Nissan Pixo: An Electric Return to the A-Segment

Von Frank Wald

Nissan is following the example of its French alliance partner and reviving its model lineup—or rather, electrifying it. After the Micra, the Japanese automaker is now returning to the European A-segment with the new Pixo. Unlike its predecessor, which was built between 2009 and 2013, however, this microcar is exclusively electric. Developed in collaboration with Renault, it is also rolling off the assembly line at Renault's Novo Mesto plant in Slovenia. The market launch is scheduled for early 2027, with prices and specific trim levels to be announced starting in December 2026.

Technically, the Pixo is largely based on the new Renault Twingo E-Tech. The basic architecture, the electric powertrain, and the LFP battery come from the alliance's modular platform, and visually, the silhouette of this city electric car also draws inspiration from the French electric mini. Nevertheless, the Pixo is not merely an exercise in badge engineering. Chief designer Masato Koyama succeeded in creating a distinctive look with cube-inspired proportions, headlight graphics reminiscent of a robot's face, and—as the name suggests—pixelated details in the front bumper, taillights, model lettering, and wheel covers to create a distinctive look.

At 3.80 meters long and 1.79 meters wide, the Pixo is clearly tailored for city driving. Its wheelbase of 2.49 meters is relatively generous and is designed to accommodate up to four adults. Nissan promises an open, surprisingly spacious interior that's also well-suited for everyday transportation needs. Individually adjustable rear seats contribute to this. They allow the available space to be distributed between rear legroom and cargo space depending on the situation.

With the rear seats upright, 356 liters of trunk space is available. This figure includes a 50-liter compartment for the charging cable. When the rear seats are folded down, the cargo volume increases to up to 1,221 liters. For a microcar under four meters in length, these are impressive figures. In addition, there are 18 liters of storage space inside the cabin, for items such as a smartphone, water bottle, bag, or other everyday items. The 9.9-meter turning radius makes it easy to maneuver in narrow residential streets, parking garages, and densely populated downtown areas. With 140 millimeters of ground clearance, the Pixo should also be able to handle curbs and garage ramps without excessive caution.

Its front end is characterized by a lighting design that Nissan describes as robotic. Pixel-like patterns run through the front bumper, taillights, and wheel covers. Small "23" Easter eggs reference the Japanese pronunciation of the brand name: "Ni" stands for two, "San" for three. Colors like Midnight Purple and Authentic Blue are intended to further emphasize the car's young, urban character. Koyama calls the Pixo proof "that great things can come in small packages." The key challenge, he says, was to make efficient use of the limited exterior dimensions while simultaneously designing a likable, recognizable vehicle.

The electric motor delivers 60 kW, or about 82 PS. On paper, that's certainly sufficient for its intended role as a city and commuter car. However, Nissan has not yet provided specific driving performance figures. The top speed is therefore likely to remain unknown, as is how the vehicle will perform when fully loaded, on longer highway stretches, or in colder temperatures.

This is because the energy to power the electric motor comes from a comparatively small 27.5-kWh battery using lithium iron phosphate chemistry. Nissan cites a range of up to 259 kilometers according to WLTP for the brand's first LFP battery in a European model, which would cover typical daily trips such as commutes, shopping trips, school runs, and trips to the surrounding area. When it comes to charging, the microcar also falls short of the very best in its class. Still, a DC fast-charging port with up to 50 kW is standard across all trim levels. This should allow the battery to charge from 15 to 80 percent in about 28 minutes. That's not enough for sustained long-distance driving at fast-charging intervals, but it's suitable for a vehicle intended primarily for urban use. The Pixo supports AC charging at

up to 11 kW. The AC charging function is bidirectional, which could potentially enable applications for external power delivery in the future.

In the cockpit, Nissan combines a 7-inch driver display with a 10-inch touchscreen for infotainment and vehicle functions. Google Built-in is standard equipment. Navigation, real-time route planning, and Google services are thus available directly in the vehicle without requiring the driver's smartphone to serve as the primary control source. The system is complemented by Gemini, an AI voice assistant. At launch, Gemini is expected to support 16 languages and be able to handle navigation, entertainment, and communication using natural language. According to Nissan, the system learns individual preferences based on conversation history.

The "MyNissan" app is designed to let users manage charging sessions, routes, and certain vehicle functions. Face ID recognizes the driver and loads personal settings, such as for displays or infotainment. Standard safety and convenience features include adaptive cruise control with stop-and-go functionality, autonomous emergency braking, lane-keeping assist, and hands-free parking. With one-pedal technology, the Pixo can be accelerated, decelerated, and brought to a complete stop using just the accelerator pedal, which is designed to make driving easier, especially in stop-and-go traffic.

Ultimately, it depends above all on whether Nissan can offer the extensive standard equipment at a competitive price. Even after repeated inquiries, European management remains tight-lipped on this point. However, its positioning below the electric Micra and its technical similarities to the Renault Twingo suggest a starting price in the range of 20,000 euros. There, the Pixo would compete with the Dacia Spring, the BYD Dolphin Surf, its sister model the Renault Twingo, and other upcoming electric microcars. (aum)

Car-Newsdesk

Images for article

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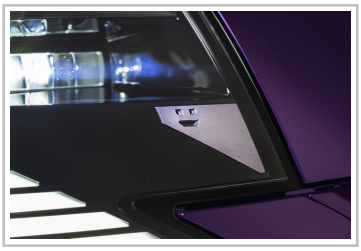

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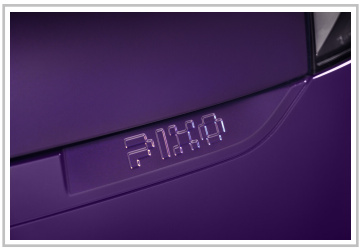

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