News Release

Hyundai Motor's Elantra N Debuts, Delivers Highest Level of N Performance Yet

- Hot sedan brings the best of both worlds, 'high-performance' and 'practicality'
- 2.0L turbo flat power engine and 8-speed wet DCT delivers 280 horsepower (ps), 40 kgf·m of torque for a top speed of 250 km/h, 0-100 km/h in 5.3 seconds
- Advanced infotainment system with N-only UX provides a new concept circuit driving experience
- Dynamic driving capability is complemented by functional design that includes side skirt, wing-type spoiler, diffuser, etc., for enhanced aerodynamic performance
- Elantra N with numerous enhancements is the best option for driving enthusiasts

SEOUL, July 14, 2021

Elantra N Specifications

Specifications		**Elantra N**
Full Length (mm)		4,675
Full Width (mm)		1,825
Full Height (mm)		1,415
Wheelbase (mm)		2,720
Engine	Form	2.0T-GDI

	Displacement (cc)	1,998
	Maximum Output (ps)	280
	Maximum Torque (kgf·m)	40.0

Improved points on Elantra N

Category	Code	Description
Brake	**AG** Air Guide	The air guide, originated from motorsports, improves braking performance by allowing air to flow directly towards the brake to cool off the heat generated from braking.
	DCH Dust Cover cooling Hole	Even the smallest detail has been modified to improve braking performance. The size of dust cover has been minimized and holes have been added to cool the braking disk from the guided airflow.
	LBD Larger Brake Disc	Increased disc size of 360mm enhances heat endurance capacity and braking performance. With a wider tire, ELANTRA N's braking performance places at the top of its class. With ELANTRA N, you can go on track from day 1.
	HBP High friction Brake Pad	High friction coefficient material brake pads reduces fade and maximize bite when breaking at high speed. This shortens breaking distance, which is the shortest among its competitors.
	PF Pre-Fill	Pre-fill braking logic increases braking responsiveness by filling the brake hydraulic pressure in advance when sudden braking is expected.
	CO Creep Off	Drivers can select between 'Creep On' and 'Creep Off'. When set to 'Creep Off', no additionary braking is required when the car is stationary on the grid which allows faster acceleration.
	LB Left foot Braking	Left foot braking allows simultaneous brake and excel pedal control. It improves vehicle yaw control. It is activated under the condition of 1. sport + or N mode, 2. ESC off and 3. gear knob on manual, which cancels brake override.
P/T	**FP** Flat Power	Flat power prolongs power at high RPM range especially in high speed acceleration. Greater engine response, improved torque and engine power extend maximum power duration, delivering a more powerful driving experience.

	NPS N Power Shift	As a DCT exclusive feature, NPS enhances acceleration performance by maximizing engine torque during upshift and reduces 0-62mph/0-100kph time by 0.2s. NPS provides a 'push feel' during upshift as though shifting the sequential gear of a race car.
	NTS N Track Sense Shift	Automatically selects optimal gear shift and shift timing when track driving is sensed. This enables drivers to avoid busy gear shifting, like a professional driver.
	SPD Shift Pattern Differentiation	Shift Pattern differs mode by mode. Among 8 gears, N mode mostly uses 1~6 with shifting at higher RPM, while Normal mode uses all 8 gears. Uphill, downhill, tip-off and cornering specified shift logic prevents uneccesary gear shifting to provide optimal power delivery.
	NGS N Grin Shift	NGS provides extra 10 horsepower for 20 seconds, boosting to 290 horsepower by temporarily utilizing turbocharger over-boost and maximizing transmission response. Reduced interval time of 40 seconds allows you to push NGS at every lap.
	LC Launch Control	Launch Control allows driver to enjoy maximum acceleration from standstill with ease by optimizing engine torque and clutch engagement control. Drivers can easily repeat best standstill acceleration. Launch Control reduces 0-62mph/0-100kpm time by 0.3sec.
	TO Turbine Optimization	Engine performance has been enhanced by increasing the size of turbine wheel from 47mm to 52mm, and expanding the scroll area from 10.0 ㎟ to 12.5 ㎟. The durability of the cylinder block has been enhanced by cross drilled treatment to optimize turbine responsiveness.
	ETM Engine TM Mount	Engine and transmission mount with larger stopper and optimized shape firmly holds on to the powertrain, improving steer responsiveness. Thus, minimizing roll and yaw behavior for optimal performance driving.
	REV Rev Match	Automatically matches speed of engine and optimizes gear shift. When downshifting, automatic heel-and-toe reduces physical burden of manual shifting and allows faster corner exits.
Chassis / Body	**TSC** Torque Steer Control	Torque steer control prevents excessive abnormal rotation of steering wheel caused by disparities in torque between left and right sides of the drive wheel at rapid acceleration. This improves overall driveline alignment.
	SSM Steering Solid Mounting	R-MDPS system and sub-frame are affixed solidly, improving direct steering feedback. Fast steer and counter-steer are also improved based on this mounting structure.
	4BE 4 points underbody Enhancement	4 points of underbody enhancement strengthen body rigidity and improve ride & handling: 1) Sub-frame front reinforced structure 2) V.Stay 3) Center Tunnel Stay 4) Rear Tunnel Brace.

RSB Rear Stiff Bar	H-shape multijointed rear stiff bar increases body rigidity by 29% compared to the base model. Not only does this improve ride & handling, the red color adds to the overall sporty look.
4SR 4 points Strut Ring	Originated from racing cars, the strut ring has been reinforced with an additional connection point. 4-point strut ring connects the suspension and body tightly, improving ride & handling precision.
IDA Integrated Drive Axle	Inspired by WRC rally cars, the drive shaft, wheel hub and bearing have been developed into one integrated drive axle. This is beneficial in terms of withstanding extreme lateral g-force, weight reduction of 1.7kg and noise reduction.
DCB Dual Compound Bush	2 types of compound bushes are applied for ride comfort and firm handling, respectively in the vertical and horizontal direction. This is one of the keys factors that make ELANTRA N an ambidextrous performance car.
TFM Torque Feedback R-MDPS	Improves steering consistency and precision in any driving condition through the robust torque feedback logic, providing a more precise steering experience when carving corners.
ECS Electronic Controlled Suspension	A different range of damping force based on speed, driver input, road condition and driving modes provides better ride and handling performance. This 2nd generation ECS allows the widest range of suspension setting ever, from extreme track situation to going on a family roadtrip.
ELSD Electronic Limited Slip Differential	Actively distributes torque between the inner and outer wheels when cornering. This enhances dynamic performance, allows faster corner exits and minimizes understeer by optimizing wheel slip and weight transfer.
NES N Electronic Stability Control	N Electronic Stability Control maximizes thrill and fun in corners by providing a 'rear end sliding' feeling.
AK Aluminum Knuckle	Aluminum knuckle reduces the weight of unsprung mass, providing a more agile ride & handling.
GB G-Bush (Lower control arm bush)	Lower control arm bushes are strengthened to its limit for sharper and precise handling. The most optimal tire and G-bush combination is offered by taking advantage of the extra comfort margin of a wider tire.
DA Duct-style airguard	For maximum cooling on the radiator surface, airflow is guided by duct-style airguard. This maximizes speed, improves aerodynamic, fuel-efficiency, and cooling ability in extreme conditions.

Sound	**RRC** Rear Resonance Control	Rear Resonance Control provides maximum comfort in the back seat by reducing road booming noise.
	UBS Upshift Bang Sound	The Upshift Bang Sound is created by controlling fuel flow of the single cylinder and fully opening the variable exhaust valve. This recreates the emotional sound of motorsports.
	NSE N Sound Equalizer	N Sound Equalizer amplifies dynamic driving sound in harmony with the famous N exhaust sound through interior speakers. Drivers can select between sporty, high performance and TCR mode and even customize three different tones and levels.
	LVE Linear Variable Exhaust Valve System	The N exhaust sound has been restructured and refined by adding linear variable valve setting from 0 to 100. When you are idling in normal mode, creep booming will be minimized. While on N mode, fully opened valve generates exhaust sound that suits your N mood.
Design / Aerodynamics	**3BS** 3 Bridged Spoiler wing	Wing type spoiler improves aerodynamics for maximum speed and faster corner exits.
	UBO Under Body Optimization	A wider coverage of undercover enhances underbody air flow. This reinforcement in aerodynamics help improve high speed driving balance.
	LW Low & Wide design	Semi glossy black pearl mask, front lip spoiler, rear diffuser and wider tire maximize ELANTRA N's low and wide stance.
	LSP Lowest Seat Position	With N light bucket seat and 10mm lowered seating position, a deeper connection between the driver and vehicle is formed. The overall center of gravity is also lowered.
	RSR Rear Seat Roominess	Carrying over the excellence of the base model, ELANTRA N boasts the most spacious rear seat roominess among its competitors. The N light sports bucket seat reduces 50mm of seatback thickness compared to the base model, securing an additional rear seat roominess.
Tire	**WT** Wider Tire	The ELANTRA N is the first N model to be offered Michelin Pilot Sport 4S 245/35ZR 19-inch tires. These high performance tires are offered as standard, providing superior grip in every phase of cornering.
Intake / Infotainment	**LDI** Lightweight Direct Intake	The air intake system has been restructured for better airflow into the engine, reducing the air pressure by 10.6%. This also reduces overall weight by 895g.

	NI New Infotainment system	Enhances readability and visibility of various driving information. It also helps track the driver's current location on track and automatically records lap time in real time.
	HNA Hyundai N App	The Hyundai N App saves and analyzes every aspect of driving data from speed, lap time to g-force and more. It also allows drivers to compare driving performance with others, providing the opportunity to learn and grow as an Nthusiast. (Currently available only in S.Korea)

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About Hyundai Motor Company
Established in 1967, Hyundai Motor Company is present in over 200 countries with more than 120,000 employees dedicated to tackling real-world mobility challenges around the globe.
Based on the brand vision 'Progress for Humanity,' Hyundai Motor is accelerating its transformation into a Smart Mobility Solution Provider.
The company invests in advanced technologies such as robotics and Urban Air Mobility (UAM) to bring about revolutionary mobility solutions, while pursuing open innovation to introduce future mobility services.
In pursuit of sustainable future for the world, Hyundai will continue its efforts to introduce zero emission vehicles equipped with industry-leading hydrogen fuel cell and EV technologies.

More information about Hyundai Motor and its products can be found at:
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