

# Hey, Hey, Santa Fe

BY JOE SAGE

Hyundai Santa Fe is all new for 2024, and very much so—bearing no resemblance to the one that came before. Family identity is strong, however, as you will discover the wide usage of “H”-as-in-Hyundai identity points throughout, both outside and inside (see a few at upper right).

The new Santa Fe is notably boxier, with benefits from interior volume to a wider liftgate area. A midsize SUV (Palisade is larger; Venue, Kona and Tucson are smaller), Santa Fe has three rows standard and seating for seven (or six in top Calligraphy trim). There are five

trim levels. A standard 277-hp 2.5-liter engine and 8-speed dual clutch transmission powertrain are available in all five, and all but one of these are available as front- or AWD, for a total of nine versions. Then three trims are alternately available as 231-hp 1.6-liter turbo-hybrids (rated up to 36 mpg combined), all either FWD or AWD, for six hybrids. That’s 15 basic builds total, from \$33,950-48,800.

Our midrange XRT (\$40,600 base) has greater ground clearance (8.3 inches vs 7.0 for others) and accordingly greater approach-departure-breakover angles, especially breakover. XRT sits atop 18-inch wheels (as do lower trims, while contrasting with

higher trims bearing 20- or 21-inchers), and XRT has an all-terrain tire fitment—size and tires together providing tougher tread and more sidewall for rougher duty. XRT also tows the most, when equipped with trailer brakes—4,500 pounds vs 3,500 for others with trailer brakes. (Without trailer brakes, any tow 1,650 pounds.) A tradeoff for all of this is that XRT has lower fuel mileage.

Trim details, silver or gloss black on other versions, are finished in dark chrome or matte black on XRT. Our sample came with Earthy Brass Matte paint—handsome, but requiring extra care, paradoxically at odds with its off-roading potential. Accordingly, we kept this one on pavement.

Horsepower is ample in town and on freeways.

Ramp acceleration is healthy and strong, if not the fastest ever (at 277 horsepower and nearly 5,000 pounds), feeling better than its numbers thanks to a well-tuned powertrain growl under load. Anyone commanding this beast is likely to be very satisfied with the experience.

Sometimes we get into drive modes and sometimes we don’t, but we quickly went to them here, as we were interested in conquering a hesitancy from the line. The controller is in an unusual spot, one in a row of otherwise unrelated switches below climate (auto hold, 4WD lock, hill descent and parking distance), but raised a bit, easy to home in on once oriented. Modes include normal, sport and snow, plus MyDrive (combining your favorite elements). We used sport regularly, though the overall experience was not significantly different. We also tried paddles, but as any lag is between dead

stop and first shift, they really aren’t a factor.

The hybrid versions have lower horsepower, but notably higher fuel mileage—35-36 vs 20 mpg for city, 34-35 vs 28-29 combined, depending upon FWD-AWD. Hybrids also have a completely different transmission (6-speed automatic versus our 8-speed dual-clutch), and we’re curious to compare their performance. Hybrid prices are very similar, and electrification often provides pep beyond pure horsepower, so any buyer might give them a look. But there is no hybrid XRT.

The new Santa Fe is handsome, spacious and value-priced across the full lineup. Even with fifteen versions, it is easy to narrow down the one that’s best for you. In fact, people seem to be doing exactly that, at quite a pace—we already see a number of them on the road every day, easy to spot with those unmistakable “H” headlights. ■



## SPECIFICATIONS

ASSEMBLY	.....	Montgomery, Alabama
ENGINE/TRANS BUILD	.....	USA / S Korea
PARTS CONTENT	.....	S Korea 30% / US/Can 50%
ENGINE	.....	2.5L Smartstream turbo GDI + MPI DOHC 16v inline-4
HP/TORQUE	.....	277 hp / 311 lb-ft
COMPRESSION RATIO	.....	11.0:1
TRANSMISSION	.....	8-spd dual clutch (wet type), Shiftronic manual shift paddles
DRIVETRAIN	.....	HTRAC on-demand AWD
SUSPENSION	.....	F: MacPherson strut w coils, gas shocks w advanced valving, stblzr bar; R: multi-link indep, sep spring & shocks, gas shocks w adv valving, stblzr bar
STEERING	.....	motor driven rack & pinion, column-mounted
BRAKES	.....	F: 12.8 vented; R: 12.0 solid
WHEELS	.....	18x7.5J alloys
TIRES	.....	245/60 R18 Continental AT
LENGTH / WHEELBASE	.....	190.2 / 110.8 in
HEADROOM (F/2/3)	.....	(snrf) 40.2 / 39.6 / 37.7 in
LEGROOM (F/2/3)	.....	44.4 / 42.3 / 30.0 in
GROUND CLEARANCE	.....	(XRT) 8.3 in
APPR / DEP / BRKOVER	.....	19.3 / 21.8 / 19.1°
TURNING CIRCLE	.....	37.9 ft
CARGO CAPACITY	.....	14.6 / 40.5 / 79.6 cu.ft
ROOF RAILS CAPACITY	.....	220 lb
TOW CAPACITY	.....	(w/o brakes) 1650 lb (XRT w brakes) 4500 lb
WEIGHT	.....	4486 lb
FUEL / CAPACITY	.....	reg unl / 17.7 gal
MPG	.....	19/26/22 (city/hwy/comb)
BASE PRICE	.....	<b>\$40,600</b>
PAINT: Earthy Brass Matte	.....	1000
CARPETED FLOOR MATS	.....	210
DESTINATION CHARGE	.....	1395
TOTAL	.....	<b>\$43,205</b>

## 2024 HYUNDAI SANTA FE LINEUP

2.5L turbo	.....	FWD	.....	AWD
SE	.....	\$33,950	.....	\$35,750
SEL	.....	36,450	.....	38,250
XRT	.....	40,600	.....	40,600
Limited	.....	43,350	.....	45,150
Calligraphy	.....	46,500	.....	48,300
1.6L turbo hybrid	.....	FWD	.....	AWD
SEL Hybrid	.....	\$36,950	.....	\$38,750
Limited Hybrid	.....	43,850	.....	45,650
Calligraphy Hybrid	.....	47,000	.....	48,800

About the only thing that doesn't have a bold, rigidly geometric "H" shape on the new Santa Fe may be the familiar flowing Hyundai "H" hood badge itself.

