

MULTI-LEVEL EVOLUTION

LATEST GENERATION, LATEST HYBRIDS BY JOE SAGE

Introduced in March 2020 for model year 2021, generation seven of Hyundai Elantra was born in the lockdown era and may be still coming to light for many. In addition to an array of new tech features, Elantra became longer and wider, with a fastback roofline, restyled with sculpted “parametric dynamics” sides and a distinctly sculpted rear.

With a three-trim standard powertrain lineup, as well as both N Line and full N models, gen seven also brings a full hybrid lineup to our shores, a potent system, providing quick electrified acceleration, smooth regeneration and over 50 mpg.

But fear not, if you missed 2020, as 2024 brings a midcycle refresh, with handsome restyling that brings together front elements in a tighter treatment, more in line with their clamshell EV front

styling). It’s a handsome and well-appointed sedan —yet starts at just \$21,625, with even the line-topping N in just the low to mid-\$30s.

We picked it up, hopped on the freeway in early rush hour, took an HOV flyover with notable precision (it’s a front-driver, but Hyundai has done notable work on affordable suspension for quite some time, the very definition of value). Passing through typical high-speed stop-and-go traffic, we commented on “basically race car caliber brakes.” Impressive stuff. (We did note front-drive torque steer feel a bit, at times, on surface streets.)

There’s just 104 hp from the engine and 139 from the whole hybrid system, though a total 195 lb-ft of torque better defines the experience. You’ll do fine on the freeway ramp, but don’t figure on

passing everybody. Pick your spot and enjoy.

Driver controls and features generated only a couple of very minor comments, though driver assist was a major annoyance at times, wanting us out of the equation, never a good feeling. We generally try to avoid turning these off in somebody else’s vehicles, but you may well want to.

Over time, we realized that, despite our analytical mission, we weren’t scrutinizing the car itself, just enjoying its perfectly nice driving experience, a transparent journey if you will, which for many is a very good thing. We compared this with anything from desktop computing to sports, where the equipment should never get in your way.

It all adds up to reasons you’ll appreciate this overall-familiar car the whole time you have it.

If you think the sedan’s time has passed, you must not have seen the breadth, depth and value of the latest Hyundai Elantra lineup. ■



SPECIFICATIONS

ASSEMBLY	U;san, South Korea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT.....	US/Can 0% / SKorea 85%
ENGINE.....	1.6L GDI Atkinson cycle 4-cyl, 16v DOHC, D-CVVT, alum/alum
ENGINE HP/TORQUE	104 hp / 109 lb-ft
COMPRESSION RATIO	13.0:1
MOTOR	interior-perm magnet synch, transmission-mounted hybrid electric system up front and a powerful high voltage battery in the rear
MOTOR TORQUE	125 lb-ft
BATTERY.....	Li-Ion 240V, 32 kW, 1.32 kWh
SYSTEM NET HP/TORQUE	139 hp / 195 lb-ft
TRANSMISSION.....	6-spd EcoShift dual clutch
DRIVETRAIN	FWD
SUSPENSION	F: MacPherson strut, hydraulic twin tube shocks, 2.4mm coils, 23mm hollow stblzr bar; R: multi-link indep, gas-filled hydraulic monotube, 2.7mm coils, 18mm hollow stblzr bar
STEERING.....	column-mtd motor-driven power rack-mounted rack & pinion
BRAKES.....	F: 11.0 vented; R: 10.3 solid
WHEELS / TIRES.....	17.7.0J alloy / 225/45R17
LENGTH / WHEELBASE	185.4 / 107.1 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE.....	35.4 ft
HEADRM (F/R)	(w snrf) 38.7 / 37.3 in
LEGROOM (F/R).....	42.3 / 38.0 in
CARGO CAPACITY	14.2 cu.ft
WEIGHT	2965 lb
FUEL / CAPACITY	reg unl / 12.4 gal
MPG	40/52/50 (city/hwy/comb)

BASE PRICE	\$29,450
CARPETED FLOOR MATS	210
DESTINATION CHARGE.....	1150
TOTAL	\$30,810

2024 HYUNDAI ELANTRA LINEUP

STANDARD ENGINE:	
2.0L 4-cyl, Smartstream intelligent variable trans. 147 hp / 132 lb-ft, regular fuel	
SE	\$21,625
SEL	23,575
Limited	27,065
HYBRID:	
1.6L GDI 4-cyl, 6-spd EcoShift dual clutch trans. 139 hp / 195 lb-ft, regular fuel	
HEV Blue	26,250
HEV Limited	▼ 29,450
N LINE:	
1.6L turbo GDI 4-cyl, 7-spd dual clutch trans. 201 hp / 195 lb-ft, regular fuel	
N Line	28,465
N:	
2.0L turbo Flat Power 4-cyl, 6-spd manual, optional N 8-spd wet dual-clutch 276 hp / 289 lb-ft, premium fuel	
N / 6-spd MT	33,700
N / 8-spd DCT	35,200