New Hyundai Santa Fe

Press information

Tekst i grått: Ikke gyldig i Norge

September 2015

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# New Santa Fe: A refined and innovative SUV package

* Introduction of new advanced active safety technologies including Autonomous Emergency Braking and Blind Spot Detection
* New comfort and convenience features enhance practicality and further upgrade New Santa Fe’s package
* Exterior design refinements sharpen SUV profile and reflect the latest Hyundai family look

Hyundai Motor’s SUV pioneer Santa Fe premieres with new design refinements and an advanced range of new active safety, comfort and convenience features at the Frankfurt International Motor Show 2015.

The popular SUV is Hyundai’s longest-running model in Europe and has become one of its most iconic nameplates, having built a reputation for sophistication and premium quality.

Since its initial launch in 2001, Santa Fe has been the flagship in Hyundai’s SUV line-up and a key contributor to its 1.2 million SUV sales in Europe. In fact, the D-segment vehicle accounts for one third of Hyundai’s SUV sales in the region during that period, with the three generations of the car closely associated with the brand’s growth in the market.

Full SUV and crossover line-up new or enhanced in 2015

Joining All-New Tucson and New i20 Active, the full SUV and crossover line-up is either all new or enhanced in 2015, with each model contributing to changing perceptions of the Hyundai brand in Europe. New Santa Fe adopts the most recent Hyundai design features, with the signature hexagonal front grille and sharper profile visually uniting the range.

Advanced safety and comfort features, including Autonomous Emergency Braking, Smart Cruise Control, Around View Monitor and High Beam Assist (from December 2015) further enhance the Santa Fe’s appeal to SUV customers looking for assured quality with the latest technology. Subtle interior design touches and new materials emphasise its status as the brand’s flagship SUV.

# Design

* Design refinements bring New Santa Fe in line with latest SUV family look
* Front and rear design refresh enhances athletic, modern presence
* Interior further refined with addition of new high class materials and colours

The latest Santa Fe retains key elements of the Hyundai ‘family look’, featuring a newly refined version of the brand’s hexagonal front grille, finished in chrome. On the road presence is enhanced by new front and rear bumpers with redesigned fog and LED daytime running lights framed with new silver trim. At the front, a new layout for the xenon projector headlamps has been applied, while the rear lamps feature a fresh LED graphic.

The modern and bold exterior appearance benefits from newly designed 17”, 18” and 19” alloy wheels that accentuate the model’s refined lines while reinforcing the car’s status at the top of Hyundai Motor’s SUV line-up.

“The New Santa Fe features a number of important upgrades that emphasise its visual stance and athletic character,” says Raf Van Nuffel, Head of Product Management at Hyundai Motor Europe. “The car’s popularity in Europe highlights how SUV customers see the model as a visually-appealing, sophisticated vehicle.”

Further refinement on the inside

Inside, Santa Fe remains a refined and comfortable place to be with updates to the console cluster and audio visual navigation system presenting the car’s sophisticated image. The relationship between design and functionality continues throughout the cockpit where new materials and colours build on the premium quality that has become the hallmark of Hyundai’s flagship model.

# Safety, comfort and convenience

* New advanced active safety technologies
* New comfort features for enhanced premium feel
* New audio visual navigation system with DAB digital radio offers added quality and convenience

Building on Santa Fe’s high safety specification, New Santa Fe introduces a raft of new active safety and comfort features. In line with changing customer perceptions of the Hyundai Motor brand, enhancements boost the premium feel and sophisticated appearance of the new model.

Reflecting Hyundai Motor’s global safety philosophy, new Active Safety features have been introduced to maintain Santa Fe’s class-leading levels of equipment and occupant / pedestrian protection.

Autonomous Emergency Braking

The Autonomous Emergency Braking (AEB) system alerts drivers to unexpected emergency situations, braking autonomously if required. Using radar and camera sensors, the AEB system operates in three stages, initially warning the driver visually and acoustically, while gradually increasing the braking force. If a potential crash is predicted, the system will apply the brakes automatically, with full braking force, to avoid or mitigate the collision.

Traffic alert systems to highlight potential dangers

Adding further driver convenience and enhancing safety, Blind Spot Detection (BSD) technology is introduced to New Santa Fe. Using radar technology, BSD with Lane Change Assist monitors the rear corners and, if another vehicle is detected, a visual alert appears on the exterior mirrors. If the driver then activates the indicators an audible signal is emitted.

Using the BSD sensors the Rear-Cross Traffic Alert (RCTA) system reduces the risk of collision with approaching traffic when reversing out of narrow areas with low visibility. Using radar to scan a 180-degree area behind the vehicle for approaching cross-traffic, RCTA alerts the driver visually and acoustically.

Increased convenience through smart assist systems
A new Smart Cruise Control function delivers brings a safer and more relaxing experience to the driver by maintaining a set distance from vehicles ahead, automatically decreasing the speed, or accelerating to a pre-set cruise in line with prevailing traffic conditions.

The addition of High Beam Assist (from December 2015) further enhances the car’s complete and comprehensive range of comfort aids, while a new, innovative Around View Monitor provides greater assurance for drivers. This system uses a series of strategically-located cameras to present the driver with a complete 360-degree view of the car, useful when negotiating tight gaps or a narrow parking space. For further convenience when parking, the Smart Parking Assist System now supports bay and parallel parking.

Comfortable travelling through advanced audio and navigation systems

Inside New Santa Fe, enhancements are focused on presenting a premium feel with high-specification technology. Hyundai Motor’s latest Audio Visual Navigation system combines DAB digital radio and Infinity Premium sound to provide occupants with a high-quality interface, including the latest in-car audio technology. The high-end Infinity Premium Surround Audio system with 12 speakers, 630 Watts and QuantumLogic Surround (QLS) provides a multi-dimension surround sound experience for all passengers.

Alongside these upgrades, passengers sitting in the new car’s second row of sliding seats will benefit from greater space as an extra 15 mm has been added to the travel, boosting the adjustment to 270 mm.

# Engines and transmissions

* Upgraded refined engine line-up meeting Euro6 emission standards
* Range of two diesel and one petrol engine from 150 to 200 PS
* 6-speed manual or automatic transmission available for smooth ride

The New Santa Fe continues to benefit from the optimised powertrains and drivetrains developed by Hyundai Motor for the third-generation model. All engines have been re-tuned to meet the strict Euro6 emission regulations.

The entry grade 2.2-litre CRDi diesel engine delivers CO2 emissions and fuel consumption as low as 149 g/km and 5.7 l/100km respectively, and comes with a smooth and accurate six-gear manual transmission.

The more powerful 2.2-litre CRDi diesel engine has been re-tuned to develop 200 PS and 440 Nm of torque. For drivers choosing petrol power, improvements to the Theta II 2.4-litre engine result in 188 PS and 241 Nm of torque.

Both larger power plants come with a six-gear manual transmission as standard and can also be combined with a six-speed automatic transmission. All engines are available with front-wheel drive or four-wheel drive variants.

# Technical specifications

Engine (petrol)

|  |
| --- |
| Theta II 2.4-litre GDI |
| Type | Theta II, 4 cylinders in line, DOHC, with dual CVVT |
| Capacity | 2,359 cc |
| Bore x stroke | 88.0 x 97.0 mm |
| Compression ratio | 11.3 |
| Power | 188 PS @ 6,000 rpm |
| Torque | 241 Nm @ 4,000 rpm |
| Maximum speed | 202 km/h\* |
| 0-to-100 km/h acceleration | 9.9 seconds\* |
| Fuel consumption urban (l/100 km) | 12.9 |
| Fuel consumption extra urban (l/100 km) | 7.3 |
| Fuel consumption combined (l/100 km) | 9.4 |
| CO2 combined (g/km) | 218 |

\*Depending on trim and tyre specifications.

Engines (diesel)

|  |
| --- |
| R2.0 CRDi |
| Type | R2, 4 cylinders in line  |
| Capacity | 1,995 cc |
| Bore x stroke | 84.0 x 90.0 mm |
| Compression ratio | 16.0 |
| Power | 150 PS @ 4,000 rpm\* |
| Torque | 400 Nm @ 1,750 – 2,500 rpm |
| Maximum speed | 181 km/h\* |
| 0-to-100 km/h acceleration | 10.8 seconds\* |
| Fuel consumption urban (l/100 km) | 6.8 |
| Fuel consumption extra urban (l/100 km) | 5.2 |
| Fuel consumption combined (l/100 km) | 5.8 |
| CO2 combined (g/km) | 154 |

|  |
| --- |
| R2.2 CRDi |
| Type | R2, 4 cylinders in line |
| Capacity | 2,199 cc |
| Bore x stroke | 85.4 x 96.0 mm |
| Compression ratio | 16.0 |
| Power | 200 PS @ 3,800 rpm |
| Torque | 440 Nm @ 1,750 – 2,750 rpm |
| Maximum speed | 203 km/h |
| 0-to-100 km/h acceleration | 8.7 seconds\* |
| Fuel consumption urban (l/100 km) | 7.0 |
| Fuel consumption extra urban (l/100 km) | 4.9 |
| Fuel consumption combined (l/100 km) | 5.7 |
| CO2 combined (g/km) | 149 |

\*Depending on trim and tyre specifications.

\*Depending on trim and tyre specifications.

Drivetrain

Transmissions / Gasoline

|  |  |
| --- | --- |
| Engine | 2.4 GDI |
| Manual – speeds | 6 |
| Automatic – speeds | 6 |

Transmissions / Diesel

|  |  |  |
| --- | --- | --- |
| Engine | R2.0 CRDi | R2.2 CRDi |
| Manual – speeds | 6 | 6 |
| Automatic – speeds | - | 6 |

Gear ratios (petrol engine)

|  |  |
| --- | --- |
|  | 2.4 GDI (MT / AT) |
| 1st | 3.769 / 4.639 |
| 2nd | 1.931 / 2.826 |
| 3rd | 1.696 / 1.841 |
| 4th | 1.276 / 1.386 |
| 5th | 1.027 / 1.000 |
| 6th | 0.897 / 0.772 |
| Reverse | 3.588 / 3.385 |
| Final drive | 5.071 (1ST,2ND,RVS)3.737 (3RD~6TH) / 3.648 |

Gear ratios (diesel engines)

|  |  |  |
| --- | --- | --- |
|  | R2.0 CRDi (MT) | R2.2 CRDi (MT/AT) |
| 1st | 3.538  | 3.538 / 4.651 |
| 2nd | 1.909  | 1.909 / 2.831 |
| 3rd | 1.179  | 1.179 / 1.842 |
| 4th | 0.814  | 0.814 / 1.386 |
| 5th | 0.737  | 0.737 / 1.000 |
| 6th | 0.628  | 0.628 / 0.772 |
| Reverse | 3.910  | 3.910 / 3.393 |
| Final drive | 4.750 (1ST~4TH)4.071 (5/6TH,RVS) | 4.750 (1ST~4TH)4.071(5/6TH,RVS) / 3.195 |

Suspension and damping

|  |  |
| --- | --- |
| Front | Fully independent by subframe-mounted MacPherson struts, with coil springs and gas-filled shock absorbers |
| Rear | Multi-link type with gas-filled shock absorbers |

Steering

|  |  |
| --- | --- |
| Type | MDPS (motor-driven power steering) electric power-assisted rack and pinion  |
| Gearing | 2.95 turns lock-to-lock |
| Turning radius | 5.45 metres (minimum) |

Brakes (all engines)

|  |  |
| --- | --- |
| Front | 320 mm ventilated discs |
| Rear | 302 mm solid discs |
| Assistance | ABS, EBD, ESC and VSM |

Wheels and tyres

|  |  |
| --- | --- |
| Wheel type | Tyres |
| 7.0J x 17-inch alloy wheels | 235 / 65 R17 |
| 7.5J x 18-inch alloy wheels | 235 / 60 R18 |
| 7.5J x 19-inch alloy wheels | 235 / 55 R19 |

Exterior (mm)

|  |  |
| --- | --- |
| Overall length | 4,690 |
| Overall width | 1,880 |
| Overall height | 1,680 (1,690 with roof rack) |
| Wheelbase | 2,700 |
| Ground clearance | 185 |
| Front overhang | 935 |
| Rear overhang | 1,055 |
| Wheel tread (front) | 1,633 (235/65 R17) / 1,628 (235/60 R18) / 1,628 (235/55 R19) |
| Wheel tread (rear) | 1,644 (235/65 R17) / 1,639 (235/60 R18) / 1,639 (235/55 R19) |

Interior (mm)

|  |  |  |  |
| --- | --- | --- | --- |
|  | First row (With / without sunroof) | Second row (With / without sunroof) | Third row (With / without sunroof) |
| Head room | 1,006 / 971 | 992 / 951 | 875 |
| Leg room | 1,048 (max. 1,120) | 1,000 | 765 |
| Shoulder room | 1,508 | 1,480 | 1,349 |
| Hip room | 1,439 | 1,406 | 1,120 |

Capacities (litres)

|  |  |
| --- | --- |
| Fuel tank | 64 (All gasoline and diesel models) |
| Luggage (VDA) | 585 / 516 – to window with rear seats in place (5/7 seater)1,680 / 1,615 – to roof with rear seats folded (5/7 seater) |

General off road ability

|  |  |
| --- | --- |
| Approach angle (˚) | 16.5 |
| Departure angle (˚) | 21.2 |
| Ramp brake over angle (˚) | 16.6 |
| Minimum ground clearance (mm) | 180 |

More information including images and video material is available at [www.Hyundai.news](http://www.Hyundai.news).

New Hyundai i20 Active

Press information

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# New i20 Active - rugged crossover for urban adventure

* Combines rugged design with space, style and quality of i20 five-door
* Highly efficient new 1.0-litre engine now available with all i20 models
* Hyundai Motor crossover and SUV range broadened to four models

At the Frankfurt International Motor Show 2015, Hyundai Motor is introducing the New Hyundai i20 Active, a rugged compact crossover for customers with active lifestyles.

Further expanding the popular i20 range, the New i20 Active will go on sale in Europe from the beginning of 2016, joining the spacious, functional i20 five-door and the sporty, individual i20 Coupe. The car’s arrival also broadens Hyundai Motor’s European crossover and SUV offering to four models - alongside the All-New Tucson, New Santa Fe and New Grand Santa Fe – each new or enhanced in 2015.

“With the introduction of New i20 Active we further diversify our offer in the B-segment with an attractive crossover model,” explains Thomas A. Schmid, Chief Operating Officer at Hyundai Motor Europe. “In 2015 our entire crossover and SUV line-up has been renewed, as part of our youngest ever model range in Europe. And with the introduction of our 1.0-litre turbocharged engine, we further enhance our customer proposition in the European B-Segment.”

# Design

* New Hyundai i20 Active’s rugged crossover design enhances appeal and increases versatility
* Over half of exterior parts differ from standard i20 model
* Higher seating position adds to comfort and aids visibility

The distinctive and rugged crossover design of the i20 Active sets it apart from conventional B-segment models. While the new car is based on the i20 five-door – sharing its expansive space, comfort and quality – over 50%of the exterior parts are unique to this model.

To give the i20 Active a characteristic crossover stance, revised suspension settings elevate the body of the i20 Active by 20 mm compared to the i20 five-door. The seating position is also raised, placing the driver higher within the car. The result makes ingress and egress more comfortable, as well as offering superior visibility while driving.

Underlining the i20 Active’s adventurous appeal are the unique front and rear bumpers with integrated skid plates, which offer additional protection when driving away from public roads. Round fog lamps are integrated at the front and rear, with an exclusive rear spoiler adding to the i20 Active’s appeal.

The rugged appearance is further enhanced by bold side skirts and side cladding, to complement the robust wheel-arch mouldings. Moving to the top of the car, a set of silver roof rails complement the crossover’s stance, adding essential practicality.

Other details that set i20 Active apart from its siblings include a reverse treatment of the signature Hyundai hexagonal grille in high-gloss black with chrome surroundings, a fuel cap cover in silver finish and newly designed 17-inch wheels.

The interior benefits from the superior space, comfort and quality of the i20 five-door, with greater ergonomics from the heightened driving position and further design enhancements. Unique metal pedals present a robust and high quality appearance, while Tangerine Orange interior colour applications expand the personalisation options. Also exclusive to the i20 Active is the Morning Blue exterior colour, a distinctive option for those wanting a bespoke finish.

“The New i20 Active’s rugged design and crossover features target young urban customers with active lifestyles,” says Raf Van Nuffel, Head of Product Management at Hyundai Motor Europe. “The higher stance and the bespoke design enhancements express the car’s adventurous spirit without compromising the spaciousness and comfort of the i20 5-door version.”

# Engines

* New efficient 1.0-litre T-GDI engine introduced for all new i20 family
* Three-cylinder turbocharged direct injection engine with 100 PS and 120 PS
* First of a new generation of in-house developed small petrol turbo-charged engines for Europe

Coinciding with the arrival of the i20 Active comes the introduction of a new engine for the i20 family. Focused on dynamic and efficient driving, the new Kappa 1.0-litre T-GDI three-cylinder turbocharged direct injection engine will be available across all i20 body types from the end of 2015.

The 1.0-litre T-GDI engine is available in two power outputs. The standard-power 100 PS version is tuned to maximise fuel economy and focuses on comfort, while the high-power 120 PS unit has been developed to facilitate more spirited driving without sacrificing efficiency.

“The new 1.0-litre T-GDI is a perfect fit for the i20 family,” states Dr. Michael Winkler, Head of Powertrain at Hyundai Motor’s European Technical Center in Rüsselsheim. “A downsized 1.0-liter 3-cylinder engine with direct gasoline injection and a matched compact turbocharger with electrical wastegate actuator offers customers not only fuel economy but also driving pleasure.”

These new fuel efficient 1.0-litre T-GDI engines, which achieve up to 4.6 l/100 km\* and CO2 emissions as low as 106 g/km\* in the New i20 Active, are the first of a new generation of newly-developed small, turbocharged power plants tuned for Europe. Hyundai Motor’s European Technical Center in Germany played a key role in the engine’s research, development, engineering and testing, specifically for use on European roads.

The new engine features highly efficient combustion and dynamic performance to fulfil Hyundai's dedication to implementing downsizing as a fuel saving technology. The standard 100 PS version and the high power 120 PS version both deliver a peak torque of 171.6 Nm at 1,500 rpm providing a perfect combination of dynamism and efficiency.

A turbo charger with electric waste gate actuator improves fuel efficiency by lowering pumping losses as well as improving throttle response and low-end torque. An optimised split-cooling concept for the cylinder head and block brings engine refinement by reducing friction.

To keep the engine unit as small as possible, the exhaust manifold is integrated within the cylinder head and can therefore be cooled efficiently using the cylinder head water cooling system. These efforts result in faster warm-up of the catalyst and ultimately in improved real-world fuel consumption and emissions.

The i20 Active will also be available with a 1.4-litre Kappa engine. The 1,368 cc four-cylinder gasoline engine delivers 100 PS and 134.4 Nm of torque.

As an alternative to gasoline, known 1.4-litre U II diesel engine comes as an option for the i20 Active, just as it does for the i20 five-door and i20 Coupe. This 90 PS diesel engine delivers fuel economy of up to 4.2 l/100 km\* and CO2 emissions as low as 110 g/km\*.
*\*Preliminary technical data*

# Connectivity

* TomTom LIVE services available for all i20 models from the end of 2015
* LIVE package includes: Real-time traffic updates, weather, POI (Points of Interest) search, plus speed camera warnings in selected countries
* Industry-leading seven-year free subscription to LIVE services saves users around €50 a year

The New i20 Active keeps customers connected, safe and informed while on the move. TomTom LIVE Services are available in all i20 models from November 2015 onwards and can keep drivers informed, in real time, of traffic conditions and local weather, while also flagging up Points of Interest and, in selected countries, the locations of speed cameras.

The bundled LIVE Services boast a free, industry-leading seven-year subscription (many other manufacturers typically offer the same service for just two years). Added value is ensured when the typical annual subscription fee to TomTom LIVE Services – around €50 a year – is considered.

# Four crossover and SUV models boost Hyundai Motor brand in Europe

* New Hyundai i20 Active adds to Hyundai’s crossover SUV range
* All four new or enhanced in 2015, designed and developed in Europe
* B-segment is key to Hyundai’s ongoing growth in the region

Hyundai’s crossover and SUV range now consists of four models, each new or enhanced in 2015. New i20 Active accompanies the All-New Tucson, New Santa Fe and New Grand Santa Fe, continuing the brand’s strong tradition of producing SUVs for the European Market.

Having sold more than one million SUVs since the launch of the Santa Fe in 2001, Hyundai Motor is well accustomed to European motorists’ appetite for rugged, capable and stylish cars. Expanding the SUV and crossover range into the growing B-segment is a strategic business decision that aims to contribute to 100,000 i20-family sales each year.

Like its siblings, the i20 Active has been designed and developed in Europe to cope with the demands of quality, refinement and reliability expected across the European market. The i20 Active will be produced alongside the i20 family at Hyundai Assan Otomotiv Sanayi (HAOS) plant in Izmit, Turkey.

# Technical specifications

*All technical information is preliminary and subject to change*

Body and chassis

Five-door, B-segment hatchback, with high-strength steel unitary construction bodyshell. Choice of three gasoline and one diesel transversely-mounted engines driving the front wheels via a five and six-speed manual transmission.

Engines / Gasoline

|  |
| --- |
| 1.0-litre T-GDI, 100 PS |
| Type | Kappa, 3 cylinders in line, DOHC, with dual CVVT |
| Capacity | 998 cc |
| Bore x stroke | 71.0 x 84.0 mm |
| Compression ratio | 10.0 |
| Power | 100 PS @ 4500 rpm |
| Torque | 171.6 Nm @ 1500 rpm |
| Maximum speed | 176 km/h  |
| 0-to-100 km/h acceleration | 10.9 seconds  |
| Fuel consumption combined  | 4.6 – 4.8 l/100 km\*  |
| CO2 combined  | 106 - 111 g/km\* |

\*Depending on trim and tyre specifications.

|  |
| --- |
| 1.0-litre T-GDI, 120 PS |
| Type | Kappa, 3 cylinders in line, DOHC, with dual CVVT |
| Capacity | 998 cc |
| Bore x stroke | 71.0 x 84.0 mm |
| Compression ratio | 10.0 |
| Power | 120 PS @ 6000 rpm |
| Torque | 171.6 Nm @ 1500 rpm |
| Maximum speed | 183 km/h  |
| 0-to-100 km/h acceleration | 10.3 seconds  |
| Fuel consumption combined  | 5.0 – 5.2 l/100 km\*  |
| CO2 combined  | 116 - 121 g/km\* |

\*Depending on trim and tyre specifications.

|  |
| --- |
| 1.4-litre, 100 PS |
| Type | Kappa, 4 cylinders in line, DOHC, with dual CVVT |
| Capacity | 1,368 cc |
| Bore x stroke | 72.0 x 84.0 mm |
| Compression ratio | 10.5 |
| Power | 100 PS @ 6000 rpm |
| Torque | 134 Nm @ 3500 rpm |
| Maximum speed | 178 km/h  |
| 0-to-100 km/h acceleration | 11.9 seconds  |
| Fuel consumption combined  | 5.6 – 5.8 l/100 km\*  |
| CO2 combined  | 129 - 135 g/km\* |

\*Depending on trim and tyre specifications.

Engines / Diesel

|  |
| --- |
| 1.4-litre, 90 PS |
| Type | U-II, 4 cylinders in line |
| Capacity | 1,396 cc |
| Bore x stroke | 75 x 79 mm |
| Compression ratio | 16.0 |
| Power | 90 PS @ 4,000 rpm |
| Torque | 240 Nm @ 1,500 – 2,500 rpm |
| Maximum speed | 170 km/h |
| 0-to-100 km/h acceleration | 12.3 seconds |
| Fuel consumption combined  | 4.2 – 4.3 l/100 km\* |
| CO2 combined  | 110 - 115 g/km\*  |

\*Depending on trim and tyre specifications.

Transmissions

|  |  |  |
| --- | --- | --- |
|  | Petrol | Diesel |
| Engine | 1.4(100 PS) | 1.0 T-GDI (100 PS) | 1.0 T-GDI (120 PS) | 1.4 (90 PS) |
| Manual – speeds | 6 | 5  | 6 | 6 |

Gear ratios

|  |  |  |
| --- | --- | --- |
|  | Petrol | Diesel |
| Engine | 1.4(100 PS) | 1.0 T-GDI (100 PS) | 1.0 T-GDI (120 PS) | 1.4(90 PS) |
| 1st | 3.769 | 3.615 | 3.615 | 3.636 |
| 2nd | 2.045 | 1.955 | 1.955 | 1.962 |
| 3rd | 1.370 | 1.207 | 1.286 | 1.257 |
| 4th | 1.036 | 0.893 | 0.971 | 0.905 |
| 5th | 0.893 | 0.703 | 0.794 | 0.723 |
| 6th | 0.774 | - | 0.667 | 0.633 |
| Reverse | 3.700 | 3.636 | 3.700 | 3.583 |
| Final drive | 4.400 | 4.059/3.833 | 4.267 | 3.941 |

Suspension and damping

|  |  |
| --- | --- |
| Front | Fully independent by subframe-mounted MacPherson struts, with coil springs and gas-filled shock absorbers. Anti-roll stabiliser bar.  |
| Rear | Semi-independent coupled torsion beam axle with separate coil springs and gas-filled shock absorbers.  |

Steering

|  |  |
| --- | --- |
| Type | BLAC-MDPS (motor-driven power steering) electric power-assisted rack and pinion  |
| Gearing | 2.7 turns lock-to-lock |
| Turning radius | 5.1 metres (minimum) |

Brakes

|  |  |
| --- | --- |
| Front | Gasoline: 256 mm ventilated discsDiesel: 280 mm ventilated discs |
| Rear | 262 mm solid discs |
| Assistance | ABS, EBD, ESC and VSM |

Wheels and tyres

|  |  |  |
| --- | --- | --- |
| Wheel type | Tyres | Spare wheel |
| 6.0J x 15-inch steel wheels | 185 / 65 R15 | TMK (Tyre Mobility Kit) orFull-size or Temporary steel (3.5J \* 15, T125/80D15) |
| 6.0J x 16-inch alloy wheels | 195 / 55 R16 | TMK (Tyre Mobility Kit) or Full-size or Temporary steel (3.5J \* 15, T125/80D15) |
| 6.5J x 17-inch alloy wheels  | 205 / 45 R17 | TMK (Tyre Mobility Kit) or Full-size or Temporary steel (3.5J \* 15, T125/80D15) |

Exterior (mm)

|  |  |
| --- | --- |
| Overall length | 4,065 |
| Overall width | 1,760 (excluding door mirrors) |
| Overall height | 1,529 |
| Wheelbase | 2,570 |
| Ground clearance | 160 |
| Front overhang | 843 |
| Rear overhang | 652 |
| Front track | 1,517 (185/65 R15) / 1,511 (195/55R16) / 1,512 (205/45R17) |
| Rear track | 1,519 (185/65 R15) / 1,513 (195/55R16) / 1,513 (205/45R17) |

Interior (mm)

|  |  |
| --- | --- |
| Overall interior length | 1,815 |
| Overall interior width | 1,436 |
| Overall interior height | 1,242 |

|  |  |  |
| --- | --- | --- |
|  | Front | Rear |
| Head room | 1,038 | 978 |
| Leg room | 1,098 | 794 |
| Shoulder room | 1,365 | 1,350 |
| Hip room | 1,301 | 1,252 |

Luggage area (mm)

|  |  |
| --- | --- |
| Floor length | 722 |
| Width | 1,050 |
| Height | 582 |
| Upper length | 400 |
| Tailgate aperture width | 1,027 |
| Tailgate aperture length | 688 |
| Tailgate opening above ground | 765 |

Capacities (litres)

|  |  |
| --- | --- |
| Fuel tank | 50 (Gasoline and diesel models) |
| Luggage (VDA) | 326 – rear seats in place1,042 – rear seats folded |

Weights (kg)

|  |  |  |
| --- | --- | --- |
|  | Petrol | Diesel |
| Engine | 1.4(100 PS) | 1.0 T-GDI (100 PS) | 1.0 T-GDI(120 PS) | 1.4(90 PS) |
| Minimum curb | 1,050 | 1,085 | 1,090 | 1,175 |
| Maximum laden | 1,195 | 1,181 | 1,235 | 1,295 |
| Min. payload  | 425 | 429 | 415 | 405 |
| Max. payload | 570 | 525 | 560 | 525 |
| Gross weight | 1,620 | 1,610 | 1,650 | 1,700 |
| Roof load | 70 | 70 | 70 | 70 |

New Hyundai powertrains

Press information

Tekst i grått: Ikke gyldig i Norge

September2015

Advanced powertrain technologies for greater efficiency and driving dynamics

* Hyundai Motor showcases new generation downsized turbocharged petrol engines optimised for fuel efficiency and driving dynamics
* In-house powertrain development to meet European customer needs
* New seven-speed dual-clutch transmission introduced to New i30, i40 and All-New Tucson

Hyundai Motor is showcasing two new turbocharged gasoline direct injected (T-GDI) engines, that boast exceptional efficiency and engaging performance, at the Frankfurt Motor Show 2015. Broadening its engine line-up, Hyundai Motor’s downsized 1.0 T-GDI and 1.4 T-GDI powerplants are part of a new generation of small turbocharged gasoline engines within the Hyundai engine line-up.

The fuel economy-focused three-cylinder 1.0-litre T-GDI engine will be introduced across the whole i20 range during late 2015. Coming in two performance versions, the standard-power 100 PS version is tuned for best fuel efficiency. The 120 PS high-power version balances more spirited driving characteristics with the need to remain economical and efficient.

Also joining the range of new generation of Hyundai engines is the 1.4-litre T-GDI engine with a power output of 140 PS and 242 Nm of torque. The newly developed powerplant is significantly lighter than its predecessor, the Gamma 1.4-litre engine, and boasts a re-engineered turbo to increase throttle response time and boost low-end torque.

“The advantages of our new small petrol engines are clear – they are compact and light in weight, fuel efficient and still provide the flexibility to provide our customers with different power outputs. Our engineers have achieved a reduction in fuel consumption and CO2 emissions without compromising on driving pleasure, proving our cars can be frugal as well as fun,” explains Dr. Michael Winkler, Head of Powertrain at Hyundai Motor’s European Technical Center in Rüsselsheim.

Also on show is the new seven-speed dual-clutch transmission (7DCT), which provides an improvement in fuel consumption and CO2 emission compared to a conventional six-gear automated transmission, while acceleration performance increases. The new 7DCT is already available in the New i30, New i40 and All-New Tucson.

Hyundai Motor’s European Technical Center in Germany played a key role in the engine and transmission research, development, engineering and testing. Tuned specifically for use on European roads, the new powertrains meet the growing demand for efficient but powerful engines, with comfortable but sporty transmissions.

New Kappa 1.0-litre T-GDI engine\*

* Highly efficient 1.0-litre T-GDI engine to premiere in whole i20 line-up
* Three-cylinder direct injection engine with either 100 PS or 120 PS
* Turbocharged engine incorporates clever fuel-saving technology without sacrificing performance

The new Kappa 1.0-litre T-GDI is the first of a new generation of small turbocharged gasoline engines from Hyundai. It offers enhanced performance, driving pleasure and efficiency, and will be introduced to the Hyundai i20 range including the New i20 Active. The 998 cc three-cylinder unit is based on the established Kappa 1.0-litre MPI engine, carrying various enhancements and new technologies, including direct gasoline injection and a small, single-scroll turbocharger.

The 1.0 T-GDI engine, developed by the Namyang Technical Center in Korea in collaboration with the European Technical Center in Germany, is available in two power outputs. The standard 100 PS version and the high power 120 PS version both deliver a peak torque of 171.6 Nm at 1,500 rpm providing a perfect combination of dynamism and efficiency.

A turbocharger with an electronically-controlled waste-gate actuator improves fuel efficiency by lowering pumping losses as well as improving throttle response and low-end torque. The unit features a six-hole GDI injector, pressured to a higher-than-average 200 bar, securing a clean combustion and improving fuel economy and emissions to fulfil Euro 6 emission standards.

An optimised split-cooling concept manages different temperatures in the cylinder head and block area. The cylinder block is heated up quickly for lower friction and more efficient run, while the cylinder head operates at lower temperatures to optimise injection and combustion.

To keep the engine unit as small as possible, the exhaust manifold is integrated within the cylinder head and can therefore be cooled efficiently using the cylinder head water cooling system. These efforts result in faster warm-up of the catalyst and ultimately in improved real-world fuel consumption and emissions.

New 1.4-litre T-GDI\*

* New 1.4-litre T-GDI engine expands new engine family
* New 1.4-litre T-GDI engine 14 kg lighter to boost efficiency
* Engine optimised for greater throttle response and low-end torque

The 1,353 cc four-cylinder turbocharged gasoline engine is significantly lighter than its predecessor, the Gamma 1.4-litre engine. The unit’s base weight has been reduced by 14 kg and it also boasts greater efficiency and power, delivering 140 PS and 242 Nm of torque.

The new engine incorporates a high-pressure single-scroll turbocharger integrated within the exhaust manifold to improve operational efficiency. The relocated and re-engineered turbo means throttle response time and low-end torque have improved. The new design injects fuel directly inside the cylinder, improving combustion rates for better power and fuel efficiency.

New seven-speed dual-clutch transmission (7DCT)

* Advanced 7DCT enhances economy and performance
* 7DCT introduced to New i30, New i40 and All-New Tucson line-up
* Fuel consumption improvements of up to 20% and acceleration increase of up to 10% compared to a conventional six-gear automated transmission

Hyundai Motor has introduced its first seven-speed dual-clutch transmission in 2015, combining the benefits from automated and manual transmissions. The 7DCT provides an improvement in fuel consumption and CO2 emissions of up to 20% compared to a conventional six-gear automated transmission, while acceleration performance could be increased by up to 10%.

The 7DCT consists of two dry clutches and an actuator for each clutch. Engine power is transferred independently into the odd and even gear train to always be ready to shift into the next gear without any torque interruption. For optimised responsiveness the electric motor-driven actuator is applied, while external dampers improve the noise, vibration and harshness during driving.

\*Fuel economy and emissions values are preliminary target values

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Hyundai to showcase new connectivity features at IAA

* New i40 among first cars in Europe to be fitted with Android Auto
* Wide range of advanced connectivity features on display including: Android Auto; TomTom LIVE services; wearable and gesture controls
* Vision G interior concept gives a glimpse ahead to future cockpits

Frankfurt, September 2015

Hyundai Motor is showcasing a wide range of innovative connectivity features at the Frankfurt Motor Show 2015. While features like TomTom LIVE services and Android Auto will be available to order in 2015, Hyundai also gives a glimpse into the future of connectivity and control concepts with its Vision G coupe concept and wearable and gesture control exhibits.

New i40 one of the first cars in Europe to get Android Auto

Hyundai Motor was the first car manufacturer worldwide to introduce Android Auto technology in one of its cars. From May 2015 the Hyundai Sonata was available in the US with this intuitive smartphone mirroring software. Only a few months later, Hyundai will be one of the first manufacturers to bring this technology to the European market as Android Auto will soon be available to order on the New i40, with first deliveries expected in early January 2016.

Android Auto enables users of smartphones with Android technology to connect their devices to the screen of Hyundai’s infotainment unit, to access third party apps focused primarily on music streaming, communication and radio services. Android Auto makes use of smartphone capabilities to give Hyundai drivers new ways to stay connected, while remaining focused on the road.

The smart, intuitive design of Android Auto integrates seamlessly with the New i40’s latest infotainment systems - available with a 7-inch TFT colour touchscreen with a new 3D display mode.

Hyundai to feature displays of Android Auto, TomTom LIVE services and a connectivity cockpit concept

As well as leading the connectivity charge with Android Auto integrated into the New i40, the ever-popular TomTom LIVE services will continue to feature in Hyundai cars. TomTom LIVE services provide drivers with the most up-to-date traffic information, as well as useful data regarding weather trends and nearby points of interest. Hyundai’s TomTom LIVE offering comes with the longest complimentary subscription in the industry of seven years, representing a significant saving for customers of around €50 per year. Visitors to the Frankfurt Motor Show can experience both technologies at the Hyundai booth in a dedicated demonstration area.

Vision G coupe concept presented with smart control connectivityHyundai Motor displays the future of connectivity and control with its Vision G coupe concept at the Frankfurt Motor Show. As the inspiration for a family of future premium products, the concept is purposefully understated with a balance of elegant design and performance.

The car is equipped with the latest haptic interface technology to provide maximum comfort and enjoyment for drivers. Most notably, the central control panel Remote Wheel utilises touch and gesture interaction to minimise driver distraction, with an ergonomically designed touchpad installed in the console, making interaction as easy as the wave of a hand.

The wide screen display offers further advanced connectivity with simple intuitive control. Contents on the display are freely interchangeable between cluster and centre fascia to clearly implement all of Hyundai Motor’s latest intelligent safety functions, such as the Autonomous Driving System, to maintain driver focus.

Wearable and gesture control concepts to showcase future of connectivity

Hyundai is always exploring ways to improve vehicle ownership for its customers, so its future connectivity vision is key. The connectivity cockpit concept, also on display at Frankfurt Motor Show 2015, demonstrates a collection of new hardware – such as wearable devices, car-generated data, rear-seat child care and 3D gesture controls.

These innovative assets offer an insight to Hyundai’s new ways of thinking to provide customers with value beyond expectations, setting out ways they could control and interact with vehicles in the future. Wearable devices monitoring drivers’ alertness and tablet-based ‘co-pilot/navigator’ features focus on safety, with the latter allowing a passenger to take control of vehicle infotainment and comfort features, while the driver’s eyes remain on the road.

More information including images and video material is available at [www.hyundai.news](http://www.hyundai.news)

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About Hyundai Motor

Established in 1967, Hyundai Motor Company is committed to becoming a lifetime partner in automobiles and beyond. The company leads the Hyundai Motor Group, an innovative business structure capable of circulating resources from molten iron to finished cars. Hyundai Motor has eight manufacturing bases and seven design & technical centres worldwide and in 2014 sold 4.96 million vehicles globally. With almost 100,000 employees worldwide, Hyundai Motor continues to enhance its product line-up with localised models and strives to strengthen its leadership in clean technology, starting with the world’s first mass-produced hydrogen-powered vehicle, ix35 Fuel Cell.

About Hyundai Motor Europe

In 2014, Hyundai Motor Europe achieved registrations of 424,467 units – an increase of 1% compared to 2013. Almost 95% of the vehicles Hyundai sells in the region are designed, engineered and tested in Europe to meet the needs of European customers. And 90% are built at its two local factories in the Czech Republic and Turkey, which have a combined annual capacity of 500,000 units. Hyundai sells cars in 30 European countries through 2,500 outlets.

Hyundai offers its unique Five Year Unlimited Mileage Warranty package with all new cars sold in the region, providing customers with a five-year warranty with no mileage limit, five years of roadside assistance and five years of vehicle health checks.

More information about Hyundai Motor Europe and its products is available at www.[hyundai](https://www.hyundai.news/newsroom/).news.

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