

Utilities transformed

NEW DIRECTIONS IN DESIGN AND BADGING BY JOE SAGE

There is evolution afoot in the Hyundai SUV and crossover lineup. Six years ago, a new two-row "Santa Fe Sport" arrived to replace the prior two-row Santa Fe. A couple of months later, a new three-row "Santa Fe" arrived to replace the discontinued three-row Veracruz.

This time, the fourth-generation two-row vehicle is simply "Santa Fe," dropping "Sport" from its name. The three-row SUV becomes "Santa Fe XL"—but not for long. Expect an all-new three-row vehicle in the coming months, with a new name.

As the dust settles, it all makes sense. Subcompact, compact and midsize Hyundai utilities had been a 1-2-3 stairstep family, each about eight inches different in length, but one being Tucson and two out of three bearing the Santa Fe name was a bit of an anomaly. When the smaller-still Hyundai Kona arrived a few months ago, the clarity to be gained by four different names became irresistible.

They all also get dramatically new styling.

The two-row 2019 Santa Fe introduced here is a case in point, easily recognized as the successor to the prior Santa Fe Sport, while also easily recog-

nized as a bigger brother to Kona, itself a thoroughly new vehicle, designed from the ground up.

Hyundai has hit the nail on the head with their new utility styling direction. Similar cues are cute and tough on the little Kona, while purposeful, handsome and tough on the new Santa Fe—still clearly a family, each aimed a little differently.

A new overall shape makes the Santa Fe more trucklike and less minivanlike in appearance, in response to an opinion stated by a number of previous shoppers. (Hyundai does not offer an actual minivan, as cousin company Kia does.)

Visibility is improved by its taller windows, also helped by the side mirrors moving down to a door mount position, providing the driver significantly more of a window on the world, especially valuable when young ones may be around. Yet its drag coefficient is improved over the prior model.

Advanced high strength steel increases to 67 percent and 45 percent more structural adhesive is used, delivering the lightest weight among a wide range of identified competitors despite growing by 2.8 inches over the prior Santa Fe Sport. This also

translates to better handling and a quieter ride. Suspension has been completely overhauled front and rear, as has steering, all for a smoother ride.

Powertrain options include familiar 2.4-liter and 2.0-liter turbo engines, with their usual power, fuel economy and price tradeoffs. Eight-speed transmissions for both engines are new, with major improvements in efficiency, power and cooling. Shift logic expands beyond acceleration to optimize for sport or comfort in braking and to control upshifts during turns. HTRAC all-wheel drive measures 50 vehicle and outdoor inputs 100 times per second to distribute force; has brake-force torque vectoring and drive mode linking; and is available for \$1700 on any trim and with either engine.

Fold-flat 60/40 rear seats accommodate a variety of cargo loads, with second-row seats easily released by buttons in the rear area. Under the floor is more storage, with trays and a secret compartment. And for those who don't like waiting for an automatic liftgate to do a slow waltz, there are regular (6-sec) and express (4.5-sec) speeds.

Our drive route was all at high altitude in Utah ski country, chosen to demonstrate no noticeable loss of power in extreme conditions. We drove all day, on two-lane highways and on gravel roads high into the Wasatch Range, then along US 189

SE.....2.4L.....	\$25,500
SEL.....2.4L.....	\$27,600
SEL Plus...2.4L.....	\$29,800
Limited.....2.4L.....	\$32,600
.....2.0 Turbo.....	\$34,200
Ultimate...2.4L.....	\$35,450
.....2.0 Turbo.....	\$37,100
+AWD addtl on any.....	+\$1,700



to lunch at Sundance Resort, returning to Park City through Heber City on US 40. Along the way was one special challenge, an off-road climb of some 600 feet of altitude at about a 45-degree angle, which the new Santa Fe scampered right up.

Miles went by easily in new variable-density seats—8-way power in front, with a clever new driver's seat extension without the gap of most.

Eight SmartSense driver assist technologies are standard, and available is a new rear occupant alert, with ultrasonic sensors to detect a child or pet left behind (most systems just count doors being opened and closed and make assumptions), honking the horn and notifying you by smartphone.

Hyundai is the fourth-biggest import brand in the US since 2002 (with its eye on number three), and their utility sales are growing at virtually double the overall industry rate. The purchase process includes a four-point Shopper Assurance program of flexibility, transparency and streamlining.

Hyundai has seven IIHS Top Safety Pick or Top Safety Pick+ ratings, with both Santa Fes achieving the Plus rating; the brand ranks number one in *Kelley Blue Book's* Five-Year Cost to Own Awards.

Santa Fe is built at Hyundai's Alabama plant, along with the majority of their US vehicles. ■



SPECIFICATIONS

SANTA FE 2.4L	
TRIMS.....	SE, SEL, SEL Plus, Limited, Ultimate
ENGINE.....	2.4L GDI 16v MLA, DOHC four
COMPRESSION RATIO.....	10.0:1
HP/TORQUE.....	185 hp / 178 lb-ft
WEIGHT.....	FWD: 3591-3803 lb
.....	AWD: 3735-3946 lb
MPG.....	FWD: 22/29/25 (city/hwy/comb)
.....	AWD: 21/27/23 (city/hwy/comb)

SANTA FE 2.0T	
TRIMS.....	Limited, Ultimate
ENGINE.....	2.0 turbo GDI 16v MLA, DOHC E-CVT
COMPRESSION RATIO.....	11.3:1
HP/TORQUE.....	235 hp / 260 lb-ft
WEIGHT.....	FWD: 3920-3942 lb
.....	AWD: 4063-4085 lb
MPG.....	FWD: 20/25/22 (city/hwy/comb)
.....	AWD: 19/24/21 (city/hwy/comb)

TRANSMISSION.....	8-spd auto w/ Shiftronic®
DRIVETRAIN.....	FWD / optional HTRAC AWD
STEERING.....	motor driv rack & pinion, col mt
SUSPENSION.....	F: McPherson strut w coils, gas shocks, advanced valving, stblz bar
R:	Multi-link, gas shocks, 24mm stblz bar

BRAKES.....	F: 320x28 vented; R: 305x11 solid
WHEELS/TIRES.....	17-18, 19 opt, by trim level
LENGTH / WHEELBASE.....	187.8 in / 108.9 in
TURNING CIRCLE.....	37.5 ft
LEGROOM (F/R).....	44.1 / 40.9 in
PASSENGER VOLUME.....	110.7 cu.ft
CARGO CAPACITY.....	35.9 / 71.3 cu.ft
FUEL CAPACITY.....	18.8 gal

HYUNDAI HOPE ON WHEELS

Marking 20 years this year, Hyundai Hope On Wheels is one of the largest non-profit funders of pediatric cancer research in the country, with primary funding from Hyundai Motor America and its more than 835 US dealers. While in Park City for the launch of the new Hyundai Santa Fe, Mr Kenny Lee, President and CEO of Hyundai Motor America, presented a \$1 million Hyundai Quantum Grant, the largest grant amount category, to Intermountain Primary Children's Hospital in Salt Lake City, one of four recipients of this award this year, to support research on pediatric cancers with low survival rates. September is national Childhood Cancer Awareness Month.

Hyundai Hope On Wheels will award 38 grants for a combined \$14.1 million, bringing the organization's donation total to \$145 million since its inception. ■

2019 ELANTRA SNEAK PEEK

In the midst of the 2019 Hyundai Santa Fe excitement in Park City, we had a surprise—a first look at the 2019 Hyundai Elantra, a refresh of the sixth-gen model in six trim levels: SE, SEL, Value Edition, Limited and Eco or Sport. // The new car is quickly recognizable by its new headlights, surrounded in LEDs that have a silver metallic look when off. // Of particular note is standard inclusion of a suite of Hyundai SmartSense technologies in all trims from SEL up (about 75 percent of sales). Safety features include forward collision-avoidance assist, lane keep assist, driver attention assist, safe exit assist, blind-spot collision warning with rear cross-traffic alert and lane change assist. // The new Elantra also adds next-gen AVN 5.0 infotainment, with upgraded processor, 8-inch screen (up from 7), nav with bird's-eye view, and available Infinity premium audio with Clari-Fi, Apple/Android and wireless phone charging. // The 2019 Elantra will be available this fall. Engines include a 147-hp Nu 2.0L MPI Atkinson Cycle; a 128-hp, 35-mpg Kappa 1.4L Turbo-GDI in the Eco model; and a 1.6L Turbo-GDI with 6-speed manual (or available 7-speed dual clutch) transmission in the Elantra Sport, which debuts by the end of this year. // Elantra has sold more than 3 million units since its launch in the US in 1991. ■

