

## **PRESS INFORMATION**

### **RENAULT TWINGO**

- 1 Short story
- 2 The Twingo at a glance
- 3 Design
  - Exterior
  - Interior
- 4 Powertrains, chassis and driving dynamics
- 5 UK specifications
- 6 Safety
- 7 Ownership
- 8 Manufacturing and Quality
- 9 History
- 10 Frequently asked questions

## 1 SHORT STORY

- **Third-generation model**
- **Rear-engined, rear-wheel drive and five doors – all Twingo firsts**
- **More compact, more spacious, more agile and more nimble**
- **Four trim levels with a huge range of personalisation options**
- **Innovative new R & GO® smartphone connectivity system**
- **4 year warranty and roadside assistance – Renault 4+**

The third-generation Renault Twingo may have a familiar name and the same pert and fun-to-drive qualities of its predecessors, but links with the past stop there. In every other respect it's all-new and radically different, introducing a number of firsts for the model – a rear-mounted engine, rear-wheel drive and five doors.

In spirit and character it echoes the much-loved original Twingo of 1993 and the Renault 5 before that, but with its new layout and more practical body style it is very much a car for 21<sup>st</sup>-century cities – compact, nimble, efficient, safe and fully connected to the outside world.

The three engines on offer bring substantial improvements in fuel economy and emissions compared with the previous model, culminating in the 67.3 mpg and 95 g/km of CO<sub>2</sub> for the 1.0-litre Dynamique SCe 70 and 1.0-litre Dynamique S SCe 70 models with Stop & Start. This means the car can travel 14 miles further on every gallon of fuel while emitting 35 g/km less CO<sub>2</sub>.

The Twingo is a clean-sheet-of-paper car which takes into account all the joys and stresses of living and driving in the cities it was primarily designed for. It is shorter and easier to park than its predecessor, more agile and greater fun to drive, more manoeuvrable with better all-round visibility, and simpler to get in and out of. And it exhibits substantial improvements in quality.

*“The Twingo rounds off the renewal of Renault’s small-car range. As a means to win over new customers, the stakes for the brand are as high as they were for the model’s predecessors. Putting the engine at the back is an ingenious concept, just as the original Twingo was. It is still small on the outside and big on the inside, but it now comes with a choice of two connected systems that ease driving in built-up areas, on top of its peerless manoeuvrability and agility.”*

**Ali Kassai, Vice President, Small Car Programmes**

### **The advantages of a rear engine**

By mounting the engine at the rear, cars can be made shorter, which in turn means they fit into smaller parking spaces and are more nimble when nipping through traffic. The potential downside is that a rear-mounted engine can steal boot space, while people brought up on front-wheel-drive cars might worry about the handling implications and the consequences of being hit from behind.

Renault’s engineers and designers have overcome these obstacles ingeniously. The engine is mounted at an angle of 49 degrees so that it does not intrude into the boot, and in a rear-end collision it is pushed beneath the passenger cell. Fifty per cent of the engine parts have been redesigned so that the power unit takes up 15 cm less space than if it had been mounted vertically. Meanwhile, Electronic Stability Control overcomes any possibility of a rear-wheel skid in slippery conditions.

The Twingo’s compact overall length and short overhangs endow it with a best-in-class turning circle of only 8.59 metres, aided by front wheels which turn 45 degrees. This outstanding agility makes the Twingo much easier than the majority of cars to manoeuvre into kerbside parking spaces or end-on parking bays. All versions have variable electric power steering which minimises the effort needed when guiding the car into tight parking spaces at low speed while introducing a firmer, more stable feel at higher speeds on motorways and main roads.

With its new layout, the third-generation Twingo is 10 cm shorter than its predecessor at 3.59 metres long, but has a 12 cm longer wheelbase (2.49 metres) and 33 cm more room in the four-seat cabin.

The capacity of the boot is 188 litres, but the rear seat-backs can be set in a 'cargo' position at 90° which increases the boot volume to 219 litres, while still safely carrying two passengers in the back. With the 50:50 split-folding rear seats lowered, the boot volume is increased to 980 litres. All versions feature a folding front passenger seat as standard – a unique offering in Twingo's class. With the front seat lowered, the Twingo's cabin is long enough to allow a flat-pack Swedish book case or a double bass to be carried. There is also 52 litres of personal storage space within the cabin.

In 2008, Renault's engineers and designers started from a clean sheet of paper as they set out to create the next-generation Twingo. It was a challenging mission but they set their sights high, in keeping with the philosophy behind the iconic original model, which symbolised Renault's spirit of creativity and its ability to come up with game-changing concepts. Despite the newcomer's smaller footprint, the aim was to produce an even roomier and more agile city car than the second-generation Twingo, and this is how the idea of switching to a rear-mounted engine took form.

Renault's thoughts found an echo in those of Daimler, which was in the process of exploring ideas for the next-generation two- and four-seat versions of the smart. In April 2010, a strategic co-operation agreement was signed by the two companies, marking the official green light for a joint development programme which promised a wealth of synergies.

### **Ultra-efficient engines**

In keeping with the downsizing of the new Twingo, Renault has taken the opportunity also to downsize the engines with a range of ultra-efficient three-cylinder 12-valve units. An all-new naturally aspirated S Ce 70 1.0-litre Renault engine powers all but four models in the line-up. This delivers 70 hp at 6,000 rpm and 91 Nm of torque at 2,850 rpm, giving 0-62 mph acceleration in 14.5

seconds with a top speed of 94 mph. In the Dynamique SCe 70 and Dynamique S SCe 70 models with Stop & Start, official fuel economy is 67.3 mpg, with CO<sub>2</sub> emissions of 95 g/km. The Expression and Play SCe 70 versions, without Stop & Start, are capable of 56.5 mpg, while CO<sub>2</sub> emissions are 112 g/km.

Renault also offers Dynamique TCe 90 and Dynamique S TCe 90 versions powered by a 0.9-litre turbocharged engine developing 90 hp at 5,500 rpm and 135 Nm of torque at 2,500 rpm – sufficient for 0-62 mph acceleration in 10.8 seconds and a top speed of 103 mph. Yet with Stop & Start as standard, this engine is also extremely efficient, recording an official 65.7 mpg, with CO<sub>2</sub> emissions of just 99 g/km.

Both TCe 90 models are also available with Renault's six-speed Efficient Dual Clutch (EDC) automatic gearbox; the first 'generalist' manufacturer to offer this in the segment. EDC is fully consistent with Twingo's main role as a manoeuvrable, practical, agile and comfortable small car primarily for urban use. With the EDC transmission there is no impact on performance – the 0-62 mph acceleration time and top speed are the same as with the five-speed manual – while the Twingo EDC receives fuel economy of up to 58.9mpg and CO<sub>2</sub> emissions from 108 g/km.

The Twingo has MacPherson struts at the front and a De Dion torsion beam rear axle, giving balanced handling without the necessity to make the car overly stiff. The Twingo therefore delivers alert handling with a compliant, comfortable ride.

### **A rich heritage of small cars**

The Twingo maintains Renault's illustrious record for creating outstanding small cars. Its design embodies the 'play' petal of the company's 'flower of life' design strategy and incorporates aspects of the 2013 Twin'Run and Twin'Z concept cars.

The expressive front end reflects the playful, fun-to-drive character of the car and features Renault's familiar design cues, including a bold version of the company logo set into a black background. The creased bonnet folds over headlights topped by indicators which resemble eyelids, the round daytime running lights are in the form of four luminous points and there is a broad lower air intake emphasising the car's stance. At the rear, wide shoulders stretching from the sides are a throwback to those on the Renault 5 Turbo. Disguised rear door handles lend the car a two-door appearance.

The interior is characterised by a commanding driving position offering outstanding all-round visibility and a sporty cowling and steering wheel in an uncluttered dash design. The standard interior colour scheme is Java Grey upholstery with white dashboard embellishments, but Java Blue and Java Red finishes are also available, depending on model and exterior body colour, and the Dynamique S TCe 90 is embellished with the previously optional Sport Pack. This features an aluminium pedal set, red/black part leather upholstery and the red interior touch pack. The exterior lines are set off by 16-inch sport diamond-cut alloy wheels, matt black side decals and an exterior touch pack in red, with white as an option. A wide range of options and packages is available to allow customers to add that personal touch to their car.

Connectivity is standard through the new smartphone-operated R & GO® system. Thanks to the radio, a universal cradle and a clever, free-to-download app, owners benefit from intuitive access to a variety of navigation, telephone, multimedia and trip computer functions. The navigation is provided by CoPilot and the maps are downloaded onto the smartphone, meaning that drivers do not use up their data allowance while driving.

The Play, Dynamique and Dynamique S versions offer the option of the tablet-style R-Link multimedia system with a seven-inch touch-screen, voice control, DAB radio, TomTom® navigation, Bluetooth® and 3D sound by Arkamys. It also includes a rear parking camera.

All versions of Twingo come with body-coloured bumpers, door handles and exterior door mirror shells, a rear spoiler and LED daytime running lights. For comfort and convenience there is electric power steering, electric front windows with one-touch facility and anti-pinch function, remote central locking, a speed limiter, a height-adjustable steering wheel, a trip computer and gearchange indicator, a lane-change function for the indicators and the automatic activation of the rear screen wiper when reverse gear is selected.

Practicality is ensured by the unique-in-segment folding front passenger seat and a split-folding two-seat rear bench as well as numerous cabin storage areas, three cupholders and a boot light. The safety equipment includes Electronic Stability Control, Hill Start Assist, Emergency Brake Assist and four airbags as well as front and rear headrests and a Tyre Pressure warning light

The Play version adds to that core equipment with air conditioning, a height-adjustable driver's seat and steering wheel, and 15-inch black two-tone wheel trims in place of the grey ones with Expression.

Dynamique versions add 15-inch alloy wheels, pinstripe shoulder-line decals, front foglamps, electric heated door mirrors, cruise control, a leather-trimmed steering wheel and gearshift knob, white instrument backlighting, a folding key and storage pockets in the rear doors and rear seat catch.

Key options, depending on model, are an electric fabric panoramic sunroof, rear parking sensors, a premium sound system and the Seat, Techno, Convenience and Personality packs which offer themed items of extra equipment at lower prices than if bought individually.

The Twingo, like every Renault, provides the peace of mind of the 4+ warranty and assistance package. The car is protected against defects recognised by Renault for four years or 100,000 miles (first two years unlimited). In the event of a breakdown, Renault provides emergency roadside repairs or towing to the nearest dealer 24/7 every day of the year,

plus three years' European cover. There is also a three-year paint warranty and 12 years' cover against corrosion.

When bought on Renault Selections Finance, four years (or 48,000 miles) servicing is also included. Alternatively, a four-year servicing package can be bought separately.

Servicing is required only once a year or every 12,500 miles. The timing chain is maintenance-free which helps to reduce servicing costs.

### TECHNICAL INFORMATION

Model	Power (hp @ rpm)	Torque (Nm @ rpm)	0-62mph (sec)	Top speed (mph)
Expression SCe 70	70 @ 6,000	91 @ 2,850	14.5	94
Play SCe 70	70 @ 6,000	91 @ 2,850	14.5	94
Dynamique SCe 70 S&S	70 @ 6,000	91 @ 2,850	14.5	94
Dynamique S SCe 70 S&S	70 @ 6,000	91 @ 2,850	14.5	94
Dynamique ENERGY TCe 90 S&S	90 @ 5,500	135 @ 2,500	10.8	103
Dynamique ENERGY TCe 90 EDC	90 @ 5,500	135 @ 2,500	10.8	103
Dynamique S ENERGY TCe 90 S&S	90 @ 5,500	135 @ 2,500	10.8	103
Dynamique S ENERGY TCe 90 EDC	90 @ 5,500	135 @ 2,500	10.8	103

### OWNERSHIP INFORMATION

Model	MPG	CO2 (g/km)	BIK (band %)	VED (band)	Insurance group
Expression SCe 70	56.5	112	19%	C	2
Play SCe 70	56.5	112	19%	C	3
Dynamique SCe 70 S&S	67.3	95	16%	A	3
Dynamique S SCe 70 S&S	67.3	95	16%	A	3
Dynamique ENERGY TCe 90 S&S	65.7	99	16%	A	8
Dynamique ENERGY TCe 90 EDC	58.9	108	18%	B	8

Dynamique S ENERGY TCe 90 S&S	65.7	99	16%	A	8
Dynamique S ENERGY TCe 90 EDC	58.9	108	18%	B	8

## 2 THE TWINGO AT A GLANCE

- Rear-engined, rear-wheel drive
- Embodies the 'play' petal of the company's 'flower of life' design strategy and incorporates aspects of the 2013 Twin'Run and Twin'Z concept cars
- In spirit and character, Twingo is the successor to the original Twingo of 1993 and the Renault 5
- Engines mounted at 49 degrees to vertical so as not to steal boot space
- Five doors instead of three, with hidden rear door handles
- 33 cm more cabin space yet 10 cm shorter than previous model at 3.59 metres, with a 12 cm longer wheelbase (2.49 metres)
- The tightest turning circle in class at 8.59 metres – improved manoeuvrability, easier parking and three point turns.
- 188-litre boot which can be extended to 219 litres and still carry rear passengers or 980 litres through 50:50 split folding rear seats
- Extremely short front and rear overhangs
- Capable of carrying loads up to 2.31 metres long with the front passenger seat folded – enough for a Swedish flat-pack book case or a double bass
- New 1.0-litre S Ce normally aspirated or 0.9-litre TCe turbocharged petrol engines, latter available with EDC double-clutch auto gearbox
- Up to 14 mpg better fuel economy than last Twingo with CO<sub>2</sub> emissions down by as much as 35 g/km
- 50 per cent of engine parts redesigned to reduce height and minimise intrusion into luggage area
- Weight distribution of 45:55 front-to-rear versus 70:30 for a front-engined, front-drive small car

- MacPherson strut front and De Dion torsion beam rear suspension
- Front wheels able to turn at an angle of 45 degrees to improve turning circle (for most cars the angle is around 30 degrees)
- Polymer bonnet and front wings to reduce weight and provide better pedestrian protection
- Best-in-class visibility
- Engine block can be lowered by 150 mm without having to be removed to aid servicing
- Four trim levels – Expression, Play, Dynamique and Dynamique S
- Connectivity as standard across the range through the new smartphone-operated R & GO® system: satellite navigation capability on every Twingo
- Tablet-style R-Link connectivity system with a seven-inch touch-screen optional on Dynamique versions
- Huge range of personalisation possibilities through individual items or high-value packages
- 52 litres of personal storage space in the cabin

### **3 DESIGN**

*“The Renault Twingo was inspired not only by the original Twingo but also by the Renault 5. It is a modern take on the city-car theme, with the accent on innovation in terms of its lines and architecture. The Twingo is a fun, playful, vibrant city car. It is also ultra-manoeuverable, roomy and immensely practical.”*

**Laurens van den Acker, Head of Industrial Design, Renault**

When Renault’s designers and engineers began work on the Twingo in 2008 they quickly decided that a rear-engined car would sit perfectly with the company’s downsizing strategy. It could be made smaller but roomier, and more fuel-efficient with lower emissions without compromising safety or quality. And it would be an ideal size for today’s congested cities.

The drawback with rear-engined cars is that they are far costlier to produce than conventional front-engined, front-drive models. Renault overcame this barrier by collaborating with Daimler during the development of the Twingo. Daimler's new smart models are built off the same platform, bringing cost savings and synergies for both groups.

The original Twingo of 1993 was 3.43 metres long. By the time of the second model in 2007 the length had grown to 3.68 metres. With the, third-generation model Renault has been able to shrink the car's length to 3.59 metres – a reduction of 10 cm – while meeting safety standards and expectations which have grown enormously in the past 20 years. At the same time the new model has a 12 cm longer wheelbase (2.49 metres) than its predecessor and 33 cm more room in the four-seat cabin.

### **Exterior**

The Twingo embodies the 'play' petal of the company's 'flower of life' design strategy and incorporates aspects of the 2013 Twin'Run and Twin'Z concept cars. It has been designed so that in spirit and character it is the direct descendant of the original Twingo of 1993 and the Renault 5 before that.

*“The Twingo's layout, and in particular the positioning of the engine at the rear, has resulted in original, interesting proportions. The challenge for the designers was to come up with nicely balanced forms that are perceived as compact, yet which suggest a roomy cabin. The very short nose and the positioning of the wheels contribute significantly to this impression.”*

### **Ken Melville, Director of Small Car design**

The expressive front end of the car has a friendly, smiling face, with wide upper and lower grilles, a wide windscreen and a creased bonnet. The large Renault diamond logo is set in a black section of the upper grille and is flanked by headlights topped by indicators which resemble eyelids, and round daytime running lights in the form of four luminous points.

At the rear, wide shoulders which stretch from the sides are a throwback to those on the Renault 5 Turbo, and the rake of the rear windscreen echoes that of the Renault 5. Renault even considered putting the engine air intakes in the rear flanks as a further reference to the 5 Turbo, but eventually decided against the idea. There is a modern, wide glass tailgate stretching down to bumper level, neatly integrated with the rear lights. A rear spoiler is standard.

At the sides, the bold shoulder line catches the light to give the car a dynamic appearance. This is accentuated by the remarkably short overhangs – 630 mm at the front and only 473 mm at the rear. Wide side protectors adorned with 'Twingo' lettering guard against scratches in parking areas, while the hidden rear door handles give the car a coupé-like appearance. Dynamique versions have 15-inch alloy wheels and a double shoulder-line pinstripe, while the Dynamique S is set off by 16-inch sport diamond-cut alloy wheels, matt black side decals and an exterior touch pack in red, with white as an option.

Personalisation options allow customers to specify the door mirror housings, grille trim and side protection strips in blue, red or white, and there is a choice of body decals.

### **Interior**

The interior is characterised by a commanding driving position offering outstanding all-round visibility and a sporty cowling and steering wheel in an uncluttered dash design.

*“Our mission was to create a cheery cabin that was fun to be in, with a host of opportunities for personalisation – right down to the different stowage solutions. The idea was to re-imagine the iconic interior of the original Twingo. The driving position is enticingly sporty and there is a cockpit-like feel that makes you want to climb in and take the car out for a drive.”*

### **Laurent Negroni, Interior Designer, Renault Twingo**

The standard colour for the dashboard and air vent surrounds and steering wheel inserts is white, but blue, black and red are also available, depending

on model and exterior colour. There is no painted metal on view inside the cabin.

The standard upholstery colour is Java Grey, but Java Blue and Java Red finishes are also available, depending on model and exterior body colour, in which case the colour of the in-door armrests and the storage bin in front of the gear lever also changes. The enveloping and comfortable seats have built-in headrests and a simple pattern with a pinstripe which emphasises the continuity of cushion and backrest.

The cabin offers 33 cm more passenger space than the previous Twingo, including 13.6 cm of rear knee room, and a generous 85.5 cm of headroom. From the dashboard to the boot lid the cabin is 33 cm longer than in the previous model. The 50:50 split rear backrests and the unique-in-segment front passenger backrest fold flat to give 2.31 metres of load length – enough to carry a Swedish flat-pack book case or a double bass.

The boot floor is level with the bumper and the area is wide, tall and unobstructed by wheel arches. A neat clip allows the rear backrests to be tilted forward and held in place to increase luggage capacity while retaining enough space for four people to travel. The standard luggage area is 188 litres, but this can be expanded to 219 litres by fixing the rear seats in the cargo position (at 90°) and a maximum 980 litres by folding the rear seats.

There is 52 litres of Flexicase® personal storage space within the cabin. This includes a removable 2.6-litre compartment at the bottom of the centre console, three-litre pockets in the front doors, a two-litre console between the front seats, 29 litres of space beneath the rear seats, with optional nets available to hold items in place, a 6.4-litre glovebox and, standard in Dynamique and Dynamique S or optional in Play versions, 2.9-litre pockets in each rear door. The Twingo has two front-mounted cupholders and one in the rear.

#### **4 POWERTRAINS, CHASSIS AND DRIVING DYNAMICS**

*“We had wanted to build a rear-engined platform for a long time. From about the time of Twingo II in 2007, safety standards – especially crash testing – had changed so much that it was becoming impossible to keep the excellent space/vehicle size ratio of Twingo I without changing to a rear-engined platform.”*

##### **Benoit Bochart, Director of Product Strategy**

In keeping with the size reduction of the overall car, Renault has taken the opportunity to downsize the engines, with ultra-efficient three-cylinder 12-valve units fitted across the range. The choice is between naturally aspirated SCe 70 1.0-litre engine and turbocharged TCe 90 0.9-litre engines. The TCe 90 is available with Renault's EDC (Efficient Dual Clutch) six-speed automatic gearbox.

Fitting these modern engines into a smaller space at the rear of the car called for a fresh, ingenious look at their architecture and how they were to be mounted to reduce their overall height and free sufficient space for a spacious boot with a flat floor. Part of the answer was to tilt the engines at 49 degrees, but even this was not the whole solution. Renault engineers comprehensively redesigned the engines' upper and lower sections to create sufficient boot space above and ground clearance beneath them. Fifty per cent of the engine parts have been redesigned, including the timing cover, water and air ducting, accessory facings and exhaust systems. In total, this has reduced the height they take up by 15 cm.

*“The principal considerations with the engine development focused upon compact architecture to make sure they suit the car's overall concept. The objective was three-fold: manoeuvrability, optimisation of the trade-off between cabin space and overall vehicle length, and safe, efficient chassis*

*performance. We adjusted the tilt of the engines so that they take up as little space as possible.”*

### **David Guénet, Engine Project Manager, Twingo**

The new SCe 70 engine delivers 70 hp at 6,000 rpm and 91 Nm of torque at 2,850 rpm, giving 0-62 mph acceleration in 14.5 seconds with a top speed of 94 mph. In the Dynamique SCe 70 with Stop & Start, official fuel economy is 67.3 mpg, with CO<sub>2</sub> emissions of 95 g/km. The Expression and Play SCe 70 versions, without Stop & Start, are capable of 56.5 mpg, while CO<sub>2</sub> emissions are 112 g/km.

Renault also offers Dynamique TCe 90 and Dynamique S TCe 90 versions, powered by a 0.9-litre turbocharged engine developing 90 hp at 5,500 rpm and 135 Nm of torque at 2,500 rpm – sufficient for 0-62 mph acceleration in 10.8 seconds and a top speed of 103 mph. Yet with Stop & Start as standard, this engine is also extremely efficient, recording an official 65.7 mpg, with CO<sub>2</sub> emissions of just 99 g/km.

Both TCe 90 models are also available with Renault's six-speed Efficient Dual Clutch (EDC) automatic gearbox; the first 'generalist' manufacturer to offer this in the segment. EDC is fully consistent with Twingo's main role as a manoeuvrable, practical, agile and comfortable small car primarily for urban use. With the EDC transmission there is no impact on performance – the 0-62 mph acceleration time and top speed are the same as with the five-speed manual – while the Twingo EDC receives fuel economy of up to 58.9mpg and CO<sub>2</sub> emissions from 108 g/km.

EDC gives drivers the comfort and smoothness of a torque converter automatic for those interminable journeys in nose-to-tail city traffic, with the responsiveness and enjoyment to be had from a slick-shifting manual elsewhere. It works by using two clutches to pre-select gears, ensuring instantaneous up- or downshifts on demand, with minimal torque loss to contribute to lowering fuel consumption and emissions.

One clutch takes care of the odd-numbered gears while the other controls second, fourth, sixth and reverse. As soon as one clutch opens the other closes simultaneously so torque transmission to the wheels is not interrupted. In addition to automatic and manual modes it also incorporates an ECO setting which reduces fuel consumption by up to 10% by using the gearbox Electronic Control Unit (ECU) so that upshifts take place at lower engine revs.

Drivers can reduce fuel consumption by up to 10 per cent more by making full use of the Twingo's eco-driving aids. These include a gearshift indicator, the Renault Driving eco<sup>2</sup> feature incorporated within the R & GO<sup>®</sup> app and R-Link connectivity systems and, in the Dynamique TCe 90 and Dynamique S TCe 90 versions, the in-built ECO switch which alters the throttle mapping and air conditioning power to promote particularly fuel-efficient operation.

Refinement within the cabin is enhanced by an insulating layer of urethane foam under the carpet.

### **Chassis and driving dynamics**

Agility is paramount in a car designed primarily for use in cities, and is one of the headline features of the Twingo. By mounting the engine at the rear, positioning the steering axes ahead of the front wheels and fixing the power steering unit on the steering rack, Renault has ensured the front wheels have maximum articulation to give the new Twingo a best-in-class turning circle of 8.59 metres. This is as much as a metre less than the majority of rivals.

The front wheels can turn at an angle of 45 degrees compared with the 30 degrees commonplace with front-engined, front-drive small cars. Together, these measures endow the Twingo with a level of manoeuvrability way beyond that of the majority of cars. This is especially noticeable when steering into kerbside parking spaces or end-on parking bays.

All versions have variable electric power steering which minimises the effort needed when guiding the car into tight parking spaces at low speed while

introducing a firmer, more stable feel at higher speeds on motorways and main roads.

The rear-drive layout frees the MacPherson strut front suspension from a number of restraints common with front-engined cars, which allows greater steering precision and more finely calibrated power steering. At the rear Renault has adopted a De Dion torsion beam suspension layout.

*“When we developed the chassis, the objective was simple. We wanted to offer performance that was as dependable as that of a front-drive car while providing the enjoyment of rear-wheel-drive motoring – a car with reassuringly easy handling for every type of driver.”*

**Christian Steyer, Chief Engineer, Twingo**

Thanks to its long wheelbase and short overhangs, the new Twingo delivers dynamic performance in all conditions without requiring any advanced skills on the part of the driver. All versions have a 22 mm front anti-roll bar which contributes to the car’s balanced cornering and effortless turn-in, and a standard Electronic Stability Control system contains any tendency towards a rear-wheel skid in slippery conditions. The rear tyres are also wider than those at the front – 185/60 section versus 165/65 on 15-inch wheels and 205/45 section versus 185/50 on 16-inch wheels. The wheels themselves are also wider at the rear – 5J front and 5.5J rear with 15-inch wheels, and 6J front with 7J on the rear on models with 16-inch wheels.

Another benefit of the Twingo’s naturally balanced handling is that there was no need to make the suspension excessively stiff, ensuring that the driver and passengers are treated to a comfortable, compliant ride.

## **5 UK SPECIFICATIONS**

Renault offers four distinct trim levels with the Twingo – Expression, Play, Dynamique and Dynamique S. Expression, Play and Dynamique are available with the new SCe 70 naturally aspirated 1.0-litre engine, while Dynamique

introduces the option of the 0.9-litre turbocharged TCe 90 engine and EDC double-clutch automatic gearbox. The TCe 90 is standard with Dynamique S, which also offers the EDC transmission. All versions are five-door cars.

The standard specification on every model is comprehensive, particularly when it comes to the features that matter to modern city-car owners.

Connectivity comes as standard on every Twingo through the new smartphone-operated R & GO® system. Thanks to the radio, a universal cradle and a clever, free-to-download app, owners have intuitive access to a variety of navigation, telephone, multimedia and trip computer functions as well as internet radio and a host of other practical features.

Play, Dynamique and Dynamique S models offer the option of the R-Link multimedia system with a seven-inch touch-screen, voice control, TomTom® navigation, 3D sound by Arkamys and rear parking camera. DAB radio, Bluetooth® connectivity and USB sockets are standard on every version.

R & GO® uses the driver's smartphone in a way that is appropriate for driving. R & GO® connects to the vehicle via Bluetooth, so no cables are required; however, the phone can be charged through an extra USB socket that sits behind the cradle, leaving another USB socket free for connecting a second device for music.

The navigation features include UK and Ireland mapping, CoPilot premium software with 3D turn-by-turn navigation, traffic alerts, an automatic 'Find my Car' feature – handy in large, crowded car parks – full UK postcode functionality and itinerary planning.

The vehicle section provides the driver's Eco<sup>2</sup> rating and current and average fuel economy figures plus a rev counter. Multimedia content consists of a DAB and FM/AM radio capable of playing music on the smartphone or via internet radio through the connected smartphone, and there is a USB/AUX socket. Telephone features include dialling, contact list display, call history, access to

calendars and SMS message reading. As R & GO® is compatible with iOS and Android systems, it will function with the majority of smartphones.

The alternative R-Link system, available as part of the Techno Pack on Play, Dynamique and Dynamique S models, incorporates 'pinch and zoom' capability like smartphones and tablets. It is operated by satellite controls behind the steering wheel and includes voice recognition for the phone, navigation and applications. The phone is operated hands-free via Bluetooth®.

Navigation services include TomTom® maps and traffic information and Birdview visualisation. Multimedia features above those available with R & GO® include the ability to view photographs and videos when the car is stationary, while the System and Services sections allows the owner to change the settings, personalise the home page and download additional apps – such as Email, Facebook, Twitter News and Fuel Prices – from the R-Link store.

All versions of Twingo come with body-coloured bumpers, door handles and exterior door mirror shells, a rear spoiler and LED daytime running lights. For comfort and convenience there is electric power steering, electric front windows with one-touch facility and anti-pinch function, remote central locking, a speed limiter, a height-adjustable steering wheel, a trip computer and gearchange indicator, a lane-change function for the indicators and automatic activation of the rear screen wiper when reverse gear is selected.

Practicality is ensured by the unique-in-segment folding front passenger seat and a split-folding two-seat rear bench as well as numerous cabin storage areas, three cupholders and a boot light. The safety equipment includes Electronic Stability Control, Hill Start Assist, Emergency Brake Assist and four airbags as well as front and rear headrests and a Tyre Pressure warning light

The Play version adds to that core equipment with air conditioning, a height-adjustable driver's seat and steering wheel and 15-inch black two-tone wheel trims in place of the grey ones with Expression.

Dynamique versions add 15-inch alloy wheels, pinstripe shoulder-line decals, front foglamps, electric heated door mirrors, cruise control, a lane departure warning system, a leather-trimmed steering wheel and gearshift knob, white instrument backlighting, a folding key and storage pockets in the rear doors. Dynamique versions also benefit from Stop & Start engines that cut emissions and improve fuel economy.

The Dynamique S TCe 90 is embellished with the previously optional Sport Pack. This features an aluminium pedal set, red/black part leather upholstery and the red interior touch pack. The exterior lines are set off by 16-inch sport diamond-cut alloy wheels, matt black side decals and an exterior touch pack in red, with white as an option. The red interior touch pack adds further colour to the steering wheel, centre console and air vents, while the exterior touch pack does the same for the front grille insert, door mirrors and side door protectors.

### **Personalisation, personalisation, personalisation...**

An extensive range of personalisation options allows customers to create a bespoke Twingo. These include an interior style pack (a choice of colours for the interior upholstery, doorcards and cabin storage), interior touch pack (a choice of colours for the instrument and air vent surrounds and steering wheel inserts), exterior touch pack (alternative colours for the grille strips, side protection strips and door mirror shells) and a choice of different alloy wheels and side decals.

Key options, depending on model, are an electric panoramic fabric sunroof, rear parking sensors, a premium sound system and the 'Seats', 'Techno', and 'Convenience' packs, which offer themed items of extra equipment at lower prices than if bought individually.

The Seats Pack adds heated front seats and an ISOFIX three-point mounting on the front passenger's side. The Techno Pack consists of the R-Link connectivity, infotainment and navigation system rear parking camera and

sensors, leather steering wheel and electrically adjustable and heated door mirrors. While the Convenience Pack introduces automatic lights and wipers and climate control.

## **6 SAFETY**

Renault has a proud record of meeting and surpassing the toughest European crash-test safety standards, which became even more demanding this year. That is quite a challenge with a small city car which, by its very nature, needs to be kept as compact, light and inexpensive to build as possible. With the new rear-engined third-generation Twingo, Renault has once more risen to the challenge, creating a car that is as safe as the previous model while at the same time considerably smaller.

The reduction in length, and in particular the short front and rear overhangs, posed the first big test, since they give less space in which to absorb impact energy. The conundrum was resolved only through painstaking attention to every aspect of the car's structure. The result is a passenger cell which remains intact after high-intensity frontal or rear-end collisions, thanks to the ultra-high-elastic limits of the materials used in the transmission tunnel, sills and door bracing.

*"The transmission tunnel, sills, door bracing and other structural elements have a tensile strength of 120 kg for a section of 1 mm<sup>2</sup>. It forms a genuine survival cell."*

### **Eric Lopes, Head of Twingo Passive Safety**

Reinforced cross-members and a circumferential chassis frame isolate the engine from the passenger cell, forming a protective barrier around people travelling in the rear. Energy is absorbed in both frontal and rear accidents through programmed deformation of the cradle and chassis rails, which have been engineered to withstand impacts of up to 50 mph. If the Twingo is hit with substantial force from the rear, the slanted engine is pushed out of harm's way beneath the floor of the passenger cell.

Variable-thickness B-pillars protect passengers in side-on collisions by carefully directing the impact energy to allow progressive deformation of the passenger compartment. And to meet pedestrian impact requirements the Noryl memory-effect plastic bonnet and wings act as buffer zones, free from hard areas, to cushion impacts with heads and hips. The front bumper has a 150 mm-thick foam absorber to soften any impact with a pedestrian's shins.

There are two front and two head-and-thorax side airbags, anti-whiplash front headrests, front seat belts with pre-tensioners and load limiters and rear seat belts with load limiters. Pressure sensors in the front doors and an acceleration sensor in each B-pillar ensure that any side impact is detected in just seven milliseconds – or 20 times faster than the blink of an eye – for maximum protection. For child protection there are three-point ISOFIX anchors and top tethers on the rear seats, and the front seat can be equipped with a mounting for a rear-facing child seat.

To help render all of this redundant, the Twingo has a comprehensive suite of active safety equipment so that it can avoid accidents. Electronic Stability Control prevents skids in slippery conditions – and helps to reassure owners who may perhaps never have experienced a rear-drive car before – by braking individual wheels and cutting engine power as necessary. Hill Start Assist ensures no roll-back when setting off on steep gradients, and ABS anti-lock brakes with Emergency Brake Assist allows the Twingo to be steered and braked simultaneously and ensures full retardation in an emergency stop, even if the driver does not apply full pressure to the pedal.

There are seat-belt reminders for all four seats, a tyre pressure monitoring system and a speed limiter as standard.

Dynamique and Dynamique S versions offer Cruise control as standard. The latter is operated through a camera mounted forward of the rear-view mirror. It senses when a lane marking is being crossed and the indicators have not been switched on and issues visual and audible alerts to the driver. The R-

Link connectivity system available on the Play, Dynamique and Dynamique S versions includes a reversing camera linked to the navigation screen.

## 7 OWNERSHIP

With low fuel consumption and emissions and a safe and easy-to-repair body with a Noryl memory-effect plastic nose section, the Twingo is as affordable to own as it is enjoyable to drive.

Every version is capable of more than 56 mpg in mixed driving and servicing is required once a year or after 12,500 miles. The timing chain is maintenance-free.

### Fuel economy, emissions, taxation and insurance

Model	MPG	CO2 (g/km)	BIK (band %)	VED (band)	Insurance group
Expression SCe 70	56.5	112	19%	C	2
Play SCe 70	56.5	112	19%	C	3
Dynamique SCe 70 S&S	67.3	95	16%	A	3
Dynamique S SCe 70 S&S	67.3	95	16%	A	3
Dynamique ENERGY TCe 90 S&S	65.7	99	16%	A	8
Dynamique ENERGY TCe 90 EDC	58.9	108	18%	B	8
Dynamique S ENERGY TCe 90 S&S	65.7	99	16%	A	8
Dynamique S ENERGY TCe 90 EDC	58.9	108	18%	B	8

The battery and fluid reservoirs are located within the nose of the Twingo and are easily topped up by releasing a couple of catches in the front grille and raising the lockable lightweight bonnet while easing it forwards. The reason the Twingo has this mechanism is because a hinge opening would have had to be heavier and stronger, necessitating a metal bonnet and raising the car's overall weight. For more extensive dealer maintenance, the entire bonnet can be removed by unhooking a couple of straps.

For checking the engine oil level, the owner merely has to unfasten six plastic wing-nuts in the soundproofing plate above the engine (no tools needed – the operation is performed by hand). The whole engine can be lowered by 150 mm for routine maintenance without needing to be detached from the chassis.

Insurance groups for the new Twingo are 2 for the Expression SCe 70, 3 for the Play, Dynamique SCe 70 and Dynamique S SCe 70 versions and 8 for the Dynamique TCe 90 and Dynamique S TCe 90.

### **Peace of mind for four years: Renault 4+**

The Twingo, like every Renault, provides the peace of mind of the 4+ warranty and assistance package. The car is protected against defects recognised by Renault for four years or 100,000 miles (first two years unlimited). In the event of a breakdown, Renault provides emergency roadside repairs or towing to the nearest dealer 24/7 every day of the year, plus three years' European cover. There is also a three-year paint warranty and 12 years' cover against corrosion.

Servicing is required only once a year or every 12,500 miles. The timing chain is maintenance-free which helps to reduce servicing costs.

## **8 MANUFACTURING AND QUALITY**

The Twingo is built at Renault's Novo Mesto plant in Slovenia, which was also the manufacturing base for the previous model. Novo Mesto also makes the new smart forfour for Daimler.

The plant was established to conform to the most rigorous quality and production standards within Renault. It has benefited from more than £350 million of additional investment so that it can cope with the increased capacity necessary to manufacture cars for both groups.

Though the Twingo and smart forfour share many common parts, they are significantly different, which calls for greater flexibility and responsiveness with no loss of exacting quality standards. As a result, Novo Mesto's stamping shop now has increased robotisation and the assembly line has been modernised to meet Renault's latest standards in relation to ergonomics, performance and flexibility. The painting line has also been revamped and now incorporates water-soluble paint technology and high-durability lacquer treatments as used for the Clio.

The Twingo is tangible evidence of Renault's continuing advances in perceived quality. It has been designed using CAD (computer-aided design) techniques to minimise the number of parts required and disguise the technical assemblies. Particular attention was paid to the fit of panels as well as weld quality.

Panel gaps and the stamping radii have both been reduced, there is no longer the need for a drip rail on the boot aperture, the fit and finish of the interior trim is on a par with that in a car from a higher sector and there is no painted metal on view inside the cabin or boot.

## **9 HISTORY OF TWINGO**

From the outset the Renault Twingo set out to provide frugal but fun motoring for people who live in Europe's most densely populated cities. Compact, nimble, chic and practical, it has always been the ideal car in places where negotiating other traffic is a constant challenge and finding somewhere to park is no less so.

The original Twingo (the name comes from an amalgamation of the words 'twist', 'swing' and 'tango') grew out of the 1981-84 Mono-box ECO 200 project, which involved all major French auto-makers and the French government.

The car was designed by Renault's then Chief Designer, Patrick Le Quément, and presented at the 1992 Paris Salon de l'Automobile, going on sale the following year with one 1.2-litre engine, one trim level and a choice of only four vibrant colours. It was this focus on simplicity and budget pricing that made Renault decide not to get involved in costly re-engineering to offer the car with right-hand drive. The first Twingo was manufactured in Colombia and Uruguay for the South American market as well as at Flins, France.

By the time of the second Twingo, which was unveiled at the 2007 Geneva Auto Show, safety requirements had advanced beyond all recognition, forcing Renault to enlarge the car in order to attract a four-star crash-test rating. Having heard the clamour from the UK for the original Twingo, Renault decided it could no longer resist and engineered the new model for right- as well as left-hand-drive markets.

Twingo II was also available as a Renaultsport model from 2008, with a new 133 hp 1.6-litre engine which took the 'frugal but fun' brief to new heights. There was also a 1.5-litre dCi diesel for the first time, as well as three 1.2-litre petrol models. Production was switched to the Revoz plant in Novo Mesto for Twingo II. A facelifted version of the Twingo II was unveiled at the 2011 Frankfurt Auto Show.

## **10 FREQUENTLY ASKED QUESTIONS**

### **Q Will there be other versions of the new Twingo, such as a diesel or a high-performance Renaultsport model?**

A There will not be a diesel, as with most other cars in the small-car segment. Diesels add additional cost for buyers, especially with the advent of Euro 6 regulations, and this is hard to recoup by fuel savings when city cars do small annual mileages. Instead we have concentrated on getting exceptional fuel consumption figures from downsized petrol engines. In Europe only 10 per cent of cars in this sector are diesels. It is reasonable to assume there will be a sporty model in the future, but it is too early to reveal details at the moment.

**Q What about an electric Twingo?**

A Whilst the architecture of the Twingo is 'EV ready', an electric version of Twingo is not currently planned because we already have a range of electric vehicles which cover the essential areas of the EV market.

**Q Why do you no longer make a three-door version?**

A Our intention was to design a five-door version which retains the same fluid lines as a three-door thanks to the concealed rear door handles. Sixty per cent of city cars sold in Europe have five doors. Fifty-three per cent of A-segment cars sold in the UK in 2013 were five-door – up from 32 per cent in 2004.

**Q Who do you see as the major buyers?**

A Women traditionally make up six out of 10 customers for cars like the Twingo. Buyers in this sector are often led by the heart rather than the head, but we can cater for the logical or the emotional customer with the Twingo's styling and practicality. Vehicle size is very important because of the environment where most cars like this operate. And image is essential, too.

**Q Who were the designers who worked on Twingo?**

A New Twingo is the result of team work led by Kenneth Melville. The exterior was designed by Csaba Wittinger in association with the lead designer Raphael Linari. Laurent Negroni designed the interior in collaboration with Nicki Kwee and Benoit Turlur (seats). Nathalie Granger was responsible for colours and materials.

**Q Which is the best-selling version?**

A It fluctuates between the Play and Dynamique SCe 70 models.

**Q How many Twingo I and Twingo II were sold globally?**

A We sold more than 2,300,000 Twingo I between 1993 and 2007. From 2007 to the end of 2014 we sold more than 900,000 Twingo II.

**Q How many Twingo II were sold in the UK?**

A      2007: 923                      2011: 3124  
         2008: 5163                    2012: 1552  
         2009: 2307                    2013: 1120  
         2010: 5614

**ENDS**

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