

# Centered.

BY JOE SAGE

Hyundai IONIQ 5 delivers lots of nice surprises, from its shotgun acceleration to design, engineering and styling treats inside and out. Handling is on a par well beyond its price point. Charging is fast, range is long, and it can even tow a bit.

We had driven this new EV for about a half-hour while in the Appalachian foothills of north Georgia for the Hyundai Elantra N and Kona N introduction (also in this issue)—a nice precursor, as we knew we had it scheduled soon for a week back home.

Here, we quickly learned the IONIQ 5 is quite a head-turner and question-provoker. Friends wanted opinions and details all week, as did random people wherever we went. When it was parked, we'd see people peering inside or pulling out their cellphones for their own spy photos.

We might have figured there were three points of perspective and inquiry for this EV. How does it compare with a gasoline vehicle? How does it compare with other EVs? And how do its features com-

pare with any and all other vehicles in general?

Interrogators didn't ask about features—they seemed to simply be enthralled with the vehicle at face value. Most didn't ask about it as an EV versus ICE, indicating a rapidly growing awareness of the topic. Several did want to know how it compares with other EVs, in general or specifically.

But most questions were none of the above—no comparatives, simply that fundamental curiosity from any era: "How do you like it?"

And that one was easy. We liked it from the first punch of the pedal. You might think all attention is put into the electric powertrain—its near silence, its various differences in controls, its recharging—but the IONIQ 5 also rides and handles like a dream, atop its low center of gravity and wheels-to-the-corners platform stance. Steering is notably accurate and connected, suspension solid, smooth and planted. Well done.

Our sample was the all-wheel-drive model, a win-win delivering not only four-corner power and traction, but 320 versus 225 horses (a \$3500 to \$3900 add-on that seems hard to pass up).

Fuel mileage equivalency is very high by any

measure, but you can optimize it via eco mode (which boosts regenerative capture noticeably) or choose the potency, firmness and still impressive range of sport mode, our favorite overall.

Validation of our opinions arrived later on our first day with the vehicle, as news rolled in that it had been voted as World Car of the Year and had received two other World Car Awards as well, all joining its existing long list of wins and accolades.

Beyond performance, IONIQ 5 is an unabashed beauty. Sheet metal continues the brand's direction of 3D effects known as Parametric Dynamics, while heralding a new direction for Hyundai's growing EV family, the clamshell hood. The wheels move well beyond the flat discs characteristic of fuel-sipping cars in the past, which Hyundai has turned on its head by applying computer-aided design to achieve striking geometric complexity. And it does all this within a drag coefficient of just 0.288, notable for any vehicle and for a spacious utility in particular.

While debate continues over what constitutes an SUV or a crossover (or station wagon, European shooting brake, utility coupe and so on), Hyundai is on a healthy path that might defy categorization.

Key to its stance and general appeal is a clean one-pillar side glass treatment (its DLO), evocative of little ground-hugging hot hatches, while delivering a large, comfortable, high-profile cabin with generous doors and full-size taxicab rear legroom.

As is common, we nitpicked occasional screen dependency for certain otherwise simple features and contemplated whether its axial-twist shifter stalk having Drive up and Reverse down is the inverse of the norm, but these are all design decisions. As with any EV, and with it not even that hot yet, we wondered about cabin cooling in summer.

All in all, we concluded the same as we had for the Hyundai Santa Cruz in our prior issue: their engineering, design and content teams were totally aligned, synchronized and meshed on this vehicle. Check out a door handle inside or out, try a light switch, use the shifter, play with the screen. We imagined the team's delight with the completion of each little detail. Everything has had considerable special attention and comes together in a tour de force execution. Notable bonus: the product pricing team has also come through in a big way.

Even if you've never touched an EV, we have a hunch your experience will be about like ours—when you get in the IONIQ 5, it goes from novelty to mainstream in no time at all. Everything is in context, and it's all about the driving.

Hyundai has been on a roll, and this is another home run. The catch may be finding one; Hyundai's website warns of "extremely limited availability." So, if interested, get your order in. ■



## HYUNDAI IONIQ 5 AWARDS

- 2022 World Car of the Year
- 2022 World Electric Vehicle of the Year
- 2022 World Car Design of the Year
- Top Pick: EV Family by *Cars.com*
- *AutoGuide* 2022 Green Vehicle of the Year
- 2022 Hispanic Motor Press Awards EV of the Year
- *Autotrader* Best New Cars for 2022
- *The Car Connection* Best Car to Buy 2022 Awards
- 2022 German Car of the Year, New Energy category
- Inaugural "Best Cars of the Year" Awards 2021/22
- 2021 Good Design Award
- 2021 *Popular Science* Best of What's New Award
- UK Car of the Year 2022
- 2021 *Sobre Ruedas* Awards
- 2021 IDEA International Design Excellence Award
- *Auto Express* Car of the Year 2021
- *TopGear* Electric Awards 2021: Best Design



**WINNER**

**2021 WORLD CAR AWARDS  
WORLD CAR OF THE YEAR**

## SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
BUILD	unibody; high-strength steel, high tensile steel
CONTENT	95% Korea
ENGINE/TRANSMISSION	Korea / Korea
MOTOR	permanent-magnet synchronous
MAX POWER	(AWD) 74kW +165kW (320 hp)
MAX TORQUE	(AWD) 605 Nm (446 lb-ft)
MAX SPEED	(governed) 115 mph
BATTERY	697V 77.4 kWh lithium-ion polymer, 272 kW, weight 1049.0 lb
ON-BOARD CHGR	ultra-fast ≤ 800V / 350 kW
CHARGING TIME	
AC level II 240V (10-100%)	6 hrs 43 min
Rapid 150kW (400V) (10-80%)	est 25 min
Rapid 250kW (800V) (10-80%)	est 18 min
TRANSMISSION	single-speed reduction gear, shift-by-wire
DRIVETRAIN	HTRAC all-electric AWD
DRIVE MODES	eco-comfort-sport-snow
SUSPENSION	F: MacPherson strut, high-performance damper; R: multi-link, high-performance damper
STEERING	MDPS rack-mtd rack & pinion
BRAKES	F: 12.8 vented, R: 12.8 solid, regenerative brake control paddles
WHEELS / TIRES	20x8.5J alloys / 255/45R20
LENGTH / WHEELBASE	182.5 / 118.1 in
GROUND CLEARANCE	6.1 in
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	w/sunrfr 39.1 / 37.5 in
LEGROOM (F/R)	41.7 / 39.4 in
CARGO CAPACITY	27.2 / 59.3 cu.ft
	trunk 0.85 cu.ft
WEIGHT	4662 lb
TOW CAPACITY	1650 lb
MPGe	(MPGe) 110/87/98 (city/hwy/comb)
BASE PRICE	<b>\$54,500</b>
CARPETED FLOOR MATS	195
DESTINATION CHARGE	1225
TOTAL	<b>\$55,920</b>

## 2022 HYUNDAI IONIQ 5 LINEUP

	RWD	AWD
SE	\$43,650	\$47,150
SEL	45,900	49,400
Limited	50,600	54,500
RWD: 168 kW (225 hp), 303-mile range		
HTRAC AWD: 74+165 kW (320 hp), 256-mile range		

