

RENAULT 5 E-TECH ELECTRIC



**THE ELECTRIC
& RENAUOLUTIONARY
POP ICON**

Some products are magical. You don't need endless discussions; everybody always agrees on what needs to be done. And they just do it. There's no inertia. When a company revives a car that left such great memories, they pour a huge amount of love into it. This is something that is always promising for the future, since it is recognised by customers. They can see the love that went into the car.

Luca de Meo
CEO Renault Group

Quote from the new "R5, an extraordinary story"

RENAULT 5 E-TECH ELECTRIC, THE NEW FACE OF THE ELECTRIC REVOLUTION

**What better than a pop icon
to take electric cars into
the European mainstream?**

**Renault 5 was a unique car
renowned for its avant-garde
design, versatility and fuel
frugality. It addressed the
challenges of its times for
millions of families, responding
to the oil shock, changing
lifestyles, and the need for
a second car. Carrying on this
extremely modern heritage,
Renault 5 E-Tech electric is
a bold response to the societal
and environmental challenges**

**of our time – energy sobriety,
sustainability and a small
carbon footprint.**

**With its heart-winning design,
electrical and digital features
made for function and fun,
and a circular production
system that is both local
and responsible, it has
everything it takes to set
the new standard in city
cars for the energy transition.**



A NEW-GENERATION CAR BORN OF THE RENAULTUTION

Renault 5 E-Tech electric is a car unlike any other. For Renault Group, it represents the Renaultution recovery strategy, as well as the industrial renewal and electric shift of its iconic brand.

Developed through innovative working methods, the production model has all the magic and charm of the show-car. It was developed in just three years, compared with the usual four. Packed with electrical and digital technology and entirely manufactured in France, it is also competitively priced, starting at around €25,000.

To achieve this result on the small, affordable city car segment, the Group drew upon its full range of expertise,

and particularly that of Renault, Ampere, the Renault Group entity specialising in electric vehicles and software, and Mobilize.

For this project, the Group relied on its new multi-specialist organisation, set up to keep pace with technological change in this sector through an agile, innovative and efficient approach. For example, Ampere brought Renault an undeniable competitive advantage, with the rapid development of an original platform dedicated to small electric vehicles, along with a strong European industrial ecosystem. As a result, Renault is able to develop a new range of attractive electric vehicles, spearheaded today by Renault 5 E-Tech electric.

Renault 5 E-Tech electric is a car unlike any other. Its release coincides with a major shift by millions of Europeans towards a new mobility which is electric, connected, and sustainable. It also triggered the transformation of Renault Group into a next-generation automotive company. To develop this car in just three years in France, to the highest technological standard, all our decisions had to be disruptive, and our organisation as agile as possible. We were the first ones to make a bet on a 100% electric platform for a small European car, to optimise costs across the value chain, to relocate our industrial ecosystem... Only an iconic car could bring our teams together in this way and move the needle internally. In the face of significant change in our industry, this car paves a new way for Renault. It's at the heart of the battle to reinvent European industry against competition coming from the east and the west. With this vehicle we're proving that production in Europe, in France really is possible!

Luca de Meo
CEO de Renault Group





A UNIQUE AND EMOTIVE DESIGN

When Renault 5 was launched in 1972, it turned heads with its original and modern design. Its plastic bumpers, brightly coloured bodywork and headlights gave it a mischievous, almost human look. Positioned to reflect the changing face of society, it was an immediate hit with French buyers, particularly women and young people, a new customer base for the time. It was a breath of fresh air, symbolising freedom and joie de vivre.

So how do you revive an icon whose popularity has never waned? What's the best way to turn it into a new object of desire, not only for those who remember the adventure of the original Renault 5, but also for younger generations with different expectations, in a world in the throes of an electric and digital transition? What values should inform this rebirth? These are just some of the questions that guided the work of the project team, from visual aspects through to the development and launch of this new Renault 5 for the 21st century.

The design team had so much to play with. They took a deeply emotive approach to their work, adopting a 'retrofuturistic' style. Bright colours, headlamps with a cheeky look, vertical rear lights, sculpted wings, a coloured roof trim, vent grille on the bonnet and more: Renault 5 E-Tech electric makes many nods to the mischievous style of its predecessor. The idea was to give a fresh twist to the details that live on in people's minds, in keeping with the 21st century and the electric transition.

The vent grille on the bonnet of the original car has been reinvented to keep up with the times. Today, it is a charge indicator in the form of

the iconic number 5. When the driver approaches the vehicle, it lights up, illustrating the close interaction between human and machine. Another example of a humanised interface is the welcome sequence of the pupil-shaped LED headlights, which 'wink' at the driver. Absent from the original Renault 5 but essential today for optimal efficiency are the aerodynamic features. Today, they are present but invisible, like the streamlined glass placed over the rear lights to optimise the airflow.

The emotion inspired by the exterior design is mirrored inside. The driver receives a particularly warm welcome. Renault 5 E-Tech electric features a large 10.1" multimedia touchscreen with a bright, flowing interface. The graphic and sound design of the welcome sequence was developed in collaboration with the Ircam institute of music and sound and with Jean-Michel Jarre. The renowned artist, composer and author is a pioneer of electronic music with a passion for technology. He also developed the on-board soundscapes and the VSP (Vehicle Sound for Pedestrians), an external alarm emitted by the car at speeds below 30 km/h to warn pedestrians.



We used pieces of collective memory that we translated in a very contemporary way to create the R5 of tomorrow. We didn't want the Renault 5 E-Tech Electric to feel nostalgic or vintage. We wanted to triggering emotion and created a vibrant, energetic, and pop car.

Gilles Vidal

Vice President, Design, Renault & Ampere



A NEW-GENERATION ELECTRIC PLATFORM, UNIQUE IN EUROPE

To ensure that the production model delivers all the appeal of the show car presented in January 2021, the design, engineering and product teams worked together in commando mode as part of a reverse process 'from sketch to street'.

The design of a vehicle is usually adapted to the platform on which it is to be built. In this case, however, the engineers worked in reverse, developing the platform for the design that won Luca de Meo's heart: a resin mock-up created by the Advanced Design department. **Renault 5 E-Tech electric is the first vehicle to be designed entirely on AmpR Small, the new Ampere platform dedicated to B-segment electric vehicles. This makes it a unique vehicle with real** competitive advantages including a flat floor, long wheelbase (2.54 m), optimised interior space and boot capacity (326 litres), lower centre of gravity and reduced weight (less than 1,500 kg). The AmpR Small platform has also brought economies of scale in many areas without compromising on the electrical components or technologies that are useful to customers. Through this disruptive approach, implemented for the first time, Renault was able to cut the development time to just three years.

Renault 5 E-Tech electric introduces a new AC bidirectional charger compatible with V2L (vehicle-to-load) and V2G (vehicle-to-grid) technologies. This pioneering system is set to become widely used. It will make the vehicle a real player in the energy ecosystem through the services of Mobilize, feeding carbon-free electricity back into the grid. As a result, users will enjoy significant savings on their electricity bills.

Under the bonnet, the motor of Renault 5 E-Tech electric is more compact than the motors on Megane E-Tech electric and Scenic E-Tech electric, on which it is based. It remains faithful to Renault's preferred wound rotor synchronous technology. As it has no permanent magnets, it uses no rare earths, thereby reducing its environmental impact. Building on the experience of its predecessors in terms of durability, the motor will be available with three power ratings: 110, 90 and 70 kW.

EXCEPTIONAL DRIVING PLEASURE TO ENCOURAGE A PREFERENCE FOR ELECTRIC CARS

| range up
to 400 km

| multi-link
rear axle

| 52 kWh
battery

Renault 5 E-Tech electric is a versatile car, at home in the city or on the open road, thanks to its 11 kW AC charger, its 80 or 100 kW DC charger and its battery up to 52 kWh giving it a range of up to 400 km WLTP. A rarity in the electric city car segment, it can even tow a trailer, with a towing capacity of 500 kg.

Above all, it is superbly nimble, with its optimised front suspension and small turning circle. The multi-link rear suspension, borrowed from top-end market segments, delivers a level of roadholding and performance formerly unknown in this segment. All of which adds up to exceptional driving pleasure, with no trade-off in comfort.

This achievement demonstrates the excellence of Renault Group in the design and production of the small, lightweight, competitive and popular electric vehicles that are set to play an essential role in the electric transition of the automotive market.





AN EXPERIENCE ENHANCED BY TECHNOLOGIES WITH HUMAN ADDED VALUE

Renault 5 E-Tech electric is a high-tech car packed with cutting-edge innovations, used intelligently to deliver a unique onboard experience with practical benefits for the comfort and safety of both driver and passengers. This functional mainstream approach to innovation is part of the DNA of 'voitures à vivre' by Renault, a brand that has always sought to make the best technology available to everyone.

Reflecting this approach, Renault 5 E-Tech electric is:

Connected

Renault 5 E-Tech electric features the latest generation OpenR Link system with Google built-in, along with over 50 apps and practical services such as integrating electric recharging in the planned journey.

Intuitive and welcoming

Alongside the connected services of Google, Renault 5 E-Tech electric is debuting Reno, the official Renault avatar, an intelligent, helpful and endearing travel companion. Developed by Renault to bring customers a more enjoyable and more intuitive electric experience, **the Reno avatar has real personality. Designed to respond to user queries and commands (e.g.: "Hey Reno, schedule a charge for 8am tomorrow" or "Hey Reno, how can I increase my range?"), it gives the vehicle a relational signature that is full of empathy.**

Comfortable

Sound comfort is optimised with the patented smart cocoon soundproofing system and an acoustic windscreen, a feature borrowed from further up the market. For thermal comfort, an economical heat pump saves battery energy.

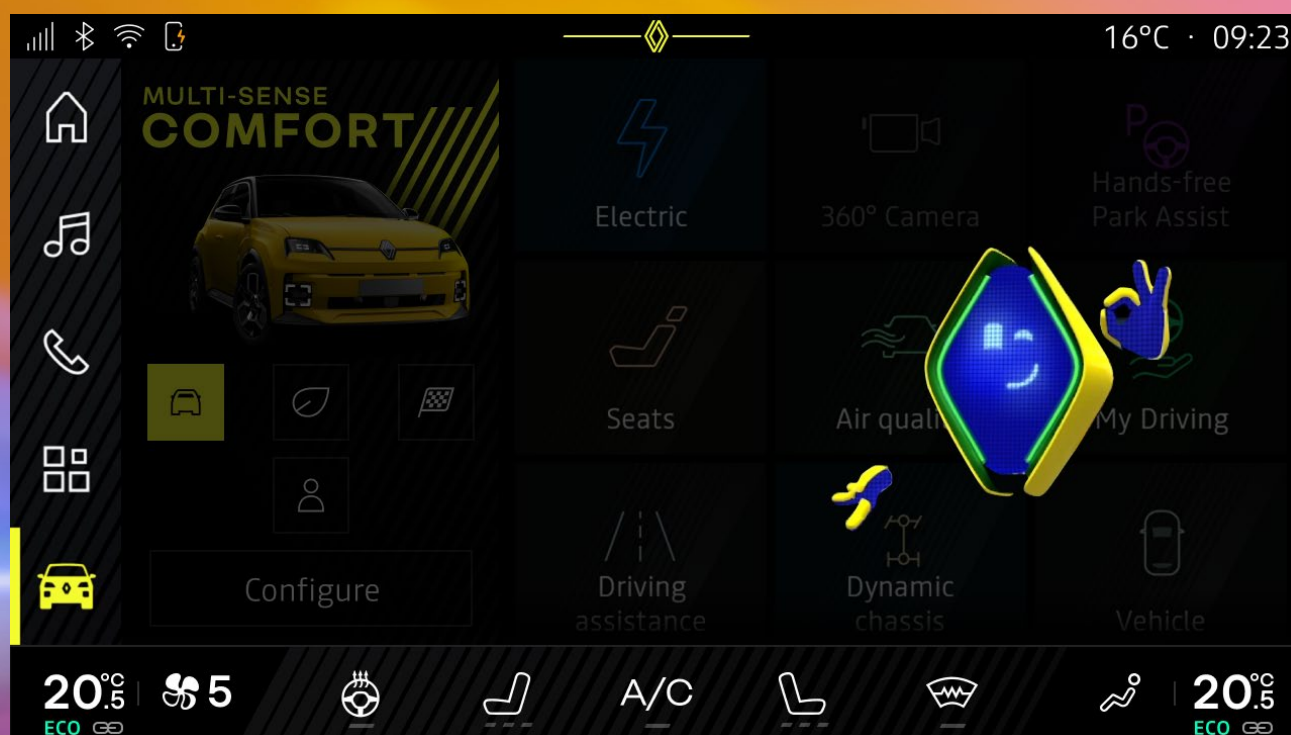
Safe

At the cutting edge of safety, Renault 5 E-Tech electric features driving aids (ADAS) borrowed from further up the market, including intelligent adaptive cruise control

that reads the road, and Active Driver Assist, a level 2 automated driving technology. It also includes innovative technologies to make the work of rescue services easier in the event of an accident (Fireman Access, Pyroswitch and QRescue). The new dynamic braking system halves the reaction time for automatic braking. Finally, the Safety Coach supports the driver in reducing the risk of accidents.

Simple

Charging is easier and smarter with Renault 5 E-Tech electric, thanks to the wide range of services provided by the Mobilize ecosystem: Mobilize Power Solutions to order through the Renault dealerships network a charging solution to be fitted in the customer's home; Smart Charge to deliver smart home charging at a lower cost, and Charge Pass to access over 600,000 public charging points in 25 European countries with a single card. This system functions in hands-free mode at many compatible DC network charging points. Simply plug in Renault 5 E-Tech electric to initiate charging and secure billing without a card or code, thanks to the Plug & Charge function.



SUSTAINABLY DESIGNED IN A KIND OF 'ELECTRIC VALLEY' WITH EUROPEAN REACH

Renault Group is committed to producing Renault 5 E-Tech electric – and its battery – in France from summer 2025.

battery produced in France from 2025

26.6% materials from circular economy

41 kg of recycled plastics

Vehicles and batteries will be assembled at the Douai plant, which was one of the production sites for the original Renault 5. The motor (electric machine, reduction gear, power electronics) will be manufactured at Cléon and the modules produced by the Douai Gigafactory (Envision AESC partnership) from summer 2025. By 2030, the carbon footprint of the modules will be 35% smaller than for ZOE.

Renault 5 E-Tech electric will be built in northern France, using a compact ecosystem of suppliers located within a 300 km radius of the ElectriCity complex. **This commitment to competitive local production is the basis for the development of a European electric valley, specialising in the value chain of electric vehicles.** It will help to secure jobs and to reduce our environmental footprint.

Always ahead of its time, Renault 5 was the first car to take fuel consumption below the symbolic 5 litres/100 km mark at 90 km/h... and was even available in an electric version as far back as 1974, with a range of 110 km!

It also marked the beginnings of eco-design, with a roof made from bonded natural fibres to improve soundproofing, interior space, design and fuel consumption. A visionary to the very end, it set itself a final challenge in 1986, venturing into the circular economy with reconditioned Renault 5 models.

This avant-garde spirit remains alive across the value chain of Renault 5 E-Tech electric. **Drawing upon the expertise of The Future is NEUTRAL, the Renault Group subsidiary specialising in the circular economy, and in keeping with brand commitments, Renault 5 E-Tech electric will achieve an overall level of recyclability of 85%, incorporating 19.4% of recycled materials (ISO14021 standard) and 26.6% of materials recovered from the circular economy, including 41 kg of recycled polymers.** The seat fabrics will be made from fully recycled material on the Techno and Iconic Cinq trim levels. This last one will also include bio-sourced materials for its steering wheel and interior insulation.



RENAULT 5 E-TECH ELECTRIC HAS EVERYTHING IT TAKES TO MAKE ITS MARK TODAY

An ingenious, connected, competitive electric city car made in Europe, Renault 5 E-Tech electric is out to win hearts. Just like its predecessor in its day, it is a committed and joyful response to the technological, societal and environmental challenges of modern mobility. It will launch in September 2024.

The R5's DNA is unique. It's a joyful vehicle that attracts sympathy. It's a vehicle that is both popular and avant-garde, providing new solutions for the times it's living in. That was the case in 1972. It will still be the case in 2024. The Renault 5 E-Tech electric is a design masterpiece, a new brain with cutting-edge technologies and electric legs based on a new-generation platform that is unique in Europe: AmpR Small. It's also the result of a commitment to responsible, sustainable production. Our teams have put a great deal of passion, excellence and hard work into developing Renault 5 E-tech electric. This passion and the love we've put into this car are highly contagious. The R5 has a single target: the hearts of our customers. It will leave its mark on the history of the brand.

Fabrice Cambolive
CEO Renault brand



INTERACTIVE MENU ↓

#R5INVENTED

A unique and emotive design

#R5ENERGIZED

A new-generation electric platform,
unique in Europe

#R5CHARGING

A range of combinations for
the motor, battery and charging

#R5SOURCEFUL

Une expérience augmentée par des
technologies à valeur humaine ajoutée

#CR5ATIVE

An experience enhanced by technologies
with human added value

#MADE OF EUR5PE

Made in Electricity

#DUR5BLE

A reduced carbon footprint
and safety as a priority

#FIGUR5S

Dimensions, weight,
motors and batteries



A UNIQUE AND EMOTIVE DESIGN

Renault 5 E-Tech electric overrides the design codes applied to the brand's other models. The prerogative of an iconic vehicle! Retro-futuristic design features sit alongside details inspiring real emotion, forming a bright, modern whole.

#R5INVENTED



EVOCATIVE DESIGN CUES

In the collective memory, Renault 5 is not just the original model launched in 1972. Renault 5 E-Tech electric fuses evocative design cues from three models: Renault 5 and Supercinq for their overall look, and Renault 5 Turbo for its wing extenders and attitude, sitting squarely on the road.

Unique in the Renault range, the light signature features two rectangles with rounded corners positioned in the front bumper, in the same place as the fog lamps on Renault 5 Turbo. A floating design with the same rectangular effect is etched into the glass of the full LED headlamps.

While the wheel arches are circular, the structure of the wings echoes the characteristic shape of the arches on the original Renault 5. The colourful roofline (in black, red or warm titanium), the deep red of the vertical rear lights and the vibrant colours of the bodywork also bring to mind the original Renault 5 and its ability to make the city look brighter.

MODERN PROPORTIONS

In the space of 50 years, vehicle proportions have changed considerably. Setting the tone, Renault 5 E-Tech electric is modern in every way:

- Large 18" wheels on all four corners, with minimal overhangs.
- Wheels flush with the body, with wide tracks (1.55 m at the front and 1.53 m at the rear).
- In a car less than 4m long (3.92 m).

All these features were already present on the 2021 show car, which was designed without any constraints of feasibility. Drawing upon the latest prowess in engineering, these proportions have been scrupulously maintained in the production model.



MORE COMPACT THAN IT LOOKS

A vehicle of attractive proportions, Renault 5 E-Tech electric is nevertheless the same size as a small, nimble city car.

- At just 3.92 m long, it sits between Twingo (30 cm shorter) and Clio (13 cm longer).
- The optimised wheelbase (2.54 m) – a promise of generous interior space – with very short overhangs is just 4 cm shorter than on Clio.
- The width of 1.77 m contributes to the car's on-road presence without compromising its agility on city roads.
- Ideally sized with its underfloor battery, it stands 1.50 m tall, 6 cm higher than Clio, but 5 cm lower than Twingo.

18" WHEELS FOR EVERYONE

Present on all versions, the large 18" wheels are a key feature in the ideal proportions of Renault 5 E-Tech electric. The 195/55 R18 tyres come with wheel embellishers for the Evolution finish and alloy wheels on the Techno and Iconic Cinq trim levels.

- The 'Disco' embellisher is inspired by the wheels of R5 Turbo.
- The black diamond-cut 'Techno' wheel features the same design as the 2021 show car. It's the only one to swap its central diamond for a red '5'.
- Finally, the black diamond-cut 'Chrono' wheel on the top-of-the-range Iconic Cinq trim level resembles a watch with a hand for each hour, but showing only the number 5, a nod to the name of the model, when the central logo is vertical.



BRIGHT ICONIC COLOURS



Renault 5 E-Tech electric will be available from launch in five body colours, two of which are absolutely iconic: Pop Yellow and Pop Green. They are directly inspired by two emblematic shades that were present in the 1970s catalogue and that are forever linked in the collective memory with Renault 5. An intense sparkle-effect adds a high-tech note to the pop art look. The effect is only visible when you look closely at the paintwork in the light. From a distance, the paintwork looks solid. As an added bonus, Pop Green will be available on order at no extra charge.

Less exuberant but equally stylish, the three other shades are: Pearl White, Starry Black and Midnight Blue. The two-tone paintwork with the Starry Black roof is also available with the top-end (Iconic Cinq) and mid-range (Techno) trim levels.

A TWO-TIER PADDED DASHBOARD

Inside Renault 5 E-Tech electric, the dashboard stylishly combines the most outstanding features of several generations of Renault 5: for example, the two-tier structure facing the passenger, the padded transverse layout, and the rectangular instrument cluster with rounded edges. On the Iconic Cinq high-spec trim level, the "Renault 5" signature can be seen on the Grand Brillant Black horizontal trim facing the passenger above the "padded" area. With its elegant backlighting, this signature adds an additional touch of luxury and high-tech design to the cabin.

The same attention to aesthetic detail can be seen in the design of the air vents. Breaking from the usual standardised, transversal design, they borrow the design of the light signature on the front end of the car.

Finally, just as in the Megane E-Tech electric and Scenic E-Tech electric, the gear lever is placed by the steering wheel to increase the space available in the cabin. Its "e-pop shifter" end cap can be customised with accessories (see p. 48).





ICONIC SEATS AND UPHOLSTERY

The strikingly modern design of the seats is actually directly inspired by the iconic R5 Turbo, with its H-shaped feature, a reminder that Renault was extremely innovative in this area in the 70s and 80s.

Concerning the upholstery, what could be more universal and trans-generational than denim? Robust, original and welcoming, the denim makes a stylish contribution to the good humour conveyed by Renault 5 E-Tech electric. Made from 100% recycled plastic (PET) water bottles, this denim fabric is used on the seats, dashboard and door panels on the mid-range Techno finish.

A symbol of bold design and a prestige signature, the Iconic Cinq blazes with colour for a high-spec vintage finish. The seats are upholstered in grey fabric, with the H in heather yellow, and a large printed '5', also in yellow. This upholstery is also made from 100% recycled fabric.

LARGE HORIZONTAL SCREEN

A dual horizontal screen gives a contemporary, high-tech, fun look to the interior of Renault 5 E-Tech. The first screen facing the driver is a 10.1" digital instrument panel (flush-fitted 7" on the entry-level model) displaying driving information in full, with a choice of five different views. The central multimedia screen measures 10" on all versions. It is powered by the OpenR Link system with Google built-in for the Techno and Iconic Cinq trim levels.

A GRAPHIC INTERFACE WITH A POP ART LOOK

The pop art graphics of Renault 5 E-Tech electric are a perfect fit with the exterior design. In the same way as for Rafale and Scenic E-Tech Electric, the design draws on the strong graphic lines of the diamond with a 28° diagonal bringing to mind Renault's 'Nouvel'R' logo. Users can personalise the range of bright colours and exclusive textures, based on the same theme as the logo, to match the driving mode selected and, more broadly, their own mood and requirements. With the combination of colours (8), densities (2) and textures (4), over 128 different variations are possible for a highly personalised on-board experience!

Facing the driver, the 10" digital instrument panel displays vehicle speed in colourful alphanumeric characters instead of the traditional black or white. A first on the market! Looking beyond the realism of its design, the 3D representation of the vehicle on the interface includes a huge amount of detail, appropriating the vehicle to the extent of reproducing the exact colour of the bodywork.



THE CAPACITY OF A TRUE MULTI-PURPOSE CITY CAR

**3.92 m
length**

**boot
capacity
326 L**

**3-seater
rear bench**

Although Renault 5 E-Tech electric is just 3.92 m long, positioned between Clio II and Clio III, it rivals Clio V for interior space, thanks to its AmpR Small platform and 2.54 m wheelbase. For interior width in particular, it provides 1.38 m at the front and 1.36 m at the rear with the 3-seater bench.

At the same time, the battery is placed under the floor to provide generous boot capacity of 326 litres (277 dm³ VDA). This places the car at the top end of the electric city car segment, and even ahead of a number of bigger traditional combustion-powered city cars. Boot capacity includes 27 dm³ VDA of storage specifically for the charging cable. Easy to access with its high floor, the boot can also be divided using the 60-40 split/fold 3-seater rear bench.

A further 19 litres of storage capacity is provided by various compartments around the cabin. This space can be configured and customised using 3D-printed accessories (see page 48).



A NEW-GENERATION ELECTRIC PLATFORM, UNIQUE IN EUROPE

Renault 5 E-Tech electric is the first car to be built on AmpR Small, the new all-electric platform developed to showcase its iconic design, with no trade-off on performance. In this way, it gains the very best in electrical components and modern technology, while delivering unrivalled levels of driving pleasure and comfort for this segment, all at the best possible price.

#R5ENERGIZED



A TRUE ELECTRIC PLATFORM

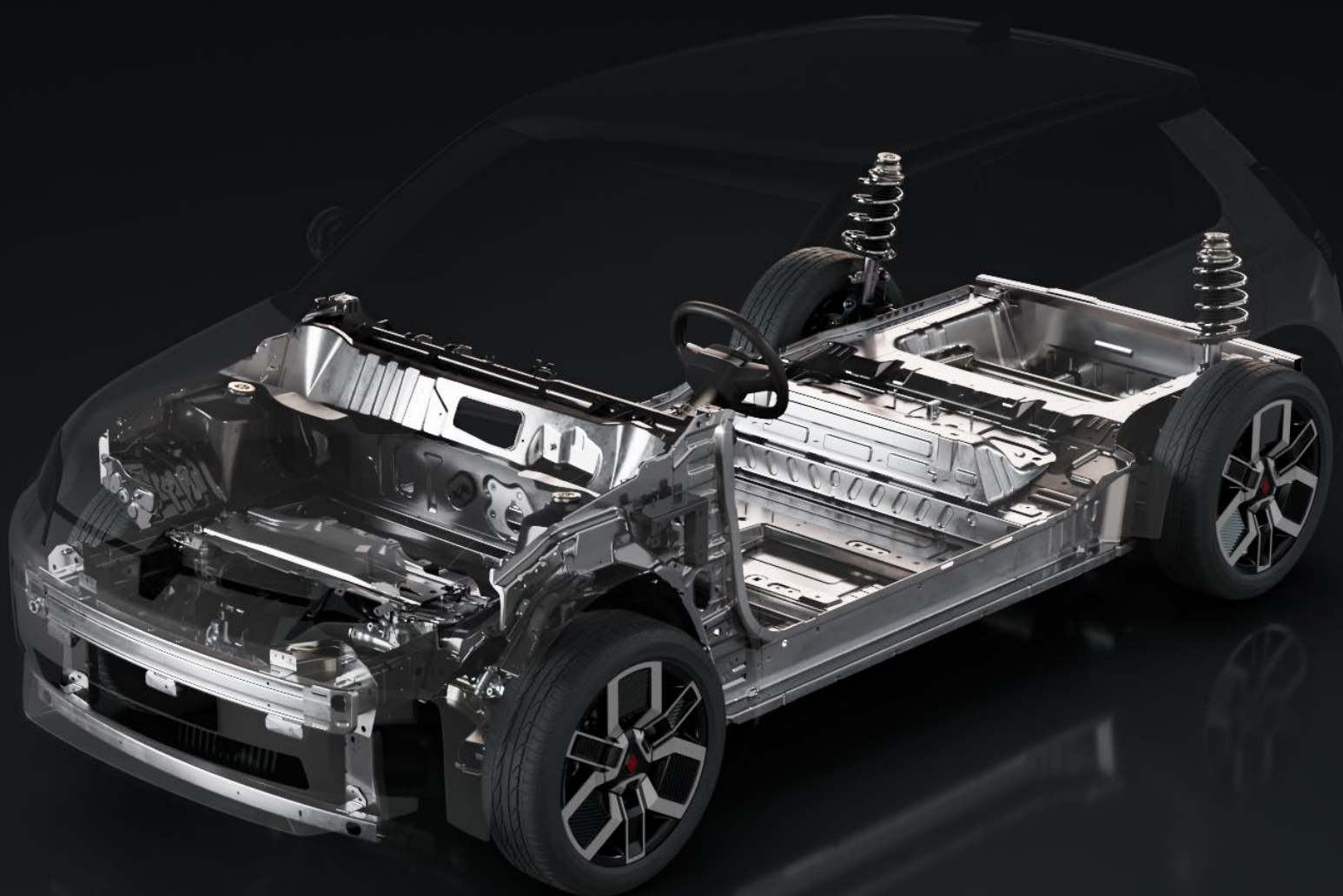
The new Ampere platform dedicated to B-segment electric vehicles is called AmpR Small (formerly CMF-B EV). Developed both to optimise electric vehicles and to bring them into the mainstream, it cuts costs by sharing a number of parts with no impact on electric performance (such as the front suspension) with the CMF-B platform, used for Clio and Captur. At the same time, it takes a no-compromise approach to the development of all the aspects specific to the electric drive system, particularly motor and battery integration. All the electrical components developed for this vehicle will be shared with future B-segment electric models designed by Ampere for the Renault brand and its partners. AmpR Small is an electric platform with optimised carry over, delivering a level of performance on a par with segments further up the market. It is in no way a combined ICE-electric platform.

FOCUS ON DRIVING PLEASURE

The new AmpR Small platform is calibrated to enable Renault 5 E-Tech electric to deliver a level of performance and driving sensations on a par with its dynamic, emotional design.

- Setting a new standard in its segment, it further optimises the front suspension borrowed from Clio and Captur with a steering system that has a very short gear ratio (13.7) for unrivalled agility, in the same way as on Megane E-Tech electric.
- With a turning circle of just 10.3 m, it makes light work of manoeuvres in the city.
- Particular emphasis was placed on damping, in order to absorb the increased weight of the battery.

The original rear suspension features multi-link geometry, formerly reserved for vehicles further up the market. Its many advantages include more dynamic performance on tight corners and greater stability on wider corners, as well as improved comfort by cutting percussion noise. In the case of Renault 5 E-Tech electric, the advantages are not limited solely to the performance of the running gear. The geometry of the platform also allows the integration of a larger battery (52 kWh), for a range of 400 kilometres despite the vehicle's compact dimensions.





DYNAMIC BRAKING SYSTEM

The new dynamic braking system of the Renault 5 E-Tech electric groups the braking and ESP functions in the same module to reduce the space required under the bonnet. It also halves the response time of the automatic emergency braking system.

At the same time, the decoupled braking system delivers a consistently strong pedal feel, contributing to a better sense of connection with the car and the road for the driver, with the switch between regenerative braking and hydraulic braking taking place transparently. The brake pedal is not connected to the callipers, but to an ECU that prioritises energy recovery before switching to the braking system if necessary.

The driver can also use the gear lever to select a B mode with increased regeneration.

PREMIUM ACOUSTIC AND THERMAL COMFORT

For premium acoustic comfort, the soundproofing is based on the same top-of-the-range standards as recent electric models in the Renault range.

- This starts with the smart cocoon, a patented new-generation absorbent that insulates the battery from the passenger compartment. This is the best solution on the market today.
- The motor suspension features a dual filtration system that uses the weight of the charger to soak up acoustic vibrations from the motor (a gain of 10 dB), contributing to the interior silence.
- Finally, an acoustic windscreen is standard on all versions.

Further, a heat pump maintains thermal comfort in the passenger compartment, working with the 8 kW HVCH (High Voltage Coolant Heater) system, to save as much energy as possible from the battery. This feature quickly brings the cabin up to a comfortable temperature after start-up when the vehicle is cold. To pre-warm and defrost the vehicle before start-up, the cabin and battery can be preconditioned, either by programming the system or by switching it on remotely from the My Renault app.



OUTSTANDING PASSIVE SAFETY

Renault 5 E-Tech electric delivers a high level of passive safety, on par with the standards applicable further up the market.

- Maintaining the very short overhangs of the design while maximising structural resistance in the event of impact required extensive computing and simulation, particularly for the motor cradle.
- At the same time, the compact dimensions of the car required specific development work on the central structure of the cradle housing the battery.
- The advantage of the all-electric design of the AmpR Small platform is that the seat crossmembers have been specially designed to protect the battery without the need for reinforcements inside the body, freeing up maximum space for the cells without additional parts.
- The end result makes no compromises on passive safety, or on design, of course. At the same time, the vehicle includes advanced battery safety technologies (Fireman Access and Pyroswitch).



A RANGE OF COMBINATIONS FOR THE MOTOR, BATTERY AND CHARGING

Designed for the city and beyond: Renault 5 E-Tech electric ships with a choice of motors and batteries, reflecting the intended use of the car. With a power output of 110 kW, a range of up to 400 km WLTP and DC charging up to 100 kW, it's versatile, as well as being light enough for low-mileage drivers.

#R5CHARGING



TWO BATTERY OPTIONS

Renault 5 E-Tech electric will be available with two lithium-ion batteries. The biggest, which will be the only one available at market launch, has a capacity of 52 kWh and a range of up to 400 km WLTP. The second has a capacity of 40 kWh for a range of up to 300 km WLTP. Both use NMC (Nickel Manganese Cobalt) technology, for the best energy density on the market today.

These battery modules are designed to improve energy density without increasing size. The 52 kWh battery includes four large modules in its casing, compared with the 12 smaller modules found on Megane E-Tech electric and ZOE. This simplified architecture brings weight savings of 20 kg compared with ZOE (around 300 kg).

A total of 46 cells are assembled in each of the four modules, each weighing around 55 kg.

The 40 kWh battery has just three large modules in the same casing. Each of these three modules includes 31 cells of increased thickness, weighing in at around 240 kilos.

For improved performance in all conditions, the battery is equipped with a liquid cooling system to regulate its temperature. For greater safety, the cooling fluid does not circulate inside the casing but through the extruded floor. Finally, when charging the vehicle, charging time can be optimised by pre-conditioning the battery and planning the journey using Google Maps.

THREE MOTOR POWER RATINGS

For the 110 kW version, Renault 5 E-Tech electric accelerates from 0 to 100 km/h in under 8 seconds and from 80 to 120 km/h in under 7 seconds. The top speed is electronically limited to 150 km/h.

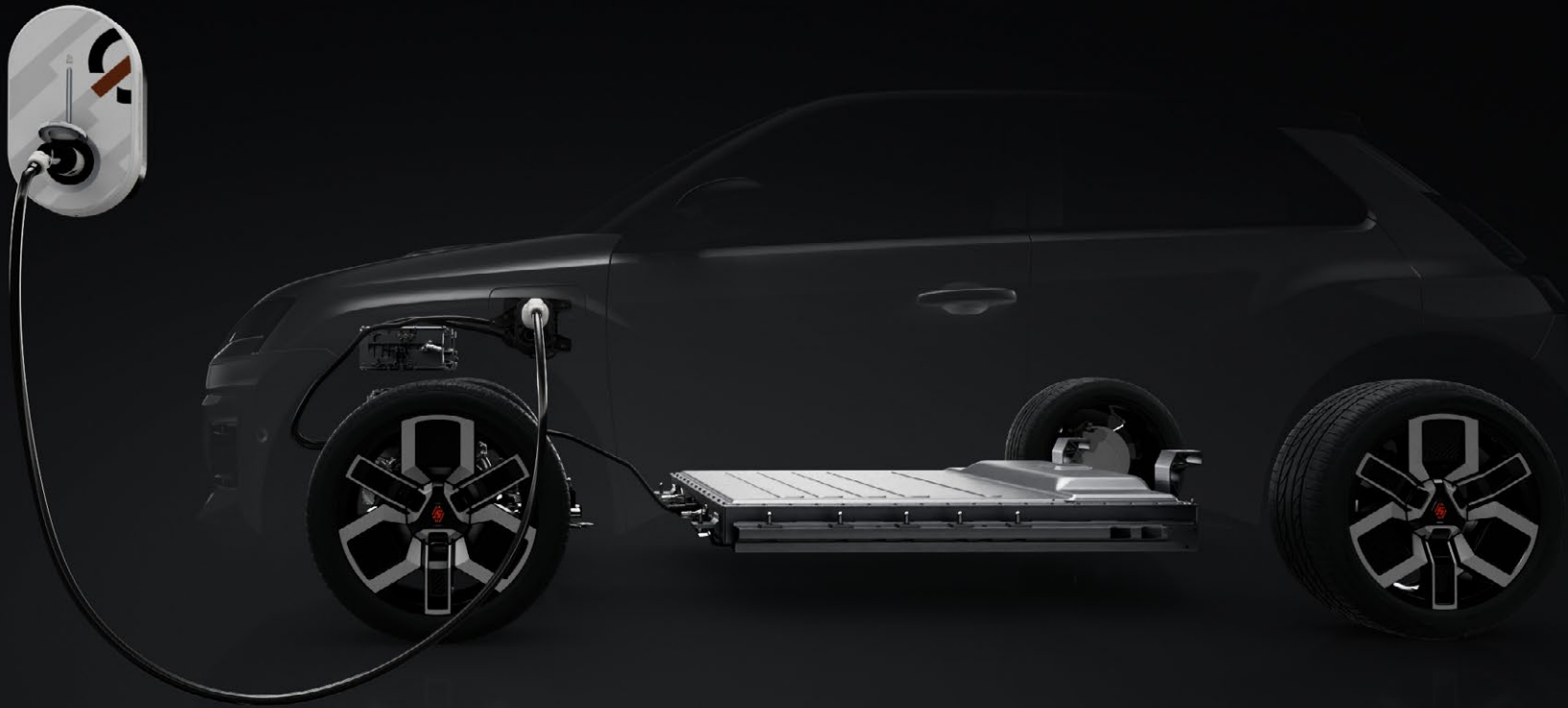
The electric motor of Renault 5 E-Tech electric uses Renault's preferred technology: wound rotor synchronous. As it has no permanent magnets, it uses no rare earths, thereby reducing its environmental impact. The magnets are replaced by copper coils, with the wires being ordered and routed in such a way as to withstand the centrifugal force applied in the rotor.

Based directly on the motor of Megane E-Tech electric and Scenic E-Tech electric, Renault 5 E-Tech electric also benefits from the experience acquired with other electric motors, such as on ZOE, in terms of durability. It also gains a number of new features, including new-generation power electronics (inverter) and reworked reduction gear. The difference can be seen in size and weight.

The motor is 15 kg lighter with a rotor that has been made 3 cm shorter to fit under the bonnet of Renault 5 E-Tech electric.

The AC/DC converter, transforming the 400V from the battery to 12V, and the accessory box managing power distribution, have been integrated into the charger in order to save space. The new powertrain weighs just 105 kg, including the charger.

The motor is available with three power ratings: 110 kW (150 bhp / 245 Nm), 90 kW (120 bhp / 225 Nm) or 70 kW (95 bhp / 215 Nm). The 110 kW motor is paired with the 52 kWh battery, while the 90 kW and 70 kW motors are paired with the 40 kWh battery. Only the first motor will be available on launch, with the others following at a later date.



11 KW AC BIDIRECTIONAL CHARGING

V2L
and V2G

52 kWh
battery

11 kW AC
charger

Renault 5 E-Tech electric will be the first in a long series of cars to be fitted with the new 11 kW AC bidirectional charger featuring V2L (vehicle-to-load) for connecting a device to the vehicle battery and V2G (vehicle-to-grid) for feeding electricity back into the grid and saving on home charging (see details on p. 38 and 39).

This 11 kW AC bidirectional charger will be operational on the 110 kW and 90 kW versions,

with the 70 kW version being fitted with a conventional, i.e. unidirectional, 11 kW AC charger. The 11 kW charger fitted as standard on all versions makes Renault 5 E-Tech electric even more versatile, ready to take to the road in any European city.

With an 11 kW AC charging point, the 52 kWh battery will take 4hrs30 to charge from 10% to 100%. The 40 kWh battery will take an hour less.

DC CHARGING UP TO 100 KW

For DC fast charging, on the motorway for example, the 110 kW powertrain has a 100 kW DC socket to charge the 52 kWh battery. The 90 kW powertrain is equipped with an 80 kW DC socket to charge the 40 kWh battery. Remember that it is the technical definition of the battery that determines the maximum DC charging power, as the charger is integrated into the DC charging point. In both cases, it will take just 30 minutes to charge the battery from 15% to 80%.



AN EXPERIENCE ENHANCED BY TECHNOLOGIES WITH HUMAN ADDED VALUE

On board Renault 5 E-Tech electric, the purpose of technology is to provide human added value: to be useful, convenient, and to contribute to a unique customer experience. From the innovative cash-saving charging experience to the range of connected services, all the innovations available reflect the DNA of Renault's "voitures à vivre". Further, the Reno avatar gives them practical shape for the first time, creating an even closer bond between the user and their car.

#R5SOURCEFUL



A FULL RANGE OF SERVICES TO TAKE ADVANTAGE OF V2G

With the V2G (vehicle-to-grid) technology available on new Renault 5 E-Tech electric with the 11 kW AC bidirectional charger, users can save up to 50% on the cost of home charging, while benefiting from low-carbon electricity that can be fed back into the global power grid in order to meet demand. In this way, the car becomes a real player in the energy ecosystem, as part of the services provided by Mobilize. Naturally, Renault 5 E-Tech electric can also be charged from a conventional charging point, at home or on the street.

A Mobilize PowerBox Verso dedicated charging point

Mobilize PowerBox Verso is the bidirectional version of Mobilize PowerBox, designed in collaboration with the Software République team (Orange, Renault Group, STMicroelectronics and Thales). Manufactured in France, in Beaupréau-en-Mauges (Maine-et-Loire department), Verso develops power of up to 22 kW AC and is compatible with all electric and plug-in hybrid vehicles.

Mobilize PowerBox Verso communicates with Renault 5 E-Tech electric and the cloud to charge the battery or feed electricity back to the grid, depending on battery charge requirements, domestic requirements and incentives from the energy market and public grid.

Equipped with the highest level of cyber security, Mobilize PowerBox Verso transfers power between the car and the home in complete safety. Battery charging and discharging are fully controlled, primarily to ensure durability.

An integral part of the customer journey, the Mobilize PowerBox Verso charging point will be marketed and financed alongside Renault 5 E-Tech electric at dealerships, with the support of Mobilize Power Solutions, which will also install it.

A specific electricity contract

The two-way V2G (vehicle-to-grid) function must be associated with a specific electricity contract marketed by Mobilize. Based on a technological partnership with The Mobility

House, this contract provides a guarantee of green energy, while allowing users to monetise the energy fed back into the grid through the automated control of bidirectional charging. The contract guarantees to supply energy at a tariff that is as competitive as the reference market price, and to allow customers to sell the electricity. In France, for example, the amount earned could correspond to around half the cost of home charging. The Mobilize V2G service will be available from the launch of Renault 5 E-Tech electric in 2024 in France and Germany, and in 2025 in the UK.

My Renault: An app to manage everything

A smartphone app – My Renault – makes it easy to remotely manage and control all the functions associated with bidirectional charging, always with a view to optimising cost and maintaining the required level of mobility, simply by specifying the next departure time and the required battery charge level. While the vehicle is connected, it will never fall below the minimum safety threshold set by the user (to take someone to hospital, for example). The My Renault app will also let users schedule charging without V2G, to manage the Plug & Charge function, and so on.

An adapter to plug everything in

With the V2L (vehicle-to-load) technology built into Renault 5 E-Tech electric's bidirectional charger, users can connect a 220V appliance, such as a Hoover, kettle or electric barbecue to the car's battery, via an optional adapter. The power output of this function is 3,700 watts.



ADVANCED CONNECTED SERVICES WITH OPENR LINK AND GOOGLE

A popular feature on Megane E-Tech electric, the OpenR Link multimedia system with Google built-in is also present in Renault 5 E-Tech electric. It provides access to Google Maps, Google Assistant and a host of apps (50 or more depending on the country and version) on Google Play.

With a chip as powerful as that of a premium smartphone, the OpenR Link system runs more smoothly than other systems in the automotive industry. Simple and intuitive, it can be used in the same way as a tablet, either by touch or by voice control with the built-in voice assistant. It is compatible with Android Auto and Apple CarPlay, wired and wireless.

In this version, developed for Renault 5 E-Tech electric, the range of connected services provided by OpenR Link has been expanded to include V2G (vehicle-to-grid), V2L (vehicle-to-load) and Plug & Charge functions.

Easy planning of charges on the road

A main advantage of OpenR Link with Google built-in is the electric vehicle capabilities in Google Maps. It provides estimated battery level upon arrival at destination, suggests charging stops along the way and estimates how long charging will take.

Drivers also choose charging points based on power ratings and payment method. And, when a driver selects a charging station, Google Maps will automatically factor in battery preconditioning for optimised charging and route planning.

Apps for everyone

Through Google Play, Renault 5 E-Tech electric includes a range of over 50 apps, some of which are specifically for brand vehicles as part of targeted partnerships. With this eclectic line-up, everything is possible. You can listen to music, learn

about the history of the surrounding area or local tourist attractions, catch up on sport and news, have fun or watch a film when the vehicle is at a standstill or charging. Deezer, Spotify, Amazon Music, Waze, Les Incollables for Renault, SongPop for Renault, L'Equipe, Vivaldi, Kabriol, Karacal and a wide range of other exclusive content enhance the onboard experience.

Connected insurance

First seen on Austral, a connected insurance service is also available on Renault 5 E-Tech electric. Drivers will be able to take advantage of discounts from partner insurers by collecting data on vehicle usage (acceleration, cornering, braking, etc.) to calculate their driving score. Data on mileage and frequency of use could also enable low-mileage drivers to save on insurance. These connected insurance products will be gradually rolled out across Europe.

THE RENO AVATAR, A NEW TRAVELLING COMPANION

**Renault 5 E-Tech electric
is the first vehicle to
feature Reno, a new virtual
travelling companion.**

An avatar with a real personality, Reno supports and interacts with Renault customers throughout their user experience, both inside and outside the car. The feeling of empathy created will strengthen the emotional bond between the user and their Renault 5 E-Tech electric.

An example of humanised technology, Reno supports users in learning about the car and its functions. It is an EV specialist, able to answer all sorts of questions and take practical action. For example, you could ask: "Hey Reno, schedule a charge for 8am tomorrow" or "Hey Reno, how can I increase the range of my car?".

Looking beyond electric functions, the Reno avatar is able to answer the 200 questions most frequently asked by customers and identified by Renault After-Sales: e.g.: "Hey Reno, how do I connect my phone to the car?", or "Hey Reno, how do I change a tyre?".

Reno can also anticipate users' needs with suggestions to adjust certain vehicle settings to the context: e.g. offering to close the windows to optimise air recirculation and to control the cabin's air purifier, or switching from Sport to Eco mode in a traffic jam.

Last, with the integration of the artificial intelligence app Chat GPT, Reno can also answer many other questions in a smooth, conversational way.

Outside the car, Reno will also be available on the My Renault smartphone app. A series of video tutorials will help users learn more about all the possibilities of the car. Continuing to nurture the bond between customer and brand, Reno will act as an ambassador for Renault 5 E-Tech electric in a fun way (quizzes, etc.). It can also help customers to schedule a future charge.

DRIVING AIDS WORTHY OF SEGMENTS FURTHER UP THE MARKET

Renault 5 E-Tech electric features a range of driver assistance systems (ADAS), on a par with the best in the next segment up, in terms of driving, safety and parking.

Alongside the driver attention monitoring system, it ships with four safety ADAS seen on Megane E-Tech electric, but not present in the B segment before now, and which go beyond the requirements of the new GSR II (General Safety Regulation II): automatic emergency braking in reverse, front sensors with emergency lane keeping, rear sensors with emergency lane keeping and safe passenger exit.

A new button – My Safety Switch – located to the left of the steering wheel lets the driver activate or deactivate their preferred settings for no fewer than five ADAS at the same time, at the touch of a button. The customised settings made on the multimedia screen include whether to activate the function, to what level, to allow sound alerts, and so on.

On the road, Active Driver Assist lets the driver take a more relaxed approach to busy weekend traffic. It is a Level 2 ADAS, combining intelligent adaptive cruise control with Stop & Go and lane centering assist. For this last function, the driver can voluntarily

shift towards the side of the road when traffic is moving at a speed of under 50 km/h, in order to leave space for motorbikes and scooters or to create a safety corridor for emergency vehicles.

The intelligent adaptive cruise control, which can of course be used alone, is borrowed from models including Austral and Rafale. Using geolocation and mapping data, it allows the vehicle to scan the road ahead, anticipating roundabouts, bends and changes in speed limits.

To improve the safety of the vehicle and its occupants after an initial impact, the post-accident automatic braking system automatically locks the vehicle's brakes in the event of a collision. This is to lessen the consequences of any secondary collisions and potential further impact.

Last, Renault 5 E-Tech electric ships with hands-free parking, rounding off a range of features designed to make life easier in all circumstances.



SAFETY COACH: PERSONALISED ADVICE FOR MORE RESPONSIBLE DRIVING

To provide support for drivers and reduce the risk of accidents, Renault 5 E-Tech electric is equipped with a safety tool called "Safety Coach". This tool objectively assesses the driver's behaviour and practices to provide personalised advice for driving and use of the ADAS, in order to suggest possible improvements.

AN OPEN-ENDED RANGE WITH ORIGINAL ACCESSORIES

Alongside the Evolution and Techno trim levels, the Renault 5 E-Tech electric range will include a high-end finish which works on the same principle as haute couture 'collections'. This trim will change every year. For the launch, it will be Iconic Cinq. The vehicle will feature a range of unique personalised accessories, including decals and 3D-printed storage spaces, taking customisation to new levels.

#CR5ATIVE



A WEALTH OF EQUIPMENT AS STANDARD

To optimise costs without compromising on appeal, the Renault 5 E-Tech electric range includes iconic and must-haves features. All versions ship with 18" wheels as standard, along with a 10.1" central screen, hands-free access and start, Android Auto and Apple CarPlay wireless smartphone compatibility, an electric handbrake and full LED headlamps with automatic high-beam switch.

A RANGE IN MOTION

Renault 5 E-tech electric will be available in two trim levels on launch, each with a 52 kWh battery: Techno and Iconic Cinq, the first of the 'Collection' high-spec trim level.

The Techno trim level will ship as standard with alloy wheels, a 10" instrument panel, MULTI-SENSE settings, reversing camera, OpenR Link multimedia system with Google built-in, wireless smartphone charging a charge indicator light on the bonnet and Active Driver Assist.

The Iconic Cinq trim level will add two-tone paintwork, heated seats and steering wheel (three levels), hands-free parking, front, rear and side obstacle sensors, and a host of design features.

To satisfy customers looking for a high-spec finish without requiring maximum range, both the Techno and Iconic Cinq trim levels will be available with the 40 kWh battery at a later date. At the same time, more affordable entry-level versions will also be rolled out, again with the 40 kWh battery. Further illustrating the open-ended strategy of the range, a future Roland-Garros 'Collection' version is also scheduled.



UNIQUE PERSONALISED ACCESSORIES

With its highly emotive design, Renault 5 E-Tech electric lends itself to personalisation through a range of accessories that underline its cheery, mischievous character. Of the full range of 104 accessories, including the traditional towbars and floor mats, around 33 are 'iconic' accessories that will showcase or enhance the car's design.

In the cabin, 3D printing technology paves the way for a wide range of decorative clip-on features or additional storage compartments with customised lids. For example, the following components "made in France" are 3D printed at the Flins plant:

- A large central storage unit in three designs and two colours.
- A small central storage unit in three designs and two colours.
- A central organizer in two colours.

Renault 5 E-Tech electric will also be the very first car specifically equipped to carry baguettes from the baker's. A dedicated woven wicker basket, prototypes of which were made by French basket-maker Marguerite Herlant, can be placed to the right of the centre console for this purpose. No more flour or crumbs on your lovely upholstery!

The peak of sophistication is reached with 'e-pop shifter', the customisable tip of the steering wheel-mounted gear lever, designed to resemble a lipstick case. Located within easy reach behind the steering wheel on the right, it can be customised for each collection or based on individual tastes (from the accessories shop). This «e-pop shifter» tip can be changed without tools, with a simple pointed end, just like removing a SIM card from a smartphone.

Finally, for the exterior, a range of personalisation options will be available including decals for the roof and front doors in two versions, each with two colours: NumberR5 in red or black or Unlimited 5 in gold and silver.



MADE IN ELECTRICITY

The ElectriCity complex bringing together the three manufacturing plants of Douai, Maubeuge and Ruitz in northern France, will be at the centre of the industrial system producing Renault 5 E-Tech electric. The vehicle will be assembled in Douai and the battery pack in Ruitz (prior to full manufacture of the batteries at the Douai gigafactory in partnership with AESC-Envision from summer 2025). The motor will be produced at the Cléon plant in Normandy, reflecting the decision to keep production in France.

This 4.0 production system is expected to cut the time needed to build Renault 5 E-Tech electric to nine hours. To do this, it will rely on the Industrial Metaverse. Designed to reinvent automotive

production by accelerating competitive edge, it enables real-time optimisation of production through the millions of data fed back from the systems, all of which are now connected.

Renault Group's Industrial Metaverse paves the way for smarter, faster and better production, while reducing the costs and carbon footprint of industrial processes. Associated with artificial intelligence, it enables a predictive approach to energy consumption, reducing usage at the Group's industrial sites by 20%. The aim is to achieve carbon neutrality by 2025 for both the ElectriCity complex and the Cléon site.

#MADE OF EUR5PE

A REDUCED CARBON FOOTPRINT AND SAFETY AS A PRIORITY

Renault 5 E-Tech electric embodies the Renault Group and the Renault brand's commitments regarding sustainability. It paves the way for a mobility that is more respectful of the environment, natural resources and the climate, as well as the safety of passengers and other road users.

#DUR5BLE

A compact production line around ElectriCity

- Carbon-free electricity available in France.
- Vehicle assembled in our Ampere factory in Douai.
- Engine manufactured at the Ampere plant in Cléon.
- Battery pack manufactured at the Ampere plant in Ruitz.
- Batteries produced at our Douai plant thanks to the Envision partnership, from 2025.
- 75% of our suppliers are less than 300 km from our Ampere ElectriCity centre (Douai, Maubeuge, Ruitz).
- 75% of our EV customers are less than 1000 km from ElectriCity.

Repairable batteries with a reduced carbon footprint

- Stage 1: reduction target of -20% by 2025, compared with 2020.
- Stage 2: reduction target of -35% by 2030, compared with 2020.

A compact, rare-earth-free electric motor

- The electric motor of the Renault 5 E-Tech electric is more compact than that of the Megane E-Tech electric and the Scenic E-Tech electric from which it is derived.
- It remains faithful to Renault's preferred technology: synchronous with wound rotor.
- With no permanent magnets, it uses no rare earths, thereby reducing its environmental impact.

Sustainable design

- 85% recyclable vehicle.
- 19.4% recycled content (ISO14021 standard).
- 26.6% of materials from the circular economy, including 41 kg of recycled polymers.
- 100% recycled fabrics from plastic bottles for the seats from the E3 finish on the Techno and Iconic Cinq versions.

The first vehicle to take part in the energy ecosystem thanks to V2G technology*

- A new 11 kW bi-directional AC charger to direct charging to areas where renewable energy is available, and to reduce the load on the grid.
- A charger that allows decarbonized electricity to be fed back into the global electricity grid thanks to the electricity contract offered by Mobilize, in partnership with TMH.

At the forefront of safety

- Driving aids (ADAS) at the level of the top segment and which go beyond the new GSR II regulation (General Safety Regulation II): in addition to the driver attention alert system, rear automatic emergency braking, forward detection with emergency lane keeping assist, rear detection with emergency lane keeping assist and occupants safe exit alert.
- Active Driver Assist, the intelligent adaptive cruise control system, anticipates road conditions and brings Level 2 driving delegation.
- The Safety Coach provides personalized advice for more responsible driving.
- The new dynamic braking system halves the reaction time for automatic braking.
- The post-accident automatic braking system automatically locks the vehicle's brakes in the event of a collision to improve the safety of the vehicle and its occupants after an initial impact.
- Innovative technologies (Fireman Access, Pyroswitch and QRescue) simplify first-aid response in the event of an accident.

*vehicle to grid

DIMENSIONS AND WEIGHT

Length: 3.92 m
Width: 1.77 m
Height: 1.50 m
Wheelbase: 2.54 m
Front overhang: 749 mm
Rear overhang: 633 mm
Ground clearance: 145 mm
Weight: from 1,450 kilos (52 kWh version)
and 1,350 kilos (40 kWh version)
Boot capacity: 326 litres

MOTORS AND BATTERIES

Wound rotor synchronous electric motor

- 70 kW (95 bhp / 215 Nm)
- 90 kW (120 bhp / 225 Nm)
- 110 kW (150 bhp / 245 Nm)

Lithium-ion battery

- Comfort range 52 kWh
(range up to 400 km WLTP)
- Urban range 40 kWh
(range up to 300 km WLTP)

Chargers

- 11 kW AC unidirectional
for the 70 kW motor
- 11 kW AC bidirectional
for the 90 and 110 kW motors
- 80 kW DC for the 90 kW motor
- 100 kW DC for the 110 kW motor

Performance (110 kW motor and 52 kWh battery version)

0 to 100 km/h: < 8 sec
80 to 120 km/h: < 7 sec
Top speed 150 km/h

ABOUT RENAULT

Renault, a historic mobility brand and pioneer of electric vehicles in Europe, has always developed innovative vehicles. With the 'Renaulution' strategic plan, Renault has embarked on an ambitious, value-generating transformation, moving towards a more competitive, balanced and electrified range. Its ambition is to embody modernity and innovation in technology, energy and mobility services in the automotive industry and beyond.

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#FIGUR5S



RENAULT 5