ACTION #5

Accelerate the deployment of higher performing, low-carbon and reusable batteries

WHY?

Producing the battery of an electric car accounts for a third of its carbon footprint according to ADEME* (due to the use of electricity from fossil fuels and the extraction of strategic raw materials such as cobalt and lithium). Starting in 2024, the European Union will require battery manufacturers to measure this footprint over a battery's life cycle, from production to recycling. A European draft regulation plans to set a maximum carbon footprint threshold for batteries put on the market as of 2027.

HOW?

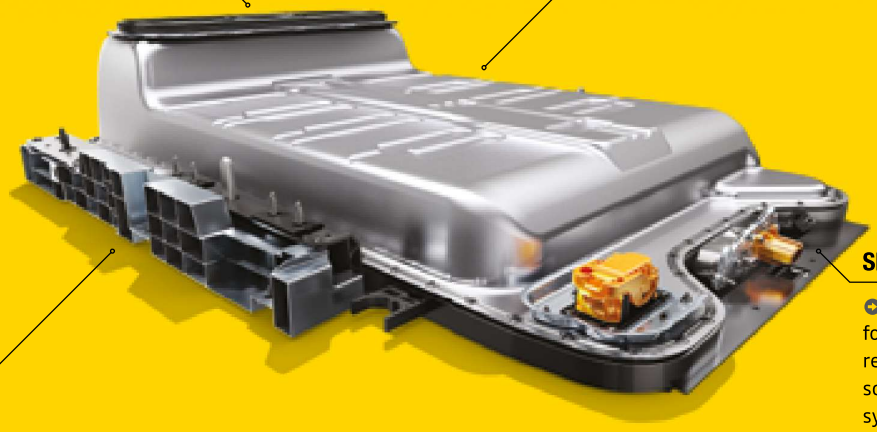
BY TAKING ACTION THROUGHOUT THE PRODUCT LIFE CYCLE

LOW-CARBON BATTERY PRODUCTION

- Working together with suppliers to reduce the carbon footprint of battery production (by using decarbonized energy and materials).

RECYCLING

- Short-loop reuse of strategic materials (cobalt, nickel, lithium) to produce new batteries.



MAINTENANCE

- Repair centers for batteries during their first and second lives.

SECOND LIFE

- Repurposing batteries for the stationary storage of renewable energy, mobile solutions (boats, cooling systems, airport machinery) and V2G systems.

RECYCLING, MAINTENANCE AND SECOND-LIFE
OPERATIONS ARE ALL CARRIED OUT WITHIN THE FLINS/RE-FACTORY ECOSYSTEM.

WATCH THE VIDEO:
"THE SECOND LIFE OF CAR BATTERIES"

AND BEYOND

20%

20% smaller battery carbon footprint for the new R5 compared with ZOE, in 2025. This reduction may reach at least 35% in 2030.

80%

80% share of recycled strategic materials that Renault Group plans to reintegrate into new battery production in 2030 (closed loop).

V2G

In the future, vehicle-to-grid (V2G) technology will enable electric vehicles to discharge energy onto the power grid to manage spikes in consumption.

* Agency for ecological transition (data for France)