

A new tool in a new toolbox

Hyundai is no stranger to alternative powertrains. In addition to several hybrid variants of regular models, their credentials include a couple of items of special note. They are one of very few manufacturers (you can count them on half a hand) who have built and sold fuel cell electric vehicles commercially for years (in select markets, notably next door in California). And their original IONIQ broke new ground in 2017 as a dedicated electrified powertrain lineup with not just one but three versions at launch—a hybrid, plug-in hybrid and full battery electric EV.

As the broader marketplace amps up for an increasingly electric future, Hyundai is heading down two more big forks in the road: they have a new global platform specific to the task; and they are doing a subtle migration of the IONIQ name from model lineup to brand status. These both come together in their recent reveal of the IONIQ 5.

A clean-sheet design BEV-specific flat-floored Electric-Global Modular Platform (E-GMP) underpins the new vehicle. Its elongated-wheelbase proportions provide multiple bonuses, optimizing interior and cargo space, lowering center of gravity, and creating a distinctive style and stance.

With ultra-fast 400 V and 800 V multi-charging, IONIQ 5 can charge from 10 percent to 80 percent in just 18 minutes or can take on 100 km (62 miles) of range in just five minutes. A Vehicle-to-Load (V2L) function can turn the vehicle's charge into an external power source—a charger on wheels.

The absence of familiar internal combustion

vehicle structure and hardware (conventional radiator and grille) needed in multi-powertrain design makes the IONIQ 5's clamshell hood—a style direction we expect to see more of—not only feasible, but aerodynamically optimal.

Combining eyes on the future with a nod to the past, IONIQ 5's styling evokes the Hyundai EV 45 Concept of 2019, as well as the company's very first car (and South Korea's), the Hyundai Pony of 1975, especially noticeable in the roofline.

Clever lighting technology gives a nod to the digital imaging era through incorporation of pixel lighting clusters throughout—a satisfying effect both at a distance and up close—while the V-shaped bumper below the front clamshell incorporates DRLs, a further development of the lighting-concealed-in-body effects in the newest Sonata.

Other details combine ultra-modern aesthetics with fuel-saving and handling-enhancing aerodynamics, from flush automatic door handles to angular "Parametric Dynamics" body styling first seen on the all-new Tucson (see our previous issue).

Eco-friendly materials (and natural colors) dress the interior, also defined by an innovative Universal Island console-workstation-playcenter, again made possible by the flat floor. ■



	72.6 kWh Long Range	58 kWh Standard
BATTERY:		
POWER:		
AWD (front+rear)	225 kW	173 kW
2WD (rear)	160 kW	125 kW
TORQUE:		
AWD	605 Nm	605 Nm
2WD	350 Nm	350 Nm
0-TO-60:		
AWD	5.2 sec	6.1 sec
2WD	7.4 sec	8.5 sec

