New i40

Press information

March 2015

**CONTENTS**

[1. Introduction 3](#_Toc404353361)

[2. Design 4](#_Toc404353362)

[3. Comfort and Convenience 5](#_Toc404353363)

[4. Engines and Transmissions 7](#_Toc404353364)

[5. Running gear 8](#_Toc404353365)

[6. Safety 9](#_Toc404353366)

[7. Technical specifications 11](#_Toc404353367)

# Introduction

**New Hyundai i40 refined in all areas for European consumers taste**

* Refined exterior design incorporates Hyundai’s new family face characterized by the hexagonal front grille
* Upgraded engine line up for increased responsiveness, efficiency and everyday usability
* Hyundai first – New seven-speed dual clutch transmission increases efficiency and driving comfort
* Rear Electronic Damping System and Advanced Traction Cornering Control for improved ride and handling
* New active safety and comfort features only seen in Genesis before
* Refined interior with upgraded materials at key touch points
* New interior colour option further enhances customers choice and quality
* Improved lighting with New Bi-Xenon headlamps and Smart High Beam
* Speed Limit Identification Function alerts driver when speeding
* High quality and high value package at an accessible price

Since its launch in July 2011, the European-developed i40 has strengthened the brand’s image among customers in Europe. It presented D-segment customers with outstanding exterior and interior design, numerous high-tech features and genuine high value and quality at an accessible price.

Now Hyundai is introducing the New i40 for 2015, the enhanced model with refreshed styling, upgraded engines, a new transmission, improved ride and handling, and a range of new safety and convenience features.

Like Hyundai’s ix35 compact C-segment SUV, i40 has played a positive role in the D-segment changing both private and fleet customers’ perceptions of the brand. i40 has achieved sales of almost 100.000 units since launch, capturing more than 5 per cent market share in the hard-fought D-segment.

# Design

* Refined exterior design incorporates Hyundai’s new family face characterized by the hexagonal front grille
* Sleek, elegant wagon and sedan with uncompromised comfort and load capacity
* Designed and engineered at Hyundai’s European R&D headquarters

**Refining the design for more premium expression**

Hyundai customer clinics with existing i40 owners and potential buyers confirm that the design of New i40 is highly regarded, generating positive comments such as “design is captivating” and “sedan looks like a four-door coupe”.

Designed and engineered at the company’s European R&D headquarters in Rüsselsheim, Germany, Hyundai’s vision for New i40 was to provide a unique alternative within the D-segment. Thomas Bürkle, Chief Designer at Hyundai’s Motor’s Design Centre Europe, ensured his team focused on refreshing New i40 while retaining the distinctive visual appeal of the original model. As a result New i40 combines practicality with engaging design.

“The design of New i40 reflects the evolution of Hyundai’s design language, incorporating our most recent features such as the refined hexagonal grille. The New i40 stands out for its sleek and elegant expression, yet it remains uncompromised on comfort and load capacity. New-look head lamps and tail lamps enhance the sophisticated identity of the car during the day and also the night time. Tow-tone wheel designs complement the overall elegant and sporty stance of New i40”, commented Bürkle.

The New i40 for 2015 has a new layout for head and rear lamps, new hexagonal front grille, new front bumper and new integrated LED fog lamps. The profile is refreshed by new design of 16-, 17-, and 18-inch alloy wheels layout.

New i40 remains its predecessor’s sleek outline, resulting in excellent aerodynamic drag figures: 0,29 Cd wagon and 0,28 Cd sedan.

# Comfort and Convenience

* New comfort features and new materials enhance the on-board experience
* Smart Power tailgate further enhances ease of loading
* Improved audio and navigation systems with greater functionality and better usability

**Greater comfort and convenience**

The refreshed design of New i40 builds on the car’s characteristic levels of interior comfort, cabin versatility, practicality and cargo capacity.

Inside New i40 there are new high quality materials for the steering wheel, armrests and gear knob. An additional Russet Brown leather interior further improves customer choice.

New i40 carries over key dimensions of the previous generation model, with a generous wheelbase (2770 mm) and overall width (1815 mm), which create a cabin with impressive roominess, including best-in-class space through its head (1025 mm), leg (1170 mm) and shoulder room (1455 mm) for front seat occupants.

Rear headroom (990 mm) in New i40 is class-leading, while the unique function of reclining rear seats allows i40 to continue to offer all occupants the most comfortable ride in the segment.

The cargo capacity in New i40 remains highly competitive 525 litres (sedan) and 553 litres (wagon) with the rear seats upright and up to 1719 litres (wagon) with the rear seats folded down and loaded to the roof. Loading and unloading the wagon is especially easy thanks to the lowest floor level in the D-segment – just 592 mm from the ground.

The Smart Power Tailgate, first introduced in the All-New Genesis, ensures easy access to the wagon’s cargo bay. It opens automatically when the driver approaches the rear of the car with the keys in his pocket. This makes the loading of the car much easier even with both hands full of shopping gear.

To further increase loading space and comfort the rear seats are split 60/40 and twin floor rails accommodate moveable luggage restraint barriers.

New i40’s is available with a heated steering wheel to enhance driver comfort in extremely cold conditions. Solar and privacy protects the interior from harmful UV rays and help reduce cabin temperatures as well as adding individual privacy in the back row.

**Audio and Navigation**

New i40 is available with two new audio systems. The standard audio is an evolution of the system available in the outgoing model, with improvements to screen technology moving to a Monochrome TFT LCD screen. As an option, an advanced audio system boasts a 4.3-inch TFT screen, Digital radio to deliver broadcasts in the highest possible clarity, and a rear view camera.

New i40 features an upgraded navigation system with 7-inch TFT colour touch screen that benefits from the latest technology, improved touch screen functionality, new visualisation and a 3D display mode.

Additionally a new high-resolution TFT LCD display informs the driver about on-board- and safety information.

# Engines and Transmissions

* Upgraded engine line up for increased responsiveness and efficiency
* Low-end torque improvements enhance everyday usability
* Newly developed seven-speed dual clutch transmission (DCT) increases efficiency and driving comfort

**Improved engines, plus a new seven-speed DCT**

The New i40 is available with a choice of four diesel or gasoline power units – all Euro6 compliant – with outputs ranging from 115 to 165 ps, covering over 80 per cent of the market.

The top-selling version of Hyundai‘s U-II 1,7-litre diesel engine now delivers more power (141 ps) and more torque (340 Nm) and is expected to continue to be the most popular engine choice with both private and fleet buyers, accounting for more than 50 per cent of sales. This engine’s high torque output from just 1750 rpm ensures a responsive drive.

The seven-speed DCT system offers drivers fully automatic operation (ideal for town driving) or sequential manual gear changes selected with the gear-lever or steering wheel-mounted paddles for greater driver involvement.

The 1,7-litre diesel standard engine generates 115 ps and a torque output of up to 280 Nm from as low as 1250 rpm. This engine comes with a 6-speed manual transmission in i40 wagon and can also be equipped with an ISG-system.

CO2 emissions start from 110 g/km and fuel consumption of 4.2 l/100 km for the 115 ps variant of the New i40.

New i40 offers a choice of Gasoline Direct Injection (GDI) engines. The 1,6-litre Gamma unit is carried over from previous generation i40, producing 135 ps and 164 Nm of torque, and is mated to a 6-speed manual.

The all-aluminium 2,0-litre ‘Nu’ GDI engine has been re-engineered to improve driveability and efficiency.

Maximum power and torque are slightly reduced, to 165 ps and 204 Nm, generated at 4700 rpm, this decrease has been implemented to provide better real-world driveability and to deliver maximum torque lower down the rev range. Buyers have a choice of 6-speed manual or automatic transmission systems.

**Eco credentials**

In terms of environmental performance, New i40 wagon and sedan feature: Integrated Stop & Go (ISG), also available for the new DCT, low rolling-resistance tyres, an alternator management system (AMS) and a drag-reducing ‘active air flap’ in the front grille.

With these fuel saving technologies applied, the 1,6-litre Gamma unit emits CO2 emissions from 140 g/km, and returns fuel economy of 6.1 l/100 km.

# Running gear

* Advanced Traction Cornering Control (ATCC) improves ride and handling for wagon
* Rear Electronic Damping Control System offers three drive modes
* Long wheelbase and wide track offer excellent handling and stability

**New Advanced Traction Cornering Control improves handling precision**

Hyundai’s chassis engineering team for the enhanced New i40 was tasked with improving on the original model’s already highly competent ride/handling balance.

“For better cornering and to improve the overall agility of the New i40, Hyundai’s engineering team developed the Advanced Traction Cornering Control (ATCC). The ATCC improves traction and handling, all specially tailored for the New i40 and its driving characteristics,” explains Axel Honisch, General Manager Vehicle Test and Development.

The system uses electronic sensors to emulate the behaviour of a limited-slip differential during cornering, providing additional traction, better grip and improved handling. The computer-controlled system applies the brake to the inside wheel in a turn and directs more torque to the outside wheel, enhancing stability and boosting driver confidence. The operation is seamless, fully automatic and the small application of the brake is imperceptible to the driver.

The Drive Mode settings are enhanced by the new Rear Electronic Damping Control System (ECS), which is equipped on the rear axle of the most popular New i40 body type – the wagon. Thus, the driver can adapt the suspension settings through the drive modes to suit his driving style. In addition to the rear suspension also the steering, throttle response\* and transmission logic\* are influenced by the selection.

The disc brakes, backed up by ESC, ABS, EBD and Brake Assist systems as standard, is carried over from the previous generation model.

The robust body shell, long wheelbase (2770 mm) and wide track 1591 mm in the front and 1597 mm in the rear were unchanged as they provide an excellent foundation for the fully independent suspension, by MacPherson Struts at the front and a multi-link system at the rear. The electric rack and pinion power steering with its responsive 2,78 turns of the steering wheel from lock-to-lock is also carried over.

\* Models with DCT/AT

# Safety

* New active safety and comfort features only seen in Genesis before
* Improved lighting through New Bi-Xenon headlamps and Smart High Beam
* Speed Limit Identification Function alerts driver when speeding

**New ‘active’ technologies for a safer drive**

The already comprehensive list of available active and passive safety technologies is expanded for the enhanced New i40.

New Bi-Xenon headlamps, which have brighter illumination and deliver greater clarity for improved night time visibility, feature self-levelling as standard.

The forward-facing sensors for the existing Lane Keeping Assist System, now perform two additional functions. The new Smart High Beam (SHB) system monitors approaching traffic and automatically turns off the high beam to avoid dazzling other drivers. This system was first seen by the premium Genesis model.

The new Speed Limit Identification Function system checks roadside signs and displays a current speed limit alert to the driver via the new TFT display on the instrument panel. It is the first time Hyundai is bringing this technology to its line-up.

In terms of passive safety equipment, every New i40 is fitted with seven airbags – front, side, curtain and driver knee airbag as standard. On some models two rear side airbags are also available. The original i40 was awarded the maximum five-star safety rating in Euro NCAP’s impact assessment programme.

**Five Year Unlimited Mileage Warranty**

Like all new Hyundai models, the New i40 is backed up by Hyundai’s unique, Europe-only, Five Year Unlimited Mileage Warranty package. This care programme provides customers with a five-year warranty with no mileage limit, five years of roadside assistance and five years of vehicle health checks.

# Technical Specifications

**Body & Chassis**

Five-door, five-seater sedan and wagon. Choice of four transversely mounted diesel and gasoline engines driving the front wheels via a six-speed manual or automatic transmission – depending on model and market.

**Diesel engines**

|  |  |
| --- | --- |
| **1,7-litre 115 ps** | |
| Type | ‘U-II’, DOHC, in-line four-cylinder, 16-valve |
| Capacity | 1685 cc |
| Bore x stroke | 77,2mm x 90 mm |
| Compression ratio | 15,7 |
| Power | 115 PS (85 kW) @ 4000 rpm |
| Torque | 280 Nm @ 1250~2500rpm |

|  |  |
| --- | --- |
| **1,7-litre 141 ps** | |
| Type | ‘U-II’, DOHC, in-line four-cylinder, 16-valve |
| Capacity | 1685 cc |
| Bore x stroke | 77,2 mm x 90 mm |
| Compression ratio | 15,7 |
| Power | 141 PS (104 kW) @ 4000 rpm |
| Torque | 340Nm @ 1750~2500 rpm |

**Gasoline engines**

|  |  |
| --- | --- |
| **1,6-litre 135 ps** | |
| Type | ‘Gamma’ GDI, four-cylinder, with dual CVVT |
| Capacity | 1591 cc |
| Bore x stroke | 77,0 mm x 85,44 mm |
| Compression ratio | 11,0 |
| Power | 135 PS (99 kW) @ 6300 rpm |
| Torque | 164Nm @ 4850 rpm |

|  |  |
| --- | --- |
| **2,0-litre 165 ps** | |
| Type | ‘Nu’ GDI, four-cylinder, with dual CVVT |
| Capacity | 1999 cc |
| Bore x stroke | 81 mm x 97 mm |
| Compression ratio | 11,5 |
| Power | 165 PS (121 kW) @ 6200 rpm |
| Torque | 204 Nm @4700 rpm |

**Transmissions**

Diesel engines - speeds

|  |  |  |
| --- | --- | --- |
| Engine | 1,7 (115) | 1,7 (141) |
| Manual | 6 | 6 |
| Automatic | - | 7 (DCT) |

Gasoline engines - speeds

|  |  |  |
| --- | --- | --- |
| Engine | 1,6 (135) | 2,0 (164) |
| Manual | 6 | 6 |
| Automatic | - | 6 |

**Gear ratios**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Diesel | | | Gasoline | | |
| 1,7  (115 ps) | 1,7  (141 ps) | 1,7 DCT  (141 ps) | 1,6  (135 ps) | 2,0 (165 ps) | 2,0 AT  (165 ps) |
| 1st | 3.769 | 3.615 | 3.786 | 3.769 | 3.615 | 4.400 |
| 2nd | 2.080 | 1.931 | 2.261 | 2.045 | 2.080 | 2.726 |
| 3rd | 1.257 | 1.696 | 1.957 | 1.370 | 1.387 | 1.834 |
| 4th | 0.905 | 1.241 | 1.023 | 1.071 | 1.079 | 1.392 |
| 5th | 0.686 | 0.921 | 0.778 | 0.839 | 0.884 | 1.000 |
| 6th | 0.547 | 0.780 | 0.837 | 0.703 | 0.744 | 0.774 |
| 7th | - | - | 0.681 | - | - | - |
| Reverse | 3.077 | 3.731 | 5.074 | 3.700 | 3.000 | 3.440 |
| Final drive | 3.733 (1- 6)  4.308 (Rev) | 3.765 (12R) 2.783(3456) | 4.857 (1245),  3.158 (367R) | 4.563 | 4.333 (1 6)  5.200 (Rev) | 3.437 |

**Suspension and damping**

|  |  |
| --- | --- |
| Front | Fully independent subframe-mounted MacPherson struts, with coil springs and gas-filled shock absorbers. Anti-roll stabilizer bar |
| Rear | Fully independent subframe-mounted multi-links, coil springs and electronically controlled gas-filled shock absorbers (optional) |

**Steering**

|  |  |
| --- | --- |
| Type | Motor-driven electric power steering, with (optional) FLEX STEER |
| Gearing | 13,5 |
| Turning circle | 5,47 |
| Lock-to-lock | 2,78 |

**Brakes**

|  |  |
| --- | --- |
| Front | 320 mm ventilated discs / 300 mm solid discs |
| Rear | 300 mm ventilated discs / 284 mm solid discs |
| Parking brake | Electric |

**Wheels and tyres**

|  |  |  |
| --- | --- | --- |
| Wheel type | Tyres | Spare tyre |
| 7,0J x 16-inch steel / alloy | 205 / 60 R16 | TMK,TEMP,FULL SIZE |
| 7,5J x 17-inch alloy | 215 / 50 R17 | TMK,TEMP,FULL SIZE |
| 8,0J x 18-inch alloy | 225 / 45 R18 | TMK,TEMP,FULL SIZE |

**Dimensions (mm)**

Exterior

|  |  |  |
| --- | --- | --- |
|  | Wagon | Sedan |
| Overall length | 4775 | 4745 |
| Overall width | 1815 (excluding door mirrors) | |
| Overall height | 1470 | |
| Wheelbase | 2770 | |
| Front overhang | 925 | |
| Rear overhang | 1080 | 1050 |
| Front track | 1591 depending on wheel / tyre combination | |
| Rear track | 1597 depending on wheel / tyre combination | |
| Ground clearance | 140 | |

Interior (sedan)

|  |  |  |
| --- | --- | --- |
|  | Front | Rear |
| Head room | 1025 | 965 |
| Leg room | 1170 | 850 |
| Shoulder room | 1455 | 1420 |
| Hip room | 1390 | 1380 |

Interior (wagon)

|  |  |  |
| --- | --- | --- |
|  | Front | Rear |
| Head room | 1025 | 990 |
| Leg room | 1170 | 850 |
| Shoulder room | 1455 | 1420 |
| Hip room | 1390 | 1380 |

Cargo bay

|  |  |  |
| --- | --- | --- |
|  | Sedan | Wagon |
| Length | 1130 | 1115 |
| Width | 1010 | |
| Height | 550 | 717 |
| Litres | 525 | 553 - 1719 |

**Weights\* (kg)**

Diesel

|  |  |  |
| --- | --- | --- |
|  | Sedan | Wagon |
| Curb weight | 1497 - 1661 | 1514 - 1692 |
| Payload | 439 - 593 | 453 - 616 |

Gasoline

|  |  |  |
| --- | --- | --- |
|  | Sedan | Wagon |
| Curb weight | 1402 - 1599 | 1428 - 1630 |
| Payload | 440 - 578 | 447 - 602 |

**Performance (Sedan)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Engine | Gasoline | | | Diesel | | |
| Gamma 1.6 | NU 2.0 GDI | | U2 1.7 Low | U2 1.7 High | |
| Transmission | MT | MT | AT | MT | MT | DCT |
| Max Speed (km/h) | 197 | 212 | 208 | 192 | 203 | 203 |
| 0-100 km/h (sec) | 11.5 | 9.8 | 10.6 | 12.4 | 10.3 | 10.8 |

**Performance (Wagon)**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Engine | Gasoline | | | Diesel | | |
| Gamma 1.6 | NU 2.0 GDI | | U2 1.7 Low | U2 1.7 High | |
| Transmission | MT | MT | AT | MT | MT | DCT |
| Max Speed (km/h) | 195 | 210 | 205 | 190 | 200 | 200 |
| 0-100 km/h (sec) | 11.6 | 9.9 | 10.8 | 12.6 | 10.5 | 11.0 |

**CO2 and fuel efficiency**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Engine | Gasoline | | | |
| Gamma 1.6 | | NU 2.0 GDI | |
| Transmission | MT BlueDrive | MT | MT | AT |
| CO2 | 140 | 147 - 153 | 165 - 175 | 173 - 176 |
| Fuel consumption  (Urban) | 7.7 | 8.3 – 8.5 | 9.4 – 9.7 | 10.2 – 10.4 |
| Fuel consumption  (Extra-urban) | 5.2 | 5.2 – 5.5 | 5.8 – 6.2 | 5.8 – 5.9 |
| Fuel consumption  (combined) | 6.1 | 6.3 – 6.6 | 7.1 – 7.5 | 7.4 – 7.5 |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Engine | Diesel | | | | | |
| U2 1.7 Low | | U2 1.7 High | | | |
| Transmission | MT Blue | MT | MT Blue | MT | DCT Blue | DCT |
| CO2 | 110 – 118 | 119 - 127 | 114 - 123 | 120 - 130 | 125 - 129 | 129 - 134 |
| Urban fuel consumption | 4.9 – 5.3 | 5.4 – 5.7 | 4.8 – 5.2 | 5.3 – 5.9 | 5.4 – 5.6 | 5.7 – 5.9 |
| Extra-urban consumption | 3.8 – 4.1 | 4.1 – 4.3 | 4.1 – 4.4 | 4.2 – 4.4 | 4.5 – 4.6 | 4.5 – 4.6 |
| Combined fuel consumption | 4.2 – 4.5 | 4.6 – 4.8 | 4.3 – 4.7 | 4.6 – 4.9 | 4.8 – 5.0 | 4.9 – 5.1 |

More information including images and video material is available at [www.HyundaiEuropeNews.eu](http://www.HyundaiEuropeNews.eu).

-Ends-

About Hyundai Motor

Established in 1967, Hyundai Motor Company is committed to becoming a lifetime partner in automobiles and beyond. The company leads the Hyundai Motor Group, an innovative business structure capable of circulating resources from molten iron to finished cars. Hyundai Motor has eight manufacturing bases and seven design & technical centers worldwide and in 2014 sold 4.96 million vehicles globally. With almost 100,000 employees worldwide, Hyundai Motor continues to enhance its product line-up with localized models and strives to strengthen its leadership in clean technology, starting with the world’s first mass-produced hydrogen-powered vehicle, ix35 Fuel Cell.

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

<http://worldwide.hyundai.com> or [www.hyundaiglobalnews.com](http://www.hyundaiglobalnews.com)

**About Hyundai Motor Europe**

In 2014, Hyundai Motor Europe achieved registrations of 424.467 units – an increase of 1% compared to 2013. Almost 95% of the vehicles Hyundai sells in the region are designed, engineered and tested in Europe to meet the needs of European customers. And 90% are built at its two local factories in the Czech Republic and Turkey, which have a combined annual capacity of 500.000 units. Hyundai sells cars in 30 European countries across 2.500 outlets.

Hyundai offers its unique, Europe-only, Five Year Unlimited Mileage Warranty package with all new cars sold in the region, providing customers with a five-year warranty with no mileage limit, five years of roadside assistance and five years of vehicle health checks.

More information about Hyundai Motor Europe and its products is available at [www.hyundai.com/eu](http://www.hyundai.com/eu). Follow Hyundai Motor Europe on Twitter [@HyundaiEurope](https://twitter.com/hyundaieurope).