



RENAULT



2020

Renault Clio

TCe 100 petrol 4x2 manual



4.6
/10 

Clean Air
Index

6.9
/10 

Energy Efficiency
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5.0
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Greenhouse Gas
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/10



Clean Air Tests



Laboratory Test

	NMHC	NO _x	NH ₃	CO	PN
4.6/10 Cold Test	adequate	adequate	adequate	weak	poor
6.2/10 Warm Test	good	adequate	adequate	adequate	weak
0.0/10 Cold Ambient Test	poor	adequate	good	poor	poor
6.1/10 Highway	good	good	adequate	weak	weak



Road Test

5.2/10 On-Road Drive	n.a.	adequate	n.a.	adequate	weak
4.5/8 On-Road Heavy Load	n.a.	good	n.a.	good	weak
3.0/5 On-Road Light Load	n.a.	good	n.a.	good	weak
1.9/5 On-Road Short Trip	n.a.	adequate	n.a.	adequate	poor
1.0/2 Congestion	n.a.	good	n.a.	n.a.	n.a.



Robustness



n.a.



good



adequate



marginal



weak



poor

Comments

The tested car has a three-way catalyst but no gasoline particulate filter (GPF). Oxides of Nitrogen (NO_x) and ammonia (NH₃) are well controlled. However, carbon monoxide (CO) and particulate number (PN) present more of a problem, especially in the cold ambient temperature test.

Energy Efficiency Tests



Laboratory Test

Energy

7.4/10 Cold Test



8.0/10 Warm Test



6.6/10 Cold Ambient Test



5.8/10 Highway



Consumption

Driving Range

Average

5.5 l/100 km

770 km

Worst-case

6.4 l/100 km

659 km



n.a.



good



adequate



marginal
















weak



poor

Comments

The Clio is a small, light car and this benefits its energy efficiency. The car scores well in all of the laboratory tests, with a slight drop in the high-load highway test. But the performance overall lead to an index of 6.9 for this part of the assessment.

	<u>Greenhouse gases</u>	CO ₂	N ₂ O	CH ₄
3.8/7	Cold Test			
4.2/7	Warm Test			
2.9/7	Cold Ambient Test			
3.3/7	Highway			



n.a.



good



adequate



marginal



weak



poor

Comments


Control of Methane (CH₄) is good in all tests and that of Nitrous Oxide (N₂O), an unregulated pollutant, is adequate. Overall performance leads to an index of 5.0 in this part of the assessment.

Our Verdict

The Clio has become one of Renault's iconic cars since the original was launched some thirty years ago. There have been five generations of the supermini in that time, the most recent, tested here, being released in 2019. Green NCAP's car was the TCe 100, with a 74 kW, one litre, three cylinder turbocharged petrol engine, complete with multi-port fuel injection. The test vehicle had no gasoline particulate filter and would have benefitted from having one, its generally good performance in Clean Air assessment being compromised by this pollutant. Green NCAP is informed by Renault that, since early November, Clios with this engine are equipped with a GPF. The score in Energy Efficiency is a good one and the car's control of greenhouse gases is to be commended. Overall, a balanced performance leads to a very creditable three-star rating.

Disclaimer

Publication Date	Tested Car	Emissions Class	Tyres
11 2020	VF1RJA00X6312xxxx	Euro 6d-Temp	205/45 R17 88H
Mass	Engine Size	Engine Power/Torque	Published CO ₂
1,143 kg	999 cc	74 kW/160 Nm	118 g/km
Declared Battery Capacity	Published Driving Range		
n.a.	n.a.		

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