

RENAULT
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DELIVER

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CORPORATE
COMMUNICATIONS
DEPARTMENT

Lyon / November 2011

RENAULT TRUCKS DELIVERS A HYBRID 26 T PLATFORM CRANE TO POINT.P

A new Renault Trucks hybrid vehicle will be operating in the Paris region from 23 November. It has been acquired by Point.P, the leading construction material distributor in France. This Renault Premium Hybrys Tech 26 t vehicle is the largest hybrid Platform crane truck ever produced in Europe.

On Wednesday 23 November, Pascal Bitner, Managing Director of Renault Trucks France, presented the keys of a latest generation Premium Distribution Hybrys Tech to Mr. Patrice Richard, Chairman of the Board for the Point.P Group, in Aulnay-sous-Bois (93). This 26 t truck with a 6x2*4 configuration is fitted with a DXi7 310 hp engine and has a platform body with a crane at the rear and a PTO on the gearbox. This is the largest hybrid truck fitted with equipment of this kind to ever be produced in Europe. It will be used for delivering heavy building materials (sand, cement, breeze blocks, etc.) to professional and individual Point.P customers to the North East and East of Paris.

"Point.P decided to explore the possibility of hybrid solutions and carry out tests under actual operating conditions," explains Mr. Richard. "This choice was in line with an overall approach aimed at addressing the issue of eco-transport." For his part, Pascal Bittner thanked Point.P for its confidence and stressed, "The collaboration between our two companies shows that innovation and a willingness to try out new solutions will ensure a meaningful future for road transport and a promising outlook for French manufacturing industries."

The hybrid technology used on this truck has been undergoing tests by Renault Trucks for almost 3 years. It is particularly suitable for distribution in urban or periurban environments since, apart from a significant reduction in consumption of around 20%, due to the use of an electric motor, it also significantly reduces noise pollution for local inhabitants.

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The hybrid principle developed by Renault Trucks is quite straightforward: the vehicle's kinetic energy is recovered during braking or deceleration phases and converted into electricity. This energy is stored in the traction batteries which enable the vehicle to operate perfectly independently without any need to be recharged. It is then used to drive the electric motor which is used when the vehicle is starting up. After reaching a speed of around 20 km/h, the Diesel engine takes over. It is only used in phases where it consumes the least, i.e. outside the start-up phase.

Renault Trucks Clean Tech vehicles

In order to meet road transport's environmental challenge, and faced with increasing demand from customers for less polluting vehicles, especially in towns, Renault Trucks has, for several years, been developing trucks that rely on alternative technologies to diesel: electric, hybrid, but also natural gas (NGV). These three types of vehicles are federated under the Clean Tech label and are primarily intended for urban and peri-urban usage.

With their keenness to offer the same maintenance quality on these vehicles as for thermal engines, Renault Trucks has undertaken a Clean Tech label approach for its repair network. New technologies, of course, mean that the network needs new skills and tools that are specific to the maintenance and repair of this type of vehicle.

Faced with the challenges of urban merchandise transport, Renault Trucks is seeking global solutions. First of all by offering its customers an urban range based on optimised thermal vehicles which perform to the highest specification and consume the least possible fuel, and also with its Clean Tech range with its alternative energy solutions meeting the environmental challenges of today.

In short, Renault Trucks is looking to get the right truck with the right energy in the right place at the right time.

Further information is available from :

<http://corporate.renault-trucks.com>

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