

LEKSHMI C PILLAI

A couple of days ago, I got an opportunity to participate in the national media drive of the new Kiger compact SUV from Renault India. This time, Renault chose the scenic Kumarakom as the location. The enchanting backwater destination witnessed a celebratory drive of the cute and updated SUV, as it achieved the production milestone of 50,000.

Within 17 months after their global launch in February 2021, it reached the half-a-lakh mark, that too in the pandemic times. To continue with the success story, they have updated the Kiger with some cosmetic and functional additions.

The all-new Kiger has all the original winning formulae intact — the SUV stance, stunning beauty, fuel efficiency, power, capable powertrains and of course the value-for-money proposition. The changes made this time are to attract more youngsters.

Have a look at the main additions — Cruise control, wireless smartphone charger and red-fade dashboard accent are just some interior upgrades. Front skid plate, tailgate chrome, turbo door decals, red wheel caps on 40.64-cm and diamond cut alloy wheels etc are some exterior additions.

Renault Kiger 22 is available in two engine options — 1.1 engine in MT and EASY-R AMT transmissions and 1.1 turbo engine in MT and X-TRONIC

CVT transmissions.

Additionally, the Renault Kiger range will be now available in a new colour option — stealth black. That means, Kiger now offers seven colours — stealth black, radiant red, metal mustard, caspian blue, moonlight silver, ice cool white and mahogany brown) with an option of four dual-tone combinations. In total, Kiger is available in 20 variants in the price range of ₹5.99 lakh to ₹10.62 lakh. Let's look deeper into one of the most affordable offerings in the compact SUV segment.

Turbo performer

Kiger comes in two engine options. A 1-litre naturally aspirated petrol engine (72 HP) and 1-litre turbo-charged petrol engine (100 HP). The former is mated to either 5-speed manual or 5-speed AMT (Easy-R, as they put it) transmission. The latter has 5-speed manual/X-TRONIC CVT transmissions.

The turbo manual variants claim a fuel efficiency of 20.5 km/l. The figures vary from 18.24 kmpl to 20.5 kmpl among variants.

What is noteworthy here are the drive modes. There are Eco, Normal and Sport modes. As the performance levels increase considerably in Sport mode, one cannot expect the highest attainable fuel efficiency.

Smooth stroll

The turbo engine with a CVT gearbox is a breeze. Sudden but smooth acceleration, wonderful CVT shifting and usable

ROARS LIKE A TIGER

drive modes make all the difference. In Eco mode, the car just strolls. And in Sport mode, it is like driving another car with a bigger engine! That much is the difference in performance. Normal mode sits in between these two and it is enough for the day-to-day commute. At higher revs, engine noise may enter the cabin. But this sporty note is not that annoying. I found that the suspension is also commendable.



DIMENSIONS	
Length:	3,991 mm
Width:	1,750 mm
Height:	1,600 mm
Wheelbase:	2,500 mm
Boot volume:	405 l
Ground clearance:	205 mm
Fuel tank volume:	40 l

DRIVE WITHOUT WORRY

In a time when NCAP ratings are big discussions, Renault Kiger can boast of a 4-star Global NCAP rating for adult occupant safety. The car comes equipped with four airbags — front and side along with seatbelts with a pretensioner and load-limiter (for driver occupant). It also hosts a range of features such as ABS with EBD and rear parking sensors, which ensure safety while driving on the road.



FORTNIGHTLY SEGMENT ON WHAT'S REVVING UP IN THE AUTOMOTIVE SECTOR

THE CABIN

The cabin looks cool. I drove the top turbo variant with a black interior and reddish accent on the dashboard. On the black fabric of seats and panels, a red stitch is added. The high-seating position is one of the highlights and the touch screen does not obstruct the road view. A lot of storage and utility spaces are available. The wireless charging facility is a welcome addition. But a 360-degree camera is missing.