



Press Release - for immediate publication - May 9, 2005

Logan arrives on Western European markets



Logan will go on sale in France on June 9, in Spain on June 16 and in Germany on June 17. Between October 2005 and January 2006 it will be launched in five other Western European countries: Belgium, Switzerland, the Netherlands, Italy and Austria. In all eight countries Logan will have ABS and two front airbags fitted as standard, as well as headrests for all seats.

The range available will be identical in all countries and the sale price will vary mainly in accordance with taxes and transportation costs in each country.

Spacious, robust and reliable, Logan has made a major asset of its affordability. With prices starting at €7,500 in France, it offers unrivalled value in terms of roominess and features, bringing together the best of Renault technology but focusing on the basics.

Logan has a warranty of three years or 100,000 kilometres in all European Union countries.

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Chapter 1

Logan, the “back to basics” car

A project driven by simplicity

The Logan project team refused to compromise on reliability and durability, while robustness and low running and maintenance costs were priorities. All the technical decisions were made with this in mind, on the basis of a project driven by simplicity. The 1.4 and 1.6 eight-valve engines (the K series) and the JH gearbox used for Logan had already proved their worth in the Renault range. In addition the Renault engineers worked very closely with suppliers.



Logan also underwent stringent tests covering a very wide variety of driving conditions to ensure real durability, with particular attention paid to protecting the bodywork. This was done by injecting wax into the box sections, systematic application of sealant on the external cabin joints and reinforced underbody anti-chip protection.

Logan is competitively priced and inexpensive to run, with maintenance costs the subject of close study. Renault technology made it possible to extend the intervals between services. For instance, the oil, spark plugs and air filter are changed only every 30,000 kilometres. The emphasis was put on simple, practical techniques for easy servicing. The headlamp bulbs are easily reachable from the engine compartment, so that customers can change them themselves.

A three-year or 100,000km warranty

Dacia Logan is guaranteed for three years or 100,000 kilometres in the European Union. A Dacia Assistance helpline will be available to customers in all the countries concerned.

Local partner Renault Assistance will deal with breakdowns according to the usual procedure.

Record spaciousness

The customer groups targeted by Logan are mainly families, most of whom have only one vehicle. The car's generous dimensions (4,250mm long and 1,742mm wide) make it exceptionally spacious and are unrivalled in its category. The rear seats were the subject of special attention. Three very tall passengers (over 1.90 metres)

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can be seated in comfort with headroom of 25mm. Footroom is also generous, with a width of 420mm. Kneeroom is 185mm on average, and rear shoulder room is a remarkable 1,420mm, close to that of Vel Satis.

Getting into and out of the car is also very easy. The boot volume of 510 litres is best in class, and its layout enables a wide variety of different-shaped items to be loaded.

A design that expresses quality and robustness

“We had all-round designers working on the project, combining sound technical knowledge with a creative approach to provide ingenious solutions to the project goals”, said Ken Melville, Director, Medium and Dacia Car Programmes Design. The challenge for Logan’s exterior was to design a modern, stylish vehicle for a limited manufacturing cost. The design expresses robustness and quality, with clearly accented wheel arches, taut body sides and a sculptured bonnet.



Form and function are indissociable: the shape of the boot provides a low loading platform and is protected by the boot lining from the upper part of the rear bumper. The rear lamp clusters, set at an angle, smooth out the car’s structured edges. The frontal styling highlights the new Dacia brand identity and is a window on the brand’s future models. The new badge stands out prominently on the grille, while smooth headlamp covers underscore the modern look of the front of the vehicle.

Particular care was paid to the interior design. Both fit and finish and the materials used echo the robustness and quality of the exterior. A dashboard moulded in one piece was chosen because it does away with the problem of clearance, the screws that keep it in place can be concealed, and durability is assured. The centre console groups controls such as air conditioning and radio buttons, all easy to reach and operate. The steering wheel dials and controls enhance the vehicle’s dynamic, modern appearance and the cockpit, focusing on the driver, clearly expresses driving pleasure.

The various versions in the Logan range are easily recognized at first glance. The Ambiance version stands out from the entry-level version with the lower part of the bumpers body-coloured, chrome-look trim on the grille and protective side mouldings. The top version, Lauréate, has fully body-coloured bumpers, a short strip of chrome beading around the grille and integral foglamps.

The interiors of the different versions are differentiated by lighter or darker shades of material and by specific treatment of the centre console. Two colour schemes are available: medium charcoal and nutmeg. Different upholstery fabrics are used and from the Ambiance version upwards the fabric also features on the door panels. The design of the hubcaps and aluminium wheels reinforces the upmarket versions. Logan is available with bright, new, contemporary colours such as Aegean Blue and Fern Green.

Chapter 2

A modern car

Safety features in line with European standards

Logan was the subject of intensive work regarding safety. All the expertise of Renault's safety engineers was harnessed to find appropriate design solutions and provide features that exceed the latest European standards. Logan's design should enable it to achieve three stars in the Euro NCAP crash tests. Digital technology made it possible to drop several physical stages in the development process. "The use of digital simulation meant we could check the car's resistance to impacts and eliminate risks early on in the process. Those findings were confirmed by crash tests conducted

on the final versions of the vehicle", said Jean-Marc Dubois, the project's Passive Safety Manager.

Logan benefited from Renault's acknowledged expertise in impact resistance and dispersing kinetic energy. When a frontal impact occurs, the layout of the engine compartment has been designed to allow stacking of the powertrain components. In the upper part of the vehicle, the load passes through the cowl side reinforcement, door pillar and door panels. In the middle, the load is taken up by the front cross-member. Finally, the lower part of the car absorbs energy through a subframe which is connected to the longeron at four points.

The dashboard is also of major importance in providing crash protection in frontal impacts. Its honeycomb structure, made of highly absorbent polypropylene, lowers the risk of knee injury should an impact occur. The rounded lower part and glove compartment lid are shaped to spread the load on passengers' legs and ankles, while the structure of the seats maintains the pelvis in an appropriate position to cope with an impact. Underfoot padding for both driver and front passenger provide added protection for the legs.



- 1 Ceintures avant 3 points à enrouleur
Three-point inertia reel front seat belts
- 2 Réglage de la hauteur de ceinture
Seat belt height adjuster
- 3 Ceinture arrière 3 points à enrouleur
Three-point inertia reel rear seat belts

- 4 Airbag frontal
Front airbag
- 5 Calculateur d'airbag
Airbag ECU
- 6 Plaque de bord avec structure amortissante
Dashboard with damping structure
- 7 Poussoirs de bassin
Pelvic pushers
- 8 Paddings de bassin
Pelvic padding
- 9 Paddings de pied
Pilot padding

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In the event of a side impact, the central pillar protects the pelvis, complementing the lateral resistance provided by the seats and door padding. Rear impacts were also the focus of attention. The fuel tank is located under the floorpan, away from the rear suspension, so there is less chance of it being pierced by the underbody or suspension components. A cross-member in the back of the rear bench seat restricts the danger of objects in the boot entering the cabin.

Seat belts are a car's main passive safety feature. Research has shown that if everyone wore them, between 8,000 and 10,000 lives could be saved every year in Europe alone. Logan has three-point belts and head restraints for all seats. The front belts can be height-adjusted for occupants of different sizes. Two specially-designed airbags, for the driver and passenger,



are fitted as standard. They are equipped with vents that regulate internal pressure and limit the load on the occupants.

Logan ensures safety for passengers of all sizes and ages. Both front-facing and rear-facing child seats can be fitted in all three rear seats as well as the front passenger seat. When a child is travelling in the front, the airbag can be disconnected using a switch on the dashboard. Switching off the passenger airbag automatically illuminates a reminder light on the instrument panel.

The vehicle has MacPherson-type front suspension with a wishbone link, based on the system used in Clio II. The rear suspension, identical to that used in Modus, is an H-section torsion beam with programmed deflection, combined with coil springs and vertical dampers. Extensive research into the stiffness of the front and rear springs restricts body movements, especially roll, giving Logan similar ride comfort to that of an entry-level Clio. The chassis has a front anti-roll bar fitted as standard. Logan has front disc brakes and rear drum brakes. All the ABS versions have 15-inch wheels and new tyres fitted as standard. Logan is equipped with the Bosch 8.0 ABS system – the same as Mégane II – with Electronic Brake Distribution which takes full advantage of the rear suspension's braking potential.

Tyres for easier handling



New tyres (Continental or Michelin) are now fitted to all ABS versions of Dacia Logan in all the markets supplied by the Pitesti plant in Romania. These tyres comply with the expectations of customers in those markets. They improve the car's behaviour,

particularly when taking corners or changing lanes rapidly on wet roads, and make for a smooth ride. They reduce rolling resistance, and therefore fuel consumption, and are very quiet.

The use of tyre brands that are well known and widely available also ensures that they can easily be replaced.

An alphanumeric display in the centre of the dashboard brings together warning lights and data supplied by the onboard computer. A rev counter is available as standard on all versions, including the entry level.

Logan's ergonomic driving position benefits from the B-platform architecture. The driver is ideally positioned in line with the steering wheel and pedals, making driving more comfortable. Using digital technology, numerous calculations concerning vibrations and acoustics helped to keep noise levels low. Chassis and powertrain noise was the focus of special attention throughout the development process, with high-frequency sounds filtered for maximum homogeneity. Logan's air conditioning and ventilation systems are among the quietest in the segment, at 51 and 49 decibels, respectively. For external noise, Logan is below the threshold set by the relevant European directive (74dB). In this

Quality travelling comfort

Hydraulic power-assisted steering, available from the second equipment level, delivers superior handling and improves manoeuvring. Logan's turn-

ing circle is 10.50 metres – the same as that of Mégane II. Driving pleasure depends on accurate handling and precise steering, but also on the ergonomics of the driving position. All the data displayed can be taken in at a glance.





respect, the vehicle follows the commitment made by Renault since the launch of Laguna II: to make its vehicles even quieter than required by law.

Thermal comfort is the same throughout the car, including the rear seats. Short ducts in the front ensure excellent distribution of warm or cool air to passengers' feet. In the back, Logan is equipped with a twin-pipe outlet like the one in Mégane II. Because the engine warms up quickly and supplies sufficient heat, additional heating is not needed. The air conditioning unit is taken from B-platform vehicles, with the external housing adapted specially for Logan.



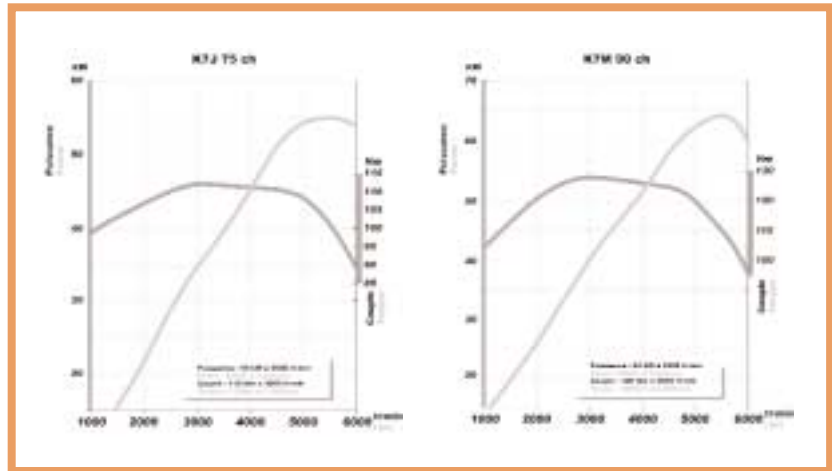
It is very compact, freeing up space in the cockpit. The upper and lower vents ensure optimum distribution of air flows.

Logan is also suitable for difficult road surfaces. The 155mm ground clearance is 20mm higher than European standards, while the front suspension travel is 18mm greater. That means the car can be driven on uneven road surfaces without damage.

Tried and tested powertrains

Logan was launched with a choice of two petrol engines: the 75hp 1.4 and 90hp 1.6. A 65hp 1.5 dCi diesel option will be available early in 2006, followed by a 107hp 1.6 16V petrol unit.

“We used several decisive criteria in choosing the engines: cost, durability, versatility and ease of maintenance”, said Alain Picard, Engine Development Project Manager. The eight-valve engines in the K7 series have already proved their worth in several Renault vehicles. They feature substantial torque at low speeds, available over a broad range from 3,000rpm to 4,500rpm.



Several parts have been redesigned as part of the “design to cost” method, such as the camshaft of the 75hp 1.4 engine, which now has shoe-type rocker arms – simpler and more economical than the roller cam followers. The engineers decided to improve torque at low speeds by redesigning the profile of the cams. Despite its generous dimensions, Logan is a relative lightweight. The entry-level version, with the 75hp 1.4 engine, weighs less than a metric ton. This contributes to performance and fuel economy on a par with other Renault group vehicles.

The 75hp 1.4 engine delivers power output of 55kW (75hp) at 5,500rpm and torque of 112Nm at 3,000rpm. The 90hp 1.6 unit supplies 64kW (90hp) at 5,500rpm and 128Nm at 3,000rpm. Both engines are hooked up to the five-speed manual gearbox used in Laguna II and Mégane II.

On the 75hp 1.4 and 90hp 1.6 versions, the ratios are shorter on the first three gears for better step-off and

acceleration at low speeds or when the vehicle is heavily loaded. The top two gears focus more on fuel economy and quiet operation. The maximum speed of the 90hp 1.6 unit is 175kph and it can accelerate from 0-100kph in 11.5 seconds. The engines put Logan among the best in class in terms of fuel economy, with consumption of 6.8 litres/km in the combined cycle, or 164g of CO₂/km for the 75hp 1.4l unit.

An environmentally-friendly car

Naturally, Logan complies with the environmental standards in force in the European Union. Both engine options (75hp 1.4 and 90hp 1.6) were developed in line with the most recent emission control standards and have Euro 4 approval. The Euro 3 version of Logan will be sold until January 2006, when the new norm comes into force.

Recycling of materials was also taken into account. Logan is 95% recyclable in terms of weight, as current legislation demands.

Chapter 3

Distribution and aftersales



Different kinds of customer

Market surveys in Western Europe have shown that most potential Logan buyers have only one vehicle. Even so, Logan will appeal to various types of customer. Some will appreciate the car's practical side: families in particular will benefit from its exceptional spaciousness and the large boot offering best-in-class value. Logan may also win converts among motorists drawn by its simplicity and robustness, particularly outside big cities. And then there are those who already own a vehicle, who may well find Logan the perfect second car. Obviously, Logan will also interest customers for whom the price of a car

is the main criterion. Young drivers buying their first vehicle will benefit from all the features of a new car that complies with European standards in every respect.

Logan will be available with a choice of three equipment levels – Logan, Ambiance and Lauréate – which will be identical throughout Western Europe.

High-quality service that relies on the Renault network

Logan will be sold in the European Union mainly by Renault dealers, thanks to franchise agreements signed with Dacia.

Dealers selling Logan will have special signage featuring the Dacia badge and flag outside their premises. Inside, Dacia will be allotted a separate part of the showroom. Potential buyers can find out about Logan and locate their nearest dealer on the www.dacia-logan.com web site.

Renault's financial services, provided by RCI Banque and its subsidiaries,

will make offers tailored to Logan buyers in different countries. Renault's Customer Relations Department will train employees specifically for Dacia to ensure that Dacia customers receive the same quality of service as Renault customers.

Dacia's aftersales service will also benefit from the quality of Renault services. That will mean training technical teams and providing online repair methods that meet Renault's standards. The Renault Minute workshops can carry out rapid repairs for Dacia brand vehicles. Renault's logistics teams will organize the supply of Dacia spare parts, which will be stored in central warehouses in the Paris area and delivered to dealers within 48 hours. Dacia has also developed a complete range of accessories, such as towbars, roof bars and mud flaps, with the support of Renault's Parts and Accessories Division.



Update on the Logan programme

The Logan programme is entering its second phase this year as the car goes into production in Russia in April 2005 and Morocco and Colombia in the second half of 2005, following start-up at Dacia's Pitesti plant in Romania in 2004.

Meanwhile, sales will be extended to more than 30 countries this year, covering Western, Central and Eastern Europe, Africa, the Middle East and Latin America.

The third stage will come in 2006 with production of Logan in Iran and then India, followed by Brazil in 2007.

In India, the agreement signed with Mahindra & Mahindra in March 2005 provides for production of a right-hand drive version of Logan.

Renault is targeting annual Logan sales of more than 1 million by 2010.



TECHNICAL SPECIFICATIONS

ENGINE	PETROL			
	K7J		K7M	
Transmission	Manual			
Emissions conformance	Euro 3	Euro 4	Euro 3	Euro 4
TYPE APPROVAL	LSRAAH	LSRAEH	LSRABH	LSRAFH
Number of seats	5			
ENGINE				
Engine	K7J 710		K7M710	
Capacity (cc)	1390		1598	
Bore x stroke (mm)	79.5 x 70		79.5 x 80.5	
Number of cylinders	4			
Compression ratio	9.5			
Number of valves	8			
Maximum power kW (hp)	55 (75)		64 (90)	
Maximum speed (rpm)	5500			
Maximum torque Nm (m/kg)	112		128	
Maximum torque (rpm)	3000			
Type of fuel injection	Multipoint			
Fuel	Petrol			
Catalytic converter	S			
GEARBOX				
Gearbox	JH1		JH3	
Number of forward gears	5			
Speed (kph) at 1,000rpm in 1st	7.24			
in 2nd	13.18			
in 3rd	19.37			
in 4th	26.21			
in 5th	33.94			
STEERING				
Ø turning circle (m)	10.50			
Steering turns to lock (manual / power)	4.5 / 3.2			
SUSPENSIONS				
Front	MacPherson-type with wishbone link			
Rear	H-section torsion beam with programmed deflection - coil springs			
Ø front anti-roll bar (mm)	24.5			
WHEELS AND TYRES				
Standard wheels	6.0 J 15			
Front/rear tyres	185/65 R 15			
BRAKES				
Type of braking circuit	X			
ABS Bosch 8.0	Standard			
Electronic Brake Distribution	Standard			
Front discs in mm	259			
Rear drums in inches	8"			
PERFORMANCE				
Top speed (kph)	162		175	
0 - 100kph (secs)	13"00		11"50	
0 - 1,000m (secs)	34"90		33"50	
DRAG COEFFICIENT				
Cd	0.36			
FUEL CONSUMPTION				
99/100 EC (l/100km)				
CO ₂ (g/km)	164	166	173	175
Urban	9.2	9.4	10.0	10.0
Extra-urban	5.5	5.5	5.7	5.8
Combined	6.8	6.9	7.2	7.3
CAPACITY				
Fuel tank (l)	50			
WEIGHT (KG), AIR CONDITIONING OPTIONAL				
Unladen kerb weight	975		980	
Unladen weight on front axle	580		585	
Unladen weight on rear axle	395			
Maximum gross vehicle weight (MGVW)	1535		1540	
Gross train weight (GTW)	2300			
Payload	425			
Maximum trailer weight, braked	1100			
Maximum trailer weight, unbraked	525			

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DIMENSIONS

Boot volume (in litres)	510
SIDE VIEW (MM)	
A Wheelbase	2630
B Total length	4250
C Front overhang	777
D Rear overhang	843
E Front track	1466
F Rear track	1456
G Body width / with door mirrors	1742/1975
H Unladen height	1525
J Unladen sill height	690
K Ground clearance laden	155
L Cabin length (pedal assembly to back of rear seats)	1685
M Front elbow room	1418
M1 Rear elbow room	1428
N Front shoulder room	1390
N1 Rear shoulder room	1420
P1 Front headroom at 14°	906
P2 Rear headroom at 14°	873
Y Upper boot opening	1072
Y1 Lower boot opening	941
Y2 Maximum boot opening	1127
Y3 Internal width between wheel arches	1030
Z1 Maximum loading length	1005
Z2 Boot height	535

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PRICES IN FRANCE

EQUIPMENT LEVEL	ENGINE	PRICE IN € (INCL. VAT)
LOGAN	1.4 MPI	7,500
AMBIANCE	1.4 MPI	7,800
LAURÉATE	1.4 MPI	8,550
	1.6 MPI	8,990

OPTIONS	PRICE IN € (INCL. VAT)
Air conditioning	840
15" alloy wheels	440
Hydraulic power steering	420
2x15W radio cassette with security code	190
4x15W radio cassette with security code	290
Fog lamps	140
Electric pack*	230
Metallic paint	320

*includes radio-frequency remote control and front electric windows.

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EQUIPMENT LEVELS (identical throughout Western Europe)

	LOGAN 1.4 MPI	AMBIANCE 1.4 MPI	LAURÉATE 1.4 MPI/1.6 MPI
EXTERIOR			
Body-coloured bumpers	-	●	●
Chrome-look grille trim	-	●	●
Body-coloured grille surround	-	-	●
Protective side mouldings	-	●	●
15" steel wheels with medium hubcaps	●	-	-
15" steel wheels with full hubcaps	-	●	●
15" alloy wheels	-	-	○
Metallic paintwork	○	○	○
ACTIVE AND PASSIVE SAFETY			
ABS	●	●	●
Driver airbag	●	●	●
Front passenger airbag with manual disconnection	●	●	●
Three-point, height-adjustable seat belts	●/-	●/●	●/●
3 three-point rear seat belts	●	●	●
3 height-adjustable rear head restraints	●	●	●
VEHICLE PROTECTION			
Electronic engine immobilizer operated by transponder	●	●	●
DRIVING ASSISTANCE			
Hydraulic power steering	-	○	●
Onboard computers with seven functions: general position indicator, partial position indicator, fuel used, average/current consumption, kilometres remaining, average speed	-	-	●
Open door warning light	-	-	●
VISIBILITY			
Foglamps	-	○	●
2-speed front wipers with fixed stroke rate	●	●	●
Door mirrors adjustable from inside	●	●	-
Heated electric door mirrors	-	-	●
HEATING - VENTILATION			
4-speed heating and ventilation	●	●	●
Air recycling	-	●	●
Air conditioning	-	○	○

○: option, ●: standard, -: not available

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EQUIPMENT LEVELS (identical throughout Western Europe)

	LOGAN 1.4 MPI	AMBIANCE 1.4 MPI	LAURÉATE 1.4 MPI/1.6 MPI
CONVENIENCE			
Central door locking	-	●	●
Electric pack (radio-frequency remote control + front window opening)	-	○	●
Ceiling light with dimmer	-	-	●
Tinted windscreen, rear screen and windows	-	●	●
Passenger sun visor with courtesy mirror	●	●	●
Cigarette lighter	●	●	●
Removable ashtray	-	●	●
Boot light	-	●	●
Reading lamp	-	-	●
Glovebox light	-	-	●
SEATS			
Front seats adjustable fore and aft	●	●	●
Driver's seat adjustable for height and rake	-	-	●
INTERIOR			
Charcoal colour scheme	●	-	-
Nutmeg colour scheme	-	●	●
Medium charcoal centre console	●	-	-
Dark metal centre console	-	●	-
Aluminium centre console and dashboard trim	-	-	●
Front and rear door panels with médaillon	-	●	●
Side boot lining	-	●	●
STOWAGE			
Glovebox (8 litres)	●	●	●
Front door stowage bin	●	●	●
Map pockets	-	-	●
Cup holders in front/rear central console	●/-	●/●	●/●
AUDIO			
Radio pre-equipment	●	●	●
Radio-cassette player, 2x15W, encoded	-	○	-
Radio-CD player, 4x15W, encoded	-	○	○

○: option, ●: standard, -: not available

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