

# **THE ALL-NEW DACIA SPRING ELECTRIC: THE ELECTRIC REVOLUTION BY DACIA**



## A NEW r-EV-olution

Dacia has revolutionized the automotive sector with its economic model and its vehicles. The Logan democratized the new car from 2004, the Duster has shaken up the SUV segment, while the Sandero is the best-selling car on the European retail market and has just been revamped to redefine the essential contemporary car.

Dacia is now writing a new chapter in its history with the unveiling of its first all-electric model. An arrival on the electric city car market announced in March 2020 with the presentation of the Dacia Spring Electric show-car.

The Dacia Spring Electric is now available in its standard version with two new versions for new mobilities: a version adapted to car-sharing for shared electric urban mobility, and a cargo utility vehicle, for last-mile deliveries with no pollutant emissions.

The Spring is a revolution: as the lowest-priced electric city car on the European market, it makes electric mobility even more accessible. With its disruptive SUV look, it boasts unprecedented roominess, a simple and reliable electric engine and a reassuring driving range. It is a versatile and practical city car.

Electric mobility is gradually becoming part of our daily lives. As pioneers of electric mobility, Groupe Renault and the Alliance have acquired ten years of unique experience in the world. In Europe, one electric car in five is produced by Groupe Renault. More than 30,000 employees are trained in the specifics of electric mobility.

Dacia is adapting electric mobility to its philosophy of offering a contemporary car that meets essential needs: The Spring is a small, spacious, robust electric car offered at an unbeatable price.

Orders for the All-new New Dacia Spring Electric will open in spring 2021 with a simple range and commercial offer: a battery included in the purchase price and two trim levels.

### **QUOTE**

*“The Dacia brand is about redefining the essential. We are known in the car industry for our different revolutions, first with the Logan and then with the Duster which made the SUV accessible for all. Today, this is Dacia’s third revolution and its name is Dacia Spring. The Dacia Spring will make inroads into three distinct markets: retail market, car-sharing with numerous car-sharer operators throughout Europe and on the last-mile delivery with its cargo version. Cool and trendy, the Dacia Spring will change the game as an affordable electric mobility solution for all.”*

**Denis Le Vot, member of Groupe Renault Executive Committee**

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## EXTERIOR DESIGN



### A 'TRENDY' CITY CAR WITH A DISRUPTIVE LOOK

*Dacia's first small city car, the Spring Electric breaks the codes of the 'conventional' electric car. Its high ground clearance, wheel arches and roof bars give it the perfect adventurous look for braving the urban jungle.*

#### SUV LOOK

Its assertive design features attributes from the world of SUVs, such as wider wheel arches, roof bars, reinforced front rocker panel, rear ski and raised ground clearance (150 mm unladen). With its broad shoulders and curved bonnet, the Spring boasts a sturdy look, while its reassuring stature suggests generous interior space. Yet despite all expectations, the Spring Electric is a true city car with modest dimensions: it is just 3.73 m long, 1.62 m wide (excluding wing mirrors) and 1.51 m high.

#### BOLD FRONT END

The Spring Electric certainly does not go unnoticed. Its front end exudes a strong personality with tapered LED lights whose horizontal line is extended into the design of the grille, a

ribbed bonnet and a large bumper. A distinctive sign of electric vehicles, the Spring's front grille is total. It's ultra-modern design with 3D elements stylishly concealing the charging socket which opens from the passenger compartment.

### **A NEW LIGHTING SIGNATURE**

The rear lights are fitted with the new Dacia Y-shaped lighting signature.

### **REMARKABLE 'ORANGE PACK'**

The Spring Electric fully assumes its bold look, which is topped off by a colour pack available on the launch version: the mirrors, the decorative part of the roof bars and the ring under the front grille are orange. With this equipment, electric mobility is stylish and fun.

### **FLEXWHEELS**

The Spring Electric's wheel trims aesthetically imitate alloy wheels. This is possible thanks to Flexwheel technology: sheet-metal rims are perforated for stylish wheel trims to be fitted – an aesthetic and cost-effective solution should they need to be changed.

### **DYNAMIC REAR**

The upper part of the rear end underlines the Spring's intended purpose as a family city car with a curved rear window, rounded headlights and smooth lines. The lower part features the reassuring attributes of an SUV, with the bumper section fitted with a solid, unpainted bumper and a grey-tinted ski. The reflex reflectors are fitted in fake air scoops. The rear wings are ribbed. These stylistic tricks boost the rear silhouette of the Spring.



## INTERIOR DESIGN



## UNPRECEDENTED ROOMINESS

*Inside, the Dacia Spring offers spacious interior and boot. Welcoming and well-equipped, the cabin can comfortably accommodate four adults.*

### PLENTY OF ROOM ON BOARD

In the compact exterior dimensions of a five-door city car, the Spring Electric offers four genuine adult-sized seats. With generous headroom and a knee radius of 100 mm, the rear seats can easily accommodate taller adults. The feeling of space also contributes to the overall comfort of the interior. Front passengers have 23.1 litres of storage space in the large glove compartment, door sills and centre console storage box. Rear passengers have chapel pockets behind the front seats.

### A CITY CAR WITH A BIG BOOT

The boot offers the best loading capacity in its category: 300 litres (not including the under-boot space for the optional spare wheel). A figure worthy of the upper segment. For greater modularity, the rear bench seat can be folded to provide a load capacity of around 600 litres.

## **MANY FEATURES**

Standard features include all-electric variable assist power steering, remote central locking and four power windows.

To keep the driver's eyes on the road and hands on the wheel, a 3.5-inch digital display is featured between the dials, and Google or Apple voice recognition can be activated simply by pressing a button on the steering wheel.

Manual air-conditioning, the multimedia system, power mirror adjustments and a genuine spare wheel are available as options.

## **A WELCOMING INTERIOR**

The Spring Electric's passenger compartment boasts air vents central screen with blue inserts. The chrome-plated rotating dial gearbox is very easy to use with just three positions: D (drive), N (neutral) and R (reverse).

## **EASIER MANOEUVRING**

With a turning radius pared down to just 4.8 m, the Spring Electric can easily zip around the city. Its optional parking assistance system provides visual and audio assistance with three ultrasound radar sensors on the rear bumper and a rear-view camera, with images displayed on the multimedia system screen with dynamic guidance lines.

## **AN INTUITIVE AND USER-FRIENDLY MULTIMEDIA SYSTEM**

Available as an option, the Media Nav multimedia system includes a stylish seven-inch touch screen, sat nav, DAB radio, Apple Carplay and Android Auto compatibility, Bluetooth and a USB plug. Voice recognition (via smartphone) can be activated through a button on the steering wheel.

# ENGINE AND CHARGING



## A SIMPLE AND RELIABLE ELECTRIC ENGINE

*True to the philosophy of the Dacia models, the Spring Electric is economical to buy and use. Marketed at an unbeatable price with a driving range of 225 km (140 miles) WLTP, it promotes simplicity, reliability and robustness. These qualities perfectly match its all-electric engine.*

### A ENGINE FULL OF APPROVALS

The 33 kW (equivalent to 44 hp) all-electric engine is paired with a 26.8 kWh battery, with technology. This technology benefits from Groupe Renault's ten years of electric expertise. Reliable, robust and safe, the engine has many advantages: smooth linear acceleration, silent running and no vibration. The Spring Electric costs less to drive than an equivalent internal-combustion vehicle, since energy and servicing costs are much lower.

### COMFORTABLE IN THE CITY AND BEYOND

The Spring Electric is a versatile all-electric car. Its raised ground clearance and balanced roadholding make it easy to drive both in city centres and on country roads. Its reliable mechanics, driving range and interior comfort provide great freedom of usage.



## **EASY CHARGING**

To give it greater independence, Spring offers a wide choice of charging options: on a 220 V home socket using the cable supplied as standard, on a Wallbox (with the available optional cable) or on a DC charging station (optional).

The charging time of the Lithium-ion battery is:

- less than one hour for 80% of charge on a 30 kW DC terminal
- less than 5 hours for 100% of charge on a 7,4 kW Wallbox
- less than 8h30 hours for 100% of charge on a 3.7 kW Wallbox
- less than 14 hours for 100% of charge on a 2.3 kW household socket

## **A PRACTICAL APP**

The free MY Dacia app allows drivers to find out the battery level and remaining driving range in kilometres in real time via smartphone, to launch pre-conditioning of the passenger compartment (air conditioning), and also to locate the car in real time. When the Spring Electric is plugged in, the app informs the driver of the progress of the charge and enables them to switch it on or off.

## **OPTIMISED SERVICING**

Operating without oil and with a much smaller number of moving parts than an internal-combustion engine (due to the absence of a belt), the electric engine is reliable and costs less to service than an internal-combustion engine. The Dacia Spring Electric is guaranteed for three years and 100,000 km (62,140 miles) and its battery eight years and 120,000 km (74,600 miles).

## DRIVING AND SAFETY



## VERSATILE AND PRACTICAL CITY CAR

*The Spring Electric offers affordable access to electric mobility. Its compact size and reliable driving range make it versatile in terms of usage and easy to enjoy the full benefits of onboard comfort and the pleasure of electric driving.*

### RANGE YOU CAN RELY ON

The lightweight and compact Spring Electric has a driving range of 225 km (140 miles) in WLTP cycle and 295 km (183 miles) in WLTP City cycle (approval cycle that includes only the urban part of the approval cycle), guaranteeing great versatility of use both in urban and suburban areas.

In Europe, the average daily driving distance is 31 km in the (A) city car segment. On this basis, the Spring would only need a single battery charge per week.

The range can be improved by almost 10% by simply pressing the ECO button on the instrument panel thanks to a power limit of 23 kW (instead of 33 kW) and a top speed limit of 100 kph (62 mph).

## **ALL THE PLEASURE OF AN ELECTRIC CAR**

The electric engine offers plenty of advantages on the road: good response to acceleration (125 Nm of immediate torque), no gear change, silent running and no vibration. There is no need to hold back when it comes to enjoying driving an electric car, as the Spring does not emit any pollutants or CO<sub>2</sub>.

## **FREEDOM OF MOVEMENT**

The Spring Electric's engine offers total freedom of movement in city centres with restricted access, even during periods of peak pollution. In certain countries, electric vehicles benefit from purchase incentives in the form of financial or tax savings. In many cities, parking for electric vehicles is also free of charge.

## **SAFETY ON BOARD**

The Spring Electric has many standard safety features: a speed limiter, ABS, ESP, electronic brakeforce distribution, six airbags, emergency call (SOS button), automatic headlight activation and automatic emergency braking. Active from 7 to 170 km/h (4 to 106 mph), this system detects, via the front radar, the distance to the vehicle in front (stationary or moving). If a risk of collision is detected, it alerts the driver visually and audibly, before amplifying the performance of the braking system if the driver brakes but the risk is still present or automatically applying the brakes or applying them more strongly if the driver does not brake or does not brake sufficiently.

## **EFFICIENCY ON THE ROAD**

The Spring Electric is cost- and energy-efficient with a total cost of ownership (TCO) lower than that of a comparable internal-combustion vehicle. It even offers the lowest TCO on the market (electric and internal-combustion vehicles combined).

*The TCO is an index of the total cost of ownership of a vehicle and is mainly used by professionals, particularly company fleet managers, to optimise their costs.*

## SPECIFIC VERSIONS



## A PERFECT OFFER TO MEET THE NEEDS OF NEW MOBILITIES

*With the current energy transition and regulatory environment, the world is changing and so are its mobility needs and solutions. The Spring Electric is Dacia's pragmatic response to contemporary needs for sustainable mobility accessible to all.*

### A VERSION ADAPTED TO CAR-SHARING

In Europe, the average use of a car in car-sharing is 40 minutes over an eight-kilometre distance. The Dacia Spring is perfectly suited to this as it is all-electric, easy to use, reliable and robust. Its pricing also means that it is particularly in line with the economic model of car-sharing and with the customer's needs.

Based on the expertise acquired with ZITY, the car-sharing service operated by the Groupe Renault and Ferrovial in Madrid and Paris, Dacia has developed a specific version of the Spring for the car-sharing market. It comes already equipped to accommodate technology from operators that enables geolocation and remote door opening (via smartphone).

Available in white and light grey, this version will come with black PET seats (in durable, stain-resistant artificial leather), front door and boot sills, front and rear floor mats, black grained handles and mirrors for greater durability and 14-inch Flexwheel wheels. In the

passenger compartment, the driver will have access to the environment of the car-sharing operator on the vehicle's screen thanks to the smartphone replication (Apple Car Play and Android Auto). He will also have access to navigation and parking assistance devices (rear camera and rear radars).

### **The Groupe Renault and new forms of mobility**

In the context of the environmental and congestion challenges and mobility-accessibility issues faced by cities, Groupe Renault has become the partner of choice for the public and the private sector. Groupe Renault's all-electric range is a perfect response to the changing uses and needs of cities.

Shared electric mobility represents 15,000 all-electric cars currently on the road and is growing rapidly.

With 9,000 ZOE and Twizy integrated in different carsharing operations, Groupe Renault is now a leader in electric vehicle car-sharing in Europe, present in most European capitals as:

- **an operator:**

In partnership with Ferrovial, a Spanish service and infrastructure group, Groupe Renault launched the ZITY car-sharing service in Madrid in 2017. It now has more than 360,000 active customers. By the summer 2020, this self-service car-sharing solution was extended to the Paris region with a fleet of 500 ZOE's. Three months after its launch, more than 22,000 people are already using the service.

- **a partner of car-sharing operators**

In some 20 major cities in Europe and Latin America and Green Mobility in six cities in Denmark, Sweden and Belgium, Fetch in Amsterdam and Totem Mobi, which offers Renault Twizy car-sharing in Marseille and Montpellier (France).

### **A CARGO UTILITY-VERSION**

Designed for tradespeople, the Spring Electric Cargo features a boot that extends where the back seat is usually located, a plastic lining on the floor and on the interior wheel arches, four anchor rings and a wire mesh partition separating the front passengers from the loading area. The loading length of this special version is 1,033 mm, with a volume of 800 litres and a payload of 325 kilos.

Available in white, the Spring Electric Cargo comes with standard features including manual air conditioning, radio (with Bluetooth, USB plug and an area for a smartphone holder), fabric upholstery, black grained exterior handles and mirrors and 14-inch sheet-metal wheels with "standard" trims. For weight optimisation reasons, this version does not have a spare wheel.



# TECHNICAL FEATURES

## DIMENSIONS

Length: 3,734 mm

Width: 1,622 mm (1,770 mm with mirrors)

Height: 1,516 mm

Wheelbase: 2,423 mm

Empty ground clearance: 150 mm

## MOTOR

Electric engine 33 kW (44 hp)

Battery 26.8 kWh

AC charging up to 6.6 kW / DC charging up to 30 kW (optional)

Driving range: 225 km/140 miles (WLTP) / 295 km/183 miles (WLTP City)

Top speed: 125 kph (78 mph)

# ABOUT

The Dacia brand is part of Groupe Renault. Dacia is present in 44 countries, mainly based in Europe and the Mediterranean perimeter. Created in Romania in 1968, the brand was bought and relaunched by Groupe Renault with the arrival of Dacia Logan in 2004. Dacia proposes the best value for money cars within the market. Thanks to its star models – Logan, Sandero & Duster – the brand has become a success story. In 2019, Dacia reached a new annual sales record with 737 000 vehicles sold and almost 7 million customers.

## **Links**

[Corporate website Groupe Renault](#)

[Media website Groupe Renault](#)

[Renault eWays website](#)

[Easy Electric Life website](#)