

# Press Kit

March 7th, 2017



From urban to suburban, leisure to sport, there's a Renault for everyone

*The 2017 Geneva Motor Show sees Renault unveil its ZOE e-Sport Concept, and show the world premiere of the New Captur. Meanwhile, New Koleos and the Alaskan debut in Europe in 2017.*

- **Renault presents the ZOE e-Sport Concept**, an amazing version of its best-selling electric road model. This super-sporty, fully-electric car is midway between a Renault ZOE road car and the Renault-e.dams electric single-seater which landed two titles in the FIA Formula E Championship. The ZOE e-Sport Concept brings together Renault's extensive expertise in electric vehicle design for everyday driving with its knowledge of professional racing and showcases the ability of Renault electric vehicles to deliver driving enjoyment.
- **Renault premieres the New Captur**. Renault now offers a comprehensive range of crossovers.
- **New Koleos** which is due to go on sale in Europe next June and Kadjar are also included in the line-up.
- **Renault confirms the Alaskan launch in Europe before the end of 2017**. The fully-equipped version of this one-tonne pickup will be on display in Geneva.

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# 01

## The Renault ZOE e-Sport Concept: a particularly exhilarating ZOE



**The Renault ZOE e-Sport Concept** at the 2017 Geneva Motor Show showcases Renault's commitment to the ongoing development of electric vehicles. Uniquely, the Renault ZOE e-Sport Concept is built on a ZOE platform and converted into a racing car, drawing on Groupe Renault's three years of winning experience in the FIA (Fédération Internationale de l'Automobile) Formula E Championship, an all-electric single-seater series. Formula E is beloved for its format charting courses in the centre of major cities around the world and providing an accessible way for the general public to see high-performance electric racing.

- The ZOE e-Sport Concept features sporty styling and the same body colour as the latest Renault e.dams single-seaters.
- The bodywork of the ZOE e-Sport Concept concept car, which tips the scales at 1,400 kilograms, including the battery (450kg), is made entirely from carbon fiber.
- The ZOE e-Sport Concept accelerates from standstill to 100kph in 3.2 seconds.

*"The brief for the Renault ZOE e-Sport Concept couldn't have been simpler: 'Have fun!'. So we came up with something midway between a production model and a racing car... It's perfect for lovers of extreme driving sensations!"*

**Stéphane Janin – Director, Concept Cars Design**

Electric vehicles are **perfectly in tune with a vision for zero emissions**<sup>1</sup>. Renault, the first carmaker in Europe to believe in electric motoring, launched a full range of EVs in 2012 and continues to stand out as the market leader today. The brand continues to **explore every facet of electric motoring** thanks to a programme spearheaded by the ZOE.

- The **Renault ZOE** is an all-electric car that delivers a smooth, agile ride. Uniquely enjoyable to drive, it is built to the highest environmental standards.
- The **New Renault ZOE** premiered at the 2016 Paris Motor Show marks an important step in the development of mass-market electric vehicles. Its driving range is 400 kilometres NEDC, equivalent to real-world range of around 300 kilometres. The New Z.E. 40 battery takes the worry out of charging the car while opening up a wider spectrum of journey options. The New ZOE also comes with a new, improved suite of connected services to make electric motoring easier, including Z.E. Trip and Z.E. Pass.

<sup>1</sup> zero CO<sub>2</sub> emissions and zero emissions of regulated pollutants during road use, in compliance with type-approval procedures, excluding wear parts

*“At Renault, we believe that electric cars are capable of addressing the needs of all types of customers, with the emphasis on driving enjoyment... The Renault ZOE e-Sport Concept is a stunning expression of this!”*

**Éric Feunteun, Director, Electric Vehicle Programme**

## I- SPORTY STYLING

Visually, the ZOE e-Sport Concept stands out through its expressive design: a **ZOE with extreme sporting prowess**.

The ZOE e-Sport Concept **Formula E affiliation is immediately apparent** thanks to a colour scheme inspired by the reigning champion Renault e.dams team's 2016/2017 livery.

- The ZOE e-Sport Concept dominant colour is **Satin Blue**.
- It features flashes of yellow on the door mirror housings, as well as for the front and rear bumper beading.
- There is a carbon fiber finish for the bumpers, lip spoiler and headlight/air intake surrounds.

**Traditional Renault styling cues**, plus elegant flourishes from higher-end high-performance models:

- The headlights carry over the **C-shape design** that has become a hallmark of the latest Renault models.
- The prominent vertically-mounted **Renault front and rear diamond logos** stand out through their size and backlighting, similar to Renault TreZor, the concept car unveiled at last October's Paris Motor Show.
- The ZOE e-Sport Concept doors are opened by a simple tap on the 'open' zone which incorporates tactile sensors.
- The ZOE e-Sport Concept is fitted with diamond-cut aluminium alloy Sport wheels. Contrasting angles form a core element of their design, highlighted by a two-tone finish in black and Shadow Chrome. These rims come with a central locking nut. The ZOE e-Sport Concept has extra-tinted windows.

The ZOE e-Sport Concept structure: both **fast and sticks to the road**.

- The ZOE e-Sport Concept weighs just **1,400 kg, including the battery**, thanks to the design of its chassis and the materials selected .
- Like the Renault e.dams Formula E single-seater, the ZOE e-Sport Concept's bodywork is made from **carbon fiber**.
- The ZOE e-Sport Concept SPORT CONCEPT is extremely efficient **aerodynamically**, thanks to a spoiler positioned below the front bumper, a flat bottom, a Formula E-inspired diffuser and a large, carbon fiber tailgate spoiler with a linear braking light.
- The chassis features a **tubular steel roll cage with protective Kevlar panels**. It complies with FIA safety standards and means the ZOE e-Sport Concept can be used at race tracks.

The ZOE e-Sport Concept inside: a **driving position that is ideal for track driving**.

- The ZOE e-Sport Concept has two RECARO **bucket seats** equipped with competition harnesses.
- The **rectangular steering wheel** gives drivers a broader field of vision, like that enjoyed by Renault's Formula E drivers.
- As in Formula E, the driver can **adjust the powertrain settings and control energy consumption**. The dash panel features three zones that permit management of the gearbox, driving mode (four options available) and brake distribution.
- Buttons on the control panel are dedicated to the control of the five lighting functions.
- The colours and materials chosen for the cabin express the car's sport pedigree. Black is the dominant colour, with a few splashes of blue and – notably for the controls – aluminium. The seats, steering wheel and door panels are trimmed with overstitched Alcantara.

## II- ENERGY EFFICIENCY FROM RENAULT SPORT RACING'S UNIQUE EXPERTISE

The ZOE e-Sport Concept's **motor** is inspired by technologies developed by engineers at Renault Sport Racing and Renault e.dams.

- The ZOE e-Sport Concept has **two motors which deliver a total of 340kW, almost 460bhp**. By comparison, rules laid down by motorsport's governing body the FIA, limit Formula E single-seaters to 270bhp.
- The two motors are identical, with one at the front of the car, the other at the rear. And, just like Formula E, they feature high-capacity permanent magnet technology to maximise energy efficiency.
- To exploit all this power, the ZOE e-Sport Concept has two **batteries (one per engine) for a total capacity of 40kWh**.

The ZOE e-Sport Concept also benefits from Renault's Formula E experience in terms of **optimised power delivery to the wheels**.

- The ZOE e-Sport Concept incorporates **Renault-developed power electronics** that govern battery energy accurately and dynamically as a function of the driver's needs of the moment. Energy management is completely configurable and adjustable after each drive or during race weekends.
- The **electronic settings offer four driving modes** that adapt the car to the driver's wishes of the moment, depending on whether they want performance or a longer range. They can also be tailored to suit different types of circuit and driving styles, adjusting the power delivery between the two motors to place greater emphasis on front- or rear-wheel drive.

Finally, experience acquired through motorsport allows the ZOE e-Sport Concept to **deliver its full potential whenever it is being driven**.

- As in Formula E, an **air-and-water cooling system** with a front-mounted radiator is used to make sure that the battery and control systems operate at the ideal temperature.

### Renault Sport Racing: #1 in the FIA Formula E Championship

In addition to its status as an expert in both electric road cars and electric motor racing, Groupe Renault is **one of the driving forces behind the growth of the FIA Formula E Championship**. It has been involved in the series as a technical and sporting partner ever since the competition's inaugural season in 2014/2015.

Renault e.dams **is the team with the highest number of titles in the recently formed FIA Formula E Championship**, setting the standard in the discipline with two Team crowns, one Driver's title, plus twelve race wins.

- The Renault team is led by four-time Formula 1 world champion Alain Prost and DAMS founder Jean-Paul Driot.
- Its drivers for Season 3 are the defending champion Sébastien Buemi and Nicolas Prost, and the team is targeting further glory in 2016/2017.
- Renault e.dams benefits from the technical support of Renault Sport Racing, Renault's motorsport department which has enjoyed successful campaigns in every form of motorsport.
- The Renault Z.E.16 single-seater features a SPARK-Renault SRT\_01E chassis and is powered by a Z.E.16 powerplant developed by Renault Sport Racing at its facility in Viry-Châtillon, near Paris. This powertrain is one of the grid's most powerful and technically advanced units.

### III-ROAD HOLDING THAT BENEFITS FROM THE EXPERTISE OF RENAULT SPORT CARS

The design and set-up of the ZOE e-Sport Concept's **chassis** benefit greatly from the expert input of Renault Sport Cars' specialists and their work on Groupe Renault's most extreme performance cars.

- Built by TORK Engineering, the **tubular steel chassis** derives from that of Renault Sport cars that compete in hill climbs and ice races.
- The ZOE e-Sport Concept features **lowered ride height, wider tracks and four-wheel drive** to guarantee maximum cornering stability.
- Fitted front and rear, the **double-wishbone suspension** was developed for racing and maintains efficient axle geometry in all situations.
- The ZOE e-Sport Concept's **large, 20-inch wheels** are able to transfer all the car's significant power to the road. Fitted with R20-245/35 tyres, they are an unusual sight on a racing circuit.
- The ZOE e-Sport Concept's **big brake discs** ensure competition-style stopping power.
- The ÖHLINS **four-way adjustable dampers** are another by-product of motorsport and can be adjusted to suit different circuit types or driving styles, like those selected for the Renault Megane R.S. 275 Trophy-R.

Thanks to its fully-adjustable, high-performance suspension and running gear package, the ZOE e-Sport Concept is a potent machine on the race track, too.

- The driver can alter the chassis using **the full range of settings traditionally available for racing cars**.
- The ZOE e-Sport Concept racing pedigree also extends to **slick tyres** for maximum grip on dry roads.

### IV- UNPRECEDENTED PERFORMANCE

As a result of its chassis structure, significant power and the way this power is transmitted to the wheels, the ZOE e-Sport Concept performs at an extremely high level.

- The ZOE e-Sport Concept accelerates as fast as any electric car on the market, reaching **100kph from rest in 3.2 seconds**.
- The ZOE e-Sport Concept's maximum speed is capped at **210kph** and takes **fewer than 10 seconds** to achieve it.
- Its **power-to-weight ratio** (460bhp for 1,460kg, including the driver) is unbeatable.
- The ZOE e-Sport Concept's very high **torque output (640Nm, 320Nm per motor)** is available almost instantly. Electric motors deliver all their performance the moment they are activated. It takes only a few tenths of a second for them to reach 4,300rpm.

Designed for extreme performance, the ZOE e-Sport Concept is equally impressive in terms of the sensations it delivers.

- The ZOE e-Sport Concept reacts in a fraction of a second, thanks to its immediate pick-up and acceleration.
- **Maximum concentration:** the ZOE e-Sport Concept does not have the jolts or loud noises that characterise a sports car with an internal combustion engine, and which give drivers their usual reference points. The ZOE e-Sport Concept's acceleration and response are linear. Like those generated by a Formula E car, sound levels are limited to the noise made by the transmission changes and tyre scrub.

## FEATURES EVOCATIVE OF THE ZOE AVAILABLE TODAY FOR EVERYDAY DRIVERS

### ZOE energy efficiency

**Research aimed at optimising energy efficiency research is at the heart of Renault's development work on the ZOE road car.**

The New ZOE is fitted with a high-energy-density ZE40 battery, the significant capacity of which translates directly into an ability to cover longer distances between charges.

- The battery's large storage capacity converts directly into extended range for the car. When fitted with the Z.E. 40 battery, the ZOE boasts one of the best NEDC driving range to battery storage capacity ratios

ZOE's energy efficiency comes essentially from the base vehicle's intrinsic strengths, especially its motor. For instance, since 2015, the ZOE has been fitted with an all-Renault motor that combines outstanding efficiency with optimal electronic battery management, which restricts the level of electricity consumption on the move without reducing power.

### The enjoyment of driving a ZOE

**Driving a Renault electric vehicle is punchy, smooth and reassuring.** The all-electric ZOE delivers all these sensations thanks to the brand's EV technology and to management of the delivery of the car's power to the wheels, geared toward driving enjoyment. The ZOE **takes a fresh approach** to electric mobility by ensuring a dynamic, emissions<sup>1</sup>- noise- and vibrations- free experience, with no gear shifts required.

The ZOE delivers its full potential instantly **in the form of crisp, jar-free pull-away and mid-range acceleration performance.**

- There is **high torque from very low revs.** The R90 motor delivers peak torque of 225Nm in a fraction of a second, allowing the ZOE to accelerate from rest to 50kph – the most frequently used range when motoring in built-up areas – in just four seconds.
- The electric motor's **power curve is linear.**
- Being able to pull away swiftly from traffic lights, along with slick manoeuvring in slow-moving traffic and safe overtaking are all facilitated by the ZOE's immediate response which is both practical and enjoyable.

New Renault ZOE ensures **an even simpler driving experience thanks to its extended range.** The New ZOE makes range anxiety a concern of the past. In addition to routine daily journeys, this extended range means the ZOE can also be used for longer trips

### Renault's leading position

Renault **tops the electric vehicle sales charts in Europe** in a consistently expanding market<sup>2</sup>. Renault is still **the only carmaker in the world today to offer a commercially-available comprehensive range** of electric vehicles that cover a wide variety of uses.

- More than 100,000 Groupe Renault electric vehicles are already on the road.
- More than one electric vehicle in four sold in Europe in 2016 was a Renault.
- The ZOE was Europe's top-selling electric car for the second year in a row.
- There's an electric car for everyone, from the ZOE city car to the Kangoo Z.E. light commercial vehicle, the Twizy urban quadricycle and the status-enhancing SM3 Z.E. saloon car.

In a visionary move, Groupe Renault was the **first European carmaker** to launch all-electric vehicles and its strategy is to continue **developing mass-market electric cars.**

The ZOE was the first mass-market electric vehicle to claim an NEDC driving range of more than 200 kilometres. And Renault is now one step ahead of the competition yet again: the car's NEDC driving range today stands at 400 kilometres, equivalent to a real-world range of around 300 kilometres.

- When fitted with the Z.E. 40 battery, the ZOE boasts **the longest driving range of any mass-market fully electric car** yet it is still the **market's most affordable electric car.**
- The car is hugely popular: **ZOE orders have risen by more than 50 percent** in Europe since the new version was released in October 2016.

<sup>1</sup> Zero CO<sub>2</sub> emissions and zero emissions of regulated pollutants during road use, in compliance with type-approval procedures, excluding wear parts

<sup>2</sup> Data as of end-December 2016.

# 02

## Renault's crossover range and world debut of the New Captur: designed to explore the world



The Renault Captur, **Europe's best-selling urban crossover** in 2016 with unit sales of 215,670, has reinvented itself to feature more distinctive styling and new advanced technologies, without sacrificing any of its user-friendliness. For the first time, a Captur Initiale Paris version will be available. Along with Koleos and the Kadjar, Renault now offers a comprehensive line-up of crossovers.

### I- **NEW CAPTUR: EVEN MORE DISTINCTIVE AND CONNECTED**

#### 1. **A bolder, more assertive look**

##### ▪ **More customisable than ever**

The New Captur builds on the model's original success, including its striking two-tone colour scheme, with three new body colours: Atacama Orange, Ocean Blue and Améthyste Black (Initiale Paris version), as well as a new Platine Grey option for the roof. *More than **30 potential combinations** enable customers to tailor the appearance of their New Captur to match their personal taste.*

The New Captur also offers **six different interior customisation packs in the following colours:** Ivory, Ocean Blue, Caramel, Red, Satin Chrome and Patina Chrome. These are complemented by customisation packs in a choice of five colours: Ivory, Ocean Blue, Cappuccino, Red and Atacama Orange (hub caps, door beading).

- **Renault's distinctive lighting signature**

Renault French design continues in the New Captur, equipped with **Full-LED 'Pure Vision' front lights** (depending on version). This technology enhances both the vehicle's look and safety, whilst at the same time reducing glare.

At the bottom of the bumper, the Captur incorporates the **C-shaped LED Daytime Running Lights** that have become emblematic of the brand's lighting signature. The rear lights similarly include this hallmark which is visible both night and day.

- **Unmistakably a crossover**

Captur has evolved by taking a step closer in style to its bigger sibling, the Kadjar. The radiator grille has been modified to bring it more into line with the Renault brand's other crossovers, with the notable addition of a **chrome strip**. At both the front and rear, the bumper incorporates new **skid plates** in evidence of the Captur's adventurer credentials.

**Four types of wheel** are available across the first three equipment levels: two 16-inch rims (Extreme and Adventure) and two 17-inch wheels (Emotion and Explore).

- **A fixed glass sunroof**

Starting from the third equipment level, the Captur can now be **specified with a fixed glass roof**. Available **exclusively in the vehicle's two-tone configuration**, this new feature provides an even brighter cabin.

- **A sophisticated cabin with user-friendly equipment**

**More refined than before, the interior** benefits from high-quality plastics, sleek chrome and elegantly subdued hues. The steering wheel is made from even more status-enhancing materials and, in higher-end versions, comes trimmed with full-grain leather. **The gear lever** boasts a more modern appearance, while **the door panels** have been revised to seamlessly incorporate buttons and controls. The LED ceiling light comprises individual reading lights.

**In higher-end versions, the new seat design** is more cossetting, offering additional lateral support and greater comfort.

At the same time, the New Captur retains its most practical features, including its **Easy Life glove box drawer** and **removable upholstery**.

### **Three questions to Mario Polla, Captur Design Project Manager**

***What was your goal when designing the New Captur?***

*The Captur was the first model in Renault's new SUV line-up. It was important for us to refresh its external appearance in line with the newer models in the range, the Kadjar and the Koleos. We also enhanced the quality inside the cabin by replacing injection-moulded plastic with trimmed materials, and the choice of colours and fabrics is now more sophisticated too.*

***What are the major enhancements?***

*We have paid great attention to every detail overall and the strength of the car. We upgraded largely the fit & finish of the car.*

***Why is Renault now offering an INITIALE PARIS version of the Captur?***

*Given the model's urban crossover appeal, an INITIALE PARIS version was both a logical and sensible step. Many Captur customers are coming from superior vehicle segments. They are looking for both the best comfort and SUV look. It was necessary to lift up the image of Captur and propose the best level in class from Renault. It adds the finishing touch to the Captur's upmarket move.*

## 2. Renault's INITIALE PARIS treatment for the Captur

**The INITIALE PARIS (IP) equipment level provides the ultimate in Renault expertise.**

At the front, a bespoke **grille with chrome details** immediately sets the Captur INITIALE PARIS apart. Careful attention has also been paid to the front and rear skid plates which feature a more metallic grey finish. The same effect is visible around the windows and drip seals, which are picked out in gloss black. Meanwhile, **like the grille, the chrome inserts on either side of the vehicle incorporate INITIALE PARIS branding.**

INITIALE PARIS versions enjoy a **specific range of colours**, including the new **Améthyste Black** launch option, as well as **special 17-inch INITIALE wheels**. The Captur INITIALE PARIS also benefits from sequential LED direction indicators, while INITIALE PARIS branding is visible on the lower door panels, door sills and front grille.

The interior ambience of the New Captur INITIALE PARIS is just as exclusive, with heated **Nappa leather** seats, full-grain Nappa leather trimming for the steering wheel, chrome embellishments, a leather-trimmed dashboard, aluminium pedals and aluminium door sills.

Finally, the Captur INITIALE PARIS comes **as standard** with all of the **in-car technologies** available as options for the New Captur, including Blind Spot Warning, Easy Park Assist, hands-free entry and keyless ignition. These features are complemented by a **premium Bose® audio system** and the very latest **version of Renault's R-LINK Evolution multimedia system** which grants access to all of the car's multimedia functions with a single click, as well as all relevant smartphone applications courtesy of Android Auto™.

## 3. Technology designed to make life in a Captur even more enjoyable

### ▪ Premium Bose® quality sound

The unique experience of Bose®'s premium sound system transforms the cabin into a veritable concert hall, producing authentic, clear and realistic music worthy of a live performance. This audio experience is achieved via a system based on **six high-definition Bose loudspeakers and a subwoofer** in the boot.

### ▪ Three multimedia systems: R&Go®, Media Nav Evolution and R-LINK Evolution

Even from its entry equipment level, the New Captur is completely connected courtesy of the new version of **R&Go®, Renault's simple, smart system that transforms the user's smartphone into a connected tablet** installed in its universal cradle. This practical system enables the user to intuitively access the car's most useful functions, including navigation, telephone, multimedia and vehicle data.

Mid-range versions are equipped with **Media Nav Evolution, a comprehensive multimedia system that offers the best value for money on the market** based on the wealth of features it incorporates: navigation with traffic information, Bluetooth telephony, audio streaming via the user's smartphone and even a reversing camera display, plus a Driving Eco2 function to optimise driving performance and fuel consumption.

**Renault R-LINK Evolution provides the New Captur with the most advanced multimedia system around. More customisable than ever, it comes with a seven-inch capacitive screen.**

R-LINK Evolution notably incorporates navigation with real-time traffic updates, 3G connectivity, Bluetooth, media playback (photos, videos) and a wide variety of applications via Renault's R-LINK Store, as well as management of the vehicle's driving aids (depending on version).

### ▪ For the first time, R-LINK Evolution is compatible with Android Auto™

In the New Captur, **R-LINK Evolution is Android Auto-compatible**. Available as standard<sup>1</sup>, Android Auto grants users **easy and direct access – via the seven-inch R-LINK Evolution capacitive display – to smartphone applications**: telephone functions, navigation, music and messages. The New Captur is the **first A- or B-segment Renault** to offer this advanced technology. In higher segments, vehicles from the brand's range featuring R-LINK 2 – such as the New Scénic – will be compatible with both Android Auto and Apple CarPlay.

- **New ADAS features to make travelling easier**

**For the first time, the Captur incorporates BSW (Blind Spot Warning) which is available from the third equipment level.** Four sensors work together to detect the presence of moving vehicles in the door mirror blind spots, including motorbikes and bicycles. When a vehicle is detected in the driver's blind spot for longer than a second, a warning indicator immediately lights up in the door mirror. Active at speeds between 30 and 140kph, this technology makes motoring safer for everybody.

**In addition to its rear parking sensors**, and depending on version, the New Captur can be delivered with **front parking sensors and a reversing camera** to simplify manoeuvring and help to avoid the bumps and scrapes that are an everyday risk in built-up areas.

**Another new addition – available for higher-end versions – is the hands-free Easy Park Assist function, which significantly facilitates parking manoeuvres.** The driver begins by indicating what type of parking space they are looking for, be it parallel, perpendicular or at an angle. When the vehicle is travelling at speeds below 30kph, this system detects all available spaces. Once a suitable space has been identified, the system calculates and co-ordinates the vehicle's steering, meaning the driver does not need to touch the wheel and can focus solely on acceleration and braking.

## **II- THE NEW KOLEOS COMING TO EUROPE**

Unveiled in Beijing, China, in April 2016 and already on sale in Australia, Asia, the Gulf region and a number of countries in South America, the New Koleos will **arrive in Europe in June 2017**. It blends the sturdy styling of an SUV with the comfort and refinement of a large saloon.

**In Europe, from the second equipment level up**, it will come with mixed part-fabric, part-simili leather upholstery, aluminium roof bars, Renault's hands-free card and front and rear parking sensors.

It is equipped with the brand's **R-LINK 2 multimedia system complete with a seven-inch touchscreen display**, European mapping, Bluetooth connectivity, a digital radio and connected services compatible with Apple CarPlay and Android Auto.

**From the third equipment level up**, the New Koleos sports 18-inch alloy wheels, Pure Vision LED headlights, Riviera leather upholstery in a choice of Titane Black, Platine Grey or Sienne Brown, and interior ambience lighting. It also features a reversing camera and R-LINK 2, together with its associated connected services and an 8.7-inch touchscreen display.

In the majority of its European markets, the New Koleos is also offered in **INITIALE PARIS trim**. This model comes in exclusive Améthyste Black metallic paintwork (complementing the eight other colours available for the model), bespoke 19-inch diamond-cut wheels and full-grain Nappa leather upholstery in either black or shades of grey.

The New Koleos INITIALE PARIS benefits from a comprehensive suite of driving aids including Renault's hands-free Easy Park Assist, as well as a state-of-the-art BOSE® audio system with 12 high-performance loudspeakers.

The New Koleos offers a choice of **four different powerplants**: the Energy dCi 130 4x2 (with six-speed manual transmission), the Energy dCi 175 4x4 (six-speed manual transmission), the Energy dCi 175 (4x2 X-Tronic transmission) and the Energy dCi 175 (4x4 X-Tronic transmission).

### III- A COMPREHENSIVE CHOICE OF CROSSOVERS

#### 1. A crossover for every requirement

Renault continues to refresh its product range and reassert its commitment to customer choice in crossovers, now with three different models:

- **The New Captur:** a customisable, B-segment urban crossover.
- **The New Koleos:** launched in 2016 and set to arrive in Europe in June 2017. This D-segment vehicle artfully blends all the qualities expected of a SUV with the equipment and performance of a saloon car.
- **The Kadjar:** unveiled in Europe in 2015, the Kadjar is an attractive C-segment crossover designed for getting away from the beaten track.

These three vehicles share Renault's hallmark French design, underscoring their dynamism and strength, as well as increasingly refined and comfortable cabins.

#### 2. Renault crossovers: a success story with its sights set on international growth

The Captur is one of Groupe Renault's best-performing models. For the second consecutive year, it topped its segment in Europe with total sales of 215,670 units in 2016, a 10.8 percent increase over 2015. Just four years on from its launch, it has become the benchmark in its class.

Having been on sale for just under two years, the Kadjar has similarly firmly established itself in the C segment. Nearly 128,000 units were sold in Europe in 2016, in the face of extremely stiff competition. The Kadjar, too, has global aspirations as the first Groupe Renault vehicle to be manufactured in China. It is currently available in almost 70 different countries.

The international stage is the territory for the New Koleos. In Asia-Pacific, 45,000 vehicles (included RSM QM6) have been ordered, six months after the start of sales. Its arrival in Europe, in June 2017, is poised to consolidate the excellent reputation enjoyed by Renault's crossovers. Developed in France, the Koleos possesses all the attributes to be the flagship for Groupe Renault's crossover offering in every market.

# 03

## The trailblazing Renault Alaskan to arrive in Europe soon



- Renault is pleased to announce that the **Alaskan is to go on sale in Europe at the end of 2017**. This one-tonne pick-up was initially released at the end of 2016 in Latin America where this type of vehicle has long been popular. Prior to the Alaskan, Renault launched the successful Duster Oroch. This segment breaker is based on a SUV platform with a double-cabin, four doors, five seats and a generously sized load bed. The New Duster Oroch quickly attracted customers in Colombia and Argentina where it emerged as the segment's best-seller in a matter of months.

The presence of these two pick-up options in Renault's portfolio is evidence of the brand's global ambitions in the pick-up market which accounts for more than one-third of LCV registrations worldwide, i.e. five million sales annually.

- Renault has chosen the Geneva Motor Show to reveal a **comprehensively equipped version of the Alaskan**, the perfect companion for combining sporty driving and winter leisure activities.

*"Following the Alaskan's release in Latin America, Renault is confident that European customers will also appreciate this one-tonne pick-up. The Alaskan is a powerful, muscular and robust pick-up that meets the need of the most demanding business customers and private buyers alike."*

**Ashwani Gupta** VP, Global Head of Light Commercial Vehicle Business.

## I- A MUSCULAR STANCE

The Alaskan's design stands out from the world of pick-ups. Its athletic and stunning build is complemented by the comprehensively equipped version that is on display at the Geneva Show.

- Its **front end** features a **wide grille** picked out in a chrome surround to highlight its Renault DNA.
- Its **size and volumes** endow it with powerful, forceful poise.
- **The sturdy front bumper** incorporates a number of finely finished details.
- Its **bonnet** and sculpted creases emphasise its robust appearance.
- Its C-shaped full-LED lighting signature makes sure that it is easily identifiable on the road.
- Its two-tone **hard top**, an inescapable feature in the segment, provides protection for the equipment required for leisure winter activities.
- Its prominent wide wheel arches house distinctive **wheels fitted with snow tyres**.
- Snowboards are strapped to the cross roof bars.
- The car's **satın white exterior** finish is evocative of wintry landscapes.
- The revisited **interior** of the version on display features specific colour and upholstery.

## II- ROBUST AND POWERFUL FOR OFF-ROAD ADVENTURE

- The Alaskan's multi-link **rear suspension** ensures outstanding handling, road holding and travelling comfort for all occupants, with no detriment to the vehicle's off-road ability or ruggedness.
- Its tough, **reinforced, ladder frame chassis** allows a payload of more than one tonne. The model also boasts generous ground clearance and first class towing capacity (3.5 tonnes).
- The Alaskan is powerful and ingeniously designed for **indisputable off-road ability**.
  - Permanent four-wheel drive for conventional off-road use
  - Close-ratio four wheel drive for extreme conditions
  - Two-wheel drive for sealed roads.
  - An eLSD (electronic limited slip differential) acting on the four wheels for enhanced safety.
  - A rear limited slip differential to facilitate traction in extreme conditions.
  - Electronic driver aids for enhanced safety and comfort: HSA (Hill Start Assist) and HDC (Hill Descent Control).

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