

**EV**s started to enter the consciousness about 20-25 years ago (a bit longer in more experimental cases), on about the same timeline that some very small cars did—and often one and the same. The core idea was short-miles, small-capacity urban use. From there, though, EVs grew much larger, having to do with market tastes in general, but also with accommodating a huge battery for the sake of higher range, always a competitive point, though counter to the original idea.

Now, with a mandated EV migration receding, but automakers heavily invested, smaller EVs may be poised for a major comeback.

The Hyundai IONIQ 5 predates these pressures and shifts, so maybe it is just lucky, as are its cus-

tomers. Goldilocks-sized (“just right”), this EV is fun to drive, in a useful format for city or distance.

If you’ve been EV-curious, this is a great place to plug yourself in. Think of the first hybrids—20 or 25 years ago. When new and unfamiliar, many thought, “well, that sounds interesting. I wonder what I need to learn, to drive one.” Laughable now, it’s a parallel to where many are today on EVs. In both cases, one would hope the answer is, “nothing much, just get in it and drive, you won’t even know the difference.” While still a stretch with some EVs—many try way too hard to be different for the sake of being different—the IONIQ 5 is a

poster child for being, in a nutshell, normal.

The current IONIQ lineup spins off a pioneering Hyundai IONIQ family (in 2017), with fundamentally-the-same hybrid, PHEV and EV versions—likely a factor in the IONIQ 5 inheriting its “normal.”

Controls and interface are familiar, and so is the drive—with the bonus of rapid acceleration and awesome cornering, once confined to top-dollar performance cars, now inherent with electric motors and low-center-of-gravity batteries.

You’ll also enjoy the style and utility of this hatchback-ish iteration (to our eye, a standout even within the IONIQ family). Our sample is in top trim level, powertrain and drivetrain (AWD with EV power front and rear, for 320 hp, compared to 225 for

most others, or one base version at 168 hp).

Routine braking was immediately one of our favorite attributes. It’s not a full one-pedal effect (which we also like, but which can throw off an unfamiliar driver). Rather, it seems simply like the presence of regenerative energy transfer that provides solid and sure stops in routine conditions. It feels good, it feels strong, and it’s helpful.

We played briefly with mode settings—there are three separate subsets of normal vs sport options for motor, steering and/or brakes.

We tried the sport setting for brakes (thinking it might become one-pedal, as no basic braking improvement was really needed). Not sensing dramatic differences, we reverted to normal brakes from there. Steering and power both felt good already. As you can’t change modes while driving in this, we ended up giving further experiments little

thought. (Our philosophical preference is that all should be optimized as default, anyway.) More discoveries may be found by an owner over time.

Hyundai IONIQ 5 has sharp body styling full of details you will continually notice and admire. Its strong presence is effortlessly handsome and thoroughly modern—and this is a big piece of its magic, even within the overall brand family.

While big changes in the EV frenzy worldwide are already thinning the herd, Hyundai IONIQ 5 is clearly one that should survive and thrive on its own merits. The greater matrix aside, they’ve pretty much done everything right in creating this EV. Any seasoned EV driver will appreciate the packaging of IONIQ 5. Any new EV driver will appreciate its straightforward outfitting and operation. Families with multiple vehicles and multiple drivers will especially appreciate its universality. ■

# Hot e-hatch

An EV that’s a perfect combination of special and normal

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY .....	Ellabell, Georgia
ENGINE/TRANS BUILD .....	US / US
PARTS CONTENT .....	Hungary 33% / South Korea 29% / US/Canada 29%
MOTOR .....	perm magnet synchronous
BATTERY .....	lithium ion, 697V, 84.0 kWh
MOTOR OUTPUT .....	F/R: 74 kW / 165 kW
MAX POWER / TORQUE .....	320 hp / 446 lb-ft
TRANSMISSION .....	single-speed reduction gear
DRIVETRAIN .....	AWD
SUSPENSION .....	F: MacPherson strut; R: multi-link (5-link)
STEERING .....	rack & pinion, motor-driven-rack-mtd
BRAKES .....	F: 12.8x1.2 vented; R: 12.8x0.5 solid
WHEELS/TIRES .....	20x8.5J alloys / 255/45R20
LENGTH / WHEELBASE .....	183.3 / 118.1 in
HEADROOM (F/R) .....	(w/sunroof) 39.1 / 37.5 in
LEGROOM (F/R) .....	41.7 / 39.4 in
GROUND CLEARANCE .....	6.1 in
APPROACH / DEPARTURE .....	17.5 / 25.4°
TURNING CIRCLE .....	39.4 ft
CARGO CAPACITY .....	26.3 / 58.5 cu.ft
WEIGHT .....	4806 lb
CHARGING TIMES (697V 84.0 kWh AWD):	
240V AC .....	(10-100%) ...7 hr 20 min
DC Fast 50kW .....	(10-80%) ...1 hr 21 min
DC Fast 150kW .....	(10-80%) ...30 min
DC Fast 250kW .....	(10-80%) ...20 min
RANGE .....	(Limited, AWD) 269 miles
MPGe .....	(MPGe) 108/88/98 (city/hwy/comb)
BASE PRICE .....	<b>\$58,100</b>
PAINT: Gravity Gold Matte .....	1000
CARPETED FLOOR MATS .....	210
DESTINATION CHARGE .....	1475
TOTAL .....	<b>\$60,785</b>

*Note: sticker price varies from info below.*

## 2025 HYUNDAI IONIQ 5 LINEUP

STANDARD RANGE .....		RWD
125 kW (168 hp) electric motor, range 245 miles		
SE .....		\$42,600
LONG RANGE .....		RWD
168 kW (225 hp) electric motor, range 318 miles		
SE .....		\$46,650
SEL .....		49,600
Limited .....		54,300
DUAL MOTOR .....		AWD
74 kW + 165 kW (320 hp) motors, range 259-290 mi*		
SE AWD .....	*range 290 miles	\$50,150
SEL AWD .....		53,100
XRT AWD .....	*range 259 miles	55,500
XRT AWD w tow hitch .....		55,950
Limited AWD .....	*range 269 miles	58,200