

## Hyundai's new Elantra – a great new kid on the block

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Hyundai's fifth generation Elantra, introduced to the local market at the end of August, is a gem. It is a clear indication that this Korean manufacturer is on a mission.

Hyundai began developing the new Elantra in 2008 and the project took 33 months and about two billion rand (\$277 million) to go from concept to customer.

Looks wise the new Elantra is a stunner. It will walk away with the crown at any beauty pageant. But, in this case, beauty isn't just skin deep. There is much more to the new Elantra than meets the eye. Although the exterior is compact, the interior feels a lot bigger than it is. It is also very comfortable. The boot is enormous for a car of this size.

The two new engine options are quieter, smoother, more refined, consume less fuel and produce fewer emissions than the powertrains they replace.

The all-new 1,8-litre multipoint fuel-injected (MPI) four-cylinder engine delivers 110 kW at 6 500 r/min, while producing 178 Nm peak torque at 4 700 r/min. This engine was developed to replace the 2-litre engine used in the previous Elantra. The new engine is smaller in size – it weighs 33,6 kg less – and helps to achieve an overall improvement of 18 per cent in highway fuel economy compared with its predecessor.

Lightweight thanks to its all-aluminium structure, the upgraded 1,6-litre, four-cylinder engine is equipped with D-CVVT to boost power output of 96 kW at 6 300 r/min. Peak torque of 157 Nm is delivered at 4 850 r/min.

Hyundai's commitment to making the Elantra highly fuel-efficient continues with a six-speed automatic transmission with so-called Shiftronic manual control or a standard six-speed manual transmission. Developed and manufactured entirely in-house, the all-new six-speed automatic transmission is, according to Hyundai, smaller, more compact and lighter than any other six-speed auto transmission on the market today.

The suspension and steering components of the Elantra have been upgraded and they are anchored to a rigid chassis. This permits more precise tuning of the final ride and handling settings. Hyundai's motor drive power steering (MDPS) has been chosen to eliminate the use of hydraulics of a conventional power steering system. One of the benefits is that the steering can deliver varying degrees of power assistance and adapt itself to driving conditions.

Levels of noise, vibration and harshness (NVH) have also been lowered substantially on the new Elantra, thanks to more sound-deadening foam in key body cavities that counters resonance of sound waves, increased stiffness of the dashboard panel and optimising the tuning of the size and angle of the bushes in the suspension linkages.



The new Elantra comes with a 5 year/150 000 km manufacturer's warranty and a 5 year/ 90 000 km service plan.

Prices:

Elantra 1.6 GLS 6-speed manual	R186 900
Elantra 1.8 GLS 6-speed manual	R214 900
Elantra 1.8 GLS 6-speed automatic	R224 900

