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But that's not all bad news. Last year, Hyundai updated its best-selling Elantra sedan for the 2019 model year with a sporty look and a host of new safety features. To maintain sales momentum, the Korean automaker has updated Elantra for the 2020 model year, but not everyone will be happy with some changes. The biggest change is the addition of a new smart variable transmission that replaces the six-speed manual and six-speed automatic previously proposed on models equipped with the 2.0-liter four-cylinder Atkinson engine. While it's disappointing to see another big family car lose its manual gearbox, the new gearbox has led to improved fuel economy as the 2020 Elantra now returns an extra 2 mpg. As a result, Elantra SE is currently estimated at 35 mpg combined, while Elantra SEL, Value Edition and Limited all return 34 mpg combined. Hyundai Hyundai In addition to the new intelligent transmission variable, the 2020 Elantra also receives new standard equipment including a two-zone automatic climate control system, a 3.5-inch TFT display in the dashboard cluster and several SmartSense safety systems including Forward Collision-Avoidance Assist, Lane Keeping Assist and Driver Attention Warning. Hyundai Hyundai In terms of powertrains, three engine variants are available for the 2020 Hyundai Elantra. The 2.0-liter four-cylinder available for SE, SEL, Value, and limited trim produces 147 hp, while the Elantra Eco has a turbocharged 1.4-liter four-cylinder with 128 hp, and also gets a new engine start/stop system. The Elantra Sport, on the other hand, ditches the manual transmission in favor of a seven-speed dual-clutch transmission and uses a turbocharged 1.6-liter four-cylinder engine that produces 201 hp. The 2020 Hyundai Elantra will arrive at dealerships this spring. Prices start at \$18,950 for the Elantra SE, which is \$1,750 more than last year's model. Download the 2020 Hyundai Elantra Manual description guide Always to come to a complete stop before moving to P (park). To go from P (Park), you have to bend firmly on the brake pedal and make sure your foot is off the accelerator pedal. If you've done all of the above and still can't move the lever out of P (Park), see Shift-Lock Release in this section. The shear lever should be in the P (park) before the engine is turned off. Wheels and transmission are not involved. Use N (neutral) if you need to restart a stalled engine. Shift to P (park) if you need to park your car for any reason. Always bend the brake pedal when switching from N (Neutral) to another gear. normal driving position. The gearbox will automatically shift, providing better fuel and power savings. For extra power when passing another vehicle or driving uphill, bend the accelerator pedal further until you feel the transfer of the downshift to a lower gear. Transfer. Just teased some of the planned changes for the 2020 Elantra, which include dropping the manual transmission in the U.S., but keep it here in Canada. Yes, Stateside buyers will be stuck without a stick option for the base compact model, but the higher take rates on this side of the border mean that the gearbox will stick around in base and sport finishes, a Hyundai Canada spokesperson confirmed. UPDATE: This story has been updated from an earlier version to reflect the differences in changes between U.S. and Canadian markets. Fortunately, if you're a US enthusiast and prefer to feel like a manual gearbox, you're still in luck if you pick up the Elantra GT N-Line or Veloster, which are much more suited to sports driving anyway. Both the GT N-Line and Veloster get the same 1.6-liter turbo engine engine as the Elantra Sport. Other transmission changes include dropping the regular automatic transmission in favor of the CVT for the Elantras equipped with a 2.0-liter engine. Cars with a 1.4-liter turbocharged engine or the aforementioned sport 1.6-liter turbocharged will receive a seven-cylinder dual-clutch machine. CVT offers a fairly large increase in fuel economy according to the EPA test cycle (which, mind you, is different from the Canadian cycle), picking up two or three MPGs in the city, highway and combined driving for every finish that could be with it. In the U.S., prices have also risen across the board. We will have to wait until Hyundai announces Canadian prices to see if there has been a significant change. The Hyundai Hyundai Elantra sedan gets a permanently variable automatic transmission (CVT) for 2020, according to the EPA. The Elantra model with the standard 2.0-liter four-cylinder now hit up to 41 mpg on the highway and 35 mpg combined, improving two to three mpg compared to the 2019 Elantra and its six-speed automatic transmission. The 2020 Hyundai Elantra will go on sale soon and also offers several new standard features. UPDATE 5/14/19: Hyundai has released full information on the 2020 Elantra, confirming that the CVT will replace the previous six-speed automatic transmission on most trim levels. The six-speed manual transmission, previously available on the base SE model, is canceled, resulting in a base price increase of \$1,750 to \$19,870. This is somewhat offset by several new standard features, including dual-zone automatic climate control and active safety features such as head-on collision warning, automatic emergency braking and lane control assistance. The 2020 Elantra Sport sedan also drops its standard six-speed manual transmission and now only with a seven-speed automatic dual-clutch transmission, while the Elantra Eco model, which continues to use the turbocharged 1.4-liter in-line four and dual-clutch automatic transmission, gets a start-stop engine. Just a few years ago, Hyundai Elantra is the fifth generation in the fuel-economy scandal with the final result, Hyundai and Kia had to pay a settlement of \$41.2 million to 33 states for falsifying EPA ratings claiming that the compact sedan received 40 mpg on the highway. Ratings for the 2011 to 2013 model year Elantras were revised in a decidedly less advertising friendly 38 mpg highway. When Hyundai first unveiled the sixth generation of its compact sedan for the 2017 model year, it added an eco trim level with a turbocharged 1.4-liter in-line four and dual-clutch automatic transmission. Again, Hyundai claimed a 40 mpg EPA highway rating, but for real this time. And now, in 2020, there will be even more Elantra models that hit what vaunted EPA highway rating, thanks to a new continuously variable automatic transmission (CVT) for the car-base 2.0-liter four-cylinder engine. The EPA website shows two Hyundai Elantra 2020 models with a 2.0-liter four-cylinder engine and a constantly variable automatic transmission. These models previously used a six-speed automatic transmission and earned EPA ratings of up to 33 mpg combined, 38 highways, and 29 mpg city, while the new transmission blows those numbers to 35 mpg combined, 41 mpg highway, and 31 mpg city in the base model of the Elantra SE. The 2020 Elantra numbers are in line with the 2019 EPA Kia Forte rankings, which also use CVT. Hyundai and Kia use this type of transmission for the first time. We still haven't heard details about the Elantra stablemate's hatchback update, the Elantra GT. It is possible that it will also get a CVT and give up its affordable manual transmission for 2020, although we hope that the latter will not happen because we really like the Elantra GT Sport with a turbocharged engine and six-speed manual transmission. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io. If you have a question about your particular vehicle, you are in the right place. Download the manual and get access to passport service and background documents here. Hide the press release Show press release 2020 Hyundai Elantra, with a new intelligent variable transmission (IVT), improved fuel economy and standard Forward Collision-Avoidance Assist (FCA), is once again the standard in the segment of compact sedans. Prices across the lineup provides consumers with a compelling choice, starting at \$18,950 for the Elantra SE. The 2020 Elantra arrives at dealerships this spring. Insurance Security Institute Motor data show that automatic emergency braking and head-on collision warning, which are both integrated into Elantra standard forward collision avoidance assistance, are associated with a 50 percent reduction in rear-end collisions. In addition, according to the National Highway Traffic Safety Administration, traffic, Percentages of serious traffic accidents are related to human error, so advanced safety technologies such as the Elantra Lane Keeping Assist (LKA) can save lives. The new standard features Intelligent Variable Transmission Dual Automatic Temperature Control 3.5-inch Mono TFT Cluster Display Effective Positive Temperature Ratio Electric Heater (2.0 L Engine Only) Engine Idling Stop - Go to Eco Model Double Shell Horn Hyundai SmartSense features Forward Clash-Avoidance Assist Lane Saving Driver Warning Intelligent Variable Transmission (IVT) This transmission performs continuous shifts, modulating the pressure of the pulley transmission, depending on the driving conditions and inputs of the driver. It uses a wide pulley ratio system that provides a wider performance ratio compared to competitors. This improves fuel economy at higher transmission rates and improves performance at lower ratios. Unlike the more common belt, IVT uses a chain belt, the first in the world in the compact car segment. The chain increases fuel efficiency by another 1.2% compared to conventional belt systems. Hyundai's new shift management strategy, IVT, improves the linearity between driver inputs, car behavior and acceleration. The shift response is amplified, allowing it to closely replicate the automatic transfer of step shifts. Hyundai SmartSense The 2020 Elantra offers a new set of standard advanced security technologies. The FCA uses the car's front-facing camera to help detect an imminent collision and avoid a collision or minimize damage from braking. LKA helps prevent accidental lane exit by feeling the road markings, automatically driving the car if necessary. The Driver's Attention Warning System tracks the range of characteristics associated with the driver to help detect driver fatigue. SmartSense features already included in Elantra Limited with Ultimate Package include: Smart Cruise Control (SCC) makes highway and long-distance driving more comfortable. Using a radar sensor mounted on the lower front grille, the SCC system maintains a set distance from the front of the vehicle in different driving conditions, automatically adjusting the vehicle's speed as needed. Safe Exit Assist, which can sound alert when the vehicle approaches from behind, letting passengers know that it may not be safe to open the door to get out of the vehicle. Collision-Avoidance Assist with Pedestrian Detection is a technology that uses both front-facing radar and camera using a fusion sensor to help detect a vehicle or pedestrian and alert the driver to a potential collision. If the driver does not react to avoid impact, the system can apply emergency braking in certain circumstances. Engine Elantra has two engine variants that focus on fuel efficiency and the third engine option in the Elantra Sport model. SE, SEL, Value Edition and Limited offer a 2.0-liter Atkinson Cycle engine with a capacity of 147 horsepower with a capacity of 6,200 rpm, while Eco offers a 1.4-liter Turbo-GDI power with 128 horsepower with a capacity of 5,500 rpm. The Elantra Sport The Elantra Sport trim has a 201 horsepower 1.6L Turbo-GDI engine and a 7-speed dual-clutch gearbox, sporty interior and revised headliner finishes, advanced technology and connectivity, paddle switches, sporty front seats with leather, flat bottom, leather steering wheel, sports cluster tool and door-finishing garnish. The Elantra Sport features a multi-link independent rear suspension that improves dynamic performance and provides more flexibility in customization. Settings. 2020 hyundai elantra se manual

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