

Renault Clio

TCE 115 TECHNO PETROL FWD MANUAL



Sustainability Rating

2026



62%

**Clean
Air**

6.8 /10

**Energy
Efficiency**

7.1 /10

**Greenhouse
Gases**

4.9 /10

Driving Experience

**Consumption
& Range** GOOD**Cold Winter
Performance** NOT APPLICABLE**Charging
Capability** NOT APPLICABLE

Our verdict

Tested here is the new Renault Clio, in its TCE115 version, which is a conventional petrol powertrain without any hybridisation. Yet the compact and light Clio impressed with a 3½ stars rating and a relatively high score of 62% percent. This impressive achievement is possible thanks to the low mass and efficient petrol engine, although fossil fuel consumption sets limits.

- › Controls exhaust emissions effectively and robustly, though potential aftertreatment improvements would further improve the score. Benefits from low mass and smooth accelerator response to minimize tyre abrasion but cannot reduce brake abrasion due to the lack of regenerative braking.
- › Delivers good fuel consumption, recording 5.0 l/100 km on-road and 6.1 l/100 km in urban driving. Benefits from low mass and the absence of a heavy battery, reducing lifecycle energy demand.
- › Achieves a relatively strong GHG score for a combustion vehicle thanks to reasonable consumption, low mass, and European production. Limits lifecycle emissions to 207 g CO₂-eq/km, including 133 g CO₂-eq/km from fuel combustion.

Disclaimer

Think before you print



Clean Air

6.8 /10

Comments

The Clio controls its exhaust emissions well and robustly, but some improvements would help achieve an even higher score, e.g. further reduction of CO and particle number emissions in the cold start -7°C cold ambient test. Remarkably, the tested emissions were lower than what the type-approval values would lead one to expect. Almost all points are collected for tyre abrasion thanks to low mass and smooth accelerator pedal behaviour, but the conventional powertrain is not able of recuperative braking and there are no points rewarded for brake abrasion mitigation.

Exhaust emissions

Exhaust pollutant emissions are produced from combustion engines. Although current emission legislation is very strict, this type of emission directly affects air quality, and not all vehicles perform equally well. [Read more](#)

ADEQUATE 7.8 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)

ADEQUATE 7.3 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Legal test (WLTP)	adequate	adequate	not applicable	marginal	weak	good	5.0 /8
Warm weather	good	good	good	good	adequate	good	8.6 /10
Highway	good	good	adequate	good	marginal	good	7.7 /10
Winter cold start	adequate	adequate	adequate	marginal	weak	good	6.6 /10
Winter warm start	good	adequate	good	good	marginal	good	8.2 /10

On road

An on-road driving test , using portable emissions measuring equipment complements Green NCAP's laboratory tests. [Read more](#)

ADEQUATE 8.4 /10

	NMHC	NO _x	NH ₃	CO	PN	PM	Score
Real-world mixed drive	not applicable	good	not applicable	good	marginal	not applicable	7.6 /10
Short city trip	not applicable	adequate	not applicable	adequate	good	not applicable	8.8 /10
Congestion	not applicable	good	not applicable	not applicable	not applicable	not applicable	2.0 /2

goodadequatemarginalweakpoornot applicable



6.8 /10

Non-exhaust emissions

Driving a vehicle also produces emissions different from those of the exhaust pipe. Green NCAP evaluates vehicle properties that contribute to tyre and brake abrasion.

MARGINAL

4.6 /10

Tyre wear

GOOD

5.5 /6

Tyre abrasion releases small particles during driving, and some vehicle properties have major impact on it. Heavier vehicles, wheel alignment causing increased slip angle, and aggressive acceleration responses all increase tyre wear and particle emissions. [Read more](#)

	Result	Score
Influence of mass		3.0 /3
Wheel alignment		0.5 /1
Accelerator response		2.0 /2

Brake wear

POOR

0.0 /6

Brake dust, produced by friction brakes, can be mitigated through filters, enclosed brake systems (like drums), or by reducing friction brake use with regenerative braking in electrified vehicles. Containment keeps dust inside the system, while recuperation lowers brake wear. However, heavier vehicles still generate more brake abrasion due to their greater stopping demands. [Read more](#)

	Result	Score
Brake dust mitigation		0.0 /4
Brake dust containment		0.0 /6
Recuperative braking - warm test		0.0 /6





6.8 /10

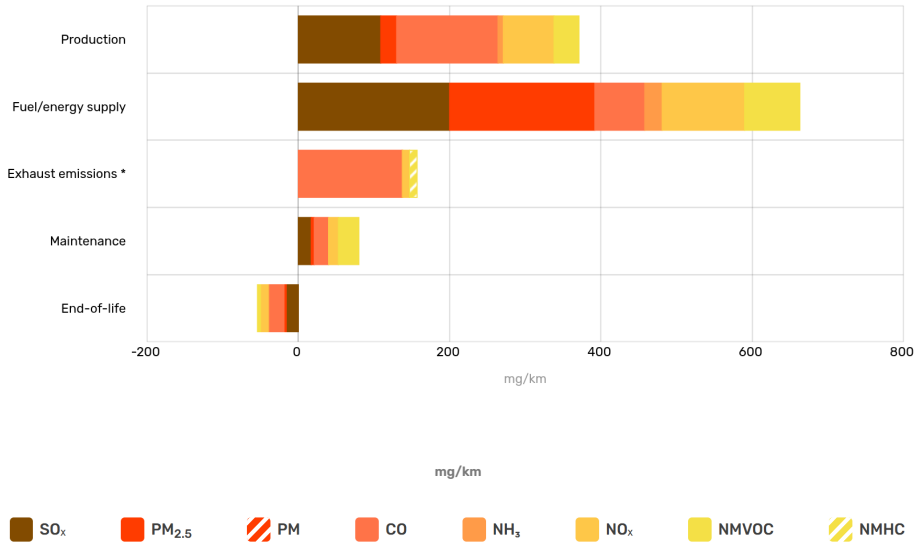
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, pollutants are estimated in the various stages of a vehicle's life other than use. The chart also displays the measured emissions related to usage, which are taken as an average from the tests and are scored separately in the 'Exhaust emissions' part above. The end-of-life approach uses results in negative values because the benefit of materials recovery and recycling exceeds the effort of obtaining and processing virgin raw materials.

ADEQUATE ● 6.0 /10

Pollutants

Most of the vehicle exhaust pollutant species are also emitted in others life cycle phases. These are health- and nature-damaging compounds, the amount of which should be reduced as well.



* Exhaust emissions are not contributing to the score in Additional Life Cycle Assessment information because they are scored in the Exhaust emissions section above

Energy Efficiency

7.1 /10

Comments

The car’s petrol consumption figures are good but not surprising for this type of vehicle. The on-road test was performed on a dry road in sunny weather and recorded a consumption of 5 l/100 km with 6.1 l/100 km in the short urban trip. In terms of life cycle assessment, the total primary energy demand further benefits from the low mass and the absence of a heavy battery.

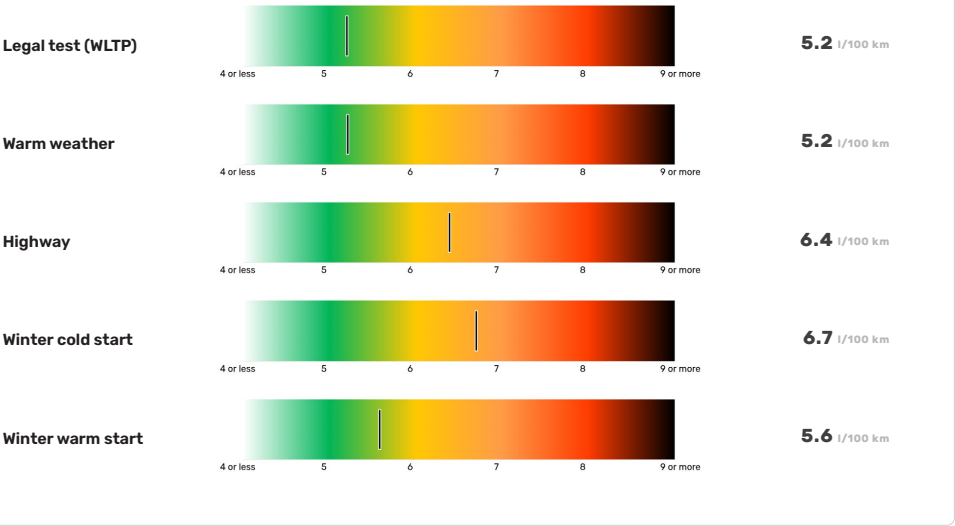
Energy demand

ADEQUATE 6.9 /10

Propulsion energy consumption in laboratory

MARGINAL 3.9 /10

The vehicle’s measured consumption figures are displayed in the bar chart. The colour scheme positions the values relative to low and high figures in a typical range. The ranges are different for combustion engine and pure electric vehicles.



● good ● adequate ● marginal ● weak ● poor ● not applicable

Energy Efficiency

7.1 /10

Additional Life Cycle Assessment information

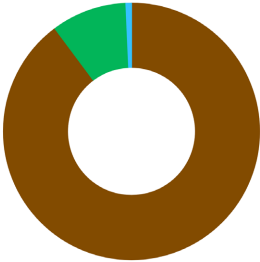
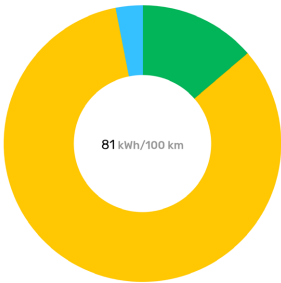
GOOD ●

10.0 /10

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime 'from cradle to grave'. In this section, the total vehicle life cycle primary energy demand is displayed. The scoring does not consider the direct propulsion energy use, because it is scored separately in the 'Propulsion energy consumption in laboratory'.

Total LCA energy consumption

Energy source share in total LCA consumption



- Production & recycling 13.7%
- Battery production 0.0%
- Fuel/energy supply * 83.2%
- Maintenance 3.1%

- Fossil 89.8%
- Renewable 9.5%
- Other 0.7%

Direct propulsion energy share is not shown, it is included in 'Fuel/energy supply'.

Rolling resistance

Rated here is the vehicle's resistance to movement at low speeds. Different factors have an impact on it, but the most significant one is mass.

GOOD ●

10.0 /10

good

adequate

marginal

weak

poor

not applicable



Greenhouse Gases

4.9 /10

Comments

Although the Greenhouse Gas Index is the most difficult category for conventionally powered vehicles, the Clio manages to collect almost half of the available points. The reasonable consumption figures, the low mass and the production in Europe help here. The calculated total amount of lifecycle greenhouse gas emissions is 207 g CO₂-eq./km, of which 133 come directly from petrol combustion.

Exhaust GHG emissions

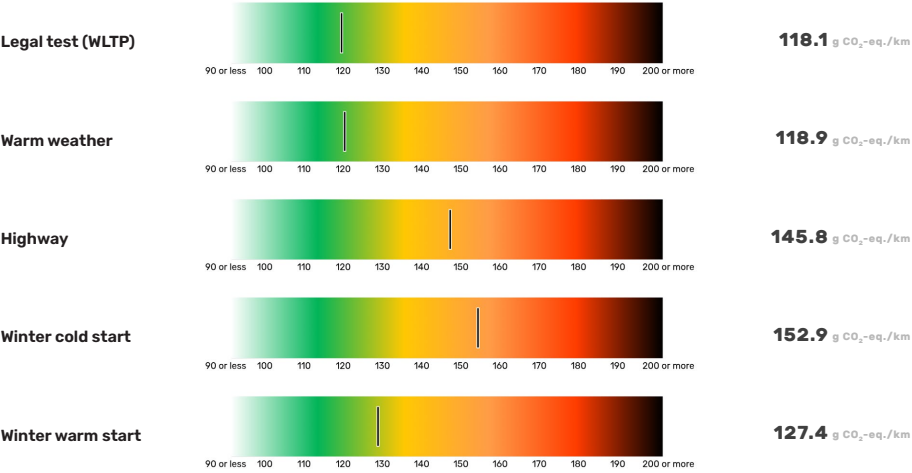
Combustion of conventional fuels releases greenhouse gases at the vehicle's tailpipe. The most significant of these gases are the emissions of CO₂. Green NCAP's assessment considers methane (CH₄) and laughing gas (N₂O) as well. Together, these are counted with their global warming potential to a sum known as CO₂ equivalent.

WEAK ●

2.2 /10

In laboratory

Green NCAP performs a wide range of tests on cars in the laboratory. This is the best way to ensure controlled conditions and guarantee that all cars are tested in the same way, making their results comparable. [Read more](#)



● good ● adequate ● marginal ● weak ● poor ● not applicable

Greenhouse Gases

4.9 /10

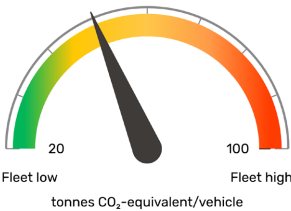
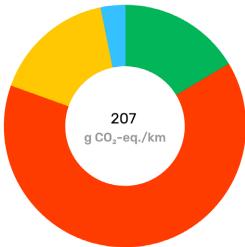
Additional Life Cycle Assessment information

Life Cycle Assessment (LCA) investigates the environmental impact of a car over its entire lifetime, 'from cradle to grave'. In this section, the total vehicle life cycle greenhouse gas emissions are displayed.

GOOD 

9.7 /10

Total LCA GHG emissions



Vehicle Life Cycle average emissions 50 (+/-)
(best 45 | worst 55)

* The scoring does not consider the direct exhaust GHG emissions at the tailpipe, because they are scored separately in 'Exhaust GHG emissions' above.



 good  adequate  marginal  weak  poor  not applicable



Driving Experience



Consumption & Range

● GOOD



Cold Winter Performance

● NOT APPLICABLE



Charging Capability

● NOT APPLICABLE

Green NCAP Comment

The Driving Experience evaluation of conventional vehicles focuses only on the performance in section 'Consumption and Range'. The Clio's estimated real-world consumption figures are mostly seen as adequate, with the rural and highway warm weather scenarios being evaluated as good. The consumption readings on the computer display board are accurate.



Consumption & Range

GOOD

Estimated actual consumption

GOOD

What consumption can be expected in real world conditions?

In-laboratory measured consumption values are only partially representative of real-world use. Green NCAP's estimates aim at providing more realistic figures, which are based on measured results, modified by correction factors.

Conditions	Urban	Rural	Highway	Mixed	
Warm weather	7.6	4.9	5.5	6.8	l/100 km
Cold Winter	9.5	5.6	6.2	8.0	l/100 km

Accuracy of display

GOOD

Is the consumption figure on the display correct?



good adequate poor not applicable



Cold Winter Performance

NOT APPLICABLE ●



good

adequate

poor

not applicable



Charging Capabilities

NOT APPLICABLE ●



● good ● adequate ● poor ● not applicable

Specifications

Vehicle class
Small Family Car

System power/torque
84 kW / 190 Nm

Engine size
1,199 cc

Declared consumption
5.2 l/100 km

Declared driving range
Overall n.a.
City n.a.

Declared CO₂
118 g/km

Declared battery capacity
Usable (net) n.a.
Installed (gross) n.a.

Mass
1,186 kg

Heating concept
Waste heat

Tyres
205/45 R18

Emissions class
Euro 6 EC

Tested car
VF1R030007483xxxx

Publication date
09 2026

Also covered by this rating

Variants Names may vary by country

Renault Clio
TCE 115 Evolution petrol FWD manual



