The 2015 Smart ForFour marks Daimler’s return to the affordable family hatchback segment. Following poor sales, the production of the first-generation model was axed by the automaker in 2006, after only two years in production.

The FourFour’s running gear is identical to its smaller sibling, the ForTwo and is assembled on the same platform as Renault's latest generation Twingo which shares up to 70% of the components. Unlike its predecessor, the new Smart ForFour's engine is located at the rear, beneath the boot floor and drives the rear wheels. The new model is offered from launch with the choice of two, three-cylinder gasoline power plants, a 70bhp naturally aspirated 1L unit and a more powerful 90bhp turbocharged 0.9L engine.

The turbocharger is supplied by Honeywell and features an integrated exhaust manifold. According to the supplier, their latest generation wastegate turbochargers are constructed using alloys and composites which were originally developed for their aerospace business and designed to cope with the higher temperature environments required by gasoline engines compared to diesel. Honeywell also says that other innovations include a 4-pad Z bearing that is 30% smaller and reduces friction losses by 20% compared to conventional bearings, and an electric actuator which provides an optimal balance between performance and fuel economy.

The new model also features a choice of transmissions – the robotized manual available on the previous generation has been replaced with either a five-speed manual or so-called ‘Twinamic’ six-speed dual clutch box transmission supplied by Getrag.

Assembly of second generation ForFour began in September 2014 at Renault's Novo Mesto plant in Slovenia. According to IHS Automotive Production Forecasts, output is expected to peak in 2015 at more than 60,000 units.