

**SECOND SUPPLEMENT DATED 29 JULY 2019  
TO THE 17 MAY 2019 BASE PROSPECTUS**

**RENAULT**

*(incorporated as a société anonyme in France)*

**€7,000,000,000**

**Euro Medium Term Note Programme**

This prospectus supplement (the “**Second Supplement**”) is supplemental and must be read in conjunction with the Base Prospectus dated 17 May 2019 (the “**Base Prospectus**”) granted visa No. 19-213 on 17 May 2019 by the Autorité des marchés financiers (the “**AMF**”) and the first supplement to the Base Prospectus dated 7 June 2019 granted visa No. 19-249 on 7 June 2019, each prepared by Renault (“**Renault**” or the “**Issuer**”) with respect to its €7,000,000,000 Euro Medium Term Note Programme (the “**Programme**”).

Terms defined in the Base Prospectus have the same meaning when used in this Second Supplement.

Application has been made for approval of this Second Supplement to the AMF in its capacity as competent authority pursuant to Article 212-2 of its *Règlement Général* which implements Directive 2003/71/EC (as amended) on the prospectus to be published when securities are offered to the public or admitted to trading in France (the “**Prospectus Directive**”).

This Second Supplement has been prepared pursuant to Article 16.1 of the Prospectus Directive and Article 212-25 of the *Règlement Général* of the AMF for the purposes of incorporating by reference the unaudited Consolidated Financial Statements for the First Half-Year 2019 (the “**Earning’s Report Half-Year 2019**”) with the Auditors limited review and integrating five press releases dated respectively 17<sup>th</sup> June, 12<sup>th</sup> July, 16<sup>th</sup> July, 17<sup>th</sup> July and 26<sup>th</sup> July 2019 in connection with the Issuer’s position, activities and status.

Copies of this Second Supplement will be available for viewing on the website of the AMF ([www.amf-france.org](http://www.amf-france.org)), on the Issuer's website (<http://www.renault.com>) and may be obtained, free of charge, during normal business hours from Renault, 13/15 Quai le Gallo 92100 Boulogne-Billancourt, France and at the specified offices of each of the Paying Agents.

Saved as disclosed in this Second Supplement, there has been no other significant new factor, material mistake or inaccuracy relating to information included in the Base Prospectus which is capable of affecting the assessment of Notes issued under the Programme since the publication of the Base Prospectus.

**TABLE OF CONTENTS**

**DOCUMENTS INCORPORATED BY REFERENCE ..... p.3**  
**RECENT EVENTS ..... p.4 to 12**  
**GENERAL INFORMATION ..... p.13**  
**PERSON RESPONSIBLE FOR THIS SUPPLEMENT ..... p.14**

## DOCUMENTS INCORPORATED BY REFERENCE

The section “Documents Incorporated by Reference” appearing on page 27 to 31 of the Base Prospectus is hereby amended with the addition after paragraph (c) on page 27 of the French language version of the Half-Year 2019 Earning’s Report for the half year ended 30 June 2019, which has been previously published and has been filed with the AMF.

An English free translation of the Half-Year 2019 Earning’s Report is also available for viewing on the Issuer's website (<http://www.renault.com>).

<b>Annex IX of the European Regulation 809/2004/EC of 29 April 2004</b>	<b>Half-Year 2019 Earning’s Report</b>
<b>5. BUSINESS OVERVIEW</b>	
5.1.1 Description of the Issuer's principal activities stating the main categories of products sold and/or services performed	Pages 1 to 12
<b>11. FINANCIAL INFORMATION CONCERNING THE ISSUER'S ASSETS AND LIABILITIES, FINANCIAL POSITION AND PROFITS AND LOSSES</b>	
<b>Interim Condensed Consolidated Financial Statements</b>	
(a) interim balance sheet	Page 16
(b) interim income statement	Page 14
(c) interim comprehensive income statement	Page 15
(d) interim cash flow statement	Page 19
(e) accounting policies and explanatory notes	Pages 20 to 45
(f) changes in shareholder’s equity	Page 17 to 18
(g) auditors limited review on unaudited consolidated financial statements for the half year ended 30 June 2019	Page 46

Any information not listed in the cross reference list above but included in such document incorporated by reference is given for information purposes only.

## RECENT EVENTS

The section “recent events” appearing on pages 75 to 93 of the Base Prospectus is supplemented by the following press release which is also available for viewing on the Issuer's website (<http://www.renault.com>):

### **24- 17<sup>th</sup> June: Avtovaz names new board members**

**Togliatti (Russia), 14 June 2019 - AVTOVAZ confirmed the board members at its annual general shareholders meeting held on Friday June 14<sup>th</sup>.**

In replacement of Thierry Bolloré, Jérôme Olive and Dmitri Kurdyukov, were elected to the AVTOVAZ Board of Directors for the first time:

- Olivier Murguet, Groupe Renault Executive Vice President, Sales & Regions;
- Jérôme Moinard, Alliance VP Manufacturing, Process Engineering & Supply Chain for Eurasia
- Nikolay Teskhomskiy, First Deputy Chairman, Vnesheconombank

Nicolas Maure was elected Chairman of the AVTOVAZ Board of Directors at the Board of Directors following the Annual General Meeting. Sergey Skvortsov was elected Vice-Chairman of the Board of Directors.

### **25- 12<sup>th</sup> July: Communication of Groupe Renault**

**Boulogne-Billancourt, July 12<sup>th</sup>, 2019** – In response to the request of the Nanterre Public Prosecutor's Office, Renault today sent the final Mazars' report on RNBV. Renault is fully cooperating with the authorities and will not comment on the report's content to avoid the risk of jeopardizing the proper conduct of the investigation and all the procedural guarantees resulting from it.

### **26- 16<sup>th</sup> July 2019: H1 2019 Worldwide sales results: Groupe Renault maintains its market share in the first half of the year in a sharply declining market.**

- **Groupe Renault resists with volumes down 6.7% in a global market down 7.1% and maintained a market share of 4.4% with 1,938,579 vehicles sold.**
- **The Group confirmed its product offensive in the second half of the year with the launches of New Clio and New ZOE in Europe, Arkana in Russia, Triber in India, and Renault City K-ZE the new electric vehicle in China.**

“ As expected and with no new products, Groupe Renault maintained its market share in the first half of the year in a market that was in sharp decline. This translates into a 6.7% decrease in volumes. In the second half of the year, we will focus on the successful launches of New Clio and New ZOE in Europe, Arkana in Russia, Triber in India and Renault City K-ZE in China, said **Olivier Murguet**, member of the Executive Committee, Sales and Regional Director of Groupe Renault. ”

In the first half of the year, Groupe Renault recorded 1,938,579 vehicles sold, down 6.7% in a market that fell 7.1%.

Sales remained stable in Europe in a market that fell by 2.5%. In regions outside Europe, the Group's sales followed the sharply declining global trend.

In the **electric vehicle segment**, Renault brand sales volumes worldwide increased by 42.9% (more than 30,600 vehicles). In Europe, ZOE saw its volumes increase by 44.4% (25,041 vehicles) and Kangoo Z.E. by 30.7% (4,653 vehicles). In the second half of the year, in China, the Group will launch Renault City K-ZE and accelerate its offensive in electric vehicles by investing in JMEV, the 5th largest electric vehicle manufacturer in the country.

In **Europe**, registrations were stable in a market that fell by 2.5%. The Group's B segment confirms its success (Clio, Captur, Sandero), as well as New Duster. Clio remains the second best-selling vehicle in Europe and Captur the first crossover in its segment. LCV sales also contributed, with a 7.5% increase in volume in a European LCV market up 3.7%.

The **Dacia** brand posted a new sales record in Europe with 311,024 vehicles sold (+10.6%), as well as a record market share of 3.3% (+0.4 points). This increase is linked to the performance of New Duster and Sandero.

Outside Europe, the Group suffered in particular from the market decline in Turkey (-44.8%) and Argentina (-50.2%), and the end of sales in Iran since August 2018 (Groupe Renault had sold 77,698 vehicles in the first half of 2018).

In **Russia**, the Group's second largest country in terms of sales volume, Groupe Renault is the leader with a market share of 28.8%, up 0.45 points. Sales fell by 0.9% in a market that fell by 2.4%.

**LADA** recorded a 2.5% increase to 174,186 vehicles sold, with a market share of 21.0% (+1.0 points) thanks to the successful renewal of its range. LADA Granta and LADA Vesta are the 2 most sold vehicles in Russia.

**Renault** brand volumes fell by 9.1% to 64,431 vehicles sold, pending the launch of Arkana in the second half of the year.

In **Brazil**, the Group outperformed the market recovery, which rose 10.5%. Sales increased by 20.2% to 112,821 vehicles and market share reached 9.1% (+0.7 points)

thanks to the good results of Kwid, which was sold to more than 40,500 units, up 36.5% to become the 5th best-selling vehicle (9th in the 1st half of 2018).

In **Africa**, the Group is strengthening its leadership with a 19.3% market share with nearly 110,000 vehicles sold, thanks in particular to its performance in Morocco, South Africa and Egypt.

The market share in Morocco remains at a historical level of 43.3%. Dacia maintains its leadership with the success of Logan and Dokker. The Renault brand is in second place with Clio, the best-selling vehicle in Morocco.

In South Africa, Renault brand sales rose by 3.6% to nearly 11,900 units, representing a 4.9% market share.

In **India**, pending the launch of Triber in the second half of the year, the group's market share stabilized at 2.1% in the second quarter.

Triber is a compact vehicle with unparalleled flexibility that can carry up to 7 people. It is entering a segment that will occupy nearly 50% of the Indian market by 2022. Groupe Renault thus completes the local offer already comprising Kwid and Duster.

In **China**, Group volumes decreased by 23.7% in a market that fell by 12.7% pending the launch in the second half of Renault City K-ZE, the new electric city car.

## MARKET OUTLOOK IN 2019 FOR GROUPE RENAULT

In 2019, the Global Automotive market is expected to decline compared to 2018.

The European market is expected to be stable (excluding "hard Brexit"), the Russian market to be down by 2 to 3% and the Brazilian market to grow around 8%.

### Group sales by region PC+LCV

	June Ytd*		
	2019	2018	% var.
France	379 454	389 216	-2.5%
Europe** (Excl France)	691 187	681 843	1,4%
<b>France + Europe Total</b>	<b>1 070 641</b>	<b>1 071 059</b>	<b>-0.0%</b>
Africa Middle-East India & Pacific	219 829	303 996	-27.7
Eurasia	352 616	371 764	-5,2%
Americas	205 741	214 145	-3.9%
China	89 752	117 711	-23.8%
<b>Total Excl France + Europe</b>	<b>867 938</b>	<b>1 007 616</b>	<b>-13.9%</b>
<b>World</b>	<b>1 938 579</b>	<b>2 078 675</b>	<b>-6.7%</b>

\* Sales

\*\* Europe = European Union, Island, Norway & Switzerland

## **27-17<sup>th</sup> July: Groupe Renault and JMCG officially establish a joint venture for electric vehicles in China**

**Groupe Renault will increase its share capital by RMB 1 billion to become a major shareholder of JMEV with a 50% stake.**

**Boulogne-Billancourt, July 17, 2019** – Groupe Renault and Jiangling Motors Corporation Group (JMCG) announced the official establishment of their joint venture to further promote the development of the EV industry in China, following a first agreement on December 20, 2018. Groupe Renault will increase its share capital by RMB 1 billion (about 128.5 million euros) to become a major shareholder of JMEV with a 50% stake. JMEV has already completed business license registration.

This cooperation is part of the overall strategy of JMCG and Groupe Renault. Through this joint venture, Groupe Renault will be able to expand its influence in China's electric vehicle market, while JMCG will be able to integrate and leverage more resources, which will promote its rapid growth in the future.

*China is a key market for Groupe Renault. This partnership in electric vehicle business with JMCG will support our growth plan in China and our EV capabilities. As a pioneer and leader in the European EV market for 10 years, we will capitalize on our experience in EV R&D, production, sales and services, said Mr. Francois Provost, Senior Vice President, Chairman of China Region, Groupe Renault.*

*Adhering to the concept of openness and cooperation, JMCG is one of the first domestic enterprises to introduce international strategic partners. By partnering with Groupe Renault, JMEV will be able to elevate its comprehensive competitiveness to a new level and penetrate into China's electric vehicle market, said Mr. Qiu Tiangao, Chairman of JMCG.*

Set up in 2015, JMEV is a subsidiary of the JMCG. Once created, JMEV quickly obtained the certification to manufacture battery electric passenger vehicles and made rapid breakthroughs in building up its research capability, supply chain, production capacity and market deployment, forming a full value-chain operation ecosystem in R&D, production, supply and sales for complete vehicle and critical components. The company has become a prominent player in China's electric vehicle market operated by a young and energetic team.

JMEV will continuously complete its deployment in EV and connectivity technologies and strive to build a full range of new vehicles to support the EVEASY Brand.

- On December 20, 2018, Groupe Renault and JMCG announced an agreement in Electric Vehicles in China, read agreement below

<https://media.group.renault.com/global/en-gb/groupe-renault/media/pressreleases/21220935/groupe-renault-et-jmccg-annoncent-un-accord-dans-le-domaine-des-vehicules-electriques-en-chine>

- Groupe Renault's global strategy in China [read below](#)

<https://media.group.renault.com/global/en-gb/groupe-renault/media/pressreleases/21224204/groupe-renault-au-salon-automobile-de-shanghai-2019-premiere-mondiale-de-renault-city-k-ze>

## About Groupe Renault

Groupe Renault has manufactured cars since 1898. Today it is an international multi-brand group, selling close to 3.9 million vehicles in 134 countries in 2018, with 36 manufacturing sites, 12,700 points of sales and employing more than 180,000 people. To address the major technological challenges of the future, while continuing to pursue its profitable growth strategy, Groupe Renault is focusing on international expansion. To this end, it is drawing on the synergies of its five brands (Renault, Dacia, Renault Samsung Motors, Alpine and LADA), electric vehicles, and its unique alliance with Nissan and Mitsubishi Motors. With a 100% Renault owned team committed to the Formula 1 World Championship since 2016, the brand is involved in motorsports, a real vector for innovation and awareness.

For more information, please visit <https://group.renault.com/en/>

## About JMCG

JMCG is a well-known automotive manufacturer in China, achieving over 400,000 vehicle sales in 2018 and an annual turnover of over 100 billion yuan. In 2018, JMCG is ranked 88th among China's top 500 manufacturing companies and 205th among China's top 500 companies. The business scope of the group covers the development, manufacturing and sales of passenger vehicles, commercial vehicles and key vehicle components, as well as automobile imports and exports, automotive finance and other business sectors. In response to the wave of global automotive industry revolution, JMCG intends to seize this opportunity to grow its scale and competitiveness, and launched its new energy strategy in 2014, and then established JMEV in 2015. Today, new energy vehicle sales of JMCG is among the highest in the Chinese new energy vehicle market.

### **28-26th July: Financial Results for the 1<sup>st</sup> half of 2019 : Resistance of the Group's operating margin at 5.9%**

- **The Group confirms its full year objectives of a Group operating margin at around 6% and a positive Automotive operational free cash flow.**
- **Given the degradation in demand, the Group now expects 2019 revenues to be close to last year's (at constant exchange rates and perimeter<sup>[1]</sup>).**
- **Groupe Renault contained its first half sales decrease at -6.7% in the first half 2019 (1.94 million units sold) in a global market down -7.1%<sup>[2]</sup>.**
- **The Group's revenues reached €28,050 million (-6.4%) in the semester. At constant exchange rates and perimeter<sup>1</sup>, the decrease would have been -5.0%.**
- **The Group's operating margin stood at 5.9% and reached €1,654 million compared with €1,914 million in the first half 2018**



- **The Group's operating income stood at €1,521 million compared with €1,734 million.**
- **The net income amounting to €1,048 million (versus €2,040 million), was heavily penalized by the decline of Nissan's contribution, down -€826 million.**
- **The Automotive operational free cash flow at June 30, 2019 was negative by -€716 million, primarily because of the investment increase.**

*Thierry Bolloré, CEO of Renault, declared: In a tougher than expected environment, the Group stayed its course and achieved a level of performance in line with its expectations for the first part of the year. The launches of many new models, enhanced competitiveness and the teams' fighting spirit allow the Group to confirm its profitability objectives for the full year.*

Boulogne-Billancourt, 7/26/2019 – **Group revenues** reached €28,050 million (-6.4% compared to last year). At constant exchange rates and perimeter<sup>[3]</sup>, Group revenues would have decreased by -5.0%.

**Automotive excluding AVTOVAZ** revenues amounted to €24,791 million, down -7.7% compared to the first-half of 2018. This decrease was mainly explained by a negative volume effect of -4.6 points, due to the sales decline in Turkey, France and Argentina and to destocking in the dealer network. Sales to partners dropped by -3.1 points due to lower Nissan Rogue production, the closure of the Iranian market since August 2018 and the decline in demand for diesel engines in Europe. The currency effect was negative -1.2 points mainly linked to the devaluation of the Argentinian peso and the Turkish lira. The price effect, positive by +1.0 point, came from the offsetting of these two currencies and price increases in Europe.

The **Group's operating margin** amounted to €1,654 million and represents 5.9% of revenues.

The **Automotive excluding AVTOVAZ operating margin** was down €234 million to €981 million, representing 4.0% of revenues compared to 4.5% in the first half of 2018. Volume effect had a negative impact of -€471 million. Raw materials weighted for -€213 million. The Monozukuri effect was positive by +€385 million: the result of purchasing performance, the increase in the capitalization rate of R&D and an increase in depreciation expenses. Currencies impacted by +€92 million due to the positive effect of the depreciation of the Turkish lira on the production costs. Mix/price/enrichment effect was negative -€95 million because of Clio IV end of life, regulatory enrichment and the decrease in the diesel sales in Europe.

The **operating margin of AVTOVAZ** amounted to €82 million, to be compared with €105 million in the first half of 2018. Despite a declining market, AVTOVAZ still benefits from the success of its models launched in 2018, but no longer from positive non-recurring effects booked in 2018.

**Sales Financing** contributed €591 million to the Group operating margin, compared with €594 million in the first half of 2018. This 0.6% decrease includes a negative currency effect for -€14 million and impairments related to mobility services activity

for -€21 million. It should also be noted the growing contribution of the margin on services which now stands at €319 million and represents one third of the Net Banking income.

The total cost of risk reached 0.40% of average performing assets compared to 0.37% in the first half of 2018, confirming a robust underwriting and collection policy.

**Other operating income and expenses** had a negative impact of -€133 million (compared with -€180 million in the first half of 2018), due to provisions notably related to the early retirement program in France of nearly €80 million.

The Group's **operating income** came to €1,521 million compared with €1,734 million in the first half of 2018 (-12.3%).

**Net financial income and expenses** amounted to -€184 million, compared with -€121 million in the first half of 2018. This deterioration is primarily explained by the increase of interest rates in Argentina.

**The contribution of associated companies** came to -€35 million, compared with +€814 million in the first half of 2018. This decline came mostly from Nissan's contribution, down -€826 million.

**Current and deferred taxes** represent an expense of -€254 million compared with -€387 million in the first half of 2018.

**Net income** reached €1,048 million and net income, Group share totaled €970 million (€3.57 per share compared with €7.24 per share in the first half of 2018).

**Automotive operational free cash flow** was negative at -€716 million. This results from investments amounting to €2,910 million (up +€42 million) and the negative impact of the change in working capital requirement for -€131 million.

At June 30, 2019, **total inventories** (including independent dealers) have been reduced by -4.5% and represented 65 days of sales, compared with 61 days at the end of June 2018.

## OUTLOOK 2019

In 2019, the Global Automotive market<sup>[4]</sup> is expected to decline by around -3% compared to 2018 (-1.6% previously anticipated).

The European market is expected to be stable (excluding "hard Brexit"), the Russian market to be down by -2% to -3% (versus around +3% previously) and the Brazilian market to grow around +8% (versus +10% previously).

Within this context, Groupe Renault changes its revenues guidance: revenues should be close to last year's (at constant exchange rates and perimeter<sup>[5]</sup>) compared to an increase initially expected.

The Group confirms its guidance for the other financial full-year 2019 objectives:

- Achieving Group operating margin around 6%,
- Generate a positive Automotive operational free cash flow.

## GRUPE RENAULT CONSOLIDATED RESULTS

€ million	H1 2018	H1 2019	Change
<b>Group revenues</b>	<b>29,957</b>	<b>28,050</b>	<b>-1,907</b>
<b>Operating profit</b>	<b>1,914</b>	<b>1,654</b>	<b>-260</b>
<i>% of revenues</i>	6.4%	5.9%	-0.5 points
<b>Other operating income and expenses items</b>	<b>-180</b>	<b>-133</b>	<b>+47</b>
<b>Operating income</b>	<b>1,734</b>	<b>1,521</b>	<b>-213</b>
<b>Net financial income and expenses</b>	<b>-121</b>	<b>-184</b>	<b>-63</b>
<b>Contribution from associated companies</b>	<b>814</b>	<b>-35</b>	<b>-849</b>
<i>o/w : NISSAN</i>	<b>805</b>	<b>-21</b>	<b>-826</b>
<b>Current and deferred taxes</b>	<b>-387</b>	<b>-254</b>	<b>+133</b>
<b>Net income</b>	<b>2,040</b>	<b>1,048</b>	<b>-992</b>
<b>Net income, Group share</b>	<b>1,952</b>	<b>970</b>	<b>-982</b>
<b>Automotive operational free cash flow</b>	<b>+418</b>	<b>-716</b>	<b>-1,134</b>

### Additional information

The condensed half-year consolidated financial statements of Groupe Renault at June 30, 2019 were approved by the Board of Directors on July 25, 2019.

The Group's statutory auditors have conducted a limited review of these financial statements and their half-year report will be issued shortly.

The financial report, with a complete analysis of the financial results in the first half of 2019, is available at [www.group.renault.com](http://www.group.renault.com) in the Finance section.

### About Groupe Renault

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To this end, it is drawing on the synergies of its five brands (Renault, Dacia, Renault Samsung Motors, Alpine and LADA), electric vehicles, and its unique alliance with Nissan and Mitsubishi Motors. With a 100% Renault owned team committed to the Formula 1 World Championship since 2016, the brand is involved in motorsports, a real vector for innovation and awareness.

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[\[1\]](#) *In order to analyze the change in consolidated revenues at constant perimeter and exchange rates, Groupe Renault recalculates revenues for the current year by applying the average annual exchange rates of the previous year, and excluding significant changes in perimeter that occurred during the year*

[\[2\]](#) *The evolution of the Global Automotive market for all brands also called Total Industry Volume (TIV) indicates the annual variation in sales\* volumes of passenger cars and light commercial vehicles\*\* in the main countries including USA & Canada, provided by official authorities or statistical agencies in each country, and consolidated by Groupe Renault to constitute this world market (TIV).*

*\*Sales: registrations or deliveries or invoices according to the data available in each consolidated country.*

*\*\*Light commercial vehicles of less than 5.1 tons.*

[\[3\]](#) *In order to analyze the change in consolidated revenues at constant perimeter and exchange rates, Groupe Renault recalculates revenues for the current year by applying the average annual exchange rates of the previous year, and excluding significant changes in perimeter that occurred during the year*

[\[4\]](#) *The evolution of the Global Automotive market for all brands also called Total Industry Volume (TIV) indicates the annual variation in sales\* volumes of passenger cars and light commercial vehicles\*\* in the main countries including USA & Canada, provided by official authorities or statistical agencies in each country, and consolidated by Groupe Renault to constitute this world market (TIV).*

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[\[5\]](#) *In order to analyze the change in consolidated revenues at constant perimeter and exchange rates, Groupe Renault recalculates revenues for the current year by applying the average annual exchange rates of the previous year, and excluding significant changes in perimeter that occurred during the year.*

## **GENERAL INFORMATION**

The paragraph (6) “No Significant Change in the Issuer's Financial or Trading Position” of the section "General Information" appearing on page 118 of the Base Prospectus is hereby completed with the following:

**(6) No Significant Change in the Issuer's Financial or Trading Position:**

“Except as disclosed in this Base Prospectus, as supplemented (including the documents incorporated by reference therein), there has been no significant change in the financial or trading position of the Issuer or the Group since 30 June 2019.

## PERSON RESPONSIBLE FOR THIS SUPPLEMENT

The Issuer, having taken all reasonable care to ensure that such is the case, confirms that the information contained in this Second Supplement is, to the best of its knowledge, in accordance with the facts and contains no omission likely to affect its import.

Renault  
13-15, quai le Gallo,  
92100 Boulogne Billancourt  
France

Duly represented by:  
Clotilde Delbos  
CFO

Made in Boulogne-Billancourt on 29 July 2019



### *Autorité des marchés financiers*

In accordance with Articles L. 412-1 and L. 621-8 of the French Code monétaire et financier and with the General Regulations (*Règlement Général*) of the Autorité des marchés financiers ("AMF"), in particular Articles 212-31 to 212-33, the AMF has granted to this Second Supplement the visa No. 19-385 on 29 July 2019. It has been prepared by the Issuer and its signatories assume responsibility for it.

In accordance with Article L. 621-8-1-I of the French *Code monétaire et financier*, the visa has been granted following an examination by the AMF of "whether the document is complete and comprehensible, and whether the information it contains is consistent". It does not imply that the AMF has approved the opportunity of the transaction, nor any authentication by the AMF of the accounting and financial data that is presented herein.

In accordance with Article 212-32 of the General Regulations (*Règlement Général*) of the AMF, every issue or admission of Notes on the basis of the Base Prospectus (as supplemented) will require the publication of final terms.