

# Heller

# RENAULT ESTAFETTE GENDARMERIE

80742



## Frànçais

On croit souvent que la première traction avant de Renault est la Renault 4 (réf Heller 80759) lancée en 1961. C'est faux. Il s'agit de l'utilitaire Estafette de 1959.

Les concurrents français de l'époque étaient le Peugeot D3A/D4B et le Citroën Type H (réf Heller 80768). En Allemagne, VW proposait le Combi à moteur arrière. Bien qu'elle fût retenue sur la 4CV et la Dauphine, Renault jugea cette disposition peu satisfaisante pour un utilitaire. Ford disposait du Taunus-Transit à l'esthétique très proche de celle de l'Estafette, mais à moteur avant et propulsion aux roues arrière. L'Estafette reprendra du Citroën la traction avant dégageant un vaste plancher de chargement plat, les quatre roues indépendantes, la porte latérale coulissante et la porte arrière à trois battants. Elle fut initialement produite en fourgon de 800 kg de charge utile, puis de 1000 kg à partir de 1965, avec toit plat ou surélevé et empattement court ou long. Une version bâchée était également disponible. Un minibus, l'Alouette, compléta la gamme et équipa notamment la Gendarmerie française.

Les premiers modèles utilisaient la mécanique de 845 cm<sup>3</sup> et 32 ch de la Dauphine, remplacée en 1962 par celui de la Renault 8: le « Sierra Cléon fonte » à cinq paliers de 1108 cm<sup>3</sup> et 45 ch, puis en 1968 par celui de la Renault 12 de 1289 cm<sup>3</sup>.

Produite jusqu'en 1980 à plus de 500.000 exemplaires, l'Estafette est devenue un symbole de son époque.

Longueur x Largeur x Hauteur	4,1 x 1,78 x 1,95 m
Masse à vide	1080 kg
Moteur	Renault 4 cylindres
Puissance	45 CV / PS
Vitesse maximum	90 km/h

## Deutsch

Es wird oft angenommen, dass der Renault 4 (Ref. Heller 80759), der 1961 auf den Markt kam, das erste Auto mit Vorderradantrieb von Renault war. Dies ist nicht der Fall. Es war das Nutzfahrzeug Renault Estafette aus dem Jahr 1959.

Die französischen Konkurrenten waren zu dieser Zeit der Peugeot D3A/D4B und der Citroën Typ H (Ref. Heller 80768). In Deutschland bot VW den Bus mit Heckmotor an. Obwohl es beim 4CV und der Dauphine beibehalten wurde, empfand Renault den Heckmotor für ein Nutzfahrzeug als unbefriedigend. Bei Ford gab es den Taunus-Transit mit einer der Estafette sehr ähnlichen Ästhetik, mit Frontmotor und Hinterradantrieb. Die Estafette basierte auf dem Frontantriebssystem des Citroën, das somit eine große, flache Ladefläche, vier Einzelradaufhängungen, eine seitliche Schiebetür und eine dreiflügelige Hecktür bot. Er wurde zunächst als Lieferwagen mit 800 kg Nutzlast, ab 1965 mit 1000 kg, mit Flach- oder Hochdach und kurzem oder langem Radstand produziert. Eine Pritschenversion war ebenfalls erhältlich. Ein Kleinbus, die Alouette, ergänzte das Angebot und wurde von der französischen Gendarmerie eingesetzt.

Die ersten Modelle nutzten den 845-cm<sup>3</sup>-Motor der Dauphine mit 32 PS, der 1962 durch den "Sierra Cléon fonte"-Motor des Renault 8 mit 1108 cm<sup>3</sup> und 45 PS und 1968 durch den 1289-cm<sup>3</sup>-Motor des Renault 12 ersetzt wurde.

Bis 1980 in mehr als 500.000 Exemplaren produziert, wurde die Estafette zu einem Symbol ihrer Zeit.

Länge x Breite x Höhe	4,1 x 1,78 x 1,95 m
Leergewicht	1080 kg
Motor	Renault 4 Zylinder
Leistung	45 PS
Höchstgeschwindigkeit	90 km/h

## Italiano

Si ritiene spesso che la prima trazione anteriore della Renault sia stata la Renault 4 (rif Heller 80759) lanciata nel 1961. È falso. In realtà è l'utilitaria Estafette del 1959.

I concorrenti francesi dell'epoca erano la Peugeot D3A/D4B e la Citroën Type H (rif Heller 80768). In Germania, la VW proponeva il Combi con motore posteriore. Sebbene sia stato mantenuto sulla 4CV e sulla Dauphine, Renault non ha ritenuto questa scelta adatta ad un veicolo commerciale. La Ford proponeva la Taunus-Transit con un'estetica molto simile a quella dell'Estafette, ma con motore anteriore e trazione posteriore. L'Estafette riprenderà dalla Citroën la trazione anteriore, rilasciando un ampio piano di carico piatto, le quattro ruote indipendenti, la porta laterale scorrevole e la porta posteriore a tre ante. Fu inizialmente prodotta come furgone da 800 kg di portata, poi 1000 kg dal 1965, con tetto piano o rialzato e passo corto o lungo. Era disponibile anche una versione centinata. A completare la gamma c'è l'Alouette: un minibus in dotazione soprattutto alla Gendarmerie francese.

I primi modelli erano equipaggiati con il motore da 845 cm<sup>3</sup> e 32 CV della Dauphine, sostituito nel 1962 da quello della Renault 8: il "Sierra Cléon-Fonte" a cinque cilindri da 1108 cm<sup>3</sup> e 45 CV, poi nel 1968 da quello della Renault 12 da 1289 cm<sup>3</sup>.

Prodotta fino al 1980 con più di 500.000 esemplari, l'Estafette è diventata un simbolo del suo tempo.

Lunghezza x Larghezza x Altezza	4,1 x 1,78 x 1,95 m
Massa a vuoto	1080 kg
Motore	Renault 4 cilindri
Potenza	45 CV / PS
Velocità massima	90 km/h

## English

It is often assumed that the Renault 4 (ref. Heller 80759), launched in 1961, was Renault's first front-wheel drive car. This is not the case. It was the Renault Estafette utility vehicle of 1959.

The French competitors at that time were the Peugeot D3A/D4B and the Citroën Type H (Ref. Heller 80768). In Germany, VW offered the bus with a rear engine. Although it was retained on the 4CV and Dauphine, Renault found the rear engine unsatisfactory for a commercial vehicle. Ford had the Taunus-Transit with an aesthetic very similar to the Estafette, with a front engine and rear-wheel drive. The Estafette was based on the Citroën's front-wheel drive system, which thus offered a large, flat load floor, four independent suspensions, a sliding side door and a three-wing rear door. It was initially produced as a van with a payload of 800 kg, and from 1965 with 1000 kg, with a flat or high roof and a short or long wheelbase. A flatbed version was also available. A minibus, the Alouette, completed the range and was used by the French Gendarmerie.

The first models used the Dauphine's 845 cc engine with 32 hp, which was replaced in 1962 by the Renault 8's 1108 cc, 45 hp "Sierra Cléon fonte" engine, and in 1968 by the Renault 12's 1289 cc engine.

Produced in more than 500,000 units until 1980, the Estafette became a symbol of its time.

Length x width x height	4.1 x 1.78 x 1.95 m
Empty weight	1080 kg
Engine	Renault 4 cylinder
Power	45 CV / PS
Max. speed	90 km/h

## Español

A menudo se cree que el primer vehículo con tracción delantera de Renault fue el Renault 4 (Heller ref. 80759) lanzado en 1961. Falso. Fue el utilitario Estafette de 1959.

Los competidores franceses en ese momento eran el Peugeot D3A/D4B y el Citroën Tipo H (Heller ref. 80768). En Alemania, VW ofrecía el Combi con motor trasero. Aunque se mantuvo en el 4CV y el Dauphine, Renault consideró que esta disposición no era la adecuada para un vehículo utilitario. Ford contaba con el Taunus-Transit con una estética muy similar a la del Estafette, pero con motor delantero y tracción trasera. El Estafette recuperará del Citroën la tracción delantera liberando un amplio piso de carga plano, las cuatro ruedas independientes, la puerta lateral corredera y la puerta trasera de triple hoja. Inicialmente se fabricó como una furgoneta de 800 kg de carga útil y posteriormente, a partir de 1965, de 1.000 kg, con techo plano o elevado y una distancia entre ejes corta o larga. También estaba disponible una versión con cubierta de lona. Un minibus, el Alouette, completó la gama y se dotó con el mismo a la Gendarmería francesa, particularmente.

Los primeros modelos utilizaban la mecánica de 845 cc y 32 CV del Dauphine, sustituida en 1962 por la del Renault 8: el "Sierra o Cléon-Fonte" con cinco niveles de 1.108 cc y 45 CV, y posteriormente, en 1968, por el del Renault 12 de 1.289 cc.

Fabricado hasta 1980 con más de 500.000 ejemplares, el Estafette se convirtió en un símbolo de su época.

Longitud x Anchura x Altura	4,1 x 1,78 x 1,95 m
Masa en vacío	1080 kg
Motor	Renault 4 cilindros
Potencia	45 CV / PS
Velocidad máxima	90 km/h

## Nederlands

Vaak wordt aangenomen dat de in 1961 gelanceerde Renault 4 (Heller ref 80759) de eerste voorwielaandrijving van Renault was. Dat klopt niet. Het was de bestelwagen Estafette uit 1959.

De Franse concurrenten waren destijds de Peugeot D3A/D4B en de Citroën Type H (ref Heller 80768). In Duitsland stelde VW de Combi voor met achterin geplaatste motor. Renault behield deze plaatsing op de 4CV en de Dauphine, maar vond deze toch onbevredigend voor een bestelwagen. Ford beschikte over de Taunus-Transit die uiterlijk sterk leek op de Estafette, maar met een voorin geplaatste motor en achterwielaandrijving. De Estafette neemt de voorwielaandrijving over van de Citroën, waardoor een grote vlakke laadvloer, de vier onafhankelijke wielen, de schuifdeur aan de zijkant en de achterdeur met drie vleugels vrijkomen. Het model werd aanvankelijk geproduceerd als een bestelwagen met een laadvermogen van 800 kg, daarna 1000 kg vanaf 1965, met een plat of verhoogd dak en een korte of lange wielbasis. Er was ook een versie met dekzeil verkrijgbaar. Het aanbod werd vervolledigd met de Alouette, een minibus waarmee de Franse Gendarmerie werd uitgerust.

De eerste modellen gebruikten de mechanica van 845 cm<sup>3</sup> en 32 pk van de Dauphine. Deze wordt in 1962 vervangen door die van de Renault 8, 'Sierra Cléon gietijzer' met vijf niveaus van 1108 cm<sup>3</sup> en 45 pk, en vervolgens in 1968 door die van de Renault 12 van 1289 cm<sup>3</sup>.

De Estafette werd geproduceerd tot 1980 en meer dan 500.000 exemplaren rolden van de band. Het model werd een symbool van zijn tijd.

Langte x Breedte x Hoogte	4,1 x 1,78 x 1,95 m
Leeggewicht	1080 kg
Motor	Renault 4 cilinder
Vermogen	45 PK
Maximum snelheid	90 km/h

**2**

Numéro de phase  
Step number  
Schrittnummer  
Número de fase

**56**

Référence de couleur  
Colour reference no  
Farbangabe  
Referencia de color

**37**

Numéro de pièce  
Part number  
Teilenummer  
Número de pieza

**6**

Numéro de decal  
Decal number  
Nummer von Abziehbild  
Número de calcomanía

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11  
Argent métallique  
Silver Metallic  
Silber metallisch



14  
Gris pale brillant  
Pale Grey Gloss  
Blassgrau glänzend



21  
Noir brillant  
Black Gloss  
Schwarz glänzend



33  
Noir mat  
Black Matt  
Schwarz matt



40  
Gris pale brillant  
Pale Grey Gloss  
Blassgrau glänzend



41  
Ivoire brillant  
Ivory Gloss  
Elfenbein glänzend



56  
Aluminium métallique  
Aluminium Metallic  
Aluminium metallisch



85  
Noir de charbon satiné  
Coal Black Satin  
Kohlenschwarz seidenmatt



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Rouge transparent  
Red Transparent  
Rot transparent

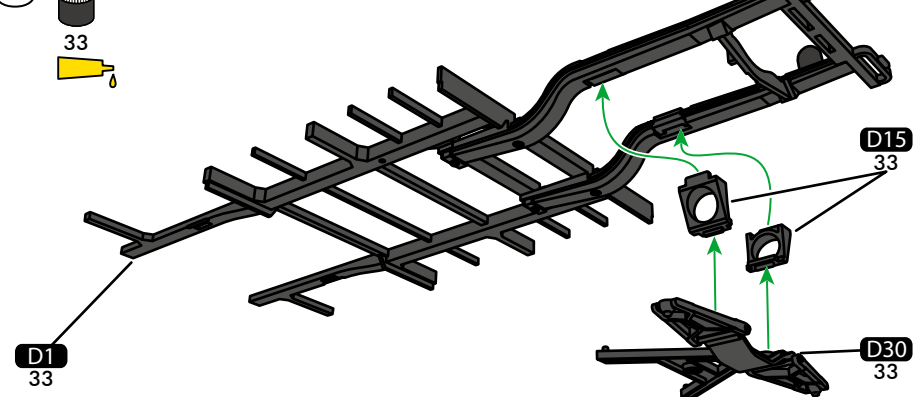
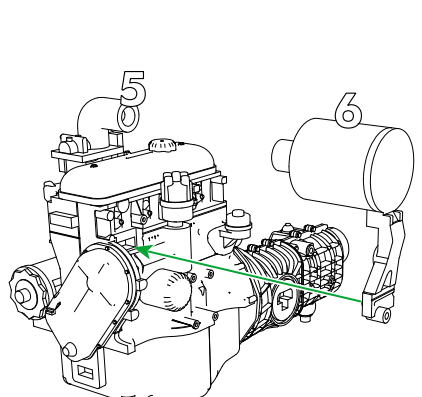
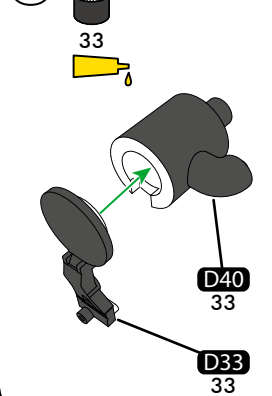
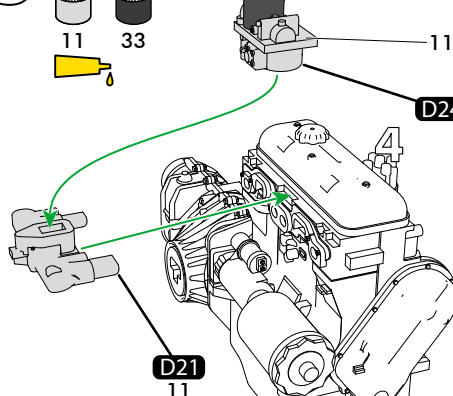
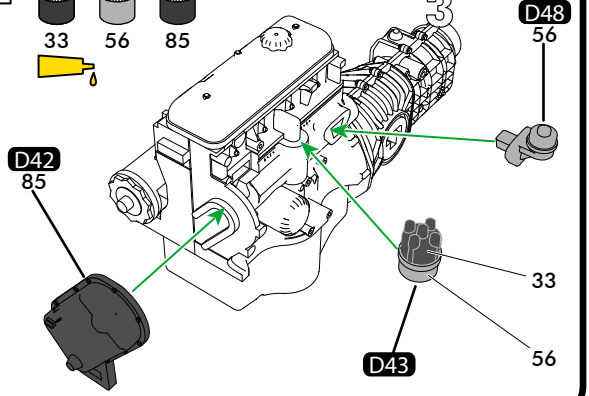
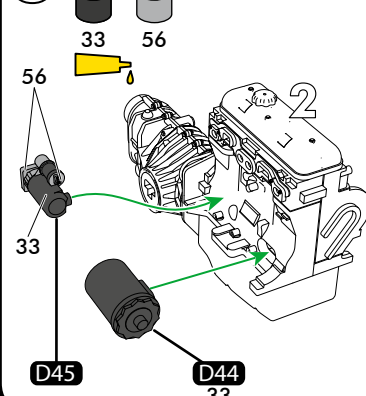
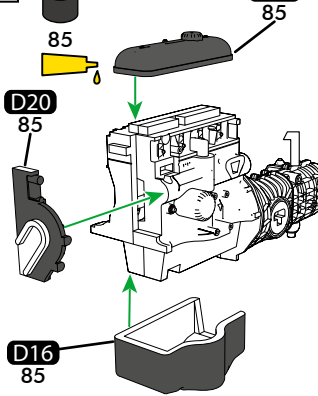
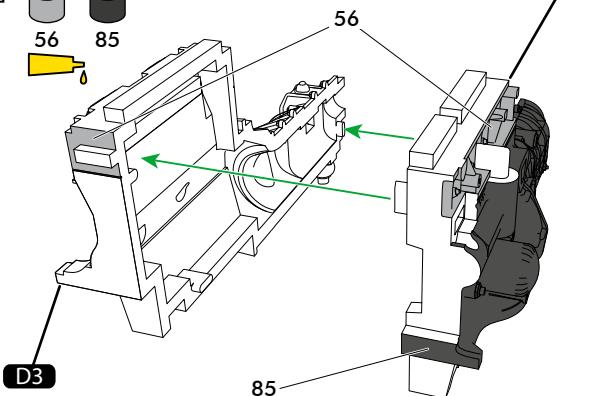


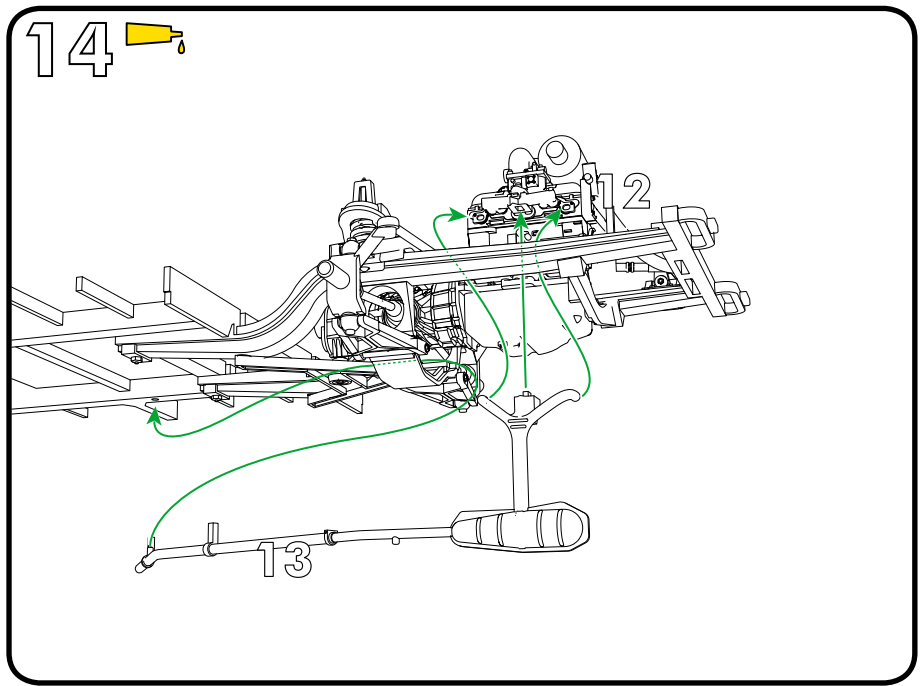
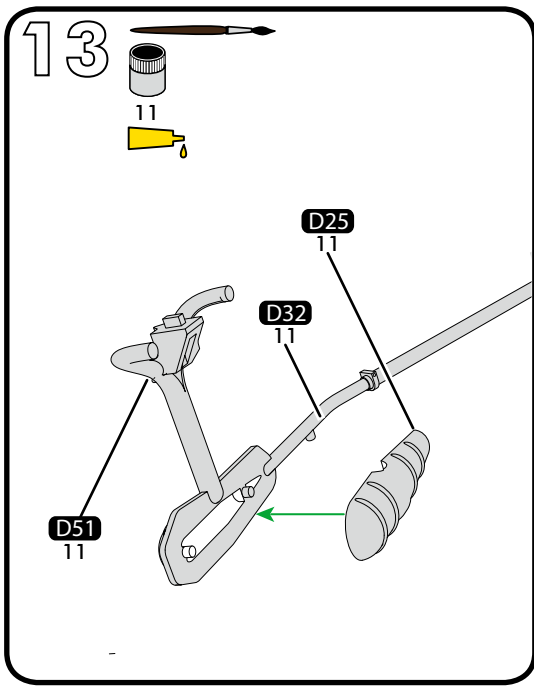
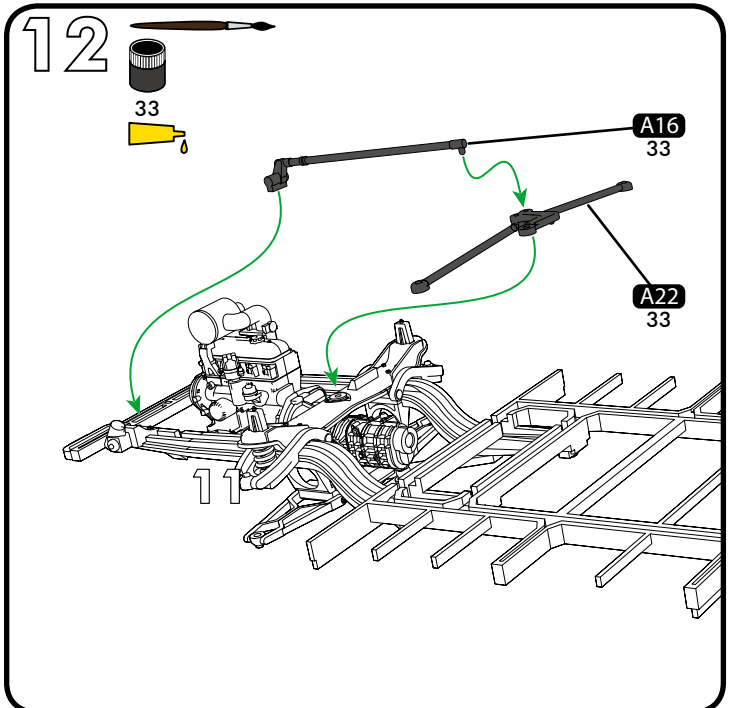
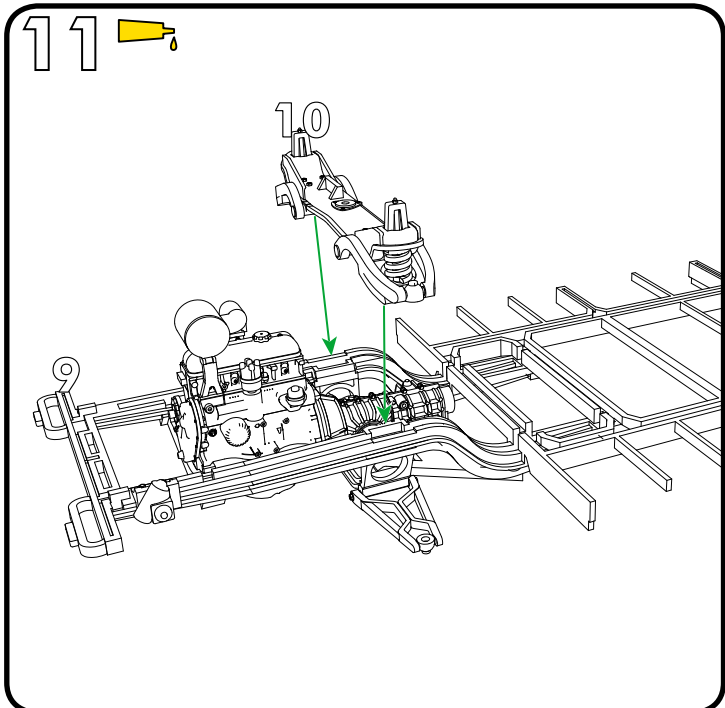
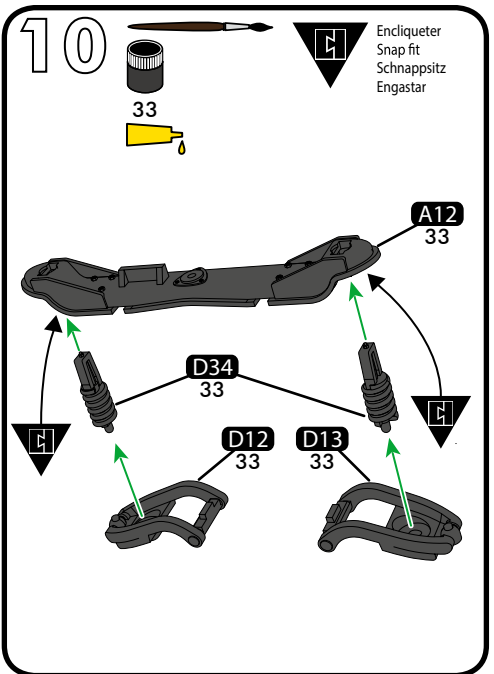
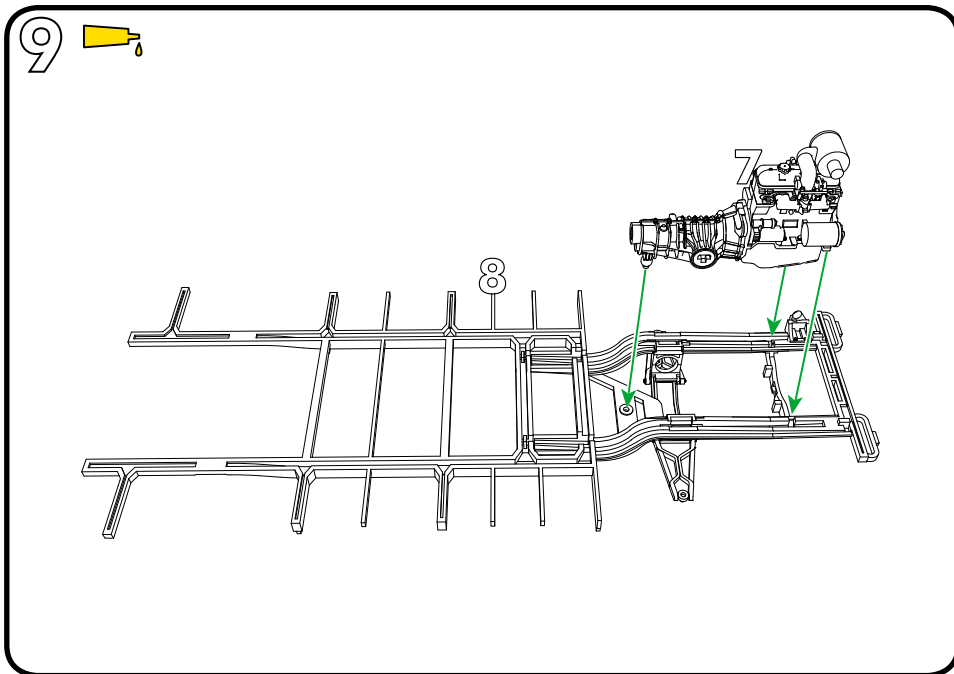
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Rouge transparent  
Red Transparent  
Rot transparent

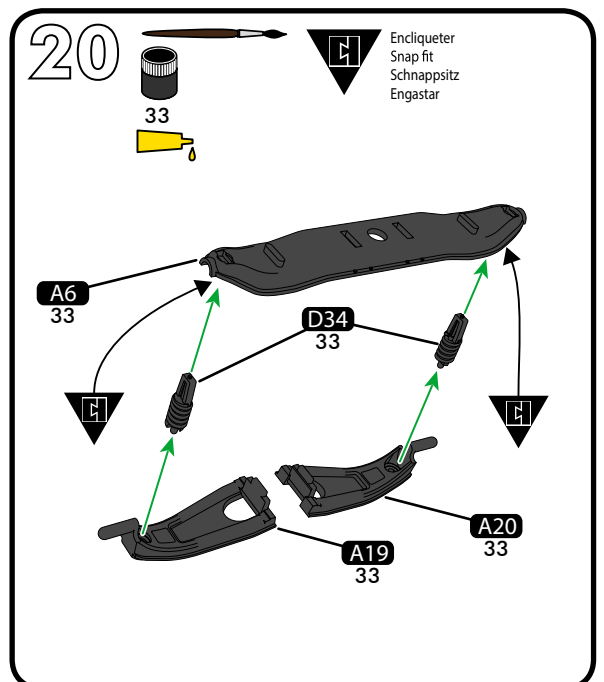
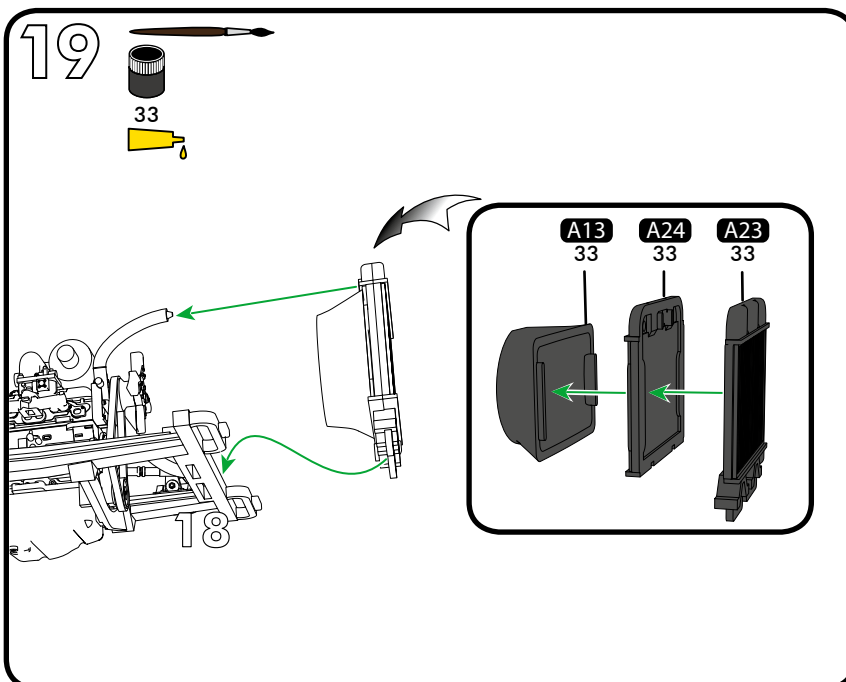
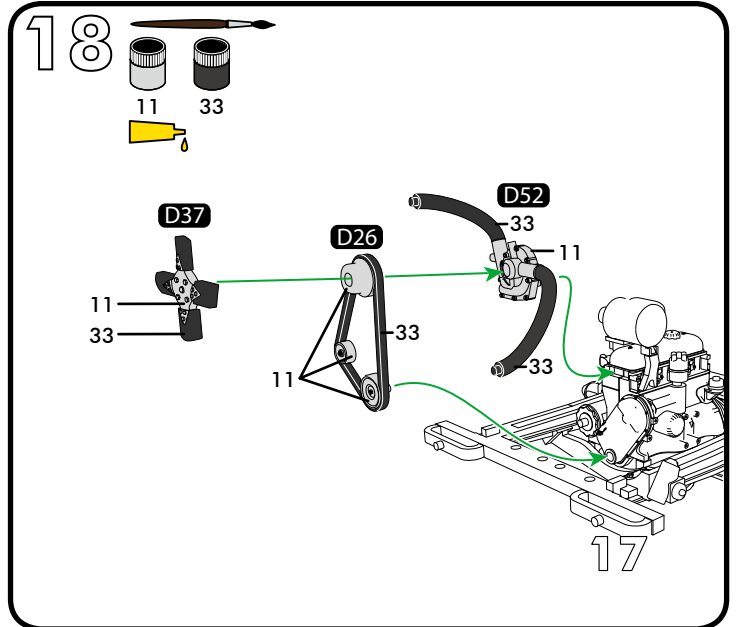
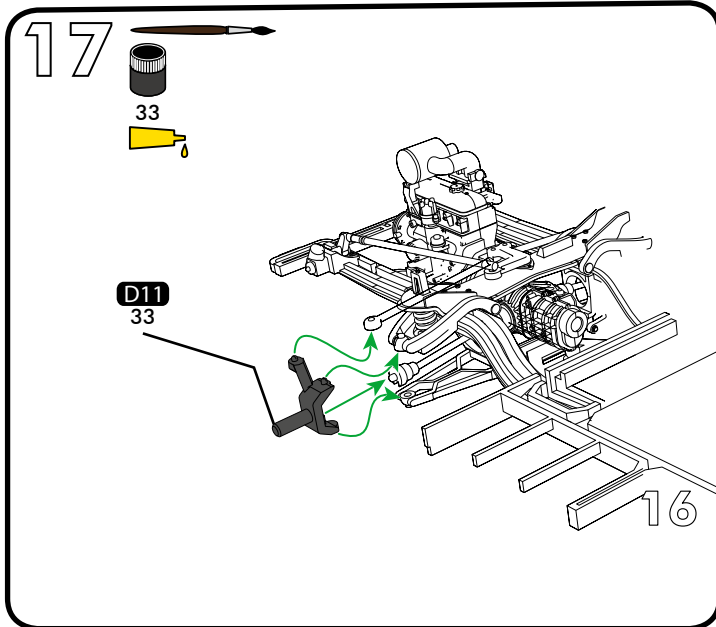
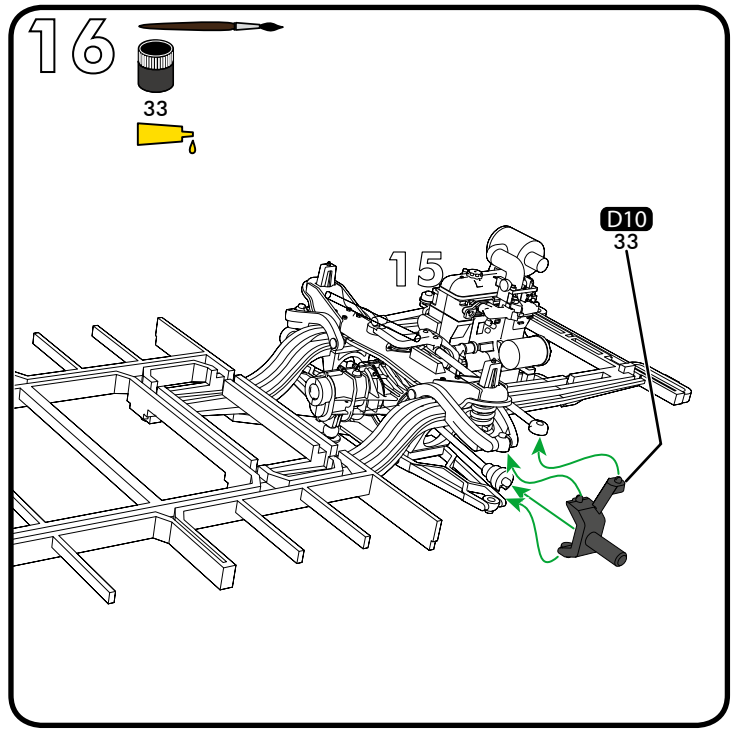
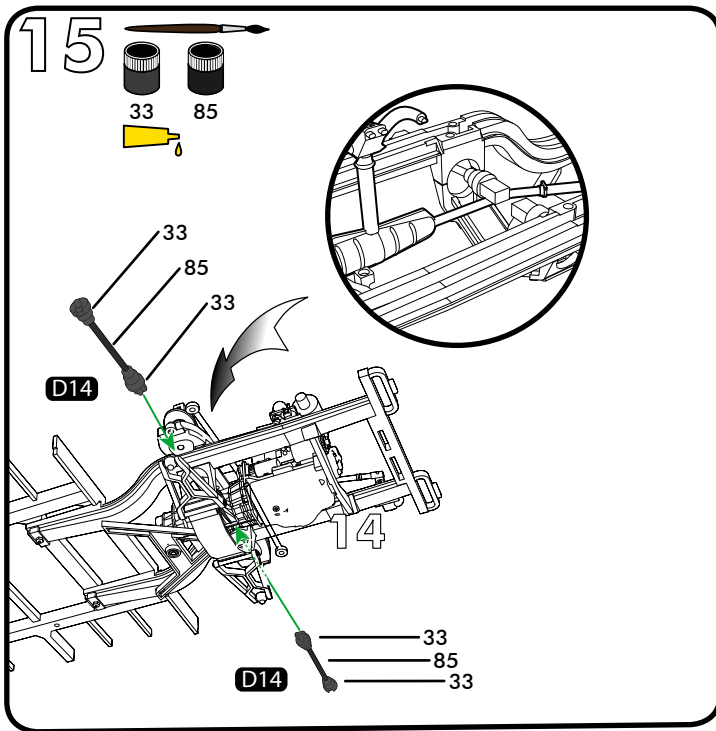
a Renault Estafette Gendarmerie, 1964

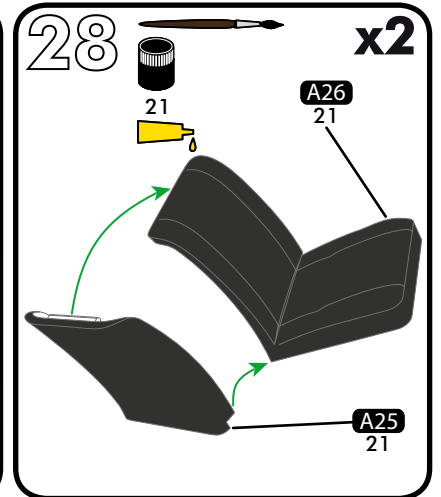
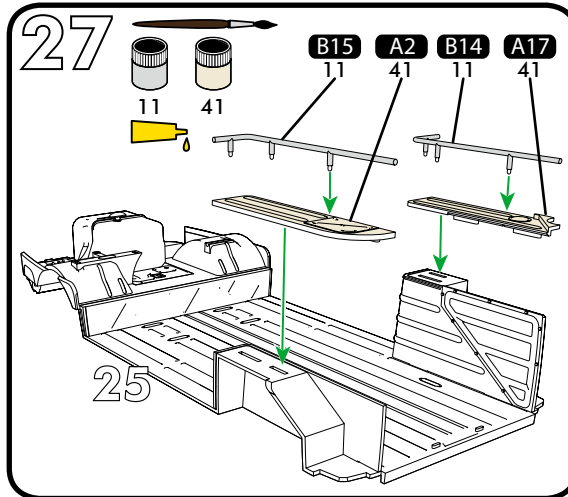
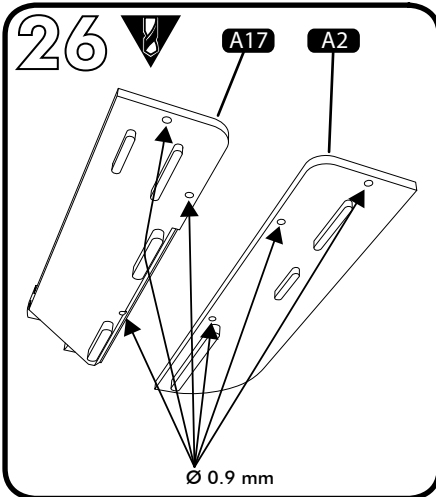
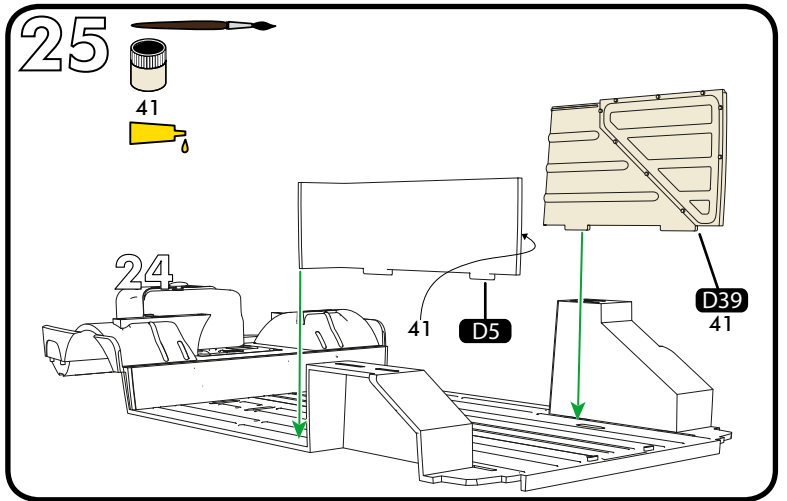
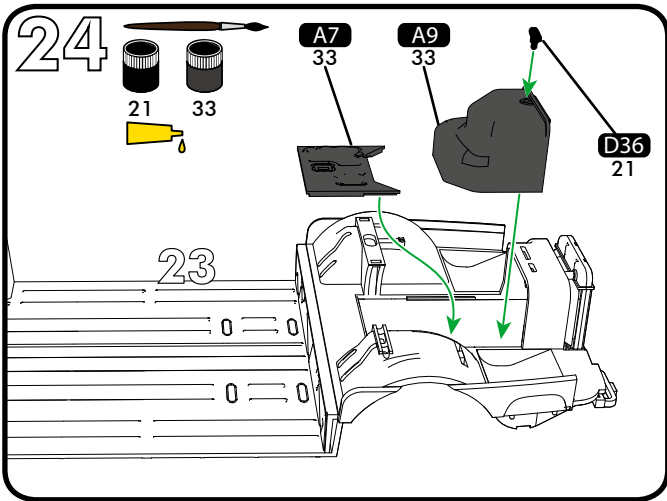
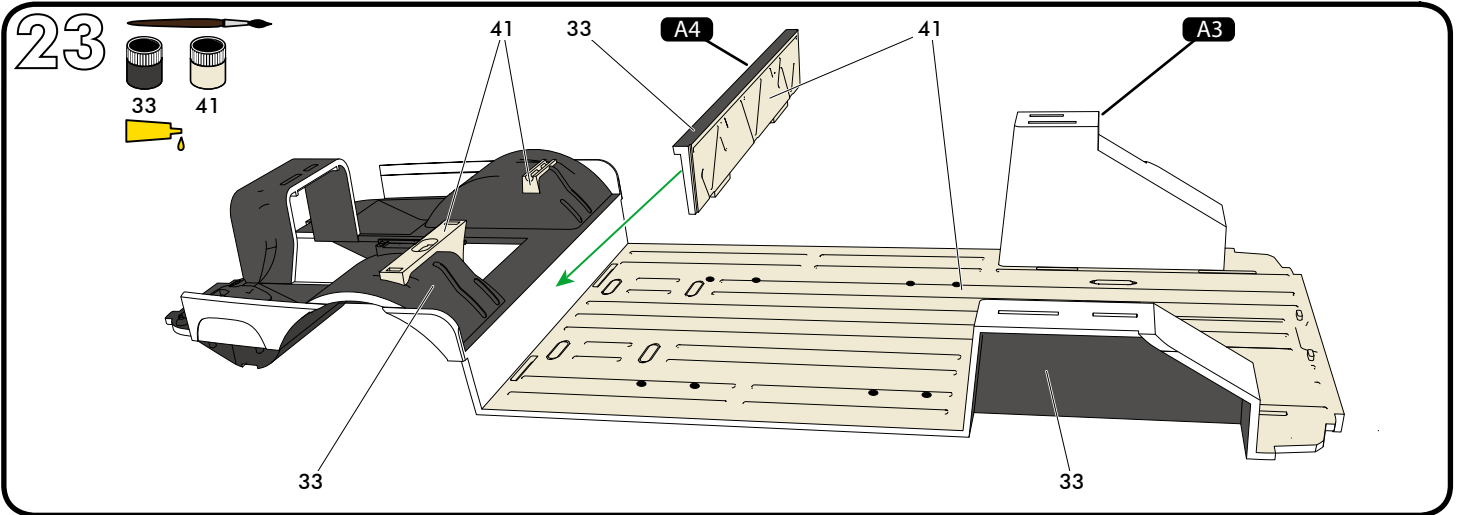
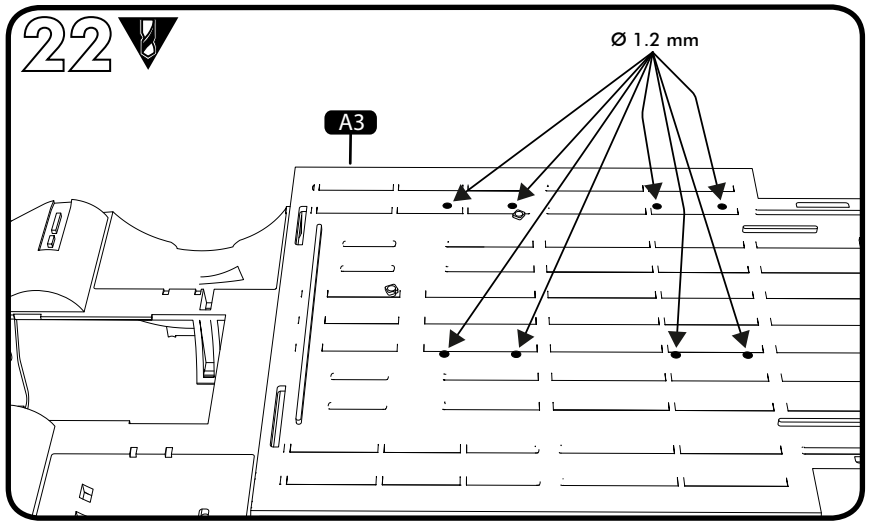
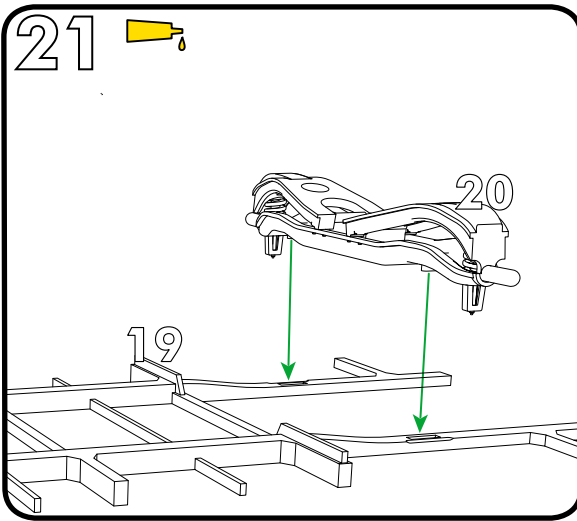


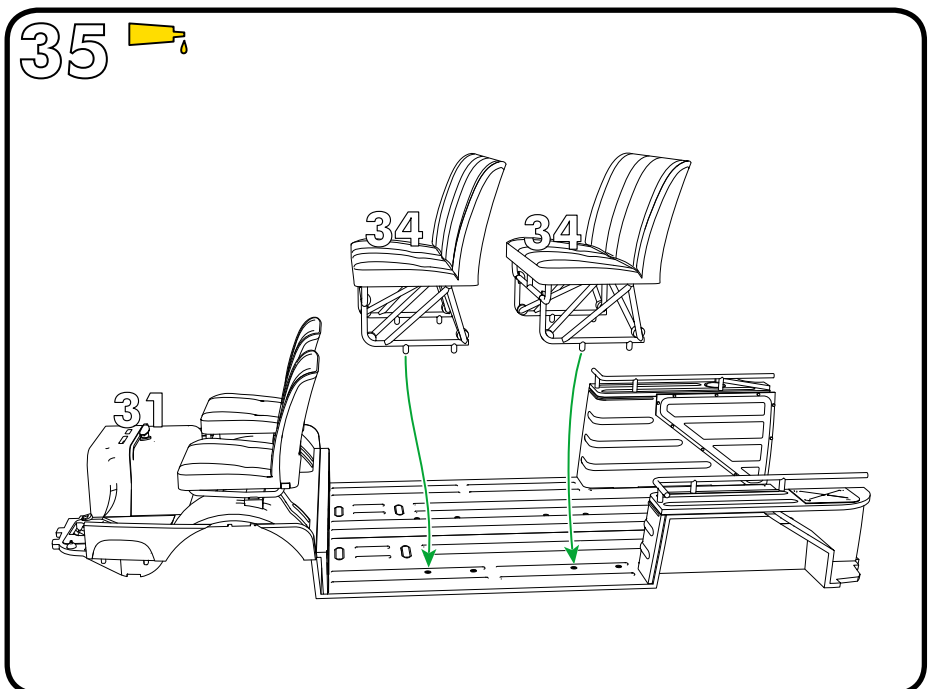
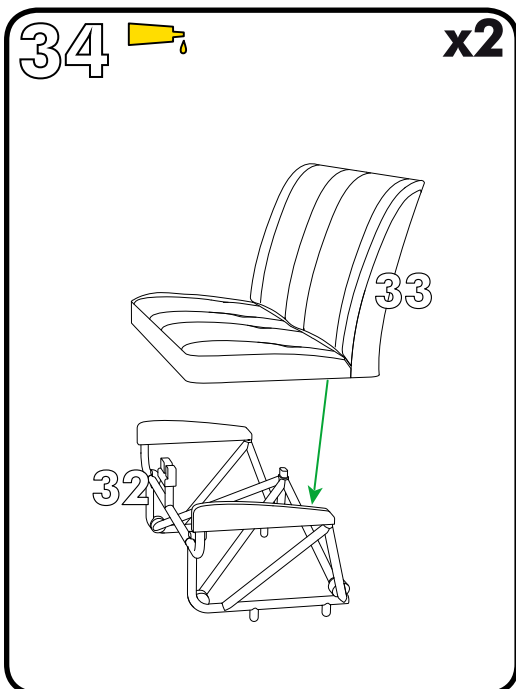
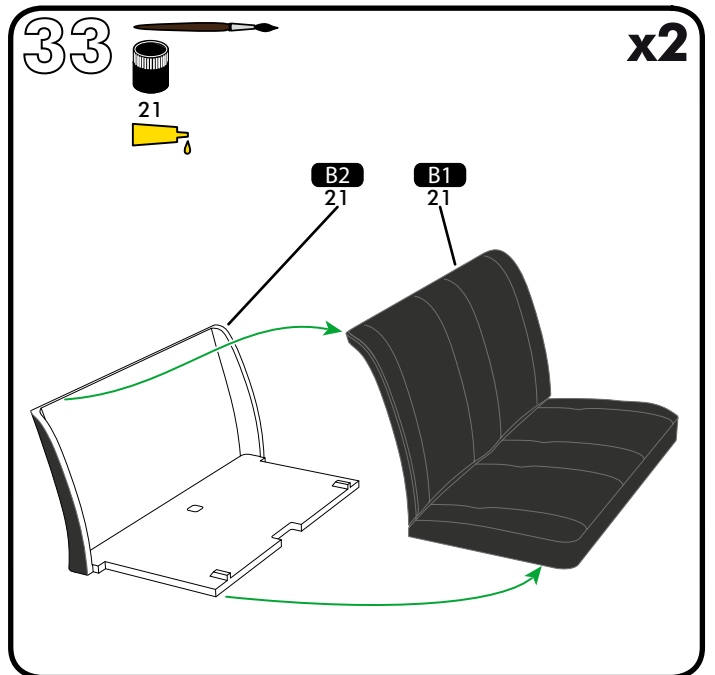
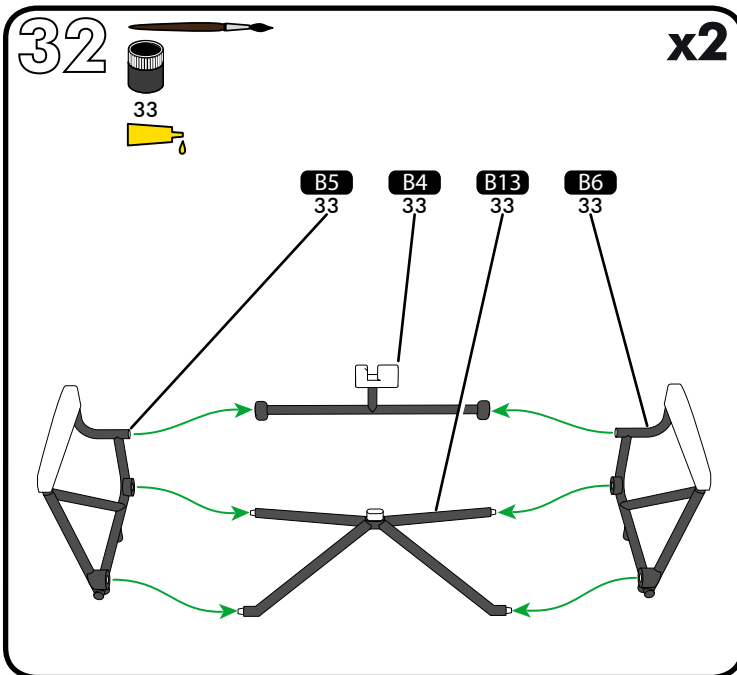
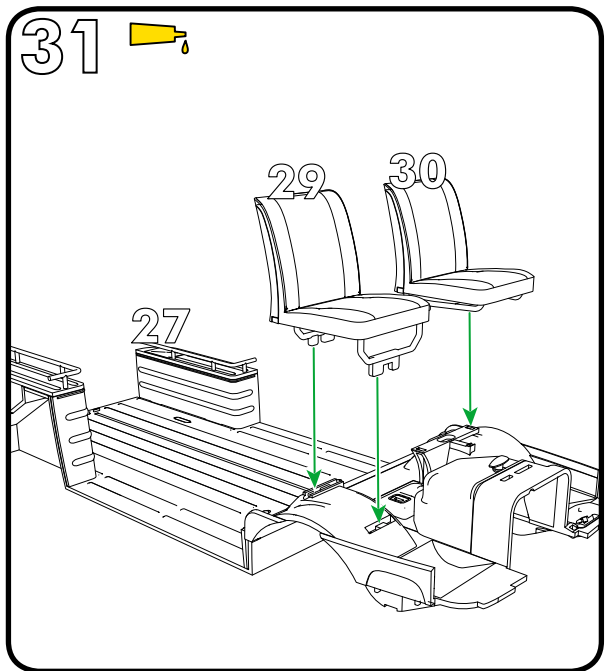
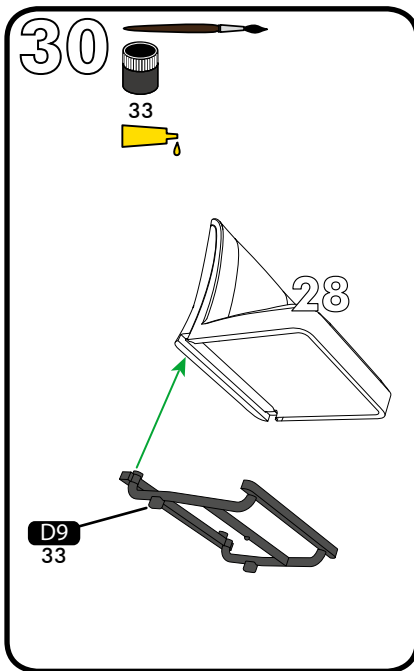
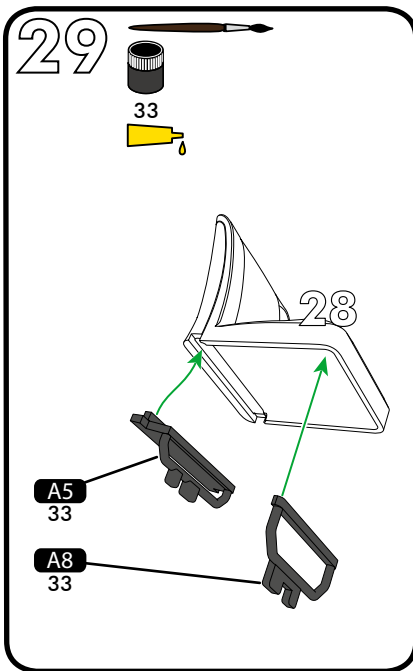
b Renault Estafette Gendarmerie, 1973

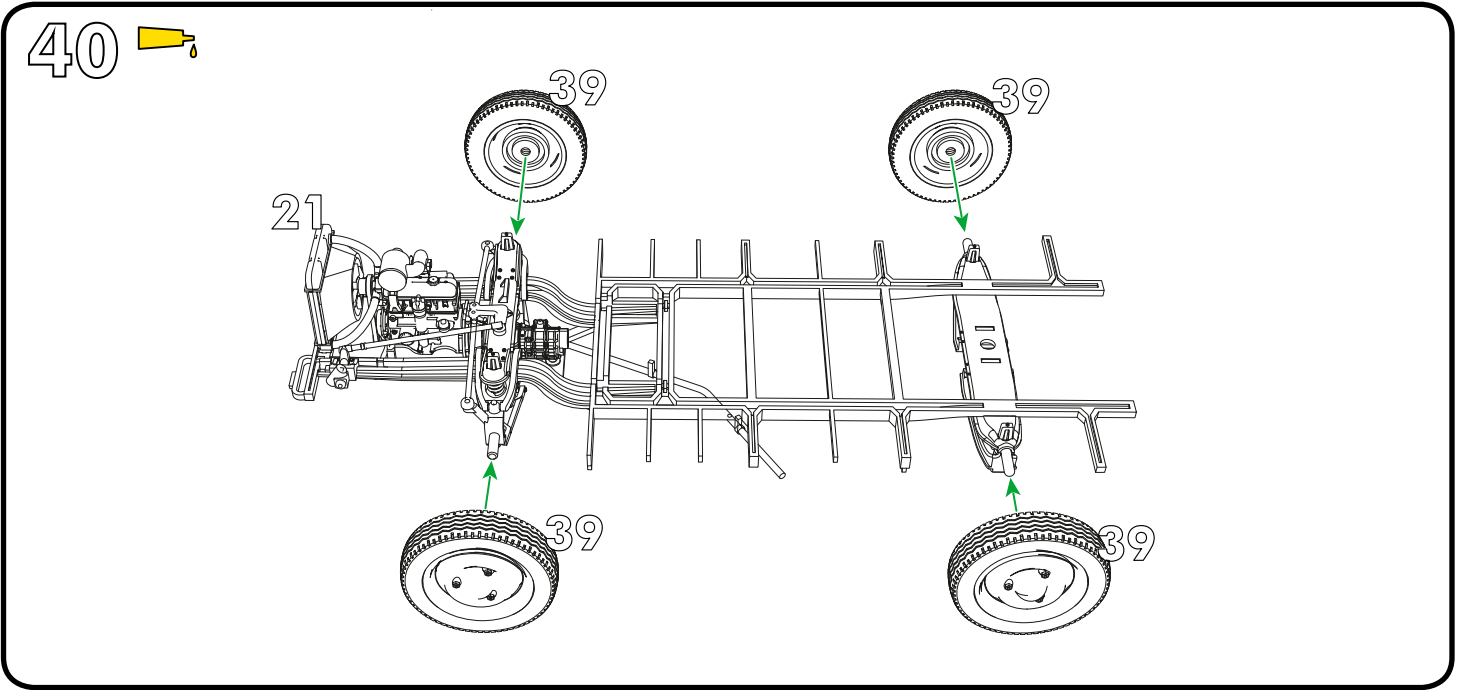
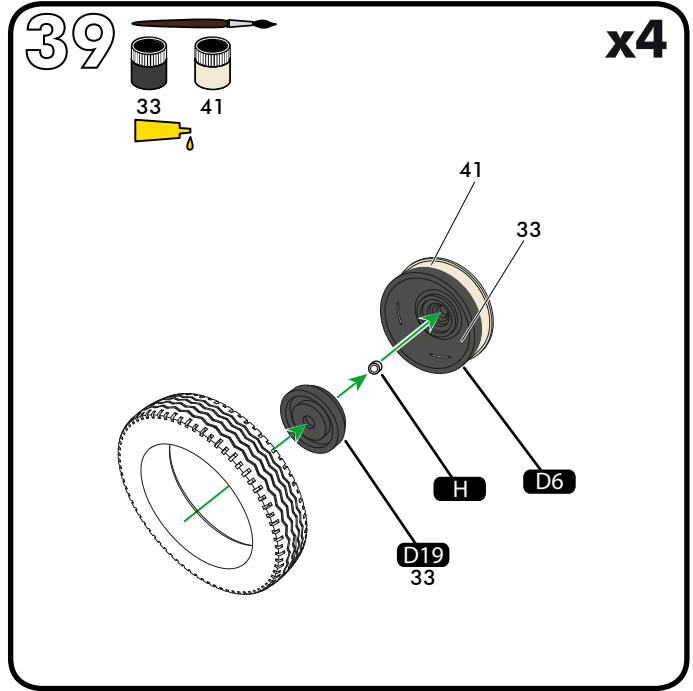
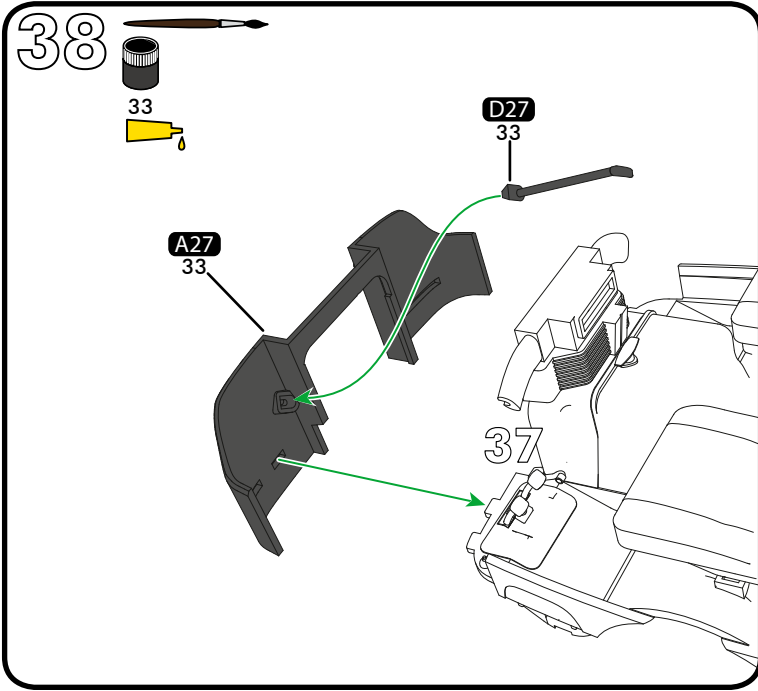
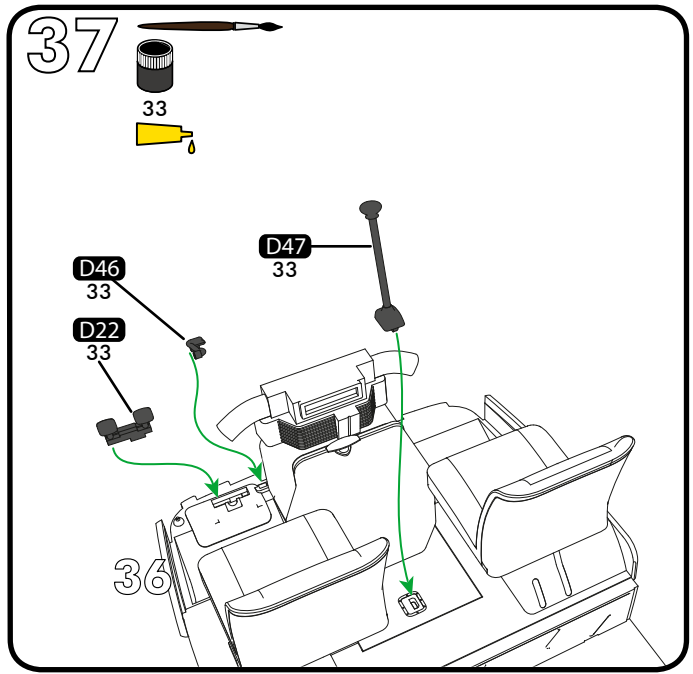
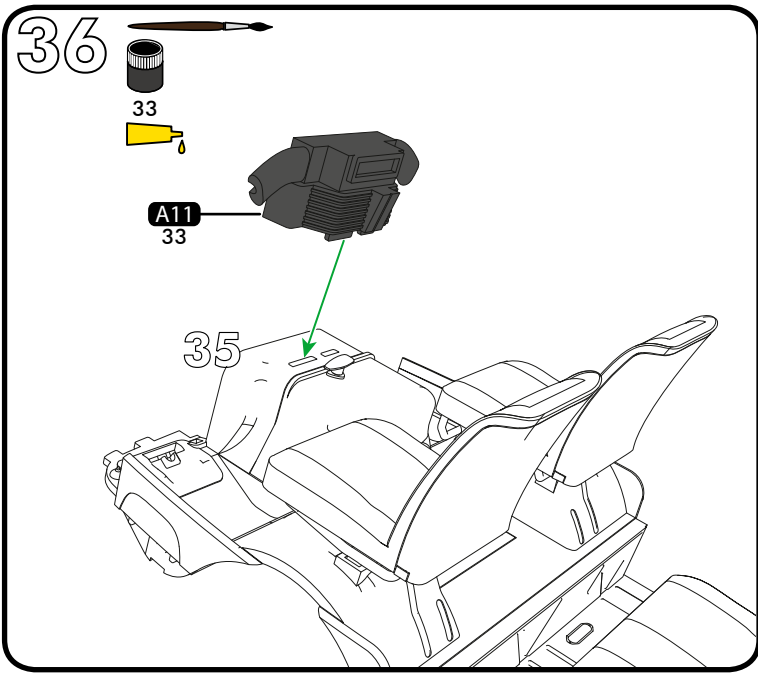






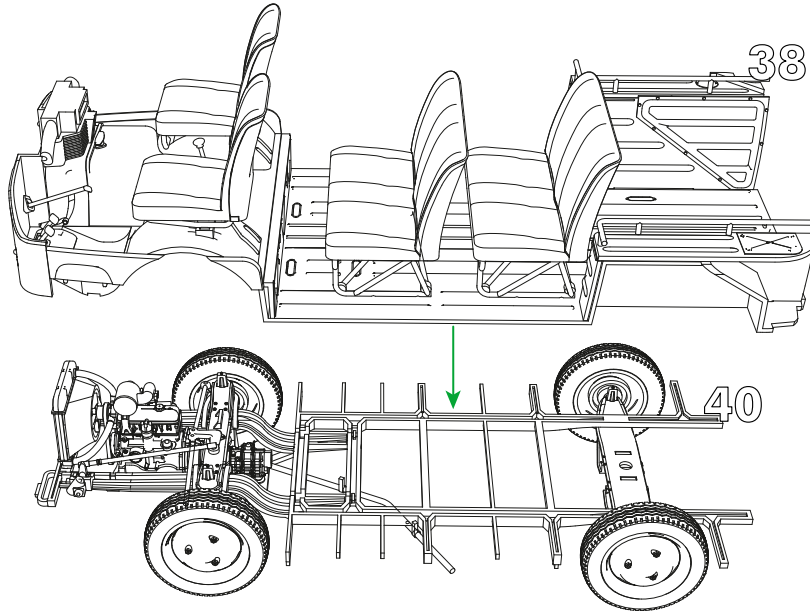







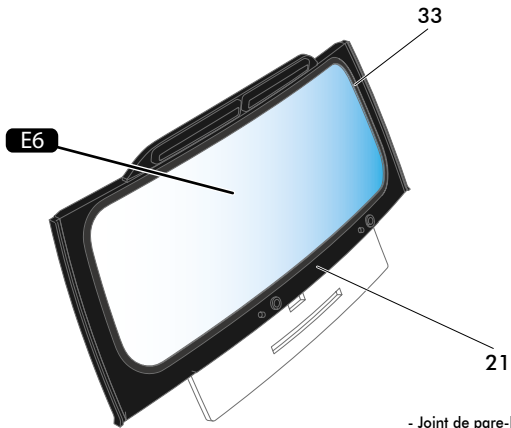







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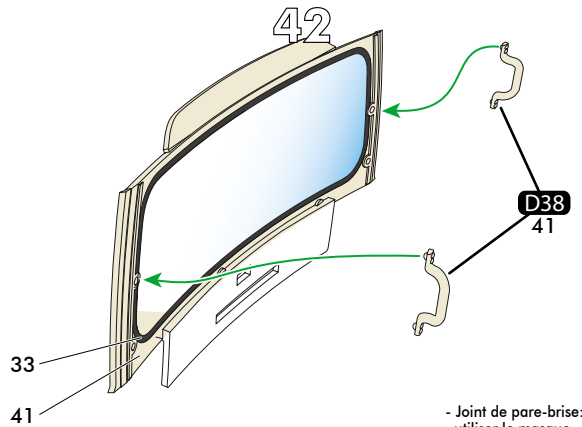


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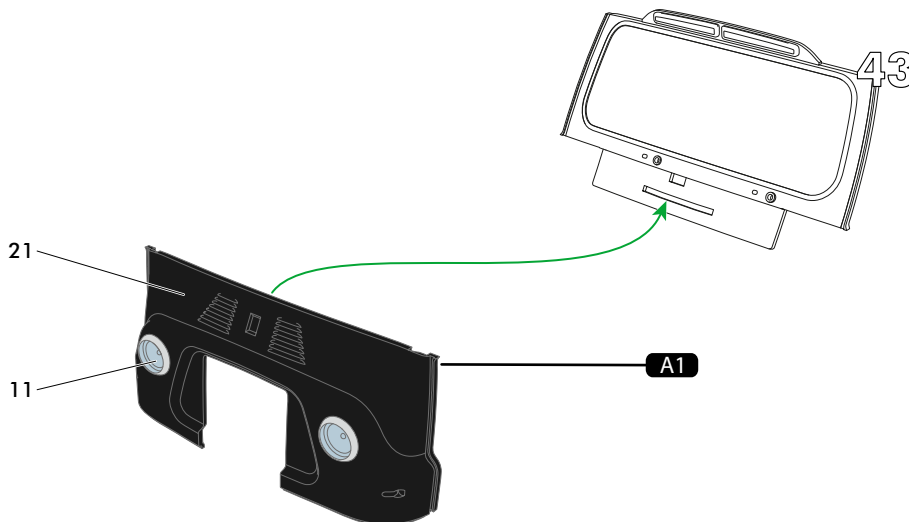
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- Windscreen seal: use mask no M1a (ext).
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- Junta de parabrisas: utilice la máscara n° M1a (ext).

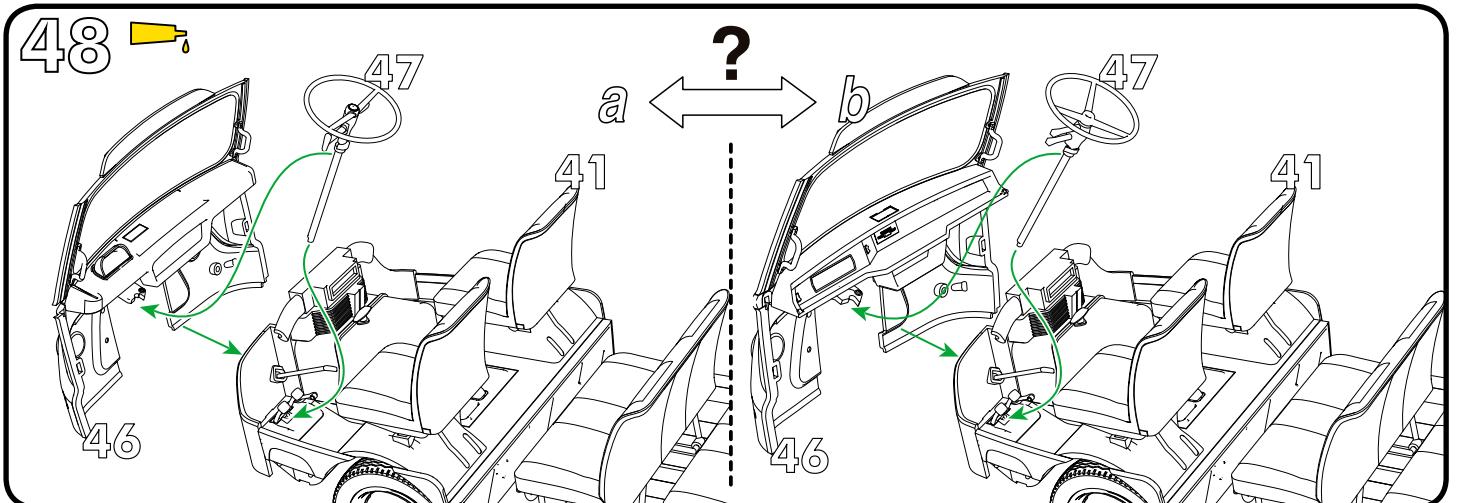
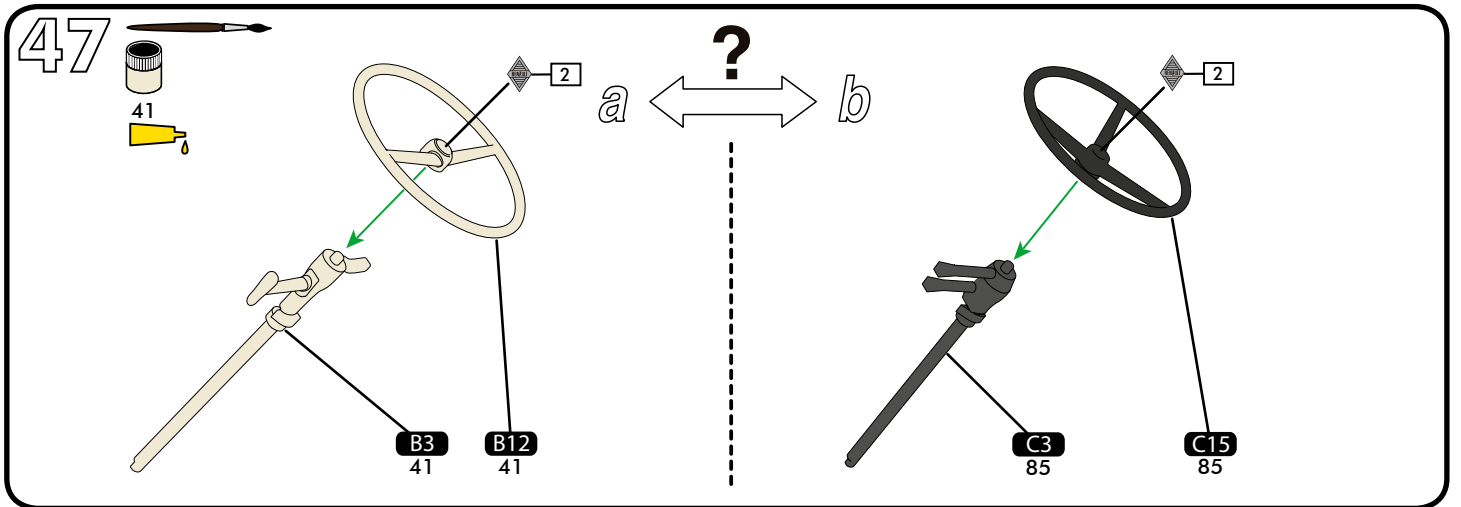
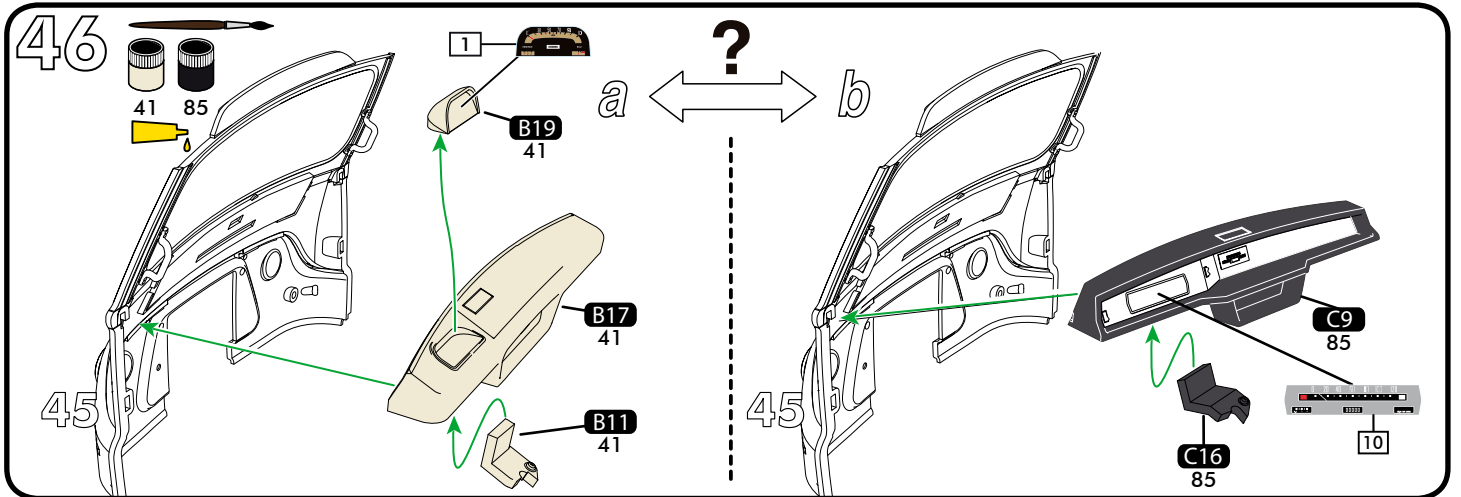
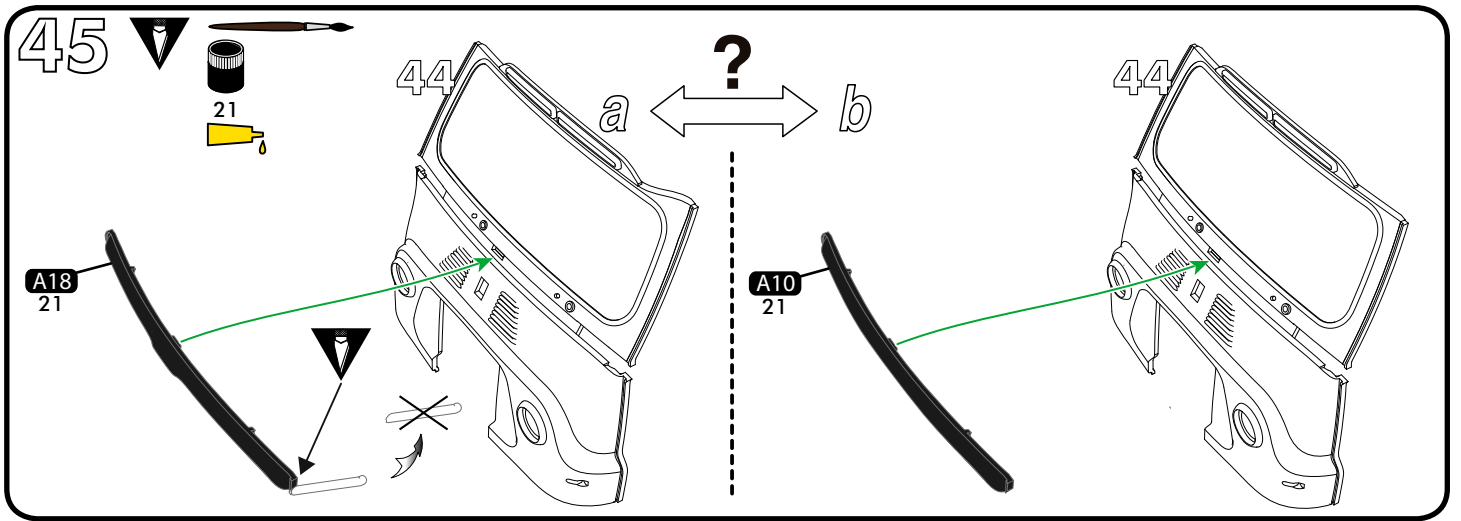
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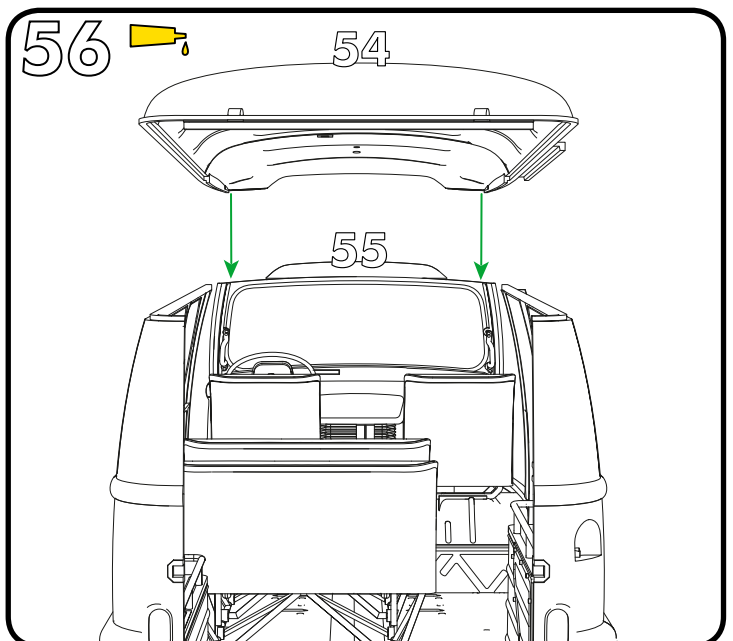
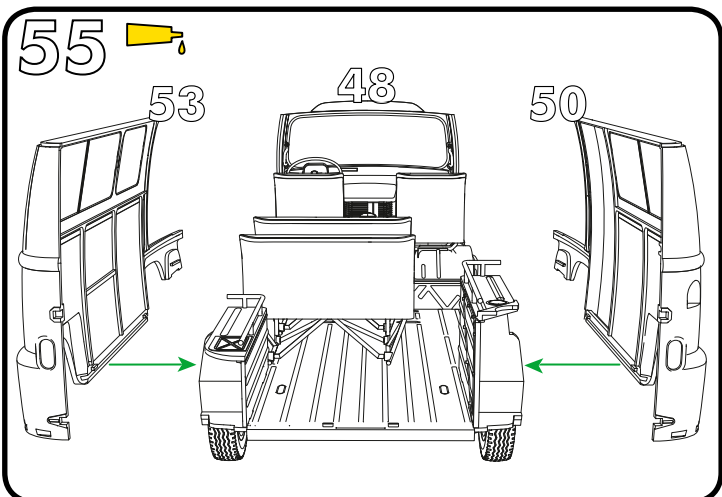
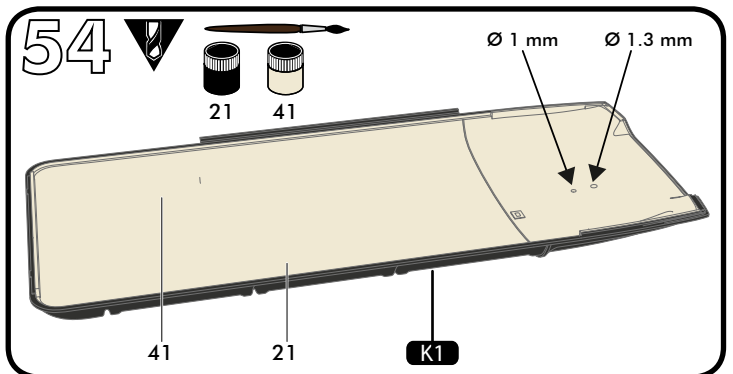
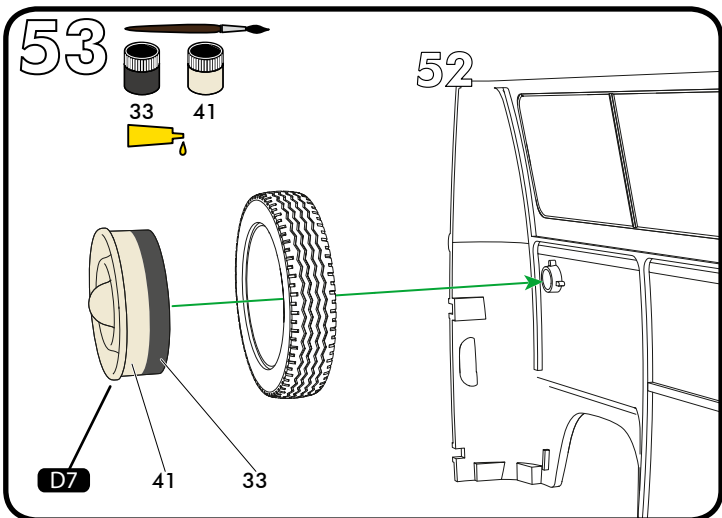
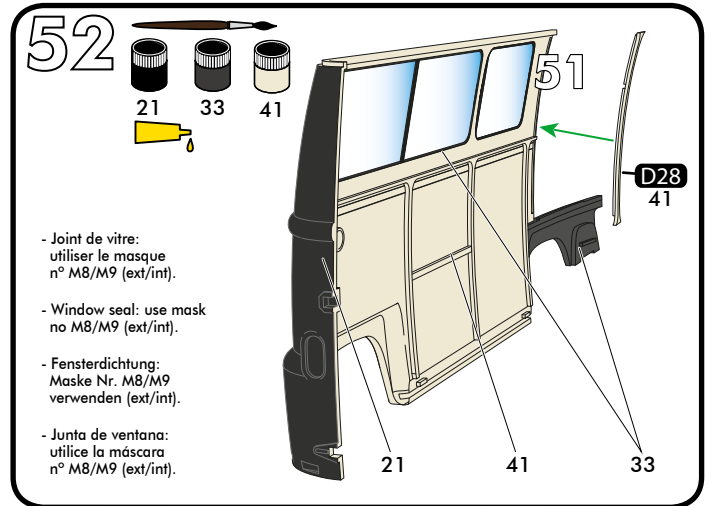
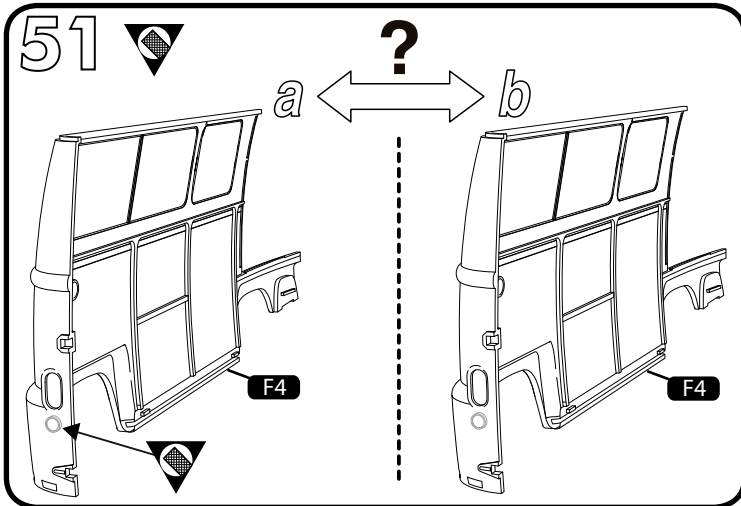
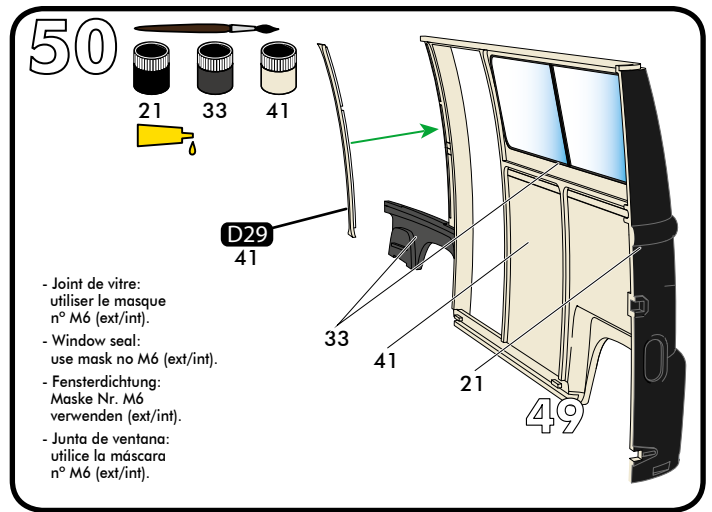
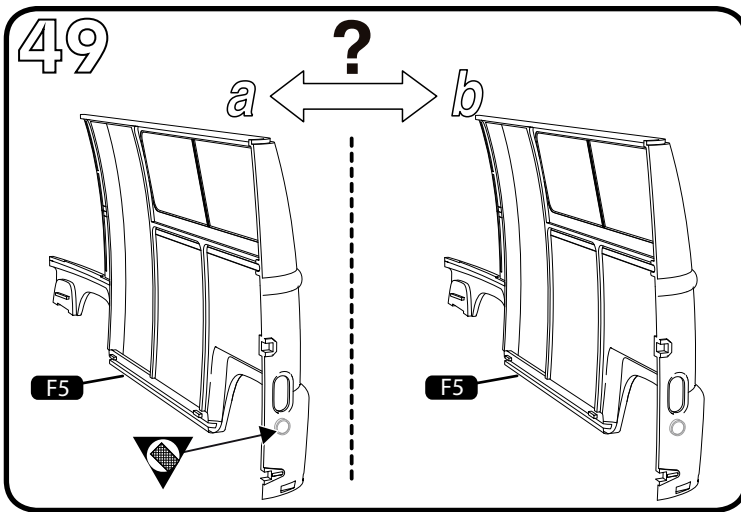


- Joint de pare-brise: utiliser le masque n° M2a (int).
- Windscreen seal: use mask no M2a (int).
- Fensterdichtung: Maske Nr. M2a verwenden (int).
- Junta de parabrisas: utilice la máscara n° M2a (int).

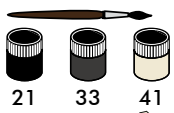
44   
   
  
 11 21



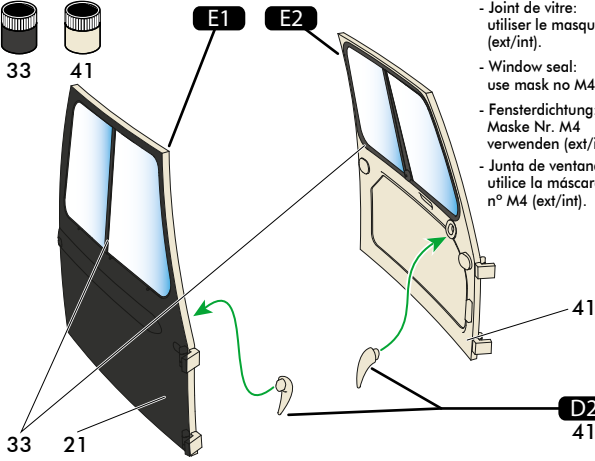




# 57

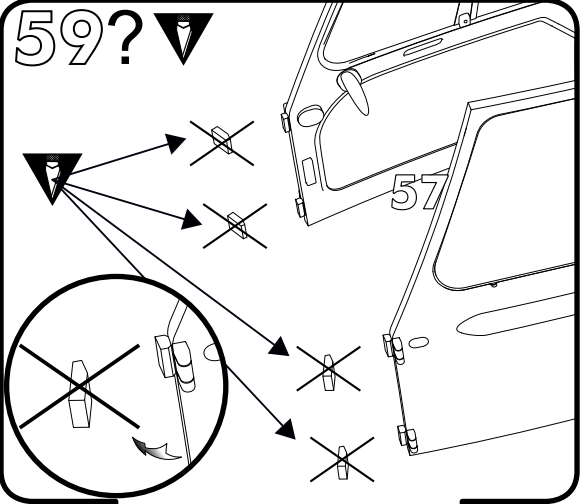


- Joint de vitre: utiliser le masque n° M5 (ext/int).
- Window seal: use mask no M5 (ext/int).
- Fensterdichtung: Maske Nr. M5 verwenden (ext/int).
- Junta de ventana: utilice la máscara n° M5 (ext/int).

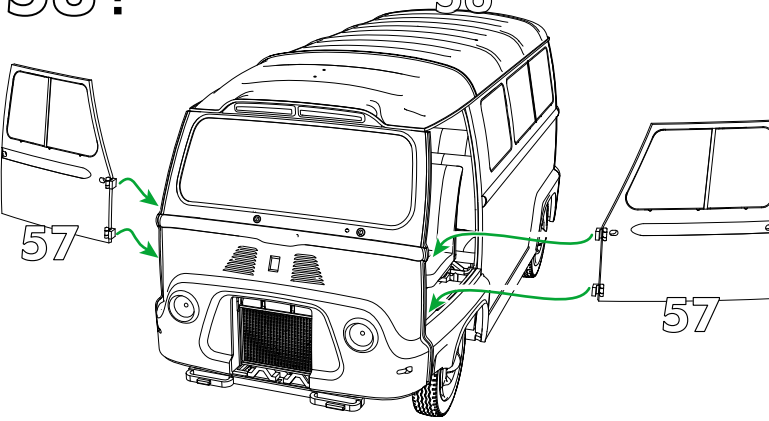


- Joint de vitre: utiliser le masque n° M4 (ext/int).
- Window seal: use mask no M4 (ext/int).
- Fensterdichtung: Maske Nr. M4 verwenden (ext/int).
- Junta de ventana: utilice la máscara n° M4 (ext/int).

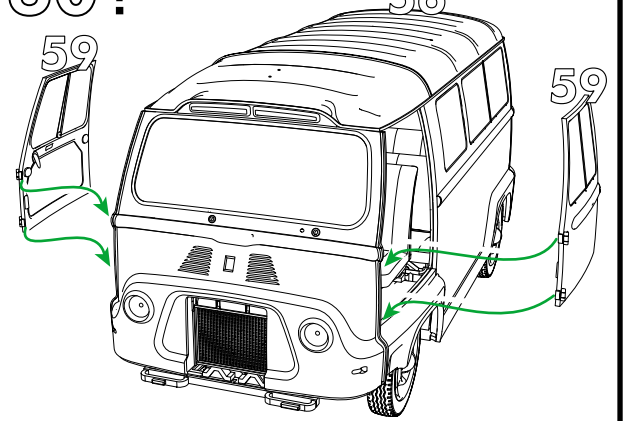
# 59?



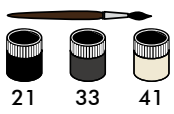
# 58?



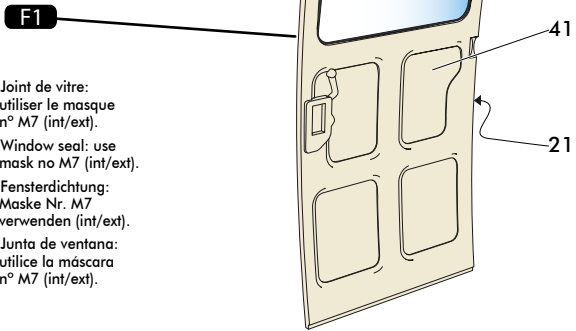
# 60?



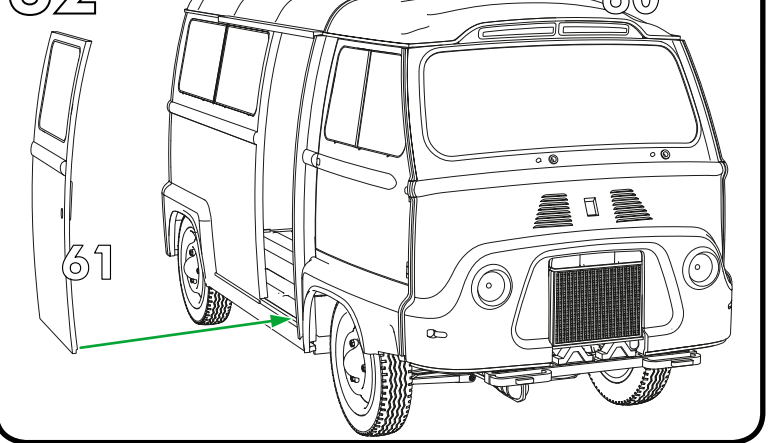
# 61



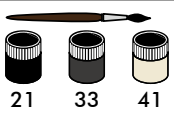
- Joint de vitre: utiliser le masque n° M7 (int/ext).
- Window seal: use mask no M7 (int/ext).
- Fensterdichtung: Maske Nr. M7 verwenden (int/ext).
- Junta de ventana: utilice la máscara n° M7 (int/ext).



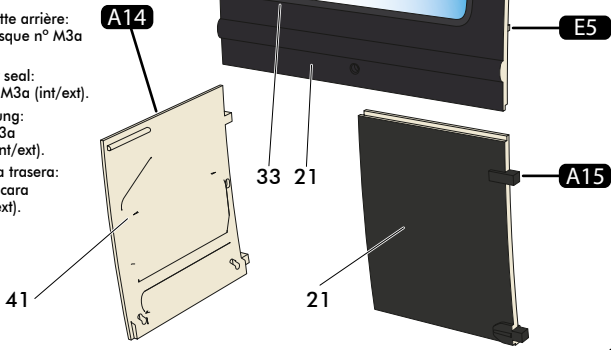
# 62



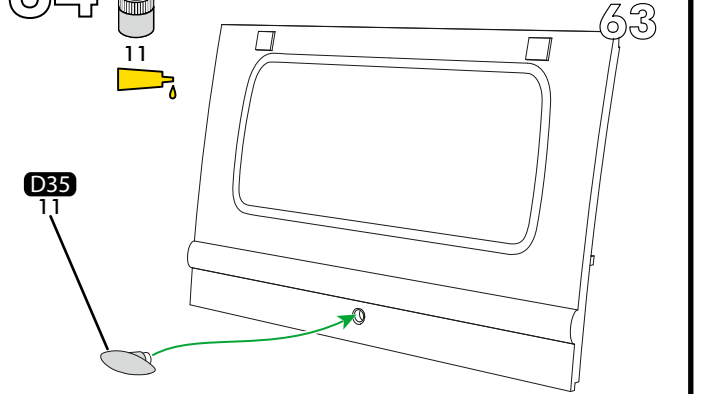
# 63

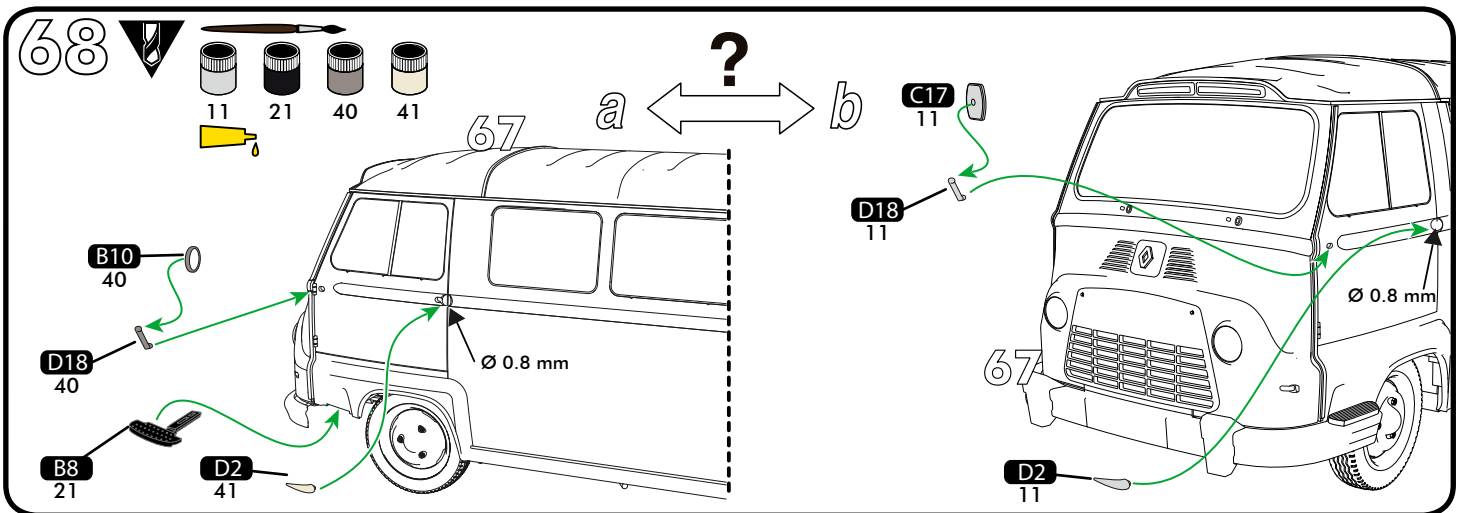
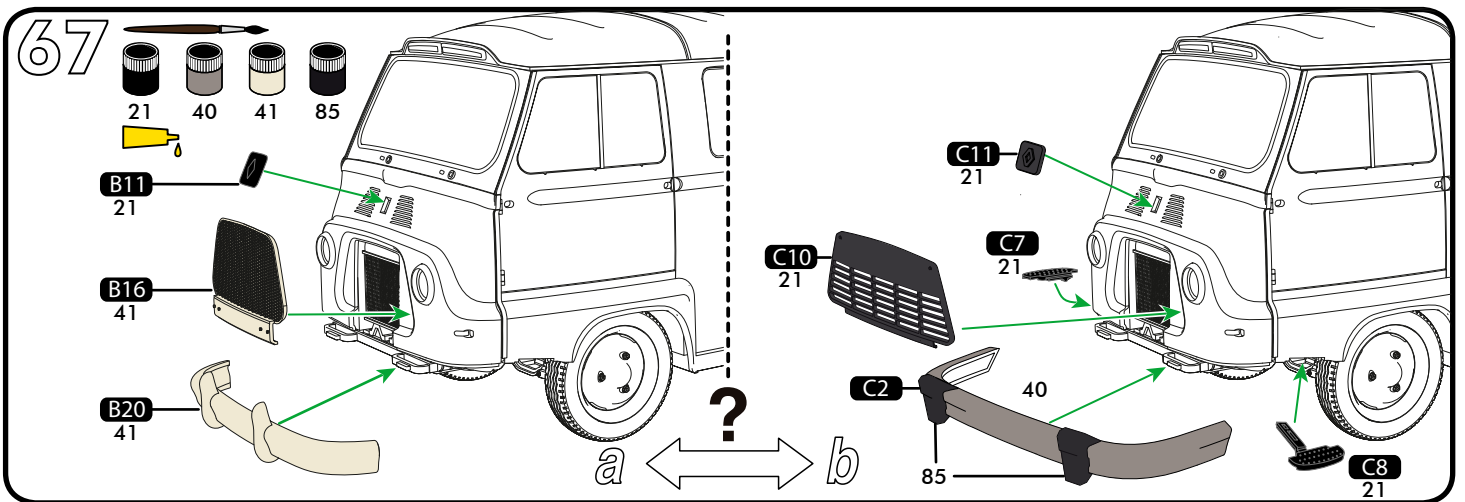
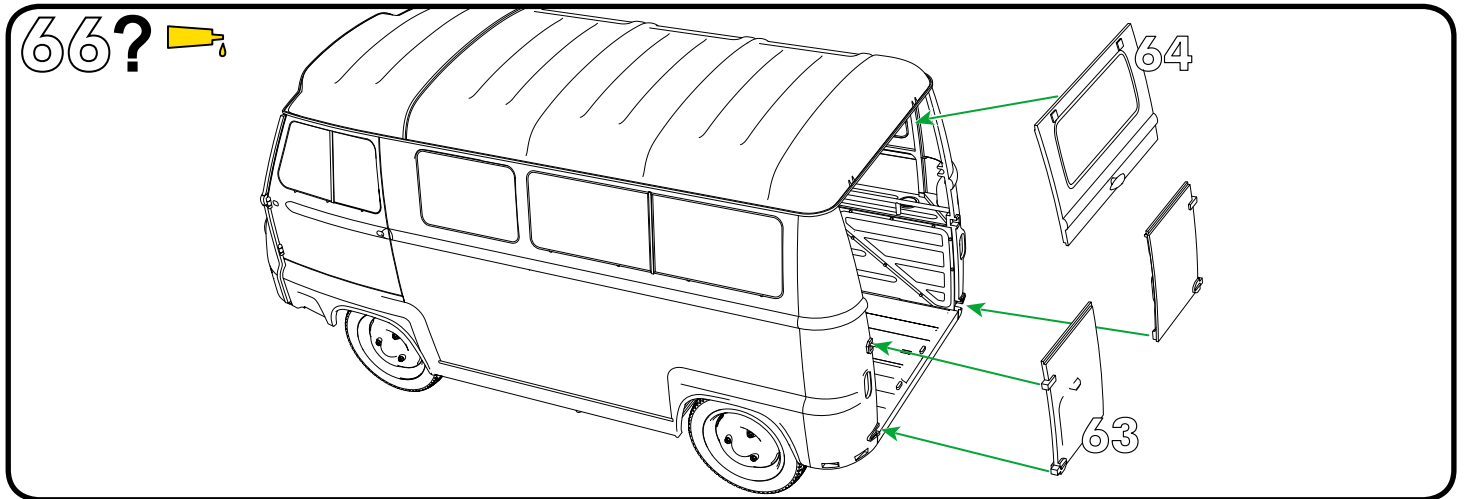
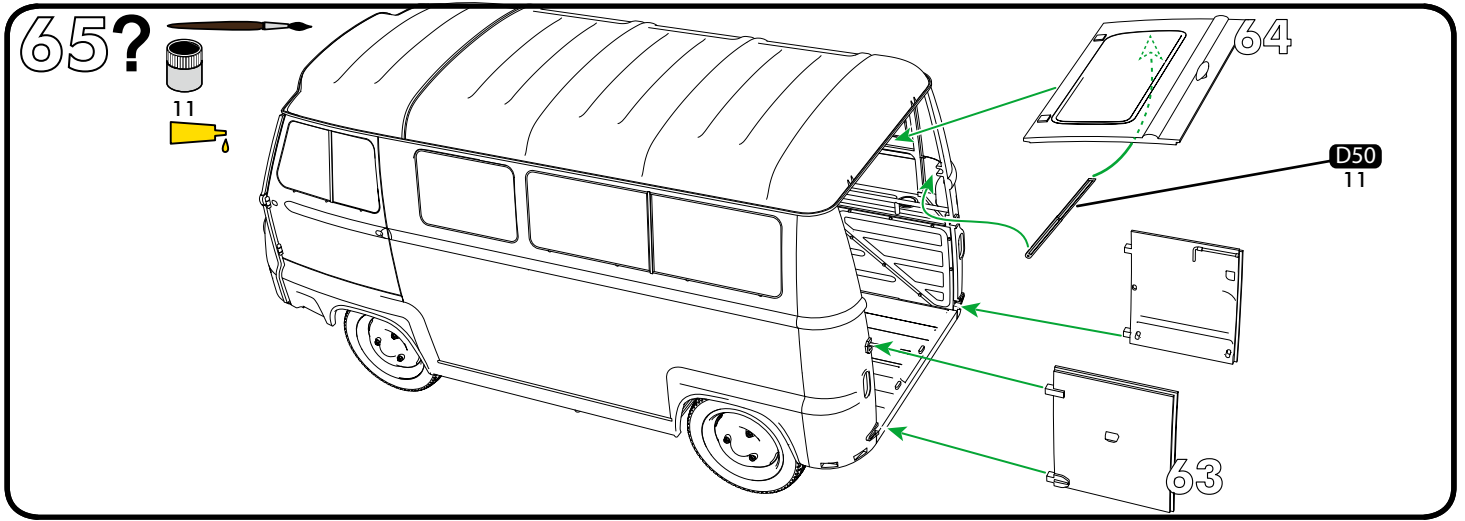


- Joint de lunette arrière: utiliser le masque n° M3a (int/ext).
- Rear window seal: use mask no M3a (int/ext).
- Fensterdichtung: Maske Nr. M3a verwenden (int/ext).
- Junta de luna trasera: utilice la máscara n° M3a (int/ext).

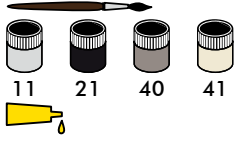


# 64

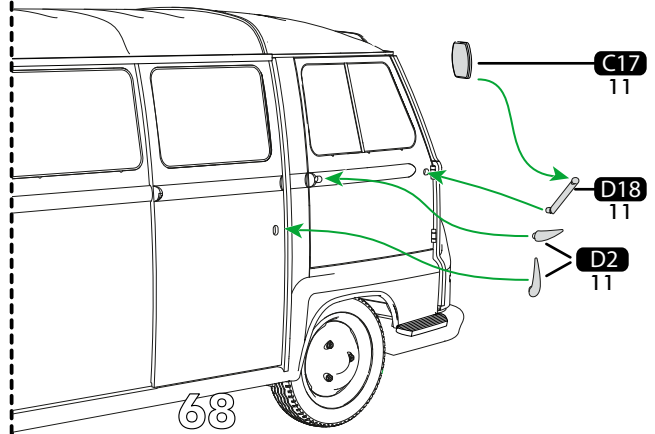
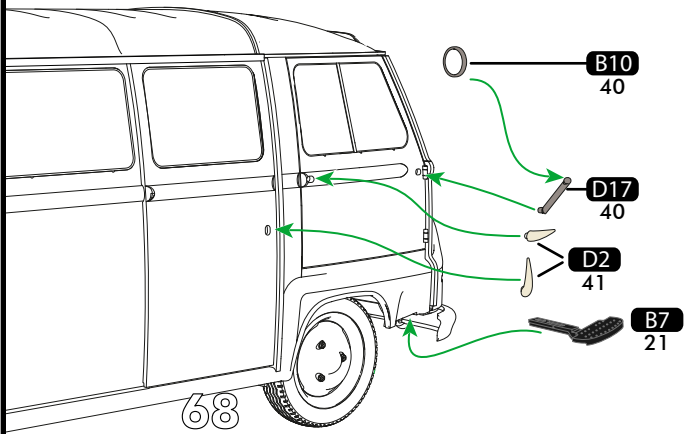




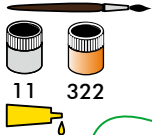
69



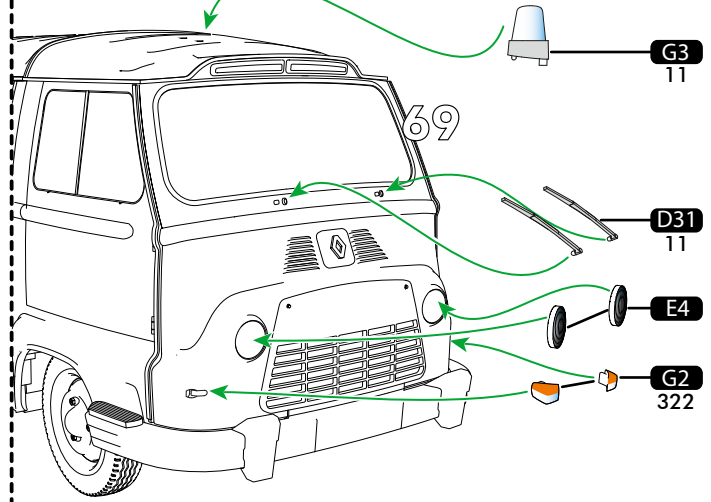
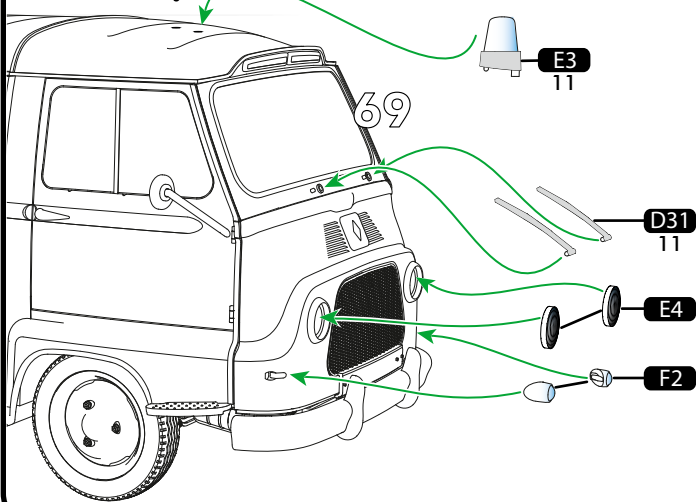
a  $\longleftrightarrow$  ?  $\longleftrightarrow$  b



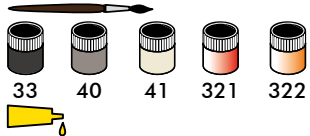
70



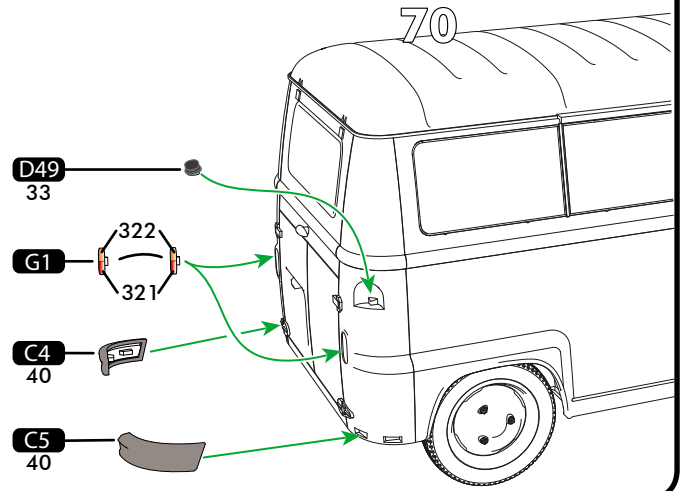
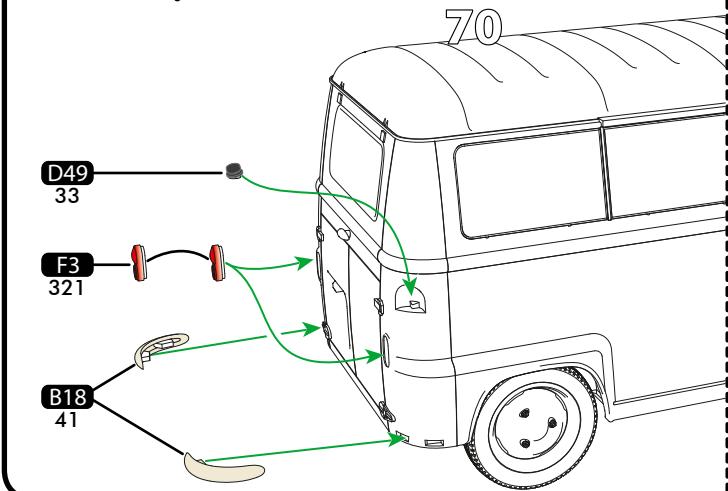
a  $\longleftrightarrow$  ?  $\longleftrightarrow$  b



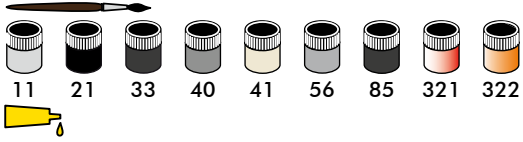
71



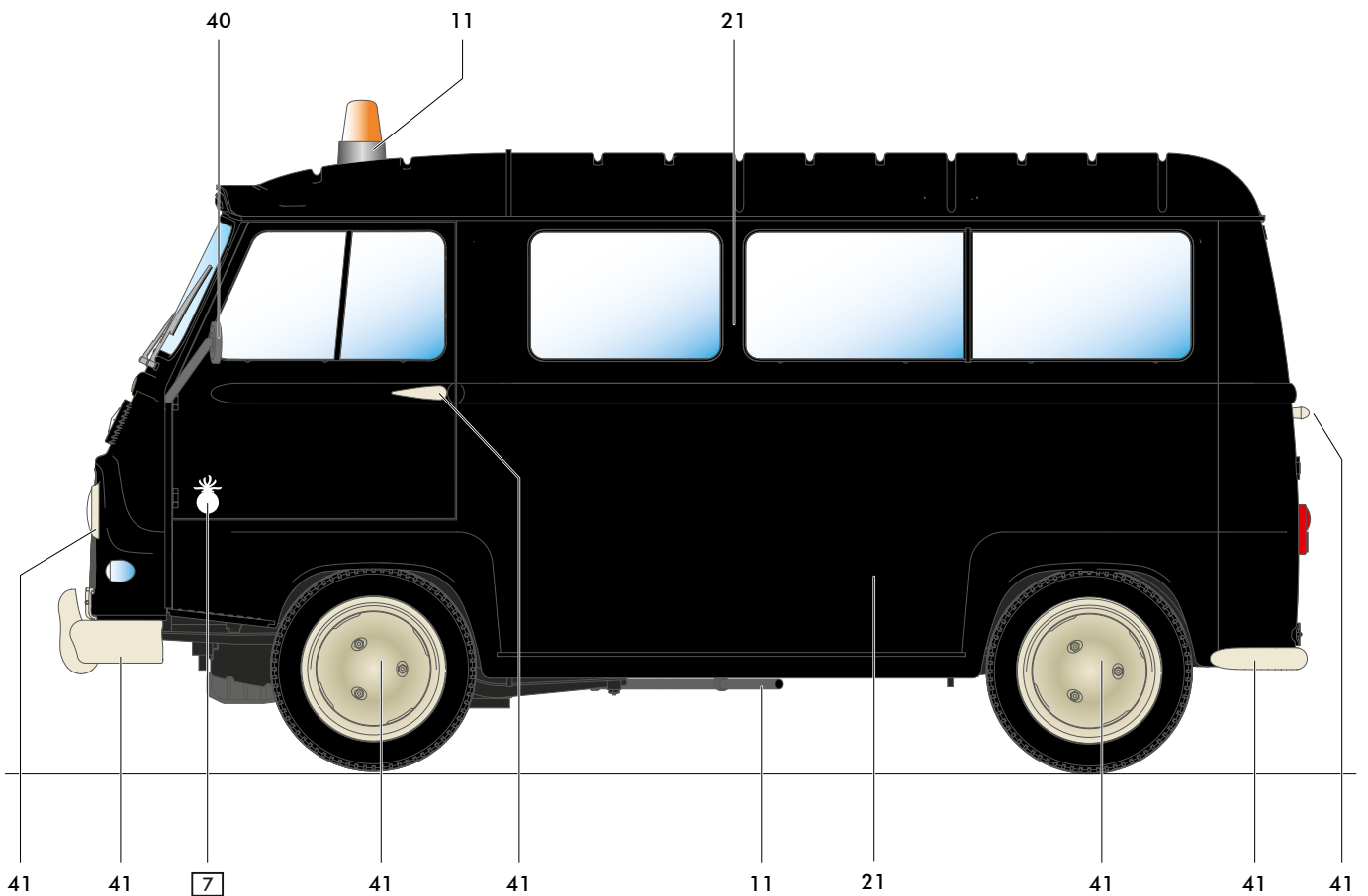
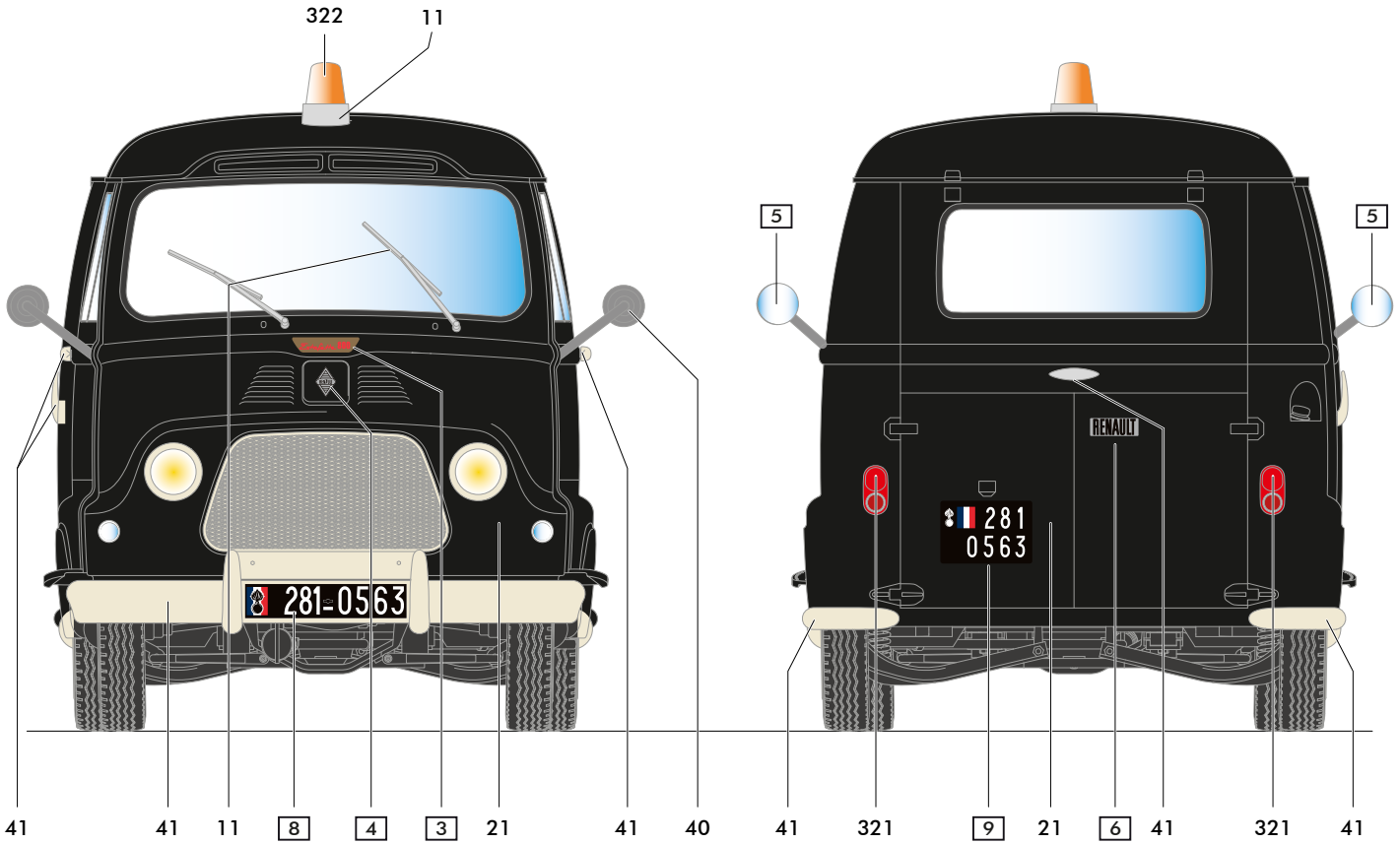
a  $\longleftrightarrow$  ?  $\longleftrightarrow$  b



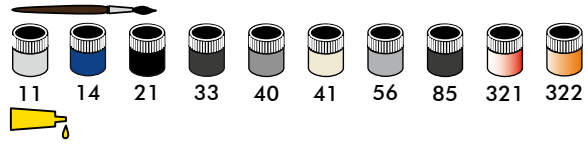
72



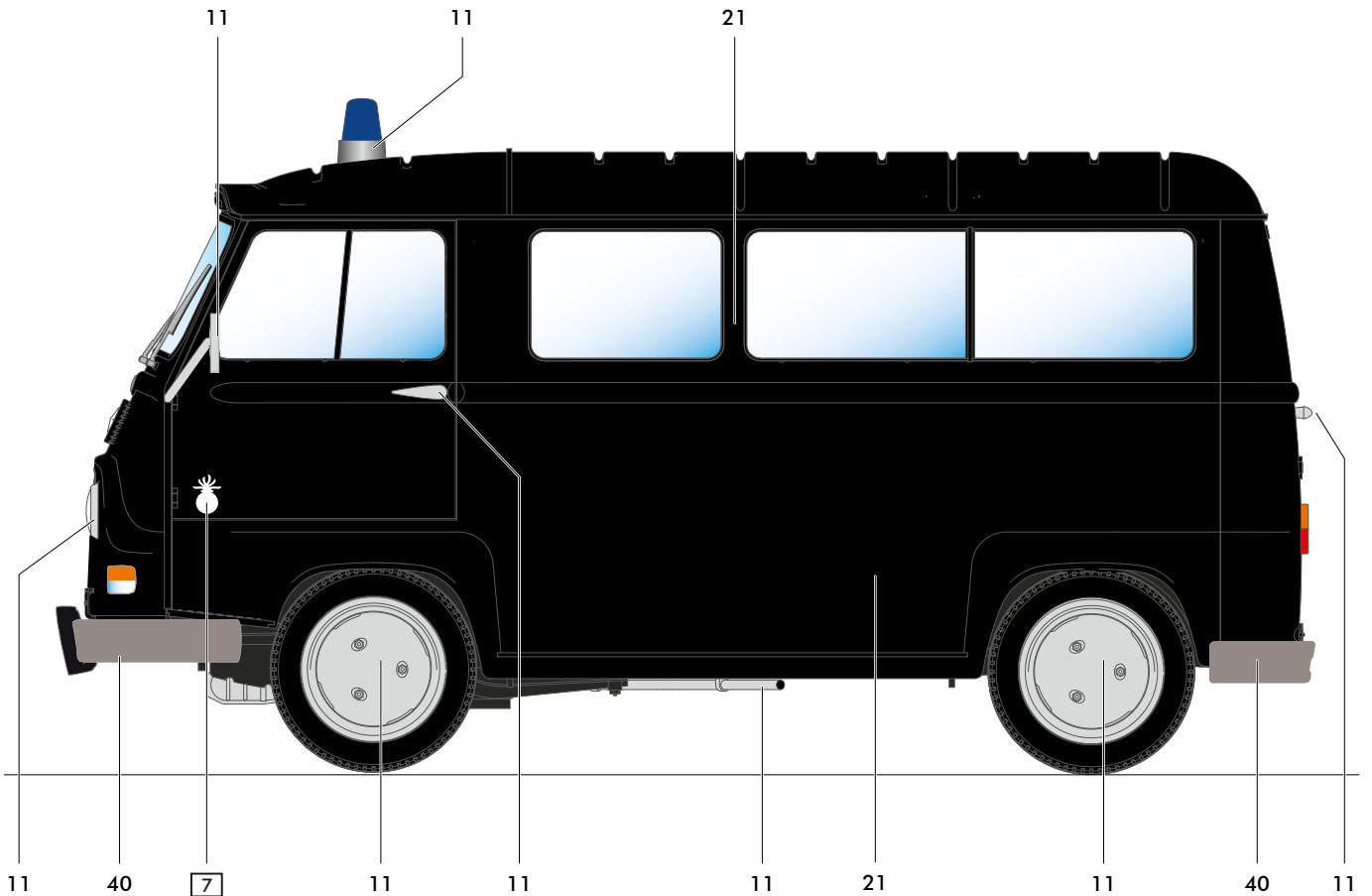
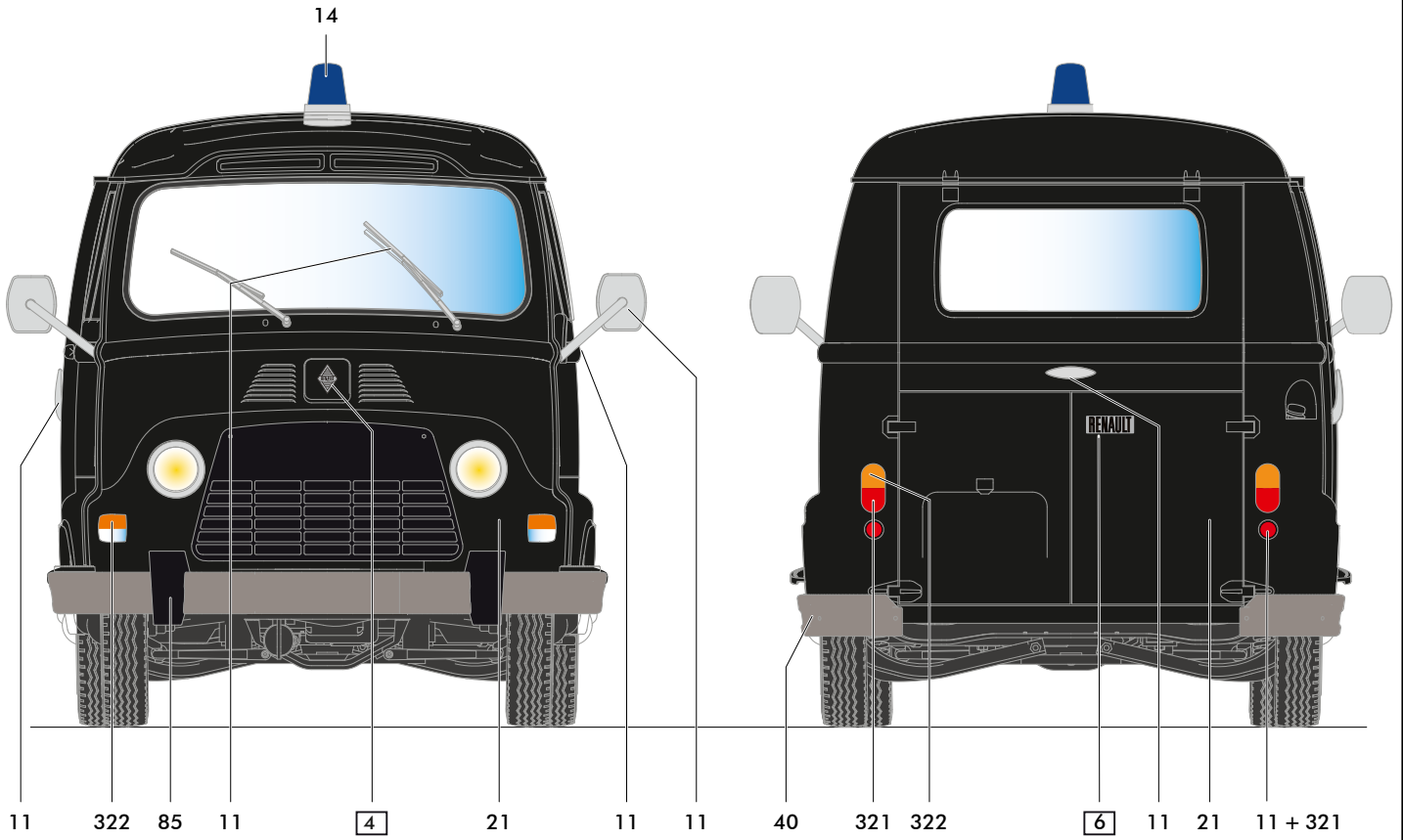
*a* Renault Estafette Gendarmerie, 1964



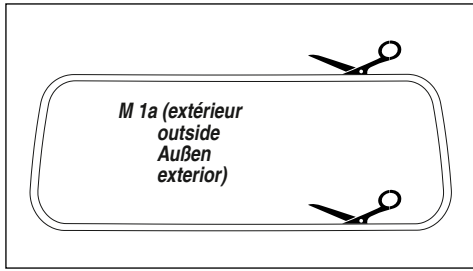
73



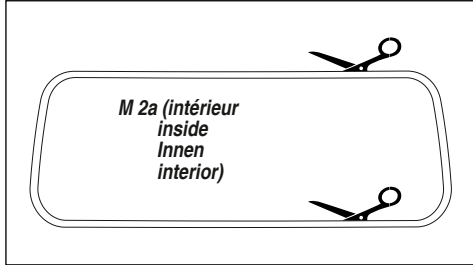
*b* Renault Estafette Gendarmerie, 1973







M 1a (extérieur  
outside  
Außen  
exterior)



M 2a (intérieur  
inside  
Innen  
interior)

Pare-brise  
Windshield  
Windschutzscheibe  
Parabrisas

Masques destinés à protéger les vitres lors des opérations de peinture.

Utilisation:

- 1 Découper avec précision
- 2 Coller temporairement sur la vitre indiquée avec de la colle blanche.
- 3 Ôter simplement le masque lorsque la peinture autour est bien sèche.

Masks provided to protect the windows during painting operations.

Use:

- 1 Cut with precision
- 2 Glue temporarily with PVA glue to the indicated window.
- 3 Simply remove the mask when the paint around is dry.

Masken zum Schutz der Fenster beim Lackieren.

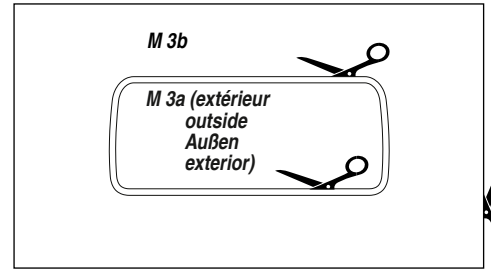
Benutzen:

- 1 Präzises Schneiden
- 2 Mit PVA-Kleber (Weißleim) vorübergehend auf das angegebene Fenster kleben.
- 3 Entfernen Sie einfach die Maske, wenn die Farbe trocken ist.

Máscaras proporcionadas para proteger las ventanas durante las operaciones de pintura.

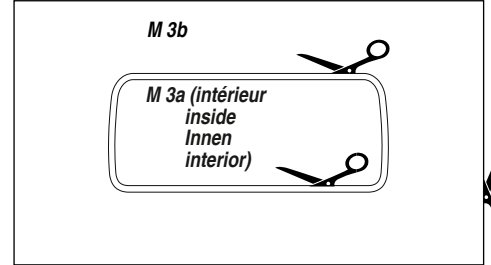
Usar:

- 1 Corte con precisión
- 2 Pegar temporalmente con cola de PVA a la ventana indicada.
- 3 Simplemente retire la máscara cuando la pintura alrededor esté seca.



M 3b

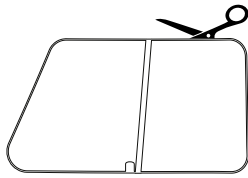
M 3a (extérieur  
outside  
Außen  
exterior)



M 3b

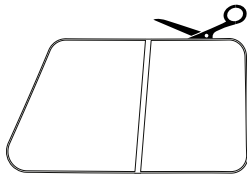
M 3a (intérieur  
inside  
Innen  
interior)

Vitre arrière  
Cargo Window  
Fenster Heckklappe  
Ventana trasera

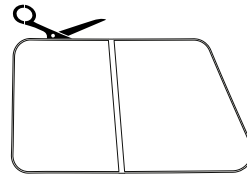


M 4 (intérieur  
inside  
Innen  
interior)

Gauche  
Left  
Links  
Izquierda

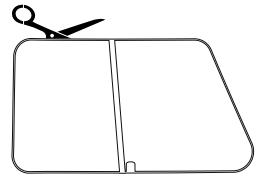


M 4 (extérieur  
outside  
Außen  
exterior)



M 5 (extérieur  
outside  
Außen  
exterior)

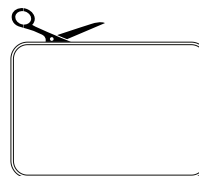
Droite  
Right  
Rechts  
Derecha



M 5 (intérieur  
inside  
Innen  
interior)

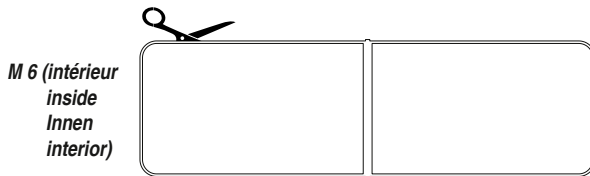


M 6 (extérieur  
outside  
Außen  
exterior)

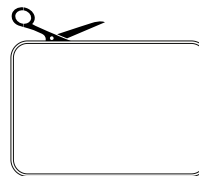


M 7 (extérieur  
outside  
Außen  
exterior)

Droite  
Right  
Rechts  
Derecha



M 6 (intérieur  
inside  
Innen  
interior)

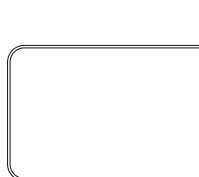
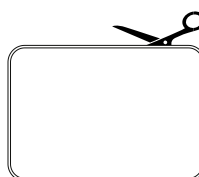


M 7 (intérieur  
inside  
Innen  
interior)

Avant  
Front  
Vorderteil  
Delantera

Gauche  
Left  
Links  
Izquierda

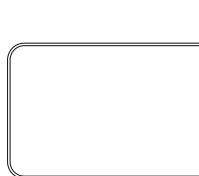
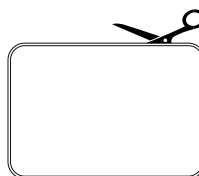
M 9 (extérieur  
outside  
Außen  
exterior)



M 8 (extérieur  
outside  
Außen  
exterior)

Avant  
Front  
Vorderteil  
Delantera

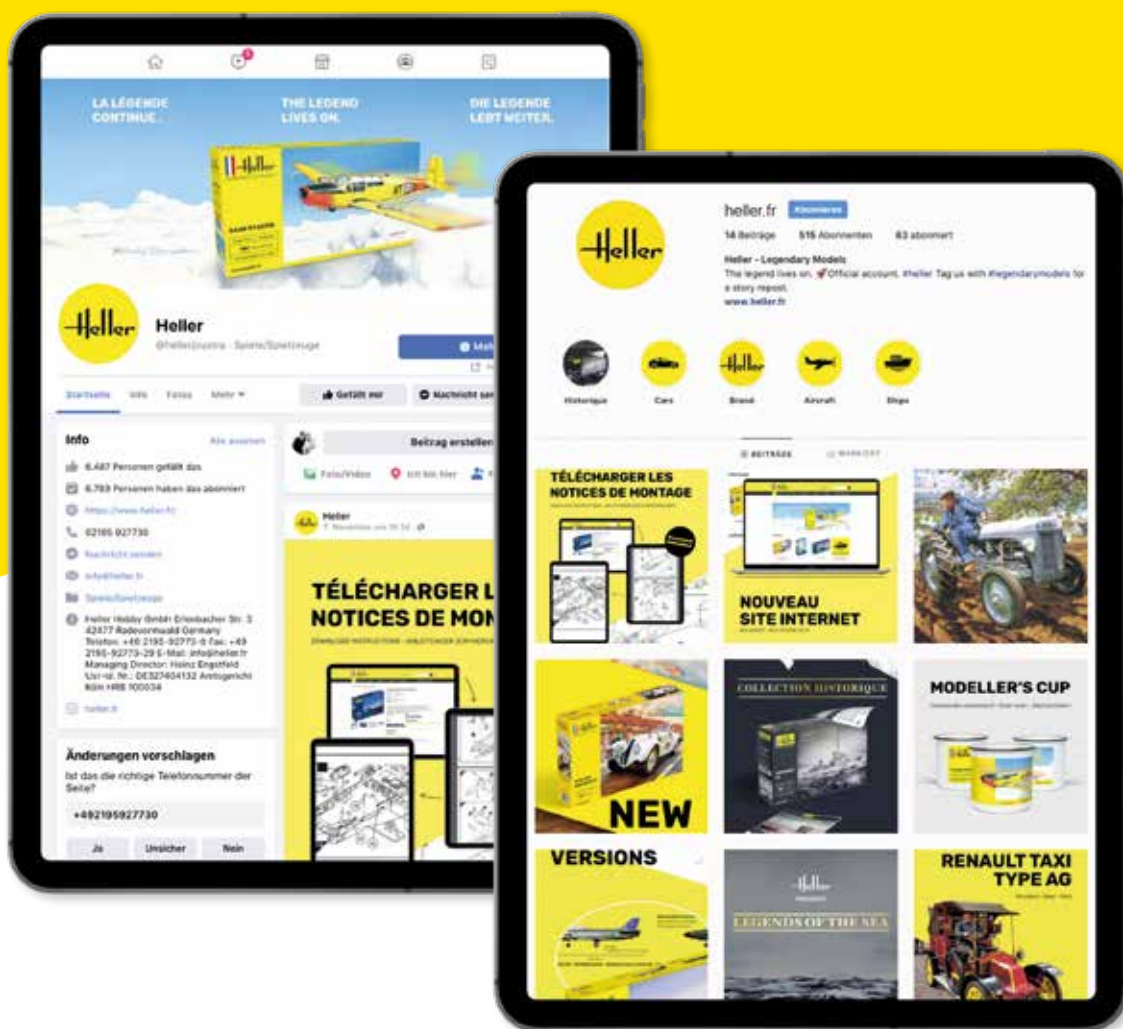
M 9 (intérieur  
inside  
Innen  
interior)



M 8 (intérieur  
inside  
Innen  
interior)

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- STANDFESTE FARBDOSEN
- SICHERER SCHRAUBVERSCHLUSS

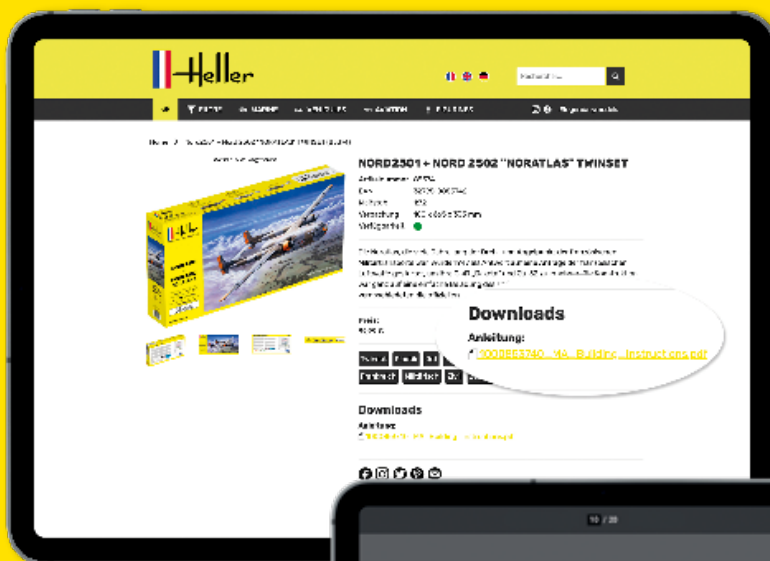
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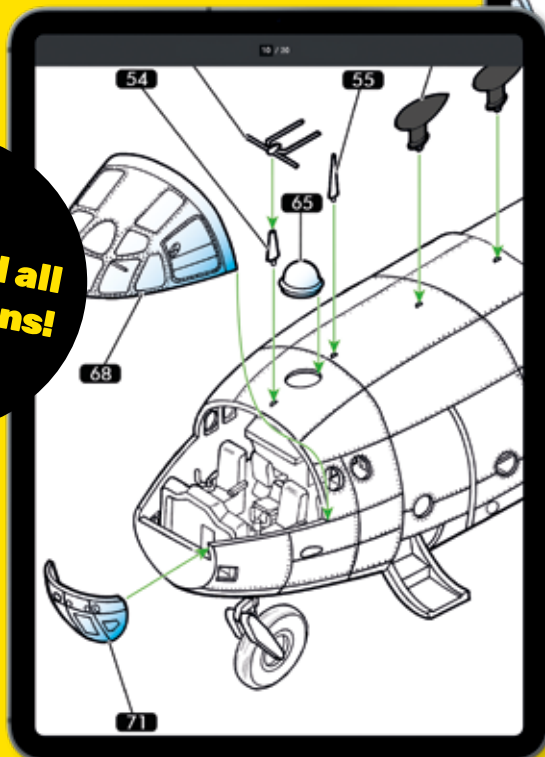
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