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A new form of driving pleasure available to everybody Renault Fluence Z.E. was revealed in September 2009 at the Frankfurt Motor Show in the form of a concept car, before being presented at the Paris Motor Show in 2010 in its definitive form. This all-electric saloon is aimed at private buyers or fleet owners looking for a prestige vehicle that respects the environment.

Renault Fluence Z.E. presentation

The first three-box electric vehicle in the sedan segment, Renault Fluence Z.E. is recognizable at a glance. To tell it apart from the ICE version, Renault Fluence Z.E. includes a number of model-specific blue-tinted features: headlights, fog light surrounds, front and rear logos, radiator grille and "Fluence" logo. Renault Fluence Z.E. also features redesigned rear lights – with blue-tinted diamond detailing – and a specially designed, more open radiator grille.

The electric version of Renault Fluence is 4.75m long – 13 cm more than the ICE version – to make space for the batteries behind the rear seats. The side panels were therefore redesigned to maintain the overall balance of the original version.

Renault Fluence Z.E. is as wide as the ICE version. Interior space is worthy of a saloon in the next segment up, with elbow room of 1,480 mm at the front and 1,475 mm at the rear, on a par with the best in the segment. The cabin of Renault Fluence Z.E. includes all the features found on the ICE version. Only the rev counter is replaced by a meter with information on range and charging.

The cabin includes 23 litres of stowage space while boot capacity is maintained at 317 dm³.

The electric motor on Renault Fluence Z.E. is of the wound rotor synchronous type. Maximum power of 70 kW is obtained from 3,000 rpm with maximum torque of 226 Nm. This electric powerplant delivers strong, linear acceleration with maximum torque kicking in at an early stage.

The lithium-ion battery on Renault Fluence Z.E. has an energy capacity of 22 kWh. A system to recover energy on deceleration recharges the batteries. Unlike ICE vehicles, electric cars are most economical in the city and in thick traffic.

Renault Fluence Z.E. has a homologated range of 185 km over an NEDC (New European Driving Cycle) combined cycle. In real usage, range varies between 80 km and 200 km depending on driving conditions.

A major innovation on Renault electric vehicles is the pre-conditioning system. When the car is plugged in, the driver can programme pre-heating or pre-cooling of the cabin. An Eco Mode function is also available on Renault Fluence Z.E. Activating this function limits operation of the air conditioning and heating system to increase range by up to 10%.

Renault Fluence Z.E. has two charging modes: standard charge (between 6 and 9 hours) and Quickdrop (under 5 minutes), available in countries where Renault has signed a partnership with Better Place (Israel, Denmark, Australia), for automated battery swap stations. A 1-hour fast charge to recover 80 % of the battery range, will be available at a later date.

The sedan has taken part in many international events and been involved in many trials. Among them: the SAVE (Seine Aval Véhicules Electriques) in the Paris region, the Challenge Bibendum, the Z.E. Tour and the Rio+20 Summit.

Renault Fluence Z.E. is built at the OYAK-Renault plant in Bursa (Turkey), an ISO 14001 certified site, on the same production line as Renault Fluence.

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