Renault Twingo E-Tech Electric – First Impressions

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George Loveridge drives Renault’s new Twingo

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This quirky French automobile can trace its family tree back to 1993. Since then, we have seen various guises of the Twingo. Rolling onto UK roads in early 2027, we’ll soon have this all-electric version to play with. Renault has had great success electrifying older models, notably the Renault 4 and 5. But will this new Twingo be as good?

The Twingo remained a two-door car until the Twingo III, which launched in 2014 and was in production until two years ago. This iteration is also a four-door version, and features just two seats in the back. Both feature their own seat runners, allowing for more boot space and/or increased leg room depending on which direction you go. Moreover, I also like that these can fold fairly flat to increase boot space even more. Once folded, this takes the overall boot storage to 360 litres (12.71 cu.ft), but with the seats up, the boot is only really large enough for a couple of shopping bags and your charging cable.

Regarding the rest of the interior, it continues with the cute and cuddly vibes of the rest of the car. You get mottled textile upholstery, along with body-colour dash and door card inserts. This particular car is in a brave shade of Mango Yellow. The EV is the perfect platform to make cars fun again, and Renault has done a great job with this. For instance, the gear selector has a comic-style design on it, as do the headliner and floor mats, giving the car a great amount of character. If I were 8, I'd find it very appealing. Aside from the funky interior graphics, you get Renault's tried-and-tested OpenR Link system on a 10.1-inch infotainment screen, with ChatGPT built in. Personally, I don't believe that artificial intelligence belongs in a car, but then again, what do I know… Despite the childish features, there are still a lot of useful interior appointments, such as wireless Apple CarPlay, 2 front USB-C sockets with 3 fixing points, and deep door cards for all sizes of baguette and bottles.

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Outside, this new Twingo is rather large. The rear arches are wider than at the front, which

does give it a nice stance. On the road, it doesn't feel big, but it's certainly a lot larger than its predecessor. All models appear to come with 18-inch diamond-cut alloys, which feel very plush for a little city car such as this. I do like that the rear pop-out windows are tinted, and you even get heated door mirrors for those frosty French mornings.

What is this new Twingo like to drive? Well, this 82bhp EV feels just right for UK roads. Unlike a lot of other new cars, the suspension isn't harsh or solid. Therefore, on the road, the Twingo has a nice float about it. Absorbing bumps well and rolling into corners, reminding you that this isn't meant to be sporty. One-pedal driving is available, which is usually reserved for EVs in much higher price points. That petite power figure is perfectly adequate to get you out of a junction quickly, even if this small car weighs 1,275 Kgs (2,811 lb). For an EV, this makes it very light, and you do feel that from behind the wheel. It's not fast or agile, but it is another significant step into marques making cheap and fun electric transport.

Verdict

Overall, I really like this new Twingo. I worry that it won't be taken seriously given how comical it is in design. The sub-£20,000 target price tag is very appealing, as is the 163-mile range. This Twingo is sadly let down by a huge blind spot when looking over the driver's shoulder.

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