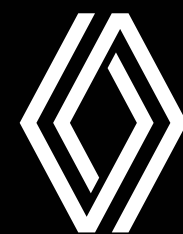


AIR4



**air is the new road:
(re)naissance d'une icône**

RENAULT X THE ARSENALE

WHERE RENAULT AND THE ARSENALE ARE GOING, THEY DON'T NEED ROADS



To conclude the 60th anniversary celebrations of the Renault 4, the brand has decided to team up with motion design hub TheArsenale to create a futuristic reinterpretation of the iconic model. This new version, AIR4, is the first flying French car. Not a concept nor a joke, AIR4 is a real-life E-VTOL* vehicle.

* Vertical Take off and Landing

**"AFTER A YEAR-LONG OF CELEBRATION WE WANTED
TO CREATE SOMETHING UNCONVENTIONAL
TO CLOSE UP THE 60TH ANNIVERSARY OF 4L."**

highlights Arnaud Belloni, Renault Brand Global Marketing Director.

**"THIS COLLABORATION WITH THE ARSENALE WAS A NATURAL
FIT. THE FLYING CONCEPT AIR4 IS SOMETHING UNSEEN
YET AND A WINK TO HOW THIS ICON COULD LOOK LIKE
IN ANOTHER 60 YEARS."**

RENAULT 4L CELEBRATES ITS 60TH ANNIVERSARY!



**THE ORIGINAL 4L COULD BE FOUND FROM
THE CHAMPS-ÉLYSÉES AND SAINT TROPEZ TO THE SAHARA,
THE AMAZON AND THE GREAT WALL OF CHINA.**

2021 marks the 60th anniversary of Renault 4L, a car that has sold more than 8 million units in over 100 countries over a period of more than 30 years. Much more than a car, the 4L is a true icon. The original 4L could be found from the Champs-Élysées and Saint Tropez to the Sahara, the Amazon and the Great Wall of China.

The original Renault 4 was a small and simple four-door runabout built between 1961 and 1992. As the Mini was to Britain, the Cinquecento to Italy and the Beetle to Germany, the 4 was France's people's car at a time of economic prosperity. Over eight million were sold in 100 countries, and particularly in the Republic and its territories

it became an icon, conveying families, businesses and the likes of the gendarmerie and La Poste, as well as helping several generations of young motorists get behind the wheel. The current Pope still drives one. Its chic, efficient and versatile qualities convinced TheArsenale to reimagine this car for 2021 and beyond as a vehicle designed to journey along the unmarked highways above our heads, unencumbered by tarmac and junctions.

To celebrate the sixtieth anniversary and allow the 4L to still be present in 60 years, Renault, the first car brand in France and motion design hub TheArsenale have decided to collaborate once more to take R4 into the future.

ROAD TO AIR

IS THE NEW RETROFIT



A symbol of independence and freedom in carbon-fibre form, the AIR4 is born of the realisation that traffic is compounding, lives are grinding to a halt, but the world above us is clear. The opportunities are endless. AIR4 claims the air as the new road for enthusiastic drivers. We embrace the notion of nostalgia meeting state-of-the-art technology; a design cocktail which, in the case of the AIR4, has resulted in a truly bespoke reinterpretation of a retro icon with entirely new dynamic capabilities.



From the RENAULT 4 of yesteryear, the AIR4 by TheArsenale project retains certain advantages: in particular a very contained mass and a notorious ability to dissipate calories. But as the new century requires - and in the absence of a road in the third dimension - the rigidity has been completely revised. New concepts, such as thrust or lift required hours of calculations and tests. And isotropy; Had Pierre Dreyfus' teams only used this word to design the simplest, most practical and most likeable car of its time and of the following sixty years?

The AIR4 has no wheels. Instead, there are four two-blade propellers, one at each corner of the vehicle. The chassis sits in the middle of the rota frame. The driver accesses the vehicle by lifting the reimagined Renault 4 shell, which is hinged at the front, and taking a seat in the stylishly utilitarian cabin.

Drawing on generative design techniques using artificial intelligence, engineers were able to test terabytes of data to place endless constraints on designers' ideas, before starting the first real-world trials.



PAT MEIGNAN

CEO OF THEARSENAL

THEARSENAL'S ROAD TO AIR

The AIR4 represents the first product from TheArsenale's ROAD TO AIR division, which envisions our future transport network to be in the sky. The AIR4 is the brainchild of Patrice Meignan, CEO and Founder of TheArsenale, who sought to create a new kind of vehicle that provokes emotion, establishes brand identity and offers pleasure. It has been imagined, designed, engineered and assembled entirely on the French Riviera, in the heart of Europe's first technology park in Sophia Antipolis

**“WE BELIEVE THAT THE ICONS OF CAR
CULTURE ARE ETERNAL”**

“I have dedicated my life to this passion for mobility and I continually explore all aspects of the moving world,” says Patrice Meignan. “After 25 years of forward-looking research, we believe that the icons of car culture are eternal, whether on Earth or in the air. For 60 years, the Renault 4 has been driven by ordinary people who make it extraordinary. It is a car that symbolises adventure.

It's simple, practical, useful and as modern as it is retro. All drivers will tell you, it allows you to travel differently. That is to say, to live an adventure. This ‘traveling different’ has inspired my team and I. With the AIR4 by TheArsenale, the Renault 4 is ready for its greatest adventure yet.

How did the idea for AIR4 come about?

The idea of making a flying 4L came quite quickly since we have been working in the mobility industry for more than 20 years and we have always built crazy machines and set up explosive communications operations for all the biggest car manufacturers.

For some time now, we've had a great passion for the air. Not common objects such as helicopters or airliners. We are interested in eVTOL. These are flying

vehicles that will arrive in the next five to ten years and will radically change the way people get around cities.

We have been working with Renault for a very long time, and this year Renault once again asked us to tell a somewhat crazy story for the 60th anniversary of the 4L, the brand's iconic vehicle.

What were the main challenges?

Building an eVTOL in such a short timeframe is extremely complex, and there are a lot of challenges to be resolved quickly. To do this, we have joined forces with two excellent technical partners: L2 Concept - Factory Unit, a concept car expert in design, conception and assembly, and MC-CLIC, a drone and flying specialist from Monaco.

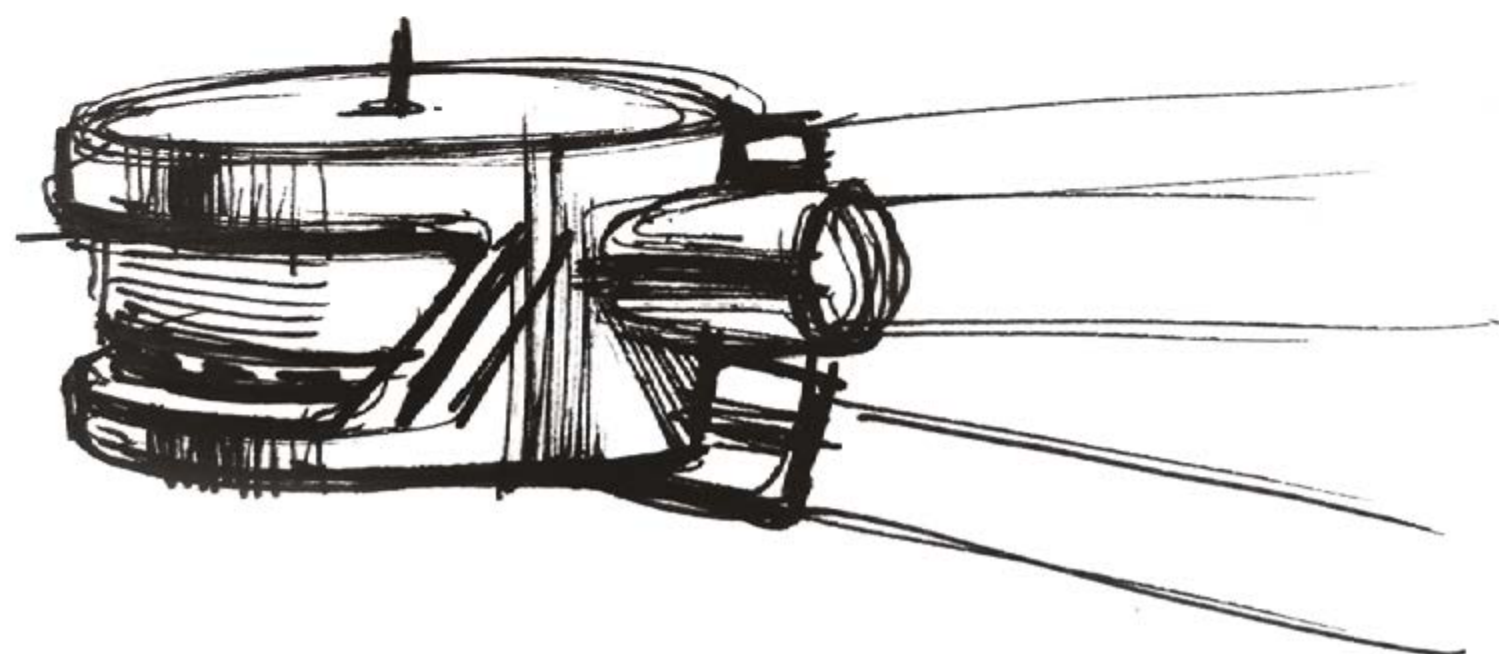
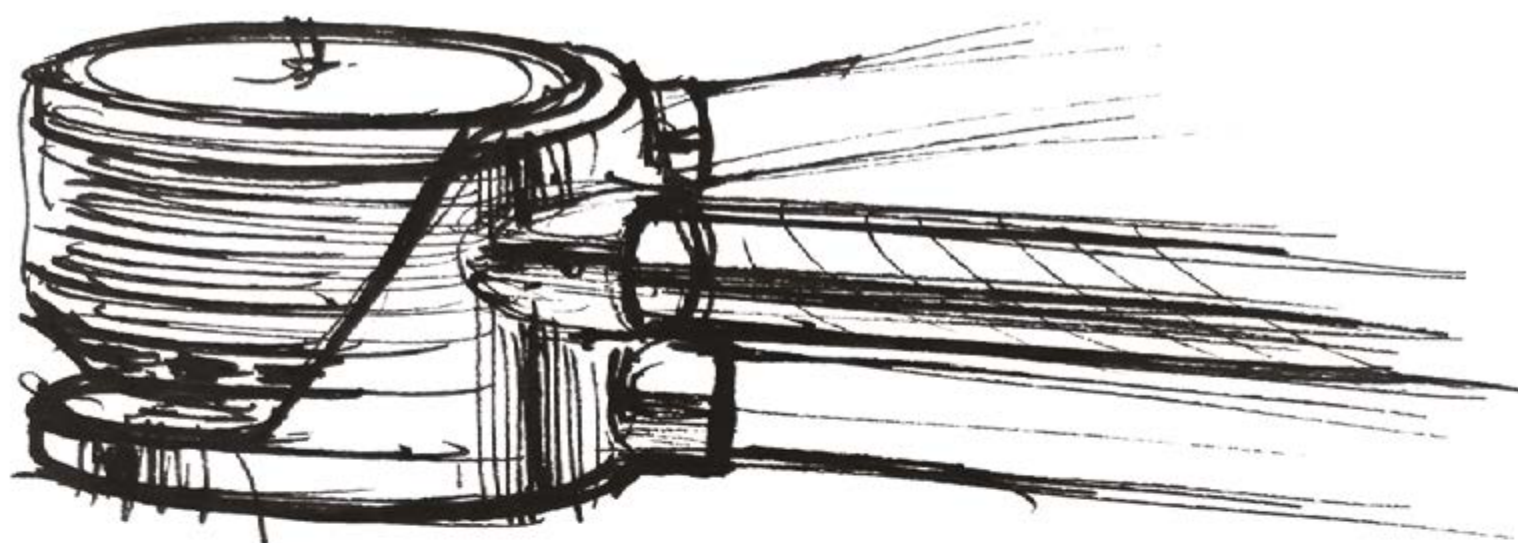
Together we solved a lot of weight, safety and rigidity issues. The biggest challenge was to do this in record time. For me, coming from the south of France, it was symbolically very important to set up this project here in Sophia Antipolis and to fly in the south of France.

How long did it take you to bring AIR4 to life ?

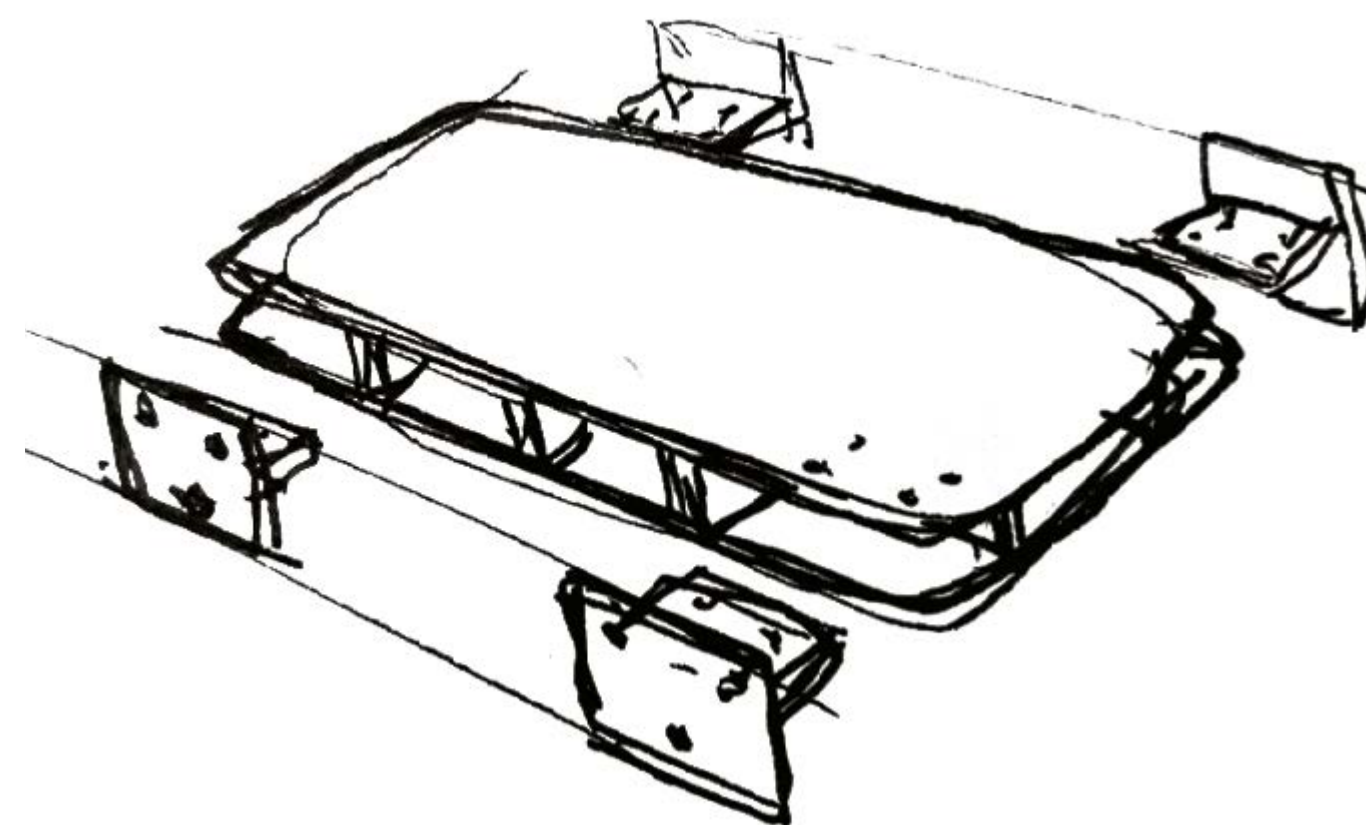
We were briefed by Renault in January. They loved the concept and we were able to complete the project in less than six months, which is a real technological feat because normally it would take two years for a project of this scale.

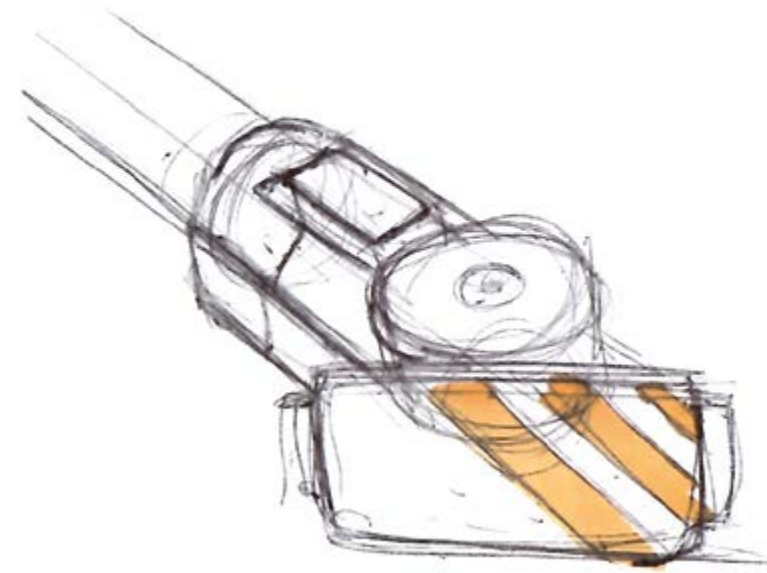
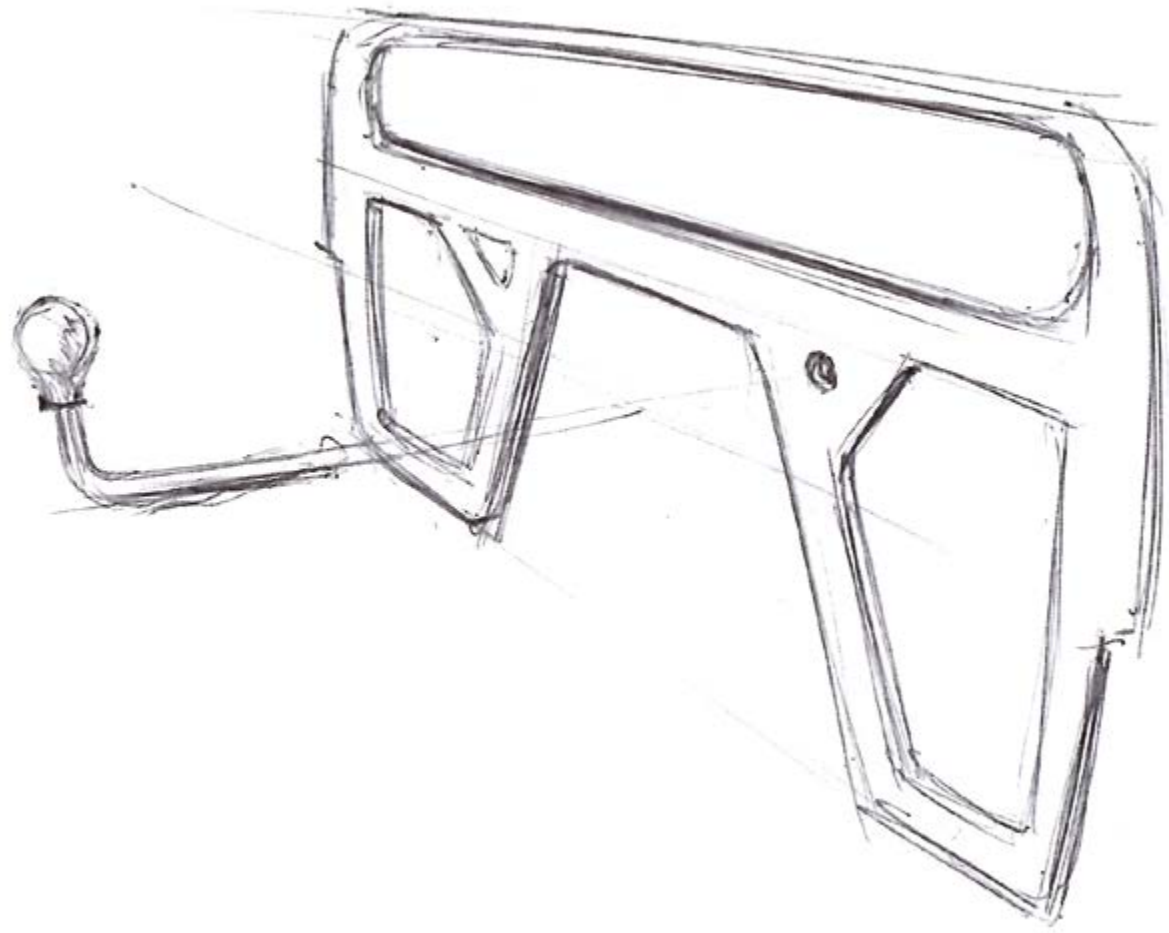
Does AIR4 really fly?

Yes, AIR4 really flies, that was our commitment. It's a long way from being a simple toy: It's made almost entirely of carbon with a few aluminium supports, and the manufacturing processes are top level with immaculate attention to detail, not to mention the clever profiling of the blades that manage the breaking of the sound barrier. This 4L is powerful, delivering no less than 100 kg of thrust by electric motor. Beneath its playful exterior, it is an art object that conceals cutting-edge technologies animated by sophisticated software based on inertial units with encrypted data, all precisely calibrated, for fine piloting with dual flight controls.

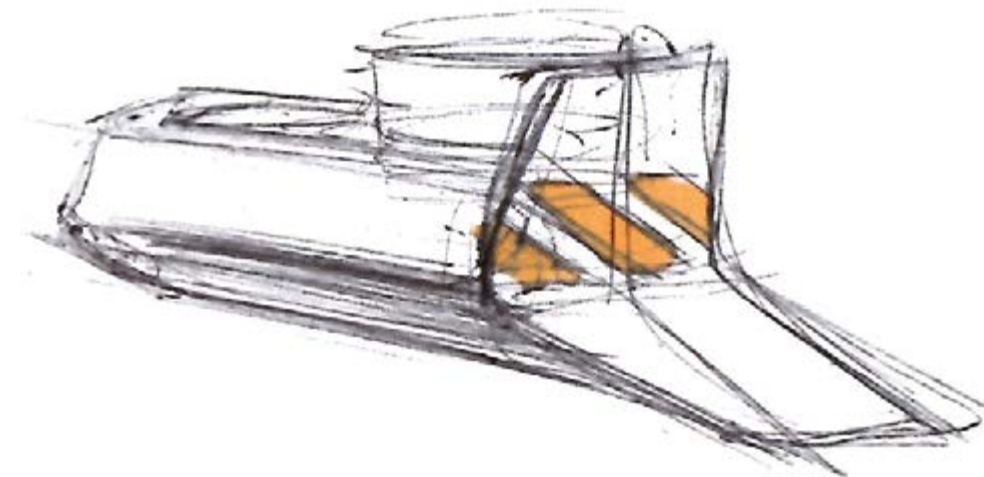
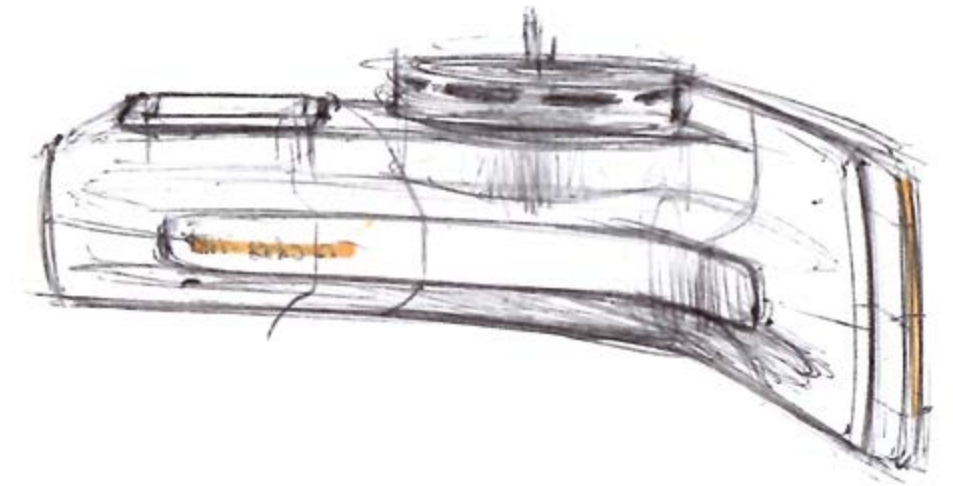
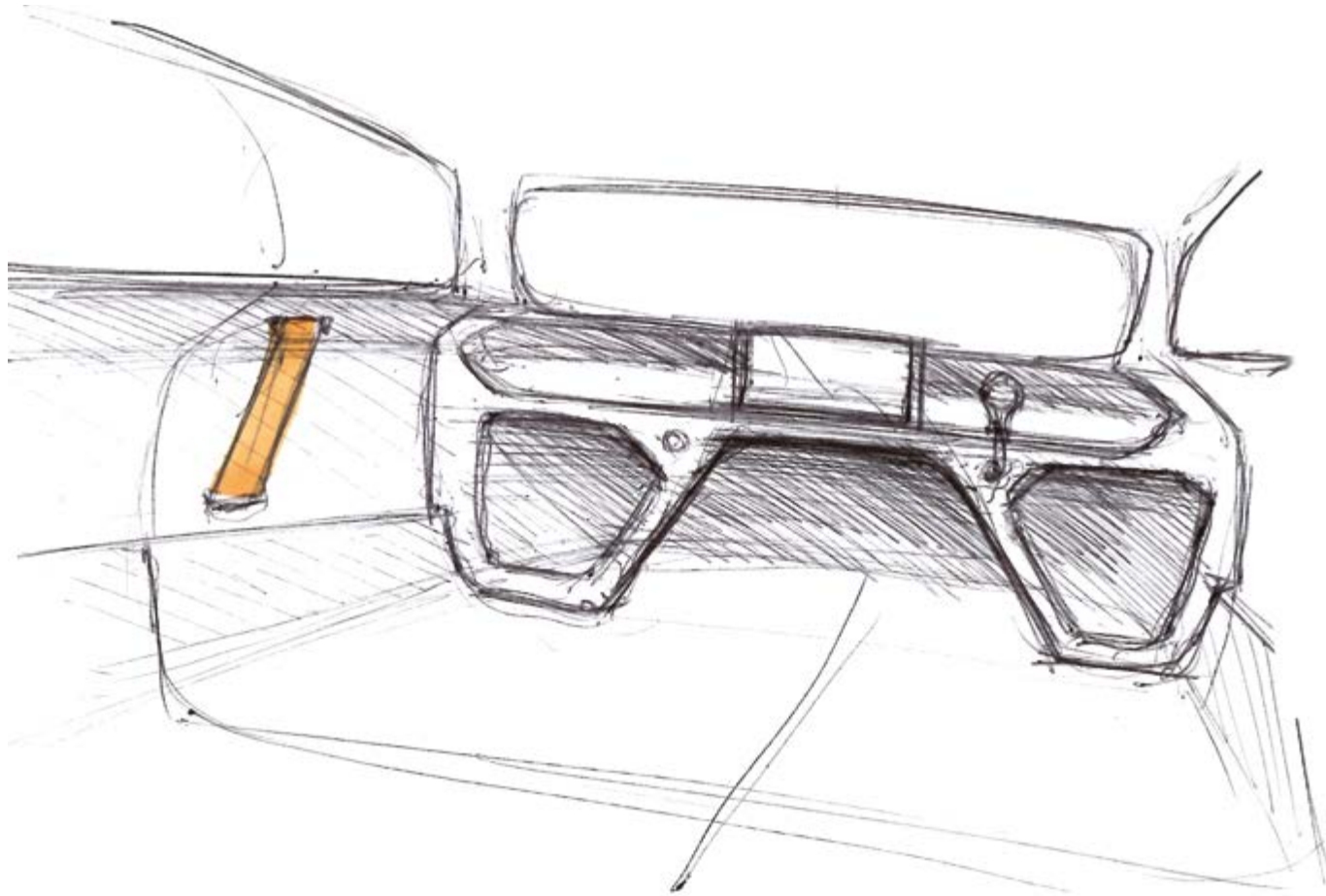


**“WE SEEKED TO RESPECT
THE PHILOSOPHY OF THE 4L,
THIS CONCEPT OF SIMPLICITY
THAT BELONGS TO IT”**

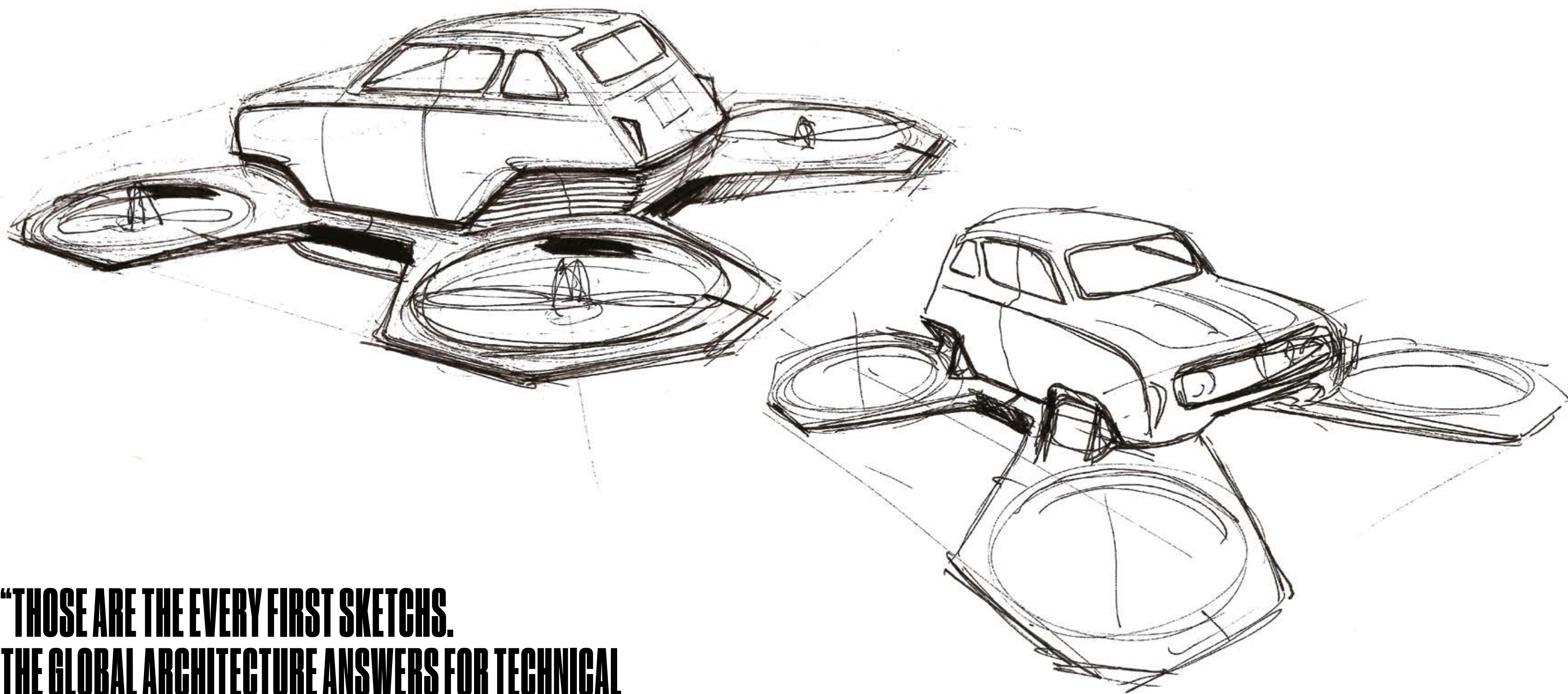




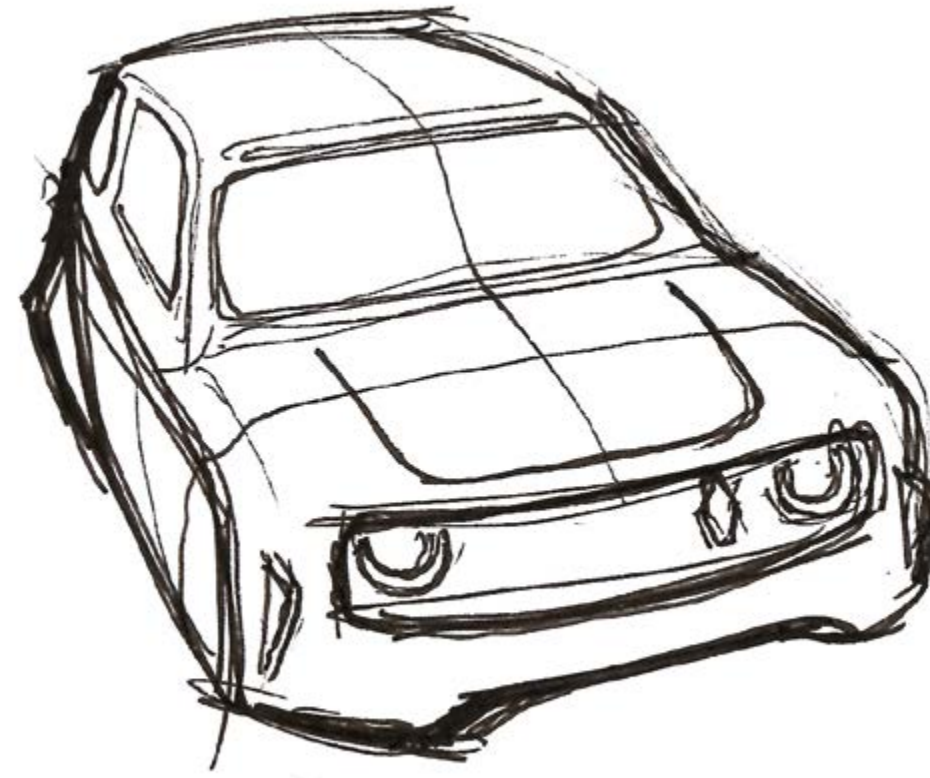
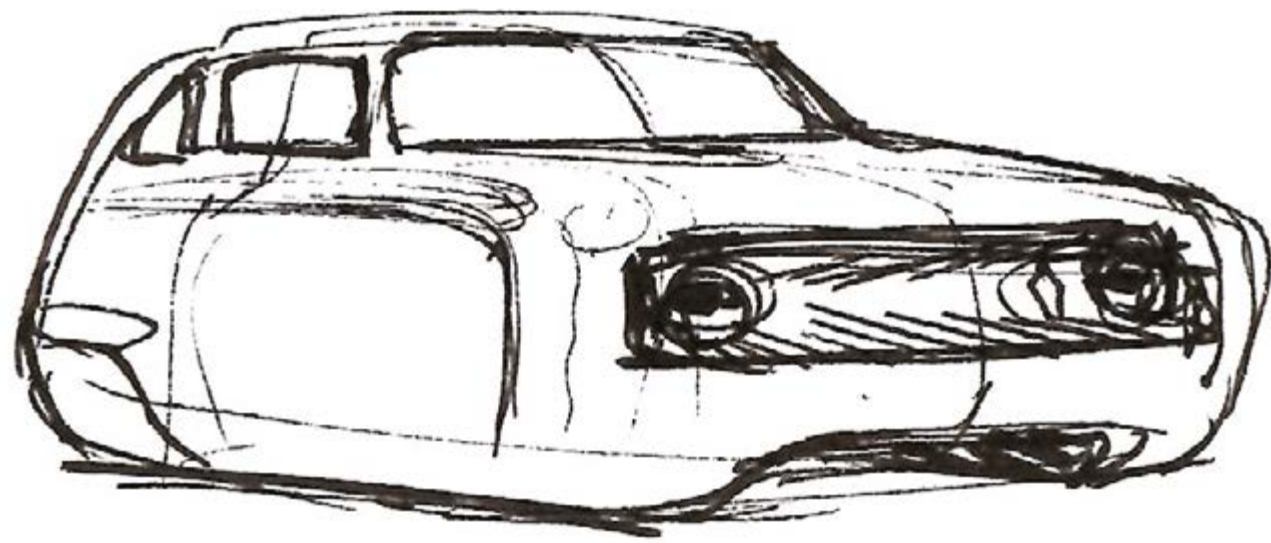
**“THE PRIMARY FUNCTION IS SIGNAGE
BUT THE DESIGN BRINGS A TOUCH
OF AESTHETICS.”**



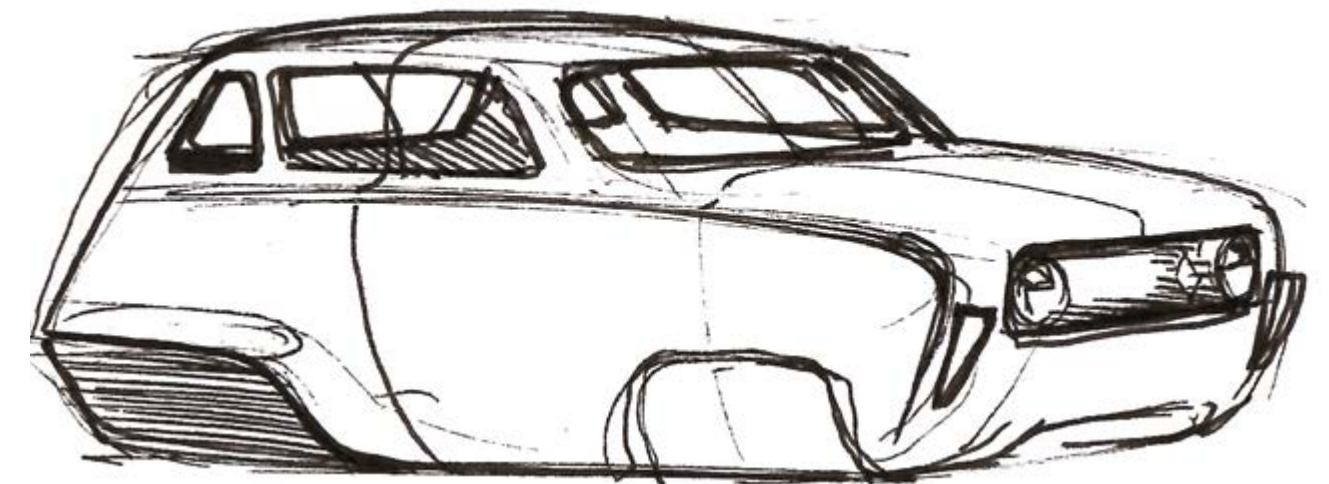
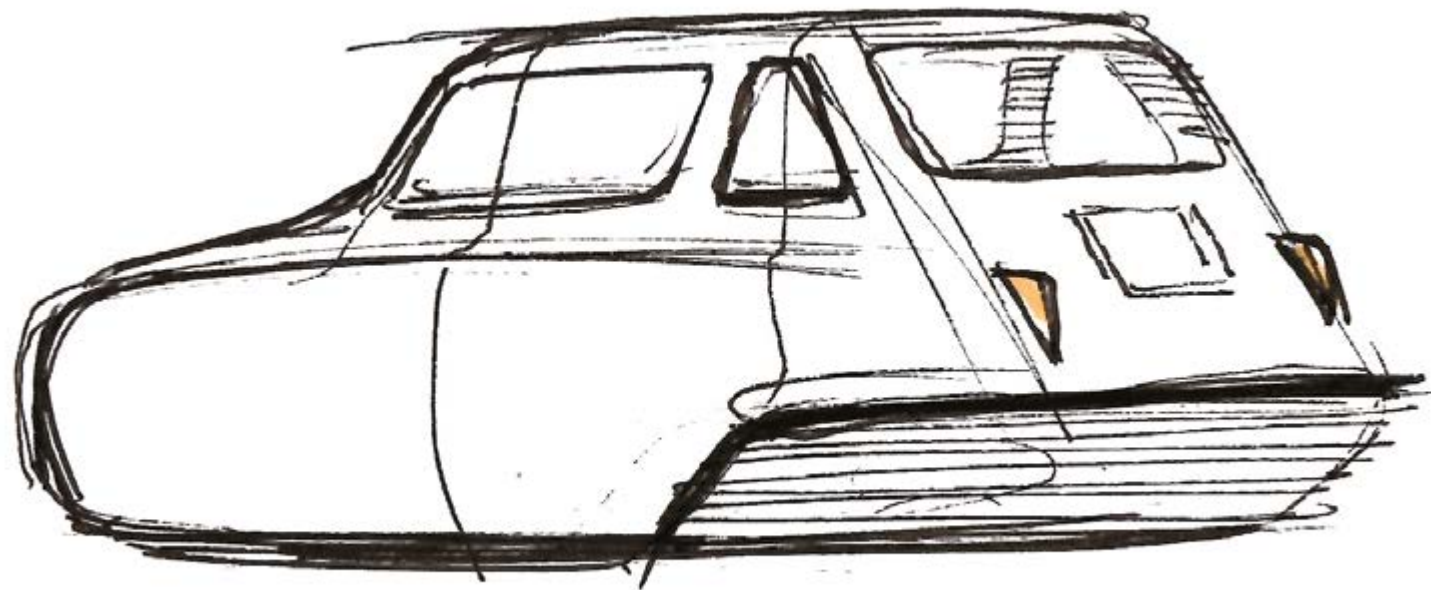
38h
21h



**“THOSE ARE THE EVERY FIRST SKETCHES.
THE GLOBAL ARCHITECTURE ANSWERS FOR TECHNICAL
NEEDS SUCH AS LOWERING THE CENTER OF GRAVITY
AND THE BALANCE OF THE CHASSIS.”**

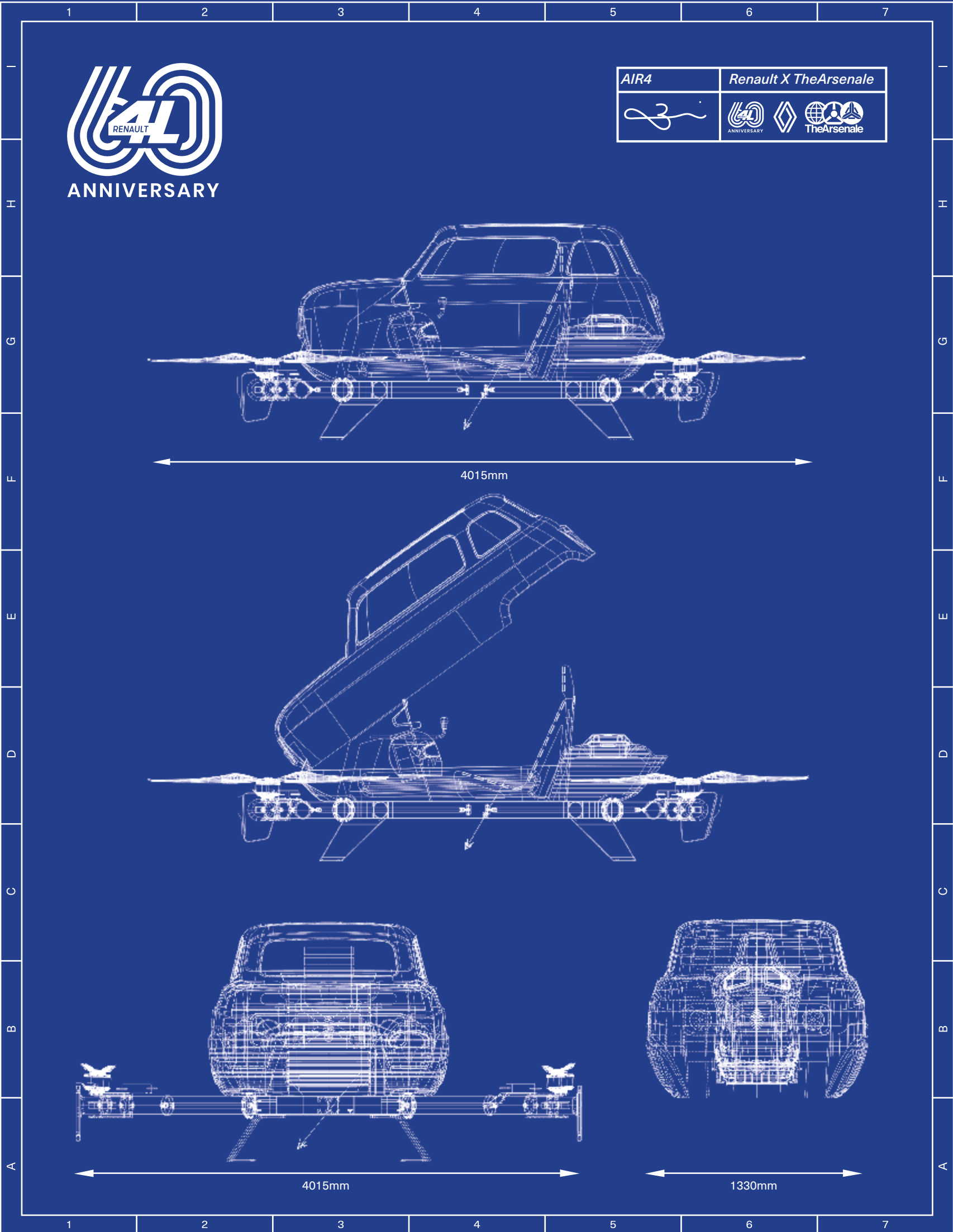


**“FOR US IT WAS ESSENTIAL TO PRESERVE THE DNA
OF THE RENAULT 4, ITS IDENTITY IN OUR DRAWINGS.
BY MODERNIZING IT, WE SEEKED TO RESPECT
ITS LEGENDARY LINES.”**



SPECS

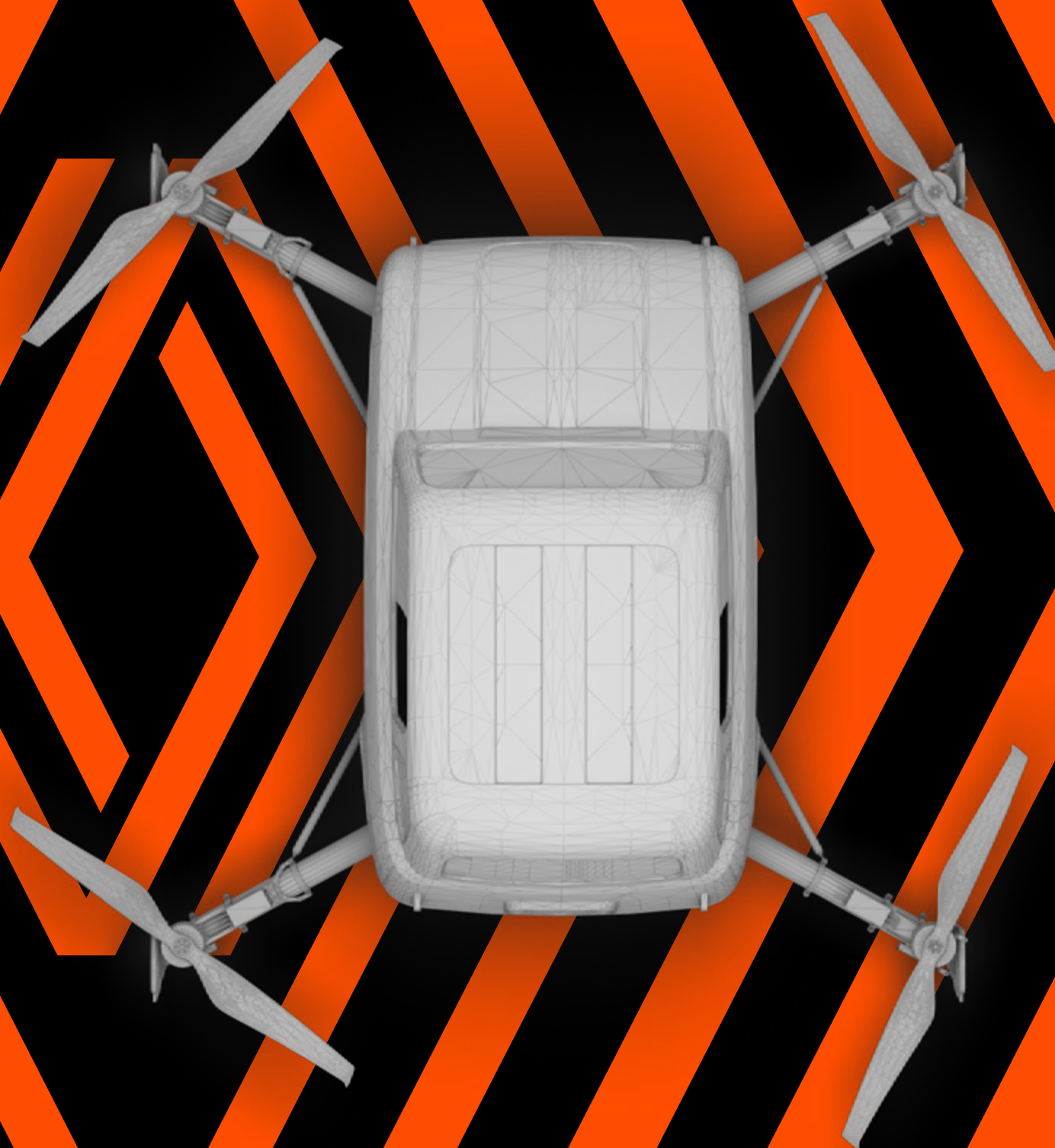
BATTERIES TYPE	LITHIUM POLYMER - BATTERY INSIDE 100V
AMPERAGE	22,000 MAH (AMPERE HOUR) TOTAL POWER AROUND 90,000MAH
MAXIMUM VECTOR THRUST	95KG X 4 (380KG)
TRAVEL SPEED	26M / S - APPROX. 85-90KMH
ALTITUDE	CURRENT FLIGHT 0 TO 15M - MAX 0 TO 700M
CLIMBING SPEED	14 MS (RESTRICTED TO 4MS)
DESCENT SPEED	3 MS MAX
ANGLE	45 ° DEGREE OF BANK IN FLIGHT (UP TO 70 ° MAX)



167

KG
UNLOADED
WEIGHT





26 M/S

45°

**BANKIN
FLIGHT**



AIR IS THE NEW ROAD, THE MOVIE DOCUMENTARY

A director, a producer and their team of cameramen followed Patrice Meignan and his team over the life of the AIR4 project and will continue to follow them during their international journey on the occasion of a documentary relating their vision of the future of mobility and the creation of the aero division to come. Stay tuned in 2022 to follow the launch of this show.











AIR PAD COORDINATION

**“SEEN FROM ABOVE, IF WE DRAW LINES
CONNECTING THE ROTORS, THERE IS CLEAR
SYMMETRY WITH THE CHASSIS”**



ICONIC LIGHT SIGNATURE

“THE IDEA IS TO RECOGNIZE HER AT A GLANCE.
EVERYONE SEEING AIR4 RECOGNIZES THE 4L.
ITS LUMINOUS SIGNATURE IS ICONIC AND
RECALLS THE SHIELD OF YESTERYAY.”

 TheArsenale



"IT'S IN THE ERA OF TIME TO PLAY
ON BACKLIGHTING."



 TheArsenale



VERTICAL TAKE OFF
AND LANDING ASSISTANCE

Riviera BORN
@Max. Elevation 350M
@Max. Flight duration 2hrs

SOFT LANDING

"We were inspired by leaf springs, which we rather see on trucks. We are clearly not on the same template, but still. These carbon pads give us a certain flexibility in the contact with the ground by playing on the flexibility of the blade. Soft landing guaranteed."

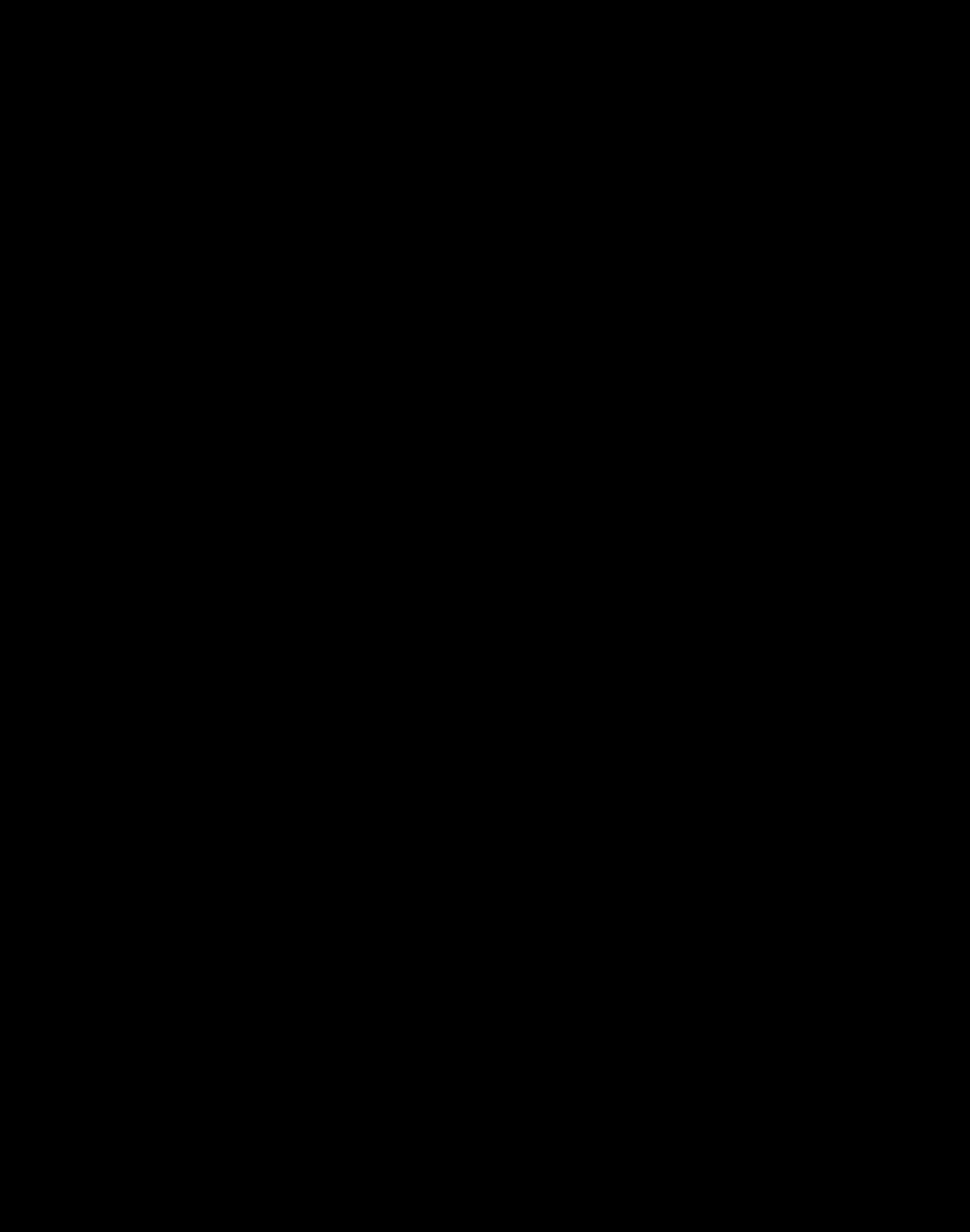












CRÉDITS

Model & Layout: Fiona Solé
Still Life: © Lionel Koretzky
Fashion Shooting: © Mathieu Cesar
Égérie: Maeva Giani Marshall
3D : © L2 Concept
Documentary : © Remaarkable & L'imagerie Films
for TheArsenale

REMERCIEMENTS

L2 Concept & Factory Unit
Mc Clic Monaco
Lionel Koretzky
Mathieu Cesar
Maeva Giani Marshall
Remaarkable & L'imagerie Films
Northwall (Special Headset)

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