,5 (95) 4 250 175 (18,3) 2 250 diesel injection + turbo	F8Q-H610 4 1 870 20,5 : 1 68,5 (95) 4 250 175 (18,3) 2 250 diesel injection + turbo	E7J-P700 4 1 390 9,5 : 1 57,5 (80) 6 000 107 (11,1) 3 500 électronique intégral injection monopoint	F8Q-A706 4 1 870 21,5 : 1 47 (65) 4 500 118 (12,3) 2 250 diesel injection mécanique	F3P-B704 4 1 794 9,7 : 1 68,5 (95) 5 750 142 (14,8) 2 750 électronique intégral injection monopoint	F3P-5765 4 1 794 9,7 : 1 66 (92) 5 000 148 (15,4) 3 500 électronique intégral injection monopoint
JC5 5	JC5 5	JB1 5	JB3 5	JB3 5	AD4 4
1,760 24,25 33,00 42,39	1,760 24,25 33,00 42,39	1,725 19,26 26,33 32,02	1,725 21,99 30,05 36,55	1,760 18,96 25,92 33,14	1,760 27,66 40,80 -
assistée 19,5 : 1	assistée 19,5 : 1	manuelle assistée 21,7 : 1 19,5 : 1	manuelle assistée 21,7 : 1 19,5 : 1	assistée 19,5 : 1	assistée 19,5 : 1
Mac Pherson 30 épure programmée 39	Mac Pherson 30 épure programmée 39	Mac Pherson 31 bras tirés 34	Mac Pherson 31 bras tirés 34	Mac Pherson 30 épure programmée 39	Mac Pherson 30 épure programmée 39
tôle 5,5 B 13 175/70 R 13 T	tôle 5,5 B 13 175/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5 B 13 165/70 R 13 T	tôle 5,5 B 14 175/65 R 14 T	tôle 5,5 B 14 175/65 R 14 T
D 238 (vent.) - T 203 avec - sans	D 238 (vent.) - T 203 avec - sans	D 238 - T 180 avec - sans	D 238 - T 180 avec - sans	D 238 (vent.) - T 180 avec - option	D 238 (vent.) - T 180 avec - option
55 386/1 310	55 386/1 310	55 386/1 310	55 386/1 310	55 255 + 105	55 255 + 105
1 085 1 555 540 1 000	1 085 1 555 540 1 000	965 1 460 480 1 000	1 030 1 525 515 1 000	1 125 1 495 560 1 000	1 165 1 535 580 1 000
4,4 6,1 6,9 gazole	4,4 6,1 6,9 gazole	5,1 6,6 8,1 eurosUPER	4,6 6,2 7,3 gazole	6,2 7,9 10,8 eurosUPER	6,5 8,2 11,6 eurosUPER
184 17,7 32,9 11,3	183 17,7 32,9 11,3	173 18,3 34 12,2	161 19,9 37,2 15,7	178 18,5 33,5 11,9	170 19,5 36,2 14,3
4,16 1,70 1,42 0,32	4,16 1,70 1,42 0,32	4,25 1,70 1,41 0,31	4,25 1,70 1,41 0,31	4,16 1,69 1,41 0,33	4,16 1,69 1,41 0,33



19 Cabriolet 16S	Laguna RN 1.8	Laguna RT 1.8	Laguna RT 2.0	Laguna RT 2.0 Auto.	Laguna RXE 2.0
9	7	7 (9)	9	10	9
D53D05	B56BJC	B56BJC	B56C05	B56C02	B56C05
Euro 93	B56BK5 (condi.)	B56BK5 (condi.)	Euro 93	—	Euro 93
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
F7P-D704	F3P-D720	F3P-D720	F3R-E722	F3R-F723	F3R-E722
4	4	4	4	4	4
1 764	1 794	1 794	1 998	1 998	1 998
10 : 1	9,7 : 1	9,7 : 1	9,8 : 1	9,8 : 1	9,8 : 1
99 (137)	68,5 (95)	68,5 (95)	83 (115)	83 (115)	83 (115)
6 500	5 750	5 750	5 250	5 250	5 250
158 (16,5)	142 (14,8)	142 (14,8)	168 (17,5)	168 (17,5)	168 (17,5)
4 250	2 750	2 750	3 500	3 500	3 500
électronique intégral	électronique intégral	électronique intégral	électronique intégral	électronique intégral	électronique intégral
injection multipoints	injection multipoints	injection multipoints	injection multipoints	injection multipoints	injection multipoints
JB3	JB3	JB3	JC5	AD4	JC5
5	5 (5 condi.)	5 (5 condi.)	5	4	5
1,760	1,815	1,815	1,815	1,815	1,815
19,65	23,15	23,15	21,34	28,53	21,34
25,22	31,58	31,58	30,05	42,03	30,05
31,53	40,51	40,51	38,11	—	38,11
assistée	assistée	assistée	assistée	assistée	assistée
16,5 : 1	17 : 1	17 : 1	17 : 1	17 : 1	17 : 1
Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson	Mac Pherson
23	26,4/24,7	26,4/24,7	26,4/24,7	26,4/24,7	26,4/24,7
épure programmée	épure programmée	épure programmée	épure programmée	épure programmée	épure programmée
29,5	29,2/21,7	29,2/21,7	29,2/21,7	29,2/21,7	29,2/21,7
alu 6,5 J 15	tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14
195/50 R 15 V	185/65 R 14 T	185/65 R 14 T	185/65 R 14 H	185/65 R 14 H	185/65 R 14 H
D 259 (vent.) - D 238	D 262 (vent.) - T 203	D 262 (vent.) - T 203	D 262 (vent.) - T 203	D 262 (vent.) - T 203	D 262 (vent.) - T 203
avec - option	avec - option	avec - option	avec - option	avec - option	avec - option
55	5 places	5 places	5 places	5 places	5 places
255 + 105	66	66	66	66	66
	452/1 334	452/1 334	452/1 334	452/1 334	452/1 334
1 190	1 225	1 240	1 225	1 240	1 225
1 530	1 810	1 765	1 765	1 810	1 255
595	620	610	610	620	1 820
1 000	1 040	1 040	1 040	1 040	620
	1 040	1 040	1 100	1 100	620
	1 000	1 000	1 000	1 000	1 100
	1 100	1 100	1 000	1 000	1 100
6,5	5,7	6,3	5,7	6,3	6,1
7,9	7,4	8,0	7,4	8,0	7,7
10,8	10,9	11,2	10,9	11,2	11,3
eurosuper	eurosuper	eurosuper	eurosuper	eurosuper	eurosuper
208	180	180	180	180	200
16,9	19,2	19,0	19,2	19,0	17,4
30,8	35,3	35,0	35,3	35,0	17,9
9,4	14,0	13,9	14,0	13,9	32,9
					11,6
					10,6
4,16	4,51	4,51	4,51	4,51	4,51
1,69	1,75	1,75	1,75	1,75	1,75
1,36	1,43	1,43	1,43	1,43	1,43
0,33	0,31	0,30	0,30	0,31	0,30



Laguna RXE 2.0 Auto.	Laguna Baccara 2.0	Laguna Baccara 2.0 Auto.	Laguna V6	Laguna V6 Auto.	Laguna V6 Baccara
10 B56C02 — Euro 93	9 B56CD5 — Euro 93	10 B56CD2 — Euro 93	16 B56E05 — Euro 93	16 B56E02 — Euro 93	16 B56E05 — Euro 93
F3R-F723 4 1 998 9,8 : 1 83 (115) 5 250 168 (17,5) 3 500 électronique intégral injection multipoints	F3R-E722 4 1 998 9,8 : 1 83 (115) 5 250 168 (17,5) 3 500 électronique intégral injection multipoints	F3R-F723 4 1 998 9,8 : 1 83 (115) 5 250 168 (17,5) 3 500 électronique intégral injection multipoints	Z7X-G760 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints	Z7X-G765 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints	Z7X-G760 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints
AD4 4	JC5 5	AD4 4	PK1 5	AD8 4	PK1 5
1,815 28,53 42,03 —	1,815 21,43 30,28 38,38	1,920 30,18 44,46 —	1,920 22,58 30,41 37,32	1,920 29,63 43,64 —	1,920 22,58 30,41 37,32
assistée 17 : 1	assistée 17 : 1	assistée 17 : 1	assistance variable 17 : 1	assistance variable 17 : 1	assistance variable 17 : 1
Mac Pherson 26,4/24,7 épuration programmée 29,2/21,7	Mac Pherson 26,4/24,7 épuration programmée 29,2/21,7	Mac Pherson 26,4/24,7 épuration programmée 29,2/21,7	Mac Pherson 26,1/22,4 épuration programmée 28/19,5	Mac Pherson 26,1/22,4 épuration programmée 28/19,5	Mac Pherson 26,1/22,4 épuration programmée 28/19,5
tôle 5,5 J 14 185/65 R 14 H	alu 6 J 15 205/60 R 15 V	alu 6,5 J 15 205/60 R 15 V	alu 6,5 J 15 205/60 R 15 V	alu 6,5 J 15 205/60 R 15 V	alu 6,5 J 15 205/60 R 15 V
D 262 (vent.) - T 203 avec - option	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec
5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334
1 270 1 845 630 1 000	1 370 1 850 685 1 100	1 385 1 865 690 1 000	1 370 1 935 680 1 500	1 390 1 950 730 1 200	1 370 1 935 680 1 500
6,4 8,0 12,3 eurosuper	6,1 7,7 11,3 eurosuper	6,4 8,0 12,3 eurosuper	8,0 9,9 15,3 eurosuper	8,0 10,0 17,1 eurosuper	8,0 9,9 15,3 eurosuper
190 17,9 32,9 11,6	200 17,4 32,0 10,6	190 17,9 32,9 11,6	220 16,2 29,3 8,6	212 16,7 30,2 9,2	220 16,2 29,3 8,6
4,51 1,75 1,43 0,31	4,51 1,75 1,43 0,30	4,51 1,75 1,43 0,30	4,51 1,75 1,43 0,32	4,51 1,75 1,43 0,32	4,51 1,75 1,43 0,32



Laguna V6 Baccara Auto.	Laguna RN 2.2 D	Laguna RT 2.2 D	Laguna RXE 2.2 D	Nevada RN 1.7	Nevada Alizé 1.7
16	7	7	7	7	7
B56E02	B56F05	B56F05	B56F05	K48E05 (5 places) K48EF5 (7 places)	K48E05 (5 places) K48EF5 (7 places)
—	—	—	—	Euro 93	Euro 93
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
Z7X-G765	G8T-E706	G8T-E706	G8T-E706	F3N-C722	F3N-C722
6	4	4	4	4	4
2 963	2 188	2 188	2 188	1 721	1 721
9,6 : 1	23 : 1	23 : 1	23 : 1	9,5 : 1	9,5 : 1
123 (170)	61,3 (85)	61,3 (85)	61,3 (85)	68,5 (95)	68,5 (95)
5 500	4 500	4 500	4 500	5 200	5 200
235 (24,5)	142 (14,8)	142 (14,8)	142 (14,8)	140 (14,6)	140 (14,6)
4 500	—	—	—	3 000	3 000
électronique intégral injection multipoints	auto allumage injection mécanique	auto allumage injection mécanique	auto allumage injection mécanique	électronique intégral injection multipoints	électronique intégral injection multipoints
AD8	JC5	JC5	JC5	JB3	JB3
4	5	5	5	5	5
1,920	1,815	1,815	1,815	1,760	1,760
29,63	22,07	22,07	22,07	22,43	22,43
43,64	30,02	30,02	30,02	30,66	30,66
—	38,58	38,58	38,58	37,29	37,29
assistance variable 17 : 1	assistée 17 : 1	assistée 17 : 1	assistée 17 : 1	assistée 19,6 : 1	assistée 19,6 : 1
Mac Pherson 26,1/22,4 épure programmée 28/19,5	Mac Pherson — épure programmée —	Mac Pherson — épure programmée —	Mac Pherson — épure programmée —	Mac Pherson 34 épure programmée 24	Mac Pherson 34 épure programmée 24
alu 6,5 J 15 205/60 R 15 V	tôle 6 J 14 185/65 R 14 H	tôle 6 J 14 185/65 R 14 H	tôle 6 J 14 185/65 R 14 H	tôle 5,5 B 14 175/65 R 14 T	tôle 5,5 B 14 175/65 R 14 T
D 280 (vent.) - D 265 avec - avec	D 2620 (vent.) - T 203 avec - option	D 2620 (vent.) - T 203 avec - option	D 2620 (vent.) - T 203 avec - option	D 238 (vent.) - T 228 avec - sans	D 238 (vent.) - T 228 avec - sans
5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334	5 places 66 452/1 334	66 5 p.: 674 à 1 710 - 7 p.: 338 à 1 694	66 5 p.: 674 à 1 710 - 7 p.: 338 à 1 694
1 390	1 335	1 335	1 335	5 pl. 1 075 7 pl. 1 090	5 pl. 1 075 7 pl. 1 090
1 950	1 900	1 900	1 900	1 665	1 675
730	660	660	660	535	535
1 200	1 300	1 300	1 300	1 060	1 060
8,0	4,9	4,9	4,9	5,8	5,8
10,0	6,7	6,7	6,7	7,5	7,5
17,1	8,2	8,2	8,2	9,9	9,9
eurosuper	gazole	gazole	gazole	eurosuper	eurosuper
212	175	175	175	179	179
16,7	19,6	19,6	19,6	18,0	18,0
30,2	36,5	36,5	36,5	33,2	33,2
9,2	15,3	15,3	15,3	11,5	11,5
4,51	4,51	4,51	4,51	4,69	4,69
1,75	1,75	1,75	1,75	1,73	1,73
1,43	1,43	1,43	1,43	1,43	1,43
0,32	0,31	0,31	0,31	0,31	0,31



Nevada RN 2.1D		Nevada Alizé 2.1D		Nevada Alizé 2.1 dT		Safrane RN 2.0i		Safrane RN 2.0i Auto.		Safrane RT 2.0i	
6		6		6		9 (7 boîte fiscale)		9		9 (7 boîte fiscale)	
K48V05 (5 places)		K48V05 (5 places)		K48805 (5 places)		B54005 (5A)		B54002		B54005 (5A)	
K48VF5 (7 places)		K48VF5 (7 places)		K488F5 (7 places)							
Euro 93		Euro 93		Euro 93		Euro 93		Euro 93		Euro 93	
J8S-D600		J8S-D600		J8S-Q742		J7R-Q732		J7R-R733		J7R-Q732	
4		4		4		4		4		4	
2 068		2 068		2 068		1 995		1 995		1 995	
21,5 : 1		21,5 : 1		21 : 1		9,2 : 1		9,2 : 1		9,2 : 1	
51 (71)		51 (71)		65 (88)		77 (107)		77 (107)		77 (107)	
4 500		4 500		4 250		5 000		5 000		5 000	
133 (13,9)		133 (13,9)		185 (19,3)		155 (16,2)		155 (16,2)		155 (16,2)	
2 250		2 250		2 000		2 500		2 500		2 500	
diesel		diesel		diesel		électronique intégral		électronique intégral		électronique intégral	
injection		injection		injection + turbo		injection multipoints		injection multipoints		injection multipoints	
NG9		NG9		NG9		PK1 PK1(fiscale)		AD8		PK1 PK1(fiscale)	
5		5		5		5 5		4		5 5	
1,760		1,760		1,815		1,895 1,930		1,895		1,895 1,930	
23,26		23,26		22,44		21,76 24,94		29,24		21,76 24,94	
31,81		31,81		32,57		29,26 35,45		43,07		29,26 35,45	
38,06		38,06		40,34		35,95 45,74		-		35,95 45,74	
assistée		assistée		assistée		assistée		assistée		assistée	
17,4 : 1		17,4 : 1		17,4 : 1		16,9 : 1		16,9 : 1		16,9 : 1	
Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson		Mac Pherson	
27		27		27		28,6		28,6		28,6	
épure programmée		épure programmée		épure programmée		multibarre		multibarre		multibarre	
30		30		30		31,8		31,8		31,8	
tôle 5,5 B 14		tôle 5,5 B 14		tôle 5,5 B 14		tôle 5,5 J 14		tôle 5,5 J 14		tôle 5,5 J 14	
175/65 R 14 T		175/65 R 14 T		185/65 R 14 T		185/70 R 14 T (175/80)		185/70 R 14 T		185/70 R 14 T (175/80)	
D 244 (vent.) - T 228		D 244 (vent.) - T 228		D 244 (vent.) - T 228		D 262 (vent.) - T 229		D 262 (vent.) - T 229		D 262 (vent.) - T 229	
avec - sans		avec - sans		avec - option		avec - option		avec - option		avec - avec	
66		66		66		80		80		80	
5 p.: 674 à 1 710 - 7 p.: 338 à 1 694		5 p.: 674 à 1 710 - 7 p.: 338 à 1 694		5 p.: 674 à 1 710 - 7 p.: 338 à 1 694		480		480		480	
5 pl.		7 pl.		5 pl.		7 pl.		5 pl.		7 pl.	
1 155		1 170		1 155		1 170		1 195		1 210	
1 715		1 780		1 715		1 780		1 760		1 790	
575		585		575		585		595		605	
1 000		1 000		1 000		1 000		1 000		1 000	
								1 370		1 400	
								1 890		1 920	
								685		700	
								1 300		1 300	
								B.V. 5		Boîte fiscale	
5		5		5,3		6,8		6,4		6,9	
6,5		6,5		7,2		8,4		8,0		8,5	
7,5		7,5		8,3		11,3		10,9		12,9	
gazole		gazole		gazole		eurosuper		eurosuper		eurosuper	
										Boîte fiscale	
164		164		172		189		180		181	
19,7		19,7		18,6		18,3		18,7		19,5	
37,5		37,5		34,5		33,8		34,2		35,5	
16,1		16,1		12,5		12,5		12,8		13,9	
										Boîte fiscale	
4,69		4,69		4,69		4,73		4,73		4,73	
1,73		1,73		1,73		1,82		1,82		1,82	
1,43		1,43		1,43		1,44		1,44		1,44	
0,35		0,35		0,36		0,29		0,28		0,30	



Safrane RT 2.0i Auto.	Safrane RT 2.2Si	Safrane RT 2.2Si Auto.	Safrane RXE 2.2Si	Safrane RXE 2.2Si Auto.	Safrane RXE V6i
9 B54002	11 B54305	11 B54302	11 B54305	11 B54302	16 B54405
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
J7R-R733 4 1 995 9,2 : 1 77 (107) 5 000 155 (16,2) 2 500 électronique intégral injection multipoints	J7T-R760 4 2 165 9,2 : 1 101 (140) 5 750 182 (19) 4 500 électronique intégral injection multipoints	J7T-S761 4 2 165 9,2 : 1 101 (140) 5 750 182 (19) 4 500 électronique intégral injection multipoints	J7T-R760 4 2 165 9,2 : 1 101 (140) 5 750 182 (19) 4 500 électronique intégral injection multipoints	J7T-S761 4 2 165 9,2 : 1 101 (140) 5 750 182 (19) 4 500 électronique intégral injection multipoints	Z7X-B722 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints
AD8 4  1,895 29,24 43,07 -	PK1 5  1,875 21,53 28,95 35,57	AD8 4  1,930 28,33 41,79 -	PK1 5  1,875 21,53 28,95 35,57	AD8 4  1,930 28,33 41,79 -	PK1 5  1,930 22,73 30,57 37,56
assistée 16,9 : 1	assistée 16,9 : 1	assistée 16,9 : 1	assistance 16,9 : 1	assistance 16,9 : 1	assistance variable 16,9 : 1
Mac Pherson 28,6 multibarre 31,8	Mac Pherson** 27,5 multibarre** 31,2	Mac Pherson** 27,5 multibarre** 31,2	Mac Pherson** 27,5 multibarre** 31,2	Mac Pherson** 27,5 multibarre** 31,2	Mac Pherson** 26,6 multibarre** 18
tôle 5,5 J 14 185/70 R 14 T	alu 6 J 15 195/60 R 15 H	alu 6 J 15 195/65 R 15 H	alu 6 J 15 195/60 R 15 H	tôle 6 J 15 195/65 R 15 H	alu 6,5 J 15 195/65 R 15 V
D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec
80 480	80 480	80 480	80 425	80 425	80 425
1 400 1 920 700 1 300	1 410 1 965 705 1 300	1 440 1 995 720 1 300	1 410 1 965 705 1 300	1 440 1 995 720 1 300	1 465 1 990 730 1 500
6,9 8,5 12,9 eurosuper	7,0 8,7 12,2 eurosuper	7,2 9,2 13,2 eurosuper	7,0 8,7 12,2 eurosuper	7,2 9,2 13,2 eurosuper	8,2 10,1 15,5 eurosuper
181 19,5 35,5 13,9	206 17,2 31,4 10,2	196 18,3 33,4 11,9	206 17,2 31,4 10,2	196 18,3 33,4 11,9	220 16,6 30,4 9,6
4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,29	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,29	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30

\*\* Suspension pilotée en option sur RT et sur RXE



Safrane RXE V6i Auto.	Safrane Baccara	Safrane Baccara Auto.	Safrane RXE V6 Quadra	Safrane RN 2.1dT	Safrane RT 2.1dT
16 B54402	16 B54405	16 B544K2	17 B54408	6 B54605	6 B54605
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
Z7X-C723 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints	Z7X-B722 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoints	Z7X-B723 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoint	Z7X-B722 6 2 963 9,6 : 1 123 (170) 5 500 235 (24,5) 4 500 électronique intégral injection multipoint	J8S-T760 4 2 068 21 : 1 65 (90) 4 250 187 (19,5) 2 000 diesel injection + turbo	J8S-T760 4 2 068 21 : 1 65 (90) 4 250 187 (19,5) 2 000 diesel injection + turbo
AD8 4	PK1 5	AD8 4	PK7 5	PK1 5	PK1 5
1,930 29,78 43,93 -	1,930 22,73 30,57 37,56	1,930 29,63 43,70 -	1,920 - 29,65 36,42	1,875 23,86 33,57 43,31	1,875 23,86 33,57 43,31
assistance variable 16,9 : 1	assistance variable 16,9 : 1	assistance variable 16,9 : 1	assistance variable 16,9 : 1	assistée 16,9 : 1	assistée 16,9 : 1
Mac Pherson** 26,6 multibarre** 18	Mac Pherson** 26,6 multibarre** 18	Mac Pherson** 26,6 multibarre** 18	Mac Pherson** 26,6 multibarre** 18	Mac Pherson 27,6 multibarre 31,2	Mac Pherson 27,6 multibarre 31,2
alu 6,5 J 15 195/65 R 15 V	alu 7 J 16 205/55 R 16 Z	alu 7 J 16 205/55 R 16 Z	alu 6,5 J 15 205/60 R 15 V	tôle 5,5 J 14 185/70 R 14 H	tôle 5,5 J 14 185/70 R 14 H
D 280 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec	D 280 (vent.) - D 265 avec - avec	D 262 (vent.) - T 229 avec - option	D 262 (vent.) - T 229 avec - option
80 425	80 425	80 425	76 390	80 480	80 480
1 495 2 020 745 1 500	1 585 2 015 750 1 500	1 615 2 045 750 1 500	1 580 2 090 750 1 500	1 410 1 890 705 1 300	1 410 1 890 705 1 300
8,2 10,2 17,1 eurosUPER	8,2 10,1 15,5 eurosUPER	8,2 10,2 17,1 eurosUPER	8,9 10,6 16,4 eurosUPER	5,2 6,9 8,7 gazole	5,2 6,9 8,7 gazole
212 17,2 31 10,2	220 16,6 30,4 9,6	212 17,2 31 10,2	214 16,8 30,6 9,8	177 19,5 36,5 14,9	177 19,5 36,5 14,9
4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,45 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44

\*\* Suspension pilotée en option sur RT et sur RXE



Safrane RN 2.5dT	Safrane RN 2.5dT Auto.	Safrane RT 2.5dT	Safrane RT 2.5dT Auto.	Safrane RXE 2.5dT	Safrane RXE 2.5dT Auto.
7 B54805	8 B54802	7 B54805	8 B54802	7 B54805	8 B54802
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
S8U-L762	S8U-M763	S8U-L762	S8U-M763	S8U-L762	S8U-M763
4 2 499 22,5 : 1 83 (115) 4 000 240 (25) 2 000 diesel injection + turbo	4 2 499 22,5 : 1 83 (115) 4 200 240 (25) 2 400 diesel injection + turbo	4 2 499 22,5 : 1 83 (115) 4 000 240 (25) 2 000 diesel injection + turbo	4 2 499 22,5 : 1 83 (115) 4 200 240 (25) 2 400 diesel injection + turbo	4 2 499 22,5 : 1 83 (115) 4 000 240 (25) 2 000 diesel injection + turbo	4 2 499 22,5 : 1 83 (115) 4 200 240 (25) 2 400 diesel injection + turbo
PK1	AD8	PK1	AD8	PK1	AD8
5	4	5	4	5	4
1,930 24,94 35,45 45,74	1,930 31,90 47,06 -	1,930 24,94 35,45 45,74	1,930 31,90 47,06 -	1,930 24,94 35,45 45,74	1,930 31,90 47,06 -
assistée 16,9 : 1	assistée 16,9 : 1	assistée 16,9 : 1	assistée 16,9 : 1	assistance 16,9 : 1	assistance 16,9 : 1
Mac Pherson 24,2 multibarre 31,2	Mac Pherson 24,2 multibarre 31,2	Mac Pherson** 24,2 multibarre** 31,2	Mac Pherson** 24,2 multibarre** 31,2	Mac Pherson** 24,2 multibarre** 31,2	Mac Pherson** 24,2 multibarre** 31,2
tôle 6,5 J 15 195/65 R 15 H	tôle 6,5 J 15 195/65 R 15 H	alu 6,5 J 15 195/65 R 15 H	alu 6,5 J 15 195/65 R 15 H	alu 6,5 J 15 195/65 R 15 H	alu 6,5 J 15 195/65 R 15 H
D 262 (vent.) - D 265 avec - option	D 262 (vent.) - D 265 avec - option	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec	D 262 (vent.) - D 265 avec - avec
80 480	80 480	80 480	80 480	80 425	80 425
1 565 2 090 750 1 300	1 595 2 120 700 1 300	1 565 2 090 750 1 300	1 595 2 120 700 1 300	1 565 2 090 750 1 300	1 595 2 120 700 1 300
5,5 7,4 9,9 gazole	5,7 7,6 11,2 gazole	5,5 7,4 9,9 gazole	5,7 7,6 11,2 gazole	5,5 7,4 9,9 gazole	5,7 7,6 11,2 gazole
195 18,5 34,3 12,9	190 18,8 34,6 13,7	195 18,5 34,3 12,9	190 18,8 34,6 13,7	195 18,5 34,3 12,9	190 18,8 34,6 13,7
4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30	4,73 1,82 1,44 0,30

\*\* Suspension pilotée en option sur RT et sur RXE





Safrane RXE Biturbo	Safrane Baccara Biturbo	Espace Cyclade 2.2i	Espace RN 2.2i	Espace RN 2.2i Auto.	Espace RT 2.2i
14 B54508	14 B54508	11 J63705	11 J63705	12 J63712	11 J63705
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
Z7X-L726 6 2 963 7,6 : 1 193 (260) 5 500 365 (37) 2 500 électronique intégral injection multi + 2 turbos	Z7X-L726 6 2 963 7,6 : 1 193 (260) 5 500 365 (37) 2 500 électronique intégral injection multi + 2 turbos	J7T-V772 4 2 165 9,2 : 1 79 (110) 5 000 170 (17,7) 3 500 électronique intégral injection multipoint	J7T-V772 4 2 165 9,2 : 1 79 (110) 5 000 170 (17,7) 3 500 électronique intégral injection multipoint	J7T-W773 4 2 165 9,2 : 1 79 (110) 5 000 170 (17,7) 3 500 électronique intégral injection multipoint	J7T-V772 4 2 165 9,2 : 1 79 (110) 5 000 170 (17,7) 3 500 électronique intégral injection multipoint
PK9 5	PK9 5	NG3 5	NG3 5	AR4 4	NG3 5
1,390 – 34,56 44,59	1,390 34,56 34,56 44,59	1,850 22,14 30,29 36,24	1,850 22,14 30,29 36,24	1,693 26,26 38,71 –	1,850 22,14 30,29 36,24
assistance variable 16,9 : 1	assistance variable 16,9 : 1	assistée 16,5 : 1	assistée 16,5 : 1	assistée 16,5 : 1	assistée 16,5 : 1
Mac Pherson 26,6 multibarre 18	Mac Pherson 26,6 multibarre 18	Quadrilatères 26 Train semi rigide variable 32 à 21	Quadrilatères 26 Train semi rigide variable 32 à 21	Quadrilatères 26 Train semi rigide variable 32 à 21	Quadrilatères 26 Train semi rigide*** variable 32 à 21
alu 7,5 J 17 225/45 R 17 Z	alu 7,5 J 17 225/45 R 17 Z	tôle 5,5 J 14 195/65 R 14	tôle 5,5 J 14 195/65 R 14	tôle 5,5 J 14 195/65 R 14	tôle 5,5 J 14 195/65 R 14
D 320 (vent.) - D 265 avec - avec	D 320 (vent.) - D 265 avec - avec	D 259 (vent.) - T 228 avec - option	D 259 (vent.) - T 228 avec - option	D 259 (vent.) - T 228 avec - option	D 259 (vent.) - T 228 avec - option
76 390	76 390	77 250 - 900 - 3 000	77 250 - 900 - 3 000	77 250 - 900 - 3 000	77 250 - 900 - 3 000
1 695 2 150 750 1 500	1 695 2 150 750 1 500	1 330 2 130 600 1 610	1 330 2 130 600 1 610	1 370 2 120 600 1 610	1 330 2 130 600 1 610
8,8 10,4 15,1 eurosUPER	8,8 10,4 15,1 eurosUPER	7,5 9,7 11,8 eurosUPER	7,5 9,7 11,8 eurosUPER	8,1 10,2 13,1 eurosUPER	7,5 9,7 11,8 eurosUPER
250 15,0 27,6 7,2	250 15,0 27,6 7,2	175 17,9 33,9 12,9	175 17,9 33,9 12,9	170 – – –	175 17,9 33,9 12,9
4,77 1,82 1,44 0,31	4,77 1,82 1,44 0,31	4,43 1,80 1,69 0,33	4,43 1,80 1,69 0,33	4,43 1,80 1,69 0,33	4,43 1,80 1,69 0,33

\*\* Suspension pilotée en option sur RT et sur RXE – \*\*\* Suspension arrière pneumatique en option



Espace RT 2.2i Auto.	Espace RXE 2.2i	Espace RXE 2.2i Auto.	Espace RXE 2.2i Quadra	Espace RXE V6i	Espace RXE V6i Auto.
12 J63712	11 J63705	12 J63712	12 J63708	16 J63805	17 J63845
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
J7T-W773	J7T-V772	J7T-W773	J7T-V772	Z7W-G712	Z7W-H712
4	4	4	4	6	6
2 165	2 165	2 165	2 165	2 849	2 849
9,2 : 1	9,2 : 1	9,2 : 1	9,2 : 1	9,5 : 1	9,5 : 1
79 (110)	79 (110)	79 (110)	79 (110)	110 (153)	110 (153)
5 000	5 000	5 000	5 000	5 400	5 400
170 (17,7)	170 (17,7)	170 (17,7)	170 (17,7)	225 (23,4)	225 (23,4)
3 500	3 500	3 500	3 500	2 500	2 500
électronique intégral injection multipoint	électronique intégral injection multipoint	électronique intégral injection multipoint	électronique intégral injection multipoint	électronique intégral injection multipoint	électronique intégral injection multipoint
AR4	NG3	AR4	NG7	UN1	AR4
4	5	4	5	5	4
1,693	1,850	1,693	1,850	1,930	1,930
26,26	22,14	26,26	20,84	21,55	–
38,71	30,29	38,71	28,50	28,69	40,37
–	36,24	–	34,11	36,28	–
assistée	assistée	assistée	assistée	assistée	assistée
16,5 : 1	16,5 : 1	16,5 : 1	16,5 : 1	16,5 : 1	16,5 : 1
Quadrilatères	Quadrilatères	Quadrilatères	Quadrilatères	Quadrilatères	Quadrilatères
26	26	26	25	25	25
Train semi rigide variable 32 à 21	Train semi rigide*** variable 32 à 21	Train semi rigide variable 32 à 21	Train semi rigide variable 32 à 21	Train semi rigide*** variable 32 à 21	Train semi rigide*** variable 32 à 21
tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	alu. 6,5 J 15	alu. 6,5 J 15
195/65 R 14	195/65 R 14	195/65 R 14	195/65 R 14 (MXT4)	195/65 R 15	195/65 R 15
D 259 (vent.) - T 228 avec - option	D 259 (vent.) - T 228 avec - option	D 259 (vent.) - T 228 avec - option	D 259 (vent.) - D 257 avec - option	D 280 (vent.) - D 254 avec - série	D 280 (vent.) - D 254 avec - série
77	77	77	77	77	77
250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000
1 370	1 330	1 370	1 450	1 420	1 430
2 120	2 130	2 120	2 230	2 220	2 230
600	600	600	600	650	650
1 610	1 610	1 610	1 610	1 720	1 720
8,1	7,5	8,1	8,2	8,6	8,9
10,2	9,7	10,2	10,3	10,8	11,2
13,1	11,8	13,1	12,5	15,4	16,1
eurosuper	eurosuper	eurosuper	eurosuper	eurosuper	eurosuper
170	175	170	170	195	190
–	17,9	–	18,2	16,9	18
–	33,9	–	34,3	31,5	32,8
–	12,9	–	13,9	10,3	11,1
4,43	4,43	4,43	4,43	4,43	4,43
1,80	1,80	1,80	1,80	1,80	1,80
1,69	1,69	1,69	1,70	1,70	1,70
0,33	0,33	0,33	0,34	0,34	0,34

\*\*\* Suspension arrière pneumatique en option



Espace Cyclade 2.1dT	Espace RN 2.1 dT	Espace RT 2.1 dT	Espace RXE 2.1 dT	Alpine A610 Turbo	Express Combi RN 1.2
6	6	6	6	14	6
J63525	J63525	J63525	J63525		
				D50305	F406M5
Euro 93	Euro 93	Euro 93	Euro 93	Euro 93	Euro 93
J8S-V461	J8S-V461	J8S-V461	J8S-V461	Z7X-744	C3G-B710
4	4	4	4	6	4
2 068	2 068	2 068	2 068	2 963	1 239
21 : 1	21 : 1	21 : 1	21 : 1	7,6 : 1	9,2 : 1
65 (88)	65 (88)	65 (88)	65 (88)	184 (250)	40 (55)
4 250	4 250	4 250	4 250	5 750	5 300
181 (18,8)	181 (18,8)	181 (18,8)	181 (18,8)	350 (35,7)	90 (9,4)
2 000	2 000	2 000	2 000	2 900	2 800
diesel	diesel	diesel	diesel	électronique intégral	électronique intégral
injection mécan.+turbo	injection mécan.+turbo	injection mécan.+turbo	injection mécan.+turbo	injection + turbo	injection monopoint
NG3	NG3	NG3	NG3	UN1	JB1
5	5	5	5	5	5
1,850	1,850	1,850	1,850	1,90	1,760
24,43	24,43	24,43	24,43	23,96	17,76
33,42	33,42	33,42	33,42	34,31	24,28
39,99	39,99	39,99	39,99	43,76	29,52
assistée	assistée	assistée	assistée	assistée	manuelle
16,5 : 1	16,5 : 1	16,5 : 1	16,5 : 1	20 : 1	25,6 : 1
Quadrilatères	Quadrilatères	Quadrilatères	Quadrilatères	Quadrilatères	Mac Pherson
25	25	25	25	19	36,6
Train semi rigide	Train semi rigide	Train semi rigide***	Train semi rigide***	Quadrilatères	épure programmée
variable 32 à 21	variable 32 à 21	variable 32 à 21	variable 32 à 21	14	25,7
tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	tôle 5,5 J 14	alu. AV. 7J 16 - AR. 9J 16	5 B 13
195/65 R 14	195/65 R 14	195/65 R 14	195/65 R 14	205/45 Z R 16 - 245/45 Z R 16	155/80 R 13 S
D 259 (vent.) - T 228	D 259 (vent.) - T 228	D 259 (vent.) - T 228	D 259 (vent.) - T 228	D 300 (vent.) - D 300 (vent.)	D 238 - T 203
avec - option	avec - option	avec - option	avec - option	avec - avec	avec - sans
77	77	77	77	80	43
250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000	250 - 900 - 3 000	220 (sièges arrière)	710 - 2 500
1 370	1 370	1 370	1 370	1 420	855
2 170	2 170	2 170	2 170	1 740	1 395
600	600	600	600	500	425
1 610	1 610	1 610	1 610	800	600
5,9	5,9	5,9	5,9	7,3	6,5
8,2	8,2	8,2	8,2	9,2	9,3
8,4	8,4	8,4	8,4	14,7	8,3
gazole	gazole	gazole	gazole	eurosuper	eurosuper
162	162	162	162	265	138
19,5	19,5	19,5	19,5	13,9	-
36,5	36,5	36,5	36,5	24,9	-
15,0	15,0	15,0	15,0	5,7	-
4,43	4,43	4,43	4,43	4,41	4,05
1,80	1,80	1,80	1,80	1,76	1,60
1,69	1,69	1,69	1,69	1,18	1,77
0,32	0,32	0,32	0,32	0,30	0,40

\*\*\* Suspension arrière pneumatique en option



Express Combi RN 1.4		Express Combi RN 1.4 Auto	Express Combi RN 1.9 D*		Express Break RT 1.4		Express Break RT 1.9 D	
6		6	7		8		7	
F40UM5			F40RM5 (575 kg)		F40UM5		F40EM5	
F40UK5		F40UM1	F40RK5 (775 kg)					
Euro 93		Euro 93	Euro 93		Euro 93		Euro 93	
C3G-B710		E7J-V773	F8Q-B640		E7J-Q726		F8Q-V776	
4		4	4		4		4	
1 390		1 390	1 870		1 390		1 870	
9,5 : 1		9,5 : 1	21,5 : 1		9,5 : 1		21,5 : 1	
57,5 (80)		57,5 (80)	40 (55)		57,5 (80)		47 (65)	
6 000		6 000	3 900		6 000		4 500	
107 (11,1)		107 (11,1)	118 (12,3)		107 (11,1)		118 (12,3)	
4 000		4 000	2 000		4 000		2 250	
électronique intégral injection monopoint		électronique intégral injection monopoint	diesel injection		électronique intégral injection monopoint		diesel injection	
JB1	JB1*	MB1	JB3	JB3*	JB1	JB3		
5		3	5	5	5	5		
1,760	1,725	-	1,760	1,725*	1,760	1,760		
17,76	17,41	22,0	22,43	21,99*	17,76	20,67		
24,28	23,79	33,0	30,66	30,05*	24,28	28,25		
29,52	28,94	-	37,29	36,55*	29,52	34,36		
manuelle option		série	manuelle option		manuelle option		manuelle option	
25,6 : 1 19,3 : 1		19,3 : 1	25,6 : 1 19,3 : 1		25,6 : 1 19,3 : 1		25,6 : 1 19,3 : 1	
Mac Pherson		Mac Pherson	Mac Pherson		Mac Pherson		Mac Pherson	
38,1 - 33,7*		31,1	30,9 - 30,8*		25,9		28,9	
épure programmée		épure programmée	épure programmée		épure programmée		épure programmée	
25,4 - 15*		25,7	25,7 - 15*		24,1		25,7	
5 B 13		5 B 13	5 B 13		5 B 13		5 B 13	
155/80 R 13 S - 165/70 R 13 C*		155/80 R 13 S	155/80 R 13 S 165/70 R 13 S*		155/80 R 13 S		155/80 R 13 S	
D 238 - T 203 - T 228*		D 238 - T 180	D 238 - T 205 - T 228*		D 238 - T 205		D 238 - T 205	
avec - sans		avec - sans	avec - sans		avec - sans		avec - sans	
43		43	43		43		43	
710 - 2 500		710 - 2 500	710 - 2 500		710 - 2 500		710 - 2 500	
875	900*	930	940	970*	870	945		
1 420	1 645*	1 400	1 475	1 715*	1 415	1 490		
435	445*	460	470	485*	435	470		
700	700*	700	700	700*	700	700		
6,5		7,1	5,6	5,6	6,5	5,8		
8,9		9,6	8,4	8,4	8,9	8,6		
8,9		8,6	7,3	7,3	8,9	7,3		
eurosuper		eurosuper	gazole		eurosuper	gazole		
150		140	134		150	140		
18,5		-	-		18,5	19,2		
34,5		-	-		34,5	37,0		
12,0		-	-		12,0	16,5		
4,06		3,43	4,06		4,06	4,06		
1,60		1,63	1,60		1,60	1,60		
1,77		1,42	1,77		1,77	1,77		
0,40		0,35	0,40		0,40	0,40		

\* Charge augmentée 745 kg en option

FRANÇAIS	ITALIANO	ESPAÑOL
<b>APPELLATION COMMERCIALE</b> Puissance administrative Type mines : 5 portes 3 portes/4 portes Normes de dépollution	<b>DENOMINAZIONE COMMERCIALE</b> Potenza fiscale Tipo : 5 porte 3 porte/4 porte Norme antinquinamento	<b>DENOMINACION COMERCIAL</b> Potencia fiscal Tipo : 5 puertas 3 puertas/4 puertas Normas de descontaminacion
<b>MOTEUR</b> Nombre de cylindres Cylindrée (cm <sup>3</sup> ) Rapport volumétrique Puissance maxi en kW (ch) Régime correspondant (tr/min) Couple maxi en Nm (mkg) Régime correspondant (tr/min) Allumage Alimentation	<b>MOTORE</b> Numero cilindri Cilindrata (cc) Rapporto di compressione Potenza max kW (CV) Regime (giri/min) Coppia massima Nm (kgm) Regime (giri/min) Accensione Alimentazione	<b>MOTOR</b> Numero de cilindros Cilindrada (cm <sup>3</sup> ) Relacion de compresion Potencia maxima en kW (CV) Regimen correspondiente (rpm) Par maximo en Nm (mkg) Regimen correspondiente (rpm) Encendido Alimentacion
<b>BOÎTE DE VITESSES</b> Nombre de rapport Vitesse en km/h à 1 000 tr/min Avec des pneumatiques de circonférence : en 3 <sup>e</sup> vitesse en 4 <sup>e</sup> vitesse en 5 <sup>e</sup> vitesse	<b>CAMBIO</b> Numero rapporti Velocità in km/h a 1 000 giri/min Pneumatici (circonferenza) - 3 <sup>a</sup> - 4 <sup>a</sup> - 5 <sup>a</sup>	<b>CAJA DE CAMBIOS</b> Numero de relaciones adelante Velocidad en km/h a 1.000 rpm Con neumaticos Desarrollo en 3 <sup>a</sup> en 4 <sup>a</sup> en 5 <sup>a</sup>
<b>DIRECTION</b> Manuelle - Assistée Démultiplication au point milieu	<b>STERZO</b> Manuale - Assistito Demoltiplicazione	<b>DIRECCION</b> Manual - Asistida Desmultiplicacion en punto medio
<b>TRAINS ET SUSPENSION</b> Train avant Flexibilité à l'essieu AV. (mm/100 kg) Train arrière Flexibilité à l'essieu AR. (mm/100 kg)	<b>TRENI E SOSPENSIONI</b> Avantreno Flessibilità all'asse ant. (mm/100 kg) Retrotreno Flessibilità all'asse post. (mm/100 kg)	<b>TRENES Y SUSPENSIONES</b> Tren delantero Flexibilidad del eje AV. (mm/100 kg) Tren trasero Flexibilidad del eje AR. (mm/100 kg)
<b>ROUES</b> Pneumatiques	<b>RUOTE</b> Pneumatici	<b>RUEDAS</b> Neumaticos
<b>FREINS AV.-AR.</b> (D disques - T tambours) et ø (mm) Assistance ABS	<b>FRENI ANT.-POST.</b> (D. dischi, T. tamburi) e ø (mm) Servofreno - ABS	<b>FRENOS AV.-AR.</b> (D disco - T tambor) t ø (mm) Dispositivo de asistencia - ABS
<b>CAPACITÉ UTILE</b> Réservoir à carburant (litres) Coffre à bagages (dm <sup>3</sup> )	<b>CAPACITÀ</b> Serbatoio carburante (litri) Bagagliaio (dmc)	<b>CAPACIDADES UTILES</b> Deposito de gasolina (litros) Maletero (dm <sup>3</sup> )
<b>POIDS EN kg</b> A vide en ordre de marche Total autorisé (P.T.A.C.) Maxi remorque non freinée Maxi remorque freinée	<b>PESI IN kg</b> A vuoto in ordine di marcia Totale a pieno carico Massimo rimorchiabile no frenato Massimo rimorchiabile frenato	<b>PESO (EN KILOS)</b> En vacío en orden de marcha Total autorizado (P.T.A.C.) Remolque no frenado, maximo Remolque frenado, maximo
<b>CONSOMMATION</b> pour 100 km (en litres) En vitesse stabilisée à 90 km/h En vitesse stabilisée à 120 km/h Selon le cycle urbain Carburant	<b>CONSUMI</b> (litri x 100 km) A 90 km/h A 120 km/h Ciclo urbano Carburante	<b>CONSUMO</b> A los 100 km (litros) A velocidad constante a 90 km/h A velocidad constante a 120 km/h En ciclo urbano Carburante
<b>PERFORMANCES</b> Vitesse maxi (km/h) 0 à 400 mètres (secondes) 0 à 1 000 mètres (secondes) 0 à 100 km/h (secondes)	<b>PRESTAZIONI</b> Velocità massima (km/h) 0-400 m (secondi) 0-1 000 m (secondi) 0-100 km/h (secondi)	<b>PRESTACIONES</b> Velocidad maxima (km/h) 0 a 400 m (s) 0 a 1 000 m (s) 0 a 100 km/h (s)
<b>DIMENSIONS</b> Longueur (m) Largeur (m) Hauteur (m) Cx	<b>DIMENSIONI</b> Lunghezza (m) Larghezza (m) Altezza (m) Cx	<b>DIMENSIONES</b> Longitud (m) Anchura (m) Altura (m) Cx

FRANÇAIS	ITALIANO	ESPAÑOL
<b>APPELLATION COMMERCIALE</b> Puissance administrative Type mines : 5 portes 3 portes/4 portes Normes de dépollution	<b>DENOMINAZIONE COMMERCIALE</b> Potenza fiscale Tipo : 5 porte 3 porte/4 porte Norme antinquinamento	<b>DENOMINACION COMERCIAL</b> Potencia fiscal Tipo : 5 puertas 3 puertas/4 puertas Normas de descontaminacion
<b>MOTEUR</b> Nombre de cylindres Cylindrée (cm <sup>3</sup> ) Rapport volumétrique Puissance maxi en kW (ch) Régime correspondant (tr/min) Couple maxi en Nm (mkg) Régime correspondant (tr/min) Allumage Alimentation	<b>MOTORE</b> Numero cilindri Cilindrata (cc) Rapporto di compressione Potenza max kW (CV) Regime (giri/min) Coppia massima Nm (kgm) Regime (giri/min) Accensione Alimentazione	<b>MOTOR</b> Numero de cilindros Cilindrada (cm <sup>3</sup> ) Relacion de compresion Potencia maxima en kW (CV) Regimen correspondiente (rpm) Par maximo en Nm (mkg) Regimen correspondiente (rpm) Encendido Alimentacion
<b>BOÎTE DE VITESSES</b> Nombre de rapport Vitesse en km/h à 1 000 tr/min Avec des pneumatiques de circonférence : en 3 <sup>e</sup> vitesse en 4 <sup>e</sup> vitesse en 5 <sup>e</sup> vitesse	<b>CAMBIO</b> Numero rapporti Velocità in km/h a 1 000 giri/min Pneumatici (circonferenza) - 3 <sup>a</sup> - 4 <sup>a</sup> - 5 <sup>a</sup>	<b>CAJA DE CAMBIOS</b> Numero de relaciones adelante Velocidad en km/h a 1.000 rpm Con neumaticos Desarrollo en 3 <sup>a</sup> en 4 <sup>a</sup> en 5 <sup>a</sup>
<b>DIRECTION</b> Manuelle - Assistée Démultiplication au point milieu	<b>STERZO</b> Manuale - Assistito Demoltiplicazione	<b>DIRECCION</b> Manual - Asistida Desmultiplicacion en punto medio
<b>TRAINS ET SUSPENSION</b> Train avant Flexibilité à l'essieu AV. (mm/100 kg) Train arrière Flexibilité à l'essieu AR. (mm/100 kg)	<b>TRENI E SOSPENSIONI</b> Avantreno Flessibilità all'asse ant. (mm/100 kg) Retrotreno Flessibilità all'asse post. (mm/100 kg)	<b>TRENES Y SUSPENSIONES</b> Tren delantero Flexibilidad del eje AV. (mm/100 kg) Tren trasero Flexibilidad del eje AR. (mm/100 kg)
<b>ROUES</b> Pneumatiques	<b>RUOTE</b> Pneumatici	<b>RUEDAS</b> Neumaticos
<b>FREINS AV.-AR.</b> (D disques - T tambours) et ø (mm) Assistance ABS	<b>FRENI ANT.-POST.</b> (D. dischi, T. tamburi) e ø (mm) Servofreno - ABS	<b>FRENOS AV.-AR.</b> (D disco - T tambor) t ø (mm) Dispositivo de asistencia - ABS
<b>CAPACITÉ UTILE</b> Réservoir à carburant (litres) Coffre à bagages (dm <sup>3</sup> )	<b>CAPACITÀ</b> Serbatoio carburante (litri) Bagagliaio (dmc)	<b>CAPACIDADES UTILES</b> Deposito de gasolina (litros) Maletero (dm <sup>3</sup> )
<b>POIDS EN kg</b> A vide en ordre de marche Total autorisé (P.T.A.C.) Maxi remorque non freinée Maxi remorque freinée	<b>PESI IN kg</b> A vuoto in ordine di marcia Totale a pieno carico Massimo rimorchiabile no frenato Massimo rimorchiabile frenato	<b>PESO (EN KILOS)</b> En vacío en orden de marcha Total autorizado (P.T.A.C.) Remolque no frenado, maximo Remolque frenado, maximo
<b>CONSOMMATION</b> pour 100 km (en litres) En vitesse stabilisée à 90 km/h En vitesse stabilisée à 120 km/h Selon le cycle urbain Carburant	<b>CONSUMI</b> (litri x 100 km) A 90 km/h A 120 km/h Ciclo urbano Carburante	<b>CONSUMO</b> A los 100 km (litros) A velocidad constante a 90 km/h A velocidad constante a 120 km/h En ciclo urbano Carburante
<b>PERFORMANCES</b> Vitesse maxi (km/h) 0 à 400 mètres (secondes) 0 à 1 000 mètres (secondes) 0 à 100 km/h (secondes)	<b>PRESTAZIONI</b> Velocità massima (km/h) 0-400 m (secondi) 0-1 000 m (secondi) 0-100 km/h (secondi)	<b>PRESTACIONES</b> Velocidad maxima (km/h) 0 a 400 m (s) 0 a 1 000 m (s) 0 a 100 km/h (s)
<b>DIMENSIONS</b> Longueur (m) Largeur (m) Hauteur (m) Cx	<b>DIMENSIONI</b> Lunghezza (m) Larghezza (m) Altezza (m) Cx	<b>DIMENSIONES</b> Longitud (m) Anchura (m) Altura (m) Cx

MODULARITE MODUS

MODUS MODULARITY

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CLIO MAXI

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POSTE DE CONDUITE

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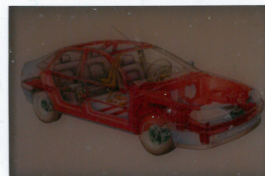
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LAGUNA SECURITE

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SIEGE ENFANT +  
REHAUSSE INTEGREE

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CLIO ELECTRIQUE

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