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\$22,600 Starting Price (MSRP) Engine 1.6-liter Turbo Inline-4 Gas transmission 6-speed manual transmission front-wheel drive capacity 5 seats Fuel Economy City: 22 mpg Hwy: 30 mpg 1.6-liter Turbo Inline-4 Gas 7 Years / Unlimited Miles 5 Years / Unlimited Mile Engine Transmission Continuously Variable Automatic (CVT) Transmission Fuel Fuel Economy Capacity Capacity Capacity Payload with rear seat down payload capacity with rear seat down horsepower engine torque transmission continuously variable automatic (CVT) Drivetrain Type turn diameter front wheel Size rear wheel Size front suspension front suspension front suspension Rear tire CO2 emissions Tank Capacity Cruising Range City Cruise Range Highway Max Width Wheelbase Ground Clearance Capacity Front Seat Front Seat Front Seat Front Seat Shoulder Room Rear Seat Rear Seat Chair Room Curb Weight Cargo Volume with rear seat Up to cargo volume with rear seat down beige Leather seat surfaces beige, Premium fabric seating surfaces black, leather seating surfaces black, Premium Seat Seats Surfaces HD Radio Bluetooth Connection Satellite Radio Smart Device Integration Auxiliary Audio Entrance MP3 Player Bucket Seat Seat Fabric Seat Synthetic Seat Vinyl Seat Steering Control Mirror (s) A/C Cruise Control Keyless Entry Backup Camera Camera ABS Tire Monitor Pressure Monitor Help Stability Control Control Frontal Barrier Rating Bag Front Head Air Bag Front Side Air Bag Knee Air Bag Passenger Air Bag Rear Head Air Bag Major Corrosion 7 Years / Unlimited Mile Drivetrain Roadside Assistance 5 Years / Unlimited Mile Car and Driver as its Less Performance Oriented Elantra Brothers, Hyundai Elantra Sport Gets Makeup for 2019 that includes a striking new face. Now we can see what the updated Elantra Sport model looks like thanks to the recently released Korea car photography specification (it's called Avante in its home market) and we have all the US specific details about this updated model that will soon make its official American debut. The basic changes are all visuals, as Elantra Sport gets a brand new front end with an interesting view of triangular headlights and a sharply creased grille. As before, Sport differs from elantra pedestrian models with its own unique grille, wheels and body kit, as well as various interior finishes. Korea-special photos show a red leather interior option, but we're not sure if this new version will make its way to the States. Other interior updates include central console with new climate control buttons and new air vents. The car and driver mechanics of Elantra Sport have not changed much; It still comes standard turbocharged 1.6-liter four-cylinder four-cylinder with 201 horsepower and 195 pound-feet of torque. The six-speed manual transmission is standard, and a seven-speed automatic dual-clutch box is optional. The sport also has a different rear suspension than the standard Elantra, with its more sophisticated independent multilink setup, as opposed to the beam standard model. The brakes remain larger in front and back, and the Elantra Sport also comes with 18-inch wheels wrapped in 225-wide tires. Prices are rising by \$600 for the 2019 Elantra Sport, with a manual transmission model starting at \$23,285 and an automatic car transmission starting at \$24,385. The \$2,250 premium package will be available with a large 8.0-inch touchscreen with navigation, premium audio system, automatic climate control, automatic blackout rearview mirror, and Hyundai Blue Link feature support app. Car and Driver This content is created and maintained 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 the piano.io Hyundai Hyundai Elantra sedan receives 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 is now only available with a seven-speed dual-clutch automatic transmission, while the Elantra Eco model, which continues to use a turbocharged 1.4-liter in-line four and dual-clutch automatic transmission, gets a start-stop engine. Just a few years ago, the fifth generation Hyundai Elantra was embroiled in a fuel-economy scandal with the final result that Hyundai and Kia pay a settlement of \$41.2 million in 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 eco trim level with turbocharged turbocharged row four and automatic dual-clutch 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 that 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 updates, 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 the piano.io T.W. BENJAMIN Now that many small Japanese cars have grown bigger and more expensive, there is a slot up for grab at the bottom of the market for any automaker able to take advantage of the situation. Ford's Focus has moved in with going for those who love the edgy style of this car. But there is room for Koreans, especially Hyundai, whose ever-improving quality and original style have marked it as a company with real determination. Elantra has made great strides with each new iteration, and the 2001 third-generation model maintains this momentum with vastly improved levels of isolation, space and style available. With a 2.3-inch longer wheelbase and roof designed to provide better stock, the new Elantra GLS (there is only one trim level) is now much larger in line with Western expectations. Riding on a 102.7-inch wheelbase, the 2001 Elantra offers 54 cubic feet of space at the front and 41 at the rear. The seats are larger, featuring a six-way adjustable driver's seat, and headrests and seat belts anchor the point to adjust, as well as to further improve comfort. Laying Goes along with the enlarged bodywork is a kind of pugacious front, with a prominent grille and glaring clear lens lights, but it looks refreshingly elegant at the back. Hyundai claims 12 percent improvement in aerodynamic efficiency (Cd, 0.33), which should improve as fuel economy fuels wind noise. T.W. BENJAMIN Although the interior design is somewhat predictable - very similar to the typical cab treatment in the latest Japanese cars - it is well equipped and easy to use. Sensors are large and clearly legible, and the ventilation system has large rotary switches. The new Elantra can even boast the presence of side airbags along the front seats, quite a novelty at its price. This sticker, incidentally, tops at \$14,884 if you order a high-level package five option on a car with an automatic transmission. Included are anti-block brakes, remote, no-go, four-wheel drive brakes and traction control. The base price is only \$12,934 with a five-speed manual transmission (which undercuts Honda's cheapest 1.7-liter two-door Civic at \$266). In this form it comes with air conditioning, radio and cassette stereo, powered in windows, locks and mirrors, which are additionally in Honda, as well as split-fold rear seat and full appliances. Powered by a Hyundai 140-hp, two-camera, 2.0-liter beta engine (currently a stretcher installed, with a ribbed unit, eight crank counterweights, and a hydraulic engine mounts for better noise suppression, vibration and stiffness), the 2001 Elantra lightning is about a brisk pace, with noticeably improved smoothness. The intake responder noticeably cuts the induction signal, and the silencer with a bypass valve, which opens only at higher speeds, further drowns out the low-speed noise of the engine (at 4 dBA, Hyundai claims). As a result, the silence and smoothness is quite striking. Although the steering is a tad remote control, Elantra rides and handles pretty well on its front racks, multilinks rear suspension, with body movement that are effectively wet. Gas-filled shocks are standard for 2001, but Hyundai still tends to pulsate a bit on rippling surfaces rather than soak up bumps. T.W. BENJAMIN The Four-Speed Elantra automaton has what Hyundai calls Hyundai Intelligent Vehicle Electronic Control (HIVEC), a grandiose way of saying that it has fuzzy system logic to minimize persistent up and down grades. Although not as well integrated as automation from, say, GM or Lexus, the shift of quality and kickdown action in the Elantra transmission is perfectly acceptable for a compact econoka. The standard five-step manuka worked freely on our short preview drive, with what seemed like decently folded ratios. The fourth is actually a bit under-managed, at 1.06:1, and makes a pretty good pass. Elantra has a sense of mechanical transparency that is easy to live with. Full company warranty (10-year/100,000-mile transmission, five years / Bumper to bumper) should make buying a car easy to justify, too. Above all, however, the new levels of Elantra refinement argue with the usual suggestion that it is better to buy a used Honda or Toyota rather than not A Korean car. And wait until you see the three-door hatchback Elantra GT we get next year. To use a word not normally associated with Hyundai things, it's hot. 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 piano.io

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