

Communiqué De Presse

26 JUIN 2017

TWINGO GT: Driving enjoyment with a dash of Renault Sport spice

Making full use of its rear-engine design, TWINGO GT has been honed for driving enjoyment.

Powered by a 110-horsepower TCe turbocharged engine which develops 170Nm of torque, TWINGO GT can now be specified with either a manual gearbox or dual-clutch EDC transmission.

To take advantage of this performance in complete safety, TWINGO GT features specific ESP calibration and variable ratio power steering.

Inspired by the Twin'Run concept car, TWINGO GT is easily recognisable thanks to its 17-inch wheels, lateral air intakes and twin exhaust tail pipes.

Precise, comfortable and fun to drive, it offers affordable pleasure behind the wheel, in keeping with the tradition of Renault Sport-designed GTs.

A GT... and a bit more besides

Over the last twenty years or so, Renault Sport has developed unique expertise in making sports cars. The various R.S. and GT versions of TWINGO, Clio and Mégane have all been front-wheel drive cars. With the third generation of TWINGO, the engineers were faced with a different challenge!

"It was a real challenge for Renault Sport to work on a rear-engined car since the handling of a rear-wheel drive car is very different to that to which we are accustomed. TWINGO GT is a balanced car that is fun to drive, especially when fitted with EDC dual-clutch transmission."

Patrice Ratti – Managing Director of Renault Sport Cars



Available across Europe, and soon in Japan too!

TWINGO GT has been on sale in 24 European countries since October 2016.
It is due to be launched in Japan this autumn.

A breath of fresh air for the engine

Whilst sharing its structural design with some of Renault Sport's most famous sports cars – like the R5 Turbo or the Clio V6 – TWINGO remains a small city car that has precise handling and is surprisingly roomy. Nestled between the rear wheels, and tilted at 49 degrees to increase its compactness, the three-cylinder engine takes up all of the available space.

For TWINGO GT, the Renault Sport engine designers therefore worked on optimising the most powerful base, i.e. the 898cc TCe engine.



One of TWINGO GT's distinctive features is the air intake on the rear left-hand wing, which replaces the air intake that was originally located above the wheel arch. This modification is essential in improving engine performance, since it reduces the temperature of the air entering the turbocharger by some 12%. Combined with an upper section duct, this dynamic intake also helps increase the flow rate of combustive air by 23%.

In order to take advantage of this blast of fresh air, the turbocharger's rotation speed has been increased. The petrol pump has been specifically-designed to increase the fuel flow rate accordingly and the same applies to the water pump, in order to improve cooling of the powertrain.

The exhaust system has also been specially-designed, with revised calibration of the air flow and back pressure, and is fitted with a twin-exhaust silencer.

With the modified engine mapping, the power has been extended to 110bhp, whilst peak torque stands at 170Nm.

Now available with EDC transmission

In response to demand expressed by TWINGO GT customers, who essentially use their car in built-up areas, the model can now be specified with either a manual gearbox or six-speed EDC transmission.

Other Renault Sport models equipped with EDC (Efficient Dual Clutch) transmission are New Clio R.S. and Mégane GT.

EDC can be used either as a fully automatic transmission or in sequential mode coupled with the gear shift lever. Dual clutch transmission ensures fast, seamless changes for a smooth, efficient driving style.

The selection of specific gear ratios for TWINGO GT contributes to the delivery of punchy performance.





A highly-responsive, sensitive accelerator pedal

The link between the driver and car, as well as the engine and the reactions of the chassis, TWINGO GT's accelerator pedal benefits from the development work done for Mégane R.S. The mapping of the pedal delivers lively acceleration with rapid throttle response. And when you take your foot off the gas, the dynamic settings limit the feeling of inertia. The driver's wishes are therefore respected, whilst also improving driving pleasure and comfort.

TWINGO GT can be used in two modes: Normal and Eco.

A precise and comfortable chassis

Like the engine, the chassis remains very close to the initial structural design. It has nonetheless been specifically fine-tuned by the Renault Sport teams.

New shock absorbers have been combined with original springs, but with an increased calibration. The anti-roll bar has also been replaced a larger diameter version. Featuring a 20mm lower ride height than TWINGO and Twin'Run 17-inch rims – fitted with Yokohama BluEarth tyres – TWINGO GT sits firmly on its wheels.

Changes have equally been made to the car's electronics, with revised calibration of the ESP. *"Without reducing safety in any way, we have focused on improving traction during sporty driving, whilst integrating the new characteristics of the chassis and tyres,"* explained Matthieu Métivier, Chief Engineer, Overall Requirements for TWINGO GT. *"In practical terms, drivers that hit the accelerator pedal on exiting a tight corner will feel a slight drift before the ESP corrects the trajectory without cutting speed dramatically. This means you enjoy typical rear-wheel drive handling."*

TWINGO GT fine-tuning was performed by Renault Sport test drivers, who work on all of the R.S. and GT ranges.

Always heading in the right direction

TWINGO GT comes with variable ratio power-assisted steering, a first in the sports city car segment. Firm around the centre position, it has several faces depending on the speed and type of corner, combining steering precision and handling. For example, you need to turn the steering wheel 18° in order to turn the wheels 1° on the motorway, compared with 13° on city-centre roads. With a turning circle of just 4.30m, TWINGO GT is the champion when it comes to tricky manoeuvres and parking. It needs a metre less than most of its competitors to turn around!

The car is a pleasure to drive as soon as you set off

TWINGO GT boasts an excellent weight-to-power ratio of 8.5kg/hp, compared with the 9.8kg/hp of TWINGO II GT. This saving results in some stunning performance levels!

Capable of going from 0 to 100kph in less than ten seconds, TWINGO GT sets a new benchmark in its segment. Pick-up is also among the best in its category, with 80-120kph achieved in less than nine seconds. More than enough to slip through the traffic without difficulty! Delivering crisp acceleration in all gears, the engine is effective in every situation.

Thanks to its robust chassis, TWINGO GT offers driving precision, instilling a great deal of confidence in drivers. Meanwhile, TWINGO GT's body-roll control enables higher cornering speeds to be achieved with a sense of ease and comfort.

"With TWINGO GT, it's about enjoyment above all else! Once it had been fine-tuned by Renault Sport, the rear-engine design actually delivers a really fun car to drive. The acceleration and sprightly chassis will put a smile on your face! Like the other GTs in the Renault Sport range, comfort, affordability and safety supplement the overall consistency of the vehicle."

Benjamin Manceau – TWINGO GT Product Manager

A design inspired by the Twin'Run concept car

Before being fun to drive, TWINGO GT procures a sense of excitement at first glance. Thanks to its 17-inch wheel rims and reduced ride height, the very full wheel arches create visual harmony with a decidedly sporty feel.

The design of the light alloy wheel rims is taken from Twin'Run, the concept car that was the inspiration for TWINGO in terms of styling.



The other distinctive components are the lateral air intake, the rear bumper diffuser – redesigned to incorporate the twin exhaust pipe – and the Renault Sport markings on the side and rear of the car.

Unveiled in the new paintwork Piment Orange, TWINGO GT is also available in Lunar Grey, Deep Black and Glacier White.

"TWINGO, is, to some extent, the cheeky little monkey of the Renault family. For this free spirit, we didn't want to apply the same blue paintwork that we typically use on our GTs. TWINGO GT doesn't play by the same rules. It likes surprises and that includes its funky Piment Orange paintwork."

Mario Polla – TWINGO Design Project Manager

Starting on the bonnet and extending the length of the roof, the NACA aircraft-inspired stripes – which echo the aerodynamic form of the famous American plane's air intakes – are another nod to Twin'Run. The decoration is black on the Piment Orange paintwork, and orange on the other bodywork colours.

The colour scheme of the passenger compartment is consistent with the exterior. Orange trim details brighten up the bi-material leather-fabric upholstery, the centre position on the steering wheel, the air vents and the base of the gear lever. With Renault Sport-badged door sills, aluminium pedals and a zamac gear lever knob, the list of TWINGO GT's charms just keeps on growing – it's crying out to be taken for a spin!

Technical data

Engine

Engine TCe 110
Number of cylinders / valves 3 / 12
Capacity (cc) 898
Maximum power kW CEE (hp) 80 (109)
At (rpm) 5,750rpm
Maximum torque Nm CEE (m.kg) 170 (17.3)
At (rpm) 2,000rpm
Stop & Start Yes (manual gearbox) / No (EDC)
Launch Control No (manual gearbox) / Yes (EDC)

Transmission

Type Manual / Automatic EDC
Number of forward speeds 5 / 6

Steering

Type Electric variable ratio assistance
Turning circle between kerbs (m) 4.30

Wheels and tyres

Wheels (inches) Twin'Run 17-inch light alloy wheels
Tyres Yokohama BluEarth (front: 185/45 R17 78H / rear: 205/40 R17 80H)

Performances

CdA 0.748
Top speed (kph) 182 (manual gearbox) / 183 (EDC)
0 to 100kph (s) 9.6 / 10.4
1,000-metre standing start (s) 31.6 / 32.3
80 to 120kph (s) 8.3 / 8.2
Speed at 1,000rpm (kph) In first gear: 7.08 / 6.8
In second gear: 11.22 / 10.09
In third gear: 17.14 / 16.5
In fourth gear: 25.97 / 23.3
In fifth gear: 36.44 / 30.6
In sixth gear: n/a / 37.8
In reverse: 7.08 / 7.1

Fuel consumption and emissions¹

CO2 (g/km) 115 / 118
Urban cycle (litres/100km) 6.2 / 6.4
Extra-urban cycle (litres/100 km) 4.5 / 4.6
Combined cycle (litres/100 km) 5.2 / 5.3
Fuel tank (litres) 35



Weight (kg)

Kerb weight 1,001 / 1,028
Front kerb weight 459 / 457
Rear kerb weight 542 / 571
Gross vehicle Weight (GVW) 1,385 / 1,412
Gross Train Weight (GTW) 1,385 / 1,412
Payload² 384

Exterior

Bodywork - GT Pack (front and side skirts, wheel arch extensions and diffuser)
Exhaust - Twin chrome tail pipes
Decals NACA - decals on the bonnet and roof (standard in France, optional elsewhere) / Black or orange exterior Sport Pack (exterior sport stripes) / Renault Sport and GT badging on doors and tail gate

¹ According to the latest amendment to European Directive 80/1 268. Fuel consumption, like CO2 emissions, is certified in accordance with a standard regulatory method that is identical for all vehicle manufacturers and can be used to compare vehicles. Actual fuel consumption depends on conditions of vehicle use, equipment and driving style. To optimise fuel usage, refer to the tips available on www.renault.com.

² Payload indication with minimum equipment

Pour Plus D'informations:

Vincent FRAPPREAU
Attaché de presse (Gamme Renault, Patrimoine)
+33 (0)1 76 89 87 78
vincent.frappreau@renault.com

GROUPE RENAULT
PRESS OFFICE
Tel.: +33 (0)1 76 84 63 36
renault.media@renault.com