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PRESS INFO

The all-new Hyundai i20 N

The ultimate corner rascal

- inspired by Hyundai's involvement in motorsport
- powered by a new generation 1.6-litre T-GDI turbo engine with 204 PS and 275 Nm, paired with a 6-speed manual transmission
- class-leading power-to-weight ratio of 171 PS per ton for more agile handling
- dedicated features including Launch Control, Rev Matching and a performance-oriented design contribute to an all-around driver-focused driving experience

Design

- bespoke 18-inch wheels
- distinctive rear spoiler to enhance aerodynamic performance
- large air intake in the front bumper
- dedicated radiator grille with N logo
- unique side sill
- rear bumper with a built-in diffuser and a triangular rear fog light echoing the iconic light shape found on i30 N and i30 Fastback N
- seven exterior colours, including the signature colour of Hyundai N: Performance Blue
- black interior with Performance Blue accents
- sport steering wheel and gear knob
- metal pedals
- dedicated sport seats with integrated headrest
- dedicated graphic for digital cluster and AVN
- black headlining

Engine

- powered by a 1.6-litre T-GDI engine with a power delivery of 204 PS and 275 Nm of torque
- turbo system with intercooler and specific water pump
- 350 bar High Pressure Injection Rail for fuel atomization, faster engine response as well as more efficient mixture preparation
- Continuously Variable Valve Duration (CVVD) leads to a 3% improvement in fuel efficiency compared to a non-variable valve opening

Transmission

- reinforced clutch and transmission to cope with higher RPM, torque and Launch Control
- reduced gearbox housing to reduce oil quantity
- N Corner Carving Differential, a Mechanical Limited Slip Differential (m-LSD)
- Rev Matching with dedicated activation button on the steering wheel
- Launch Control

- Drive mode selection “N Grin Control System” offering high level of customisation options: “Normal”, “Eco”, “Sport”, “N” and “Custom”
- Parameters that are adjusted by the “N Grin Control System”:
 - Engine response
 - ESC
 - Engine sound
 - Steering
 - Rev Matching
- post-combustion sound & variable muffler control
- Brake Pad Wear Indicator (PWI)
- Left foot braking calibration
- High RPM fuel cut control
- Low temperature cooling fan control
- Key Off cooling fan control
- Overboost
- Shift timing indicator

Virtual Turbospeed Control

- first Hyundai model equipped with Virtual Turbospeed Control (VTC)
- VTC is a newly-developed technology that maximises engine performance by optimally controlling the turbocharger
- VTC is based on Model Predictive Control (MPC) technology
- VTC provides a more precise estimate of turbo speed by analysing various data, such as
 - amount of fuel and air
 - exhaust pressure
 - boost pressure
- VTC predicts the outcome of the control for the immediate future by quickly and accurately determining variables such as its current operating state and driving conditions, so its durability is not affected, then controls turbocharger in advance by adjusting the wastegate directly responsible for turbo speed

Ride and handling

- chassis of regular i20 has been returned and reinforced for better driveability and handling
- reinforced suspension featuring new knuckles, new springs and shock absorbers
- high-performance brakes with increased front disc size (320 mm +40mm from regular i20) for improved responsiveness
- column-mounted Motor Driven Power Steering system (C-MDPS) for sporty driving
- dedicated high-performance Pirelli P-Zero tyres

Safety

- all-new i20 N is equipped with the following Hyundai SmartSense safety features:
 - Forward Collision Warning (FCW)
 - Forward Collision Avoidance Assist-City / Interurban / Pedestrian / Cyclist (FCA)
 - Lane Departure Warning (LDW)
 - Lane Keeping Assist (LKA)
 - Blind-Spot Collision Warning (BCW)
 - Intelligent Speed Limit Assist (ISLA)
 - Driver Attention Warning System incl. Leading Vehicle Departure Alert (DAW+)
 - High Beam Assist (HBA)
 - Lane Following Assist (LFA)
 - Rear Cross-Traffic Collision Warning (RCCW)
 - Rear view monitor with parking guidance (RVM)

Inspired by Hyundai's rally success

As with other Hyundai N models, the all-new Hyundai i20 N offers a fun-to-drive experience thanks to its exclusive engine performance and dynamic technology innovations. The latest model joins the i30 N and i30 Fastback N and recently-revealed KONA N among Hyundai's high-performance line-up in Europe to satisfy performance-oriented enthusiasts.

The all-new i20 N has its roots in motorsport. It is inspired by the i20 Coupe WRC, a rally car based on a highly modified version of the road-going Hyundai i20, and thus has the same weight as the minimum weight required in FIA World Rally Championship (WRC). The model has led Hyundai to success: in 2019, Hyundai was crowned the WRC manufacturers' champion after securing four wins during the season. Repeating that feat twelve months later, Hyundai strengthened its reputation as ones-to-beat in international motorsport.

"Our high-performance N brand has been hugely successful since we launched the i30 N in 2017. This time, we decided to develop a model inspired by our i20 Coupe WRC, which last year led us to success in the World Rally Championship. With the all-new i20 N, we are expanding our high-performance N line-up to appeal to even more customers who want to experience the thrill of the racetrack in their everyday lives."

Thomas Schemera, Executive Vice President and Head of Product Division at Hyundai Motor Company

Exterior design

Combined with Hyundai's Sensuous Sportiness design identity, the exterior design is both sporty and emotionally appealing. Compared to the base model Hyundai i20, it features an aerodynamic form and dynamic styling – such as a 10mm lower ground clearance.

At the front, the appearance is dominated by a wide radiator grille with an N logo and a larger air intake for the turbo engine. A rear roof spoiler enhances downforce and helps maintain stability, even at higher speeds. Other design highlights include front LED headlamps, while the darkened tail lamps resemble a black diamond.

The all-new i20 N comes in seven exterior colours including the N signature Performance Blue livery.

Interior design

Inside, the all-new i20 N represents a high-performance driving space with a host of N-specific features. This includes dedicated sports seats with a unique integrated headrest. The N logo features prominently throughout the interior, appearing on the steering wheel and the gear knob.

The interior is Black with Performance Blue accents and an all-black head lining.

Powertrain

The all-new i20 N is powered by a 1.6-litre turbocharged GDI engine with a six-speed manual transmission (6MT). It delivers a maximum output of 204 PS and a maximum torque of 275 Nm for ultimate driving pleasure. The engine offers flat power, which provides more torque and power at mid and high-range RPMs, thereby utilising more of the engine's potential in everyday driving situations.

The 1.6 T-GDI engine utilises Hyundai's new Continuously Variable Valve Duration (CVVD) technology to improve fuel efficiency. Meanwhile, the 6MT has been refined and reinforced to cope with higher RPM, torque and Launch Control to give its drivers a dynamically immersive driving experience.

High-performance driving features

The all-new i20 N is equipped with a number of dedicated functionalities for a sporty fun-to-drive experience. These include Rev Matching, Launch Control, and an Electronic Sound Generator. As with other N models, the all-new i20 N offers the N Grin Control System and its 5 distinctive drives modes for a high level of customisation. Other motorsport-inspired features include variable muffler control, left-foot braking calibration, and dedicated Pirelli P-Zero high-performance tyres.

Ride and handling

Compared to the base car, the all-new i20 N's chassis, suspension, brakes and steering have all been retuned so that the all-new i20 N is capable of handling the thrills of the racetrack. The chassis has been reinforced at 12 different points to ensure smoother handling and usability on any road and in all weather conditions. The suspension features reinforced front domes and knuckles with adjusted geometry. This includes increased camber for better traction and five fixation points for the wheel as well as a new anti-roll bar, new springs and new shock absorbers for maximum driving fun.

Comprehensive safety package

The all-new i20 N is equipped with Hyundai SmartSense Advanced Drivers Assistance System features and complies with the highest European safety standards. This includes features such as Forward Collision Assist City / Interurban / Pedestrian (FCA), Intelligent Speed Limit Assist (ISLA), Lane Following Assist (LFA) and Blind-Spot Collision Warning (BCW).
Tech and connectivity

The all-new i20 N features a Performance Driving Data System to monitor and improve the driver's track skills. This feature saves and displays driving data, including information on PS, torque, turbo boost. It also comes with a lap and acceleration timer.

Born in Namyang, honed at the Nürburgring

Hyundai 'N' stands for Namyang, Hyundai Motor's global R&D Centre in Korea, where the idea was born, and for the Nürburgring, home to Hyundai Motor's European Test Center, where the N line-up was further developed and tested. The close connection between Namyang and Nürburgring created the foundation for N, the goal being to deliver driving enjoyment. Symbolising a chicane, the 'N' logo embodies this aspect – an agile vehicle that is fun to drive – and represents the ultimate driving experience on winding roads.

Nürburgring Testing Center

The Nürburgring-Nordschleife was and continues to be used to hone N's high-performance technologies. The iconic circuit is known as one of the world's most challenging racetracks. With 73 corners and 20.8 kilometres of tarmac, it is also a motorsports complex and home to Hyundai Motor's own testing centre, operated by the Hyundai Motor Europe Technical Center. Hyundai Motor's accelerated durability tests are conducted there. Each car taking part in the tests laps the Nürburgring at least 480 times in both dry and wet conditions, simulating up to 180,000 km of severe driving – the equivalent of a normal vehicle's lifecycle – in just five to six weeks. The constant combination of hard acceleration, rapid deceleration, and heavy cornering push the vehicles to their limits, and the variable surfaces and camber ensure top performance even in adverse conditions.

Namyang R&D Center: Birthplace of N

Opened in 1995 in Hwaseong, South Korea, and employing 13,000 researchers and developers, the Namyang R&D Center is the heart of Hyundai Motor's global research & development network and the birthplace of N. Located on over 3.3 million square metres of land, it consists of various centres for design and engineering, power train, performance and test driving, an aero-acoustic wind tunnel, and environmental R&D. It is host to 34 roads, including 'Area C,' a high-speed track that is 4.5 kilometres long. The area is the spiritual home of Hyundai N, leading the initiation and extension of the N model line-up. In all, the site features a total road length of 70 km. The i20 N's great road holding is the result of months of testing the aerodynamics at Hyundai's Namyang Technology Research Center in Korea and in the wind tunnel.

Each component used in the i20 N makes Hyundai Motor's latest high-performance vehicle more agile and dynamic. This is what the Hyundai N line up stands for: the N-badged Hyundai focuses on taking the vehicle beyond its role of being just a means of transportation. It offers the customer the thrill and excitement of driving a high-performance car and becoming one with the car as it moves through corners at speed.

Technology transfer between Hyundai Motorsport and Hyundai N

"The Hyundai i20 R5 was the first car from Hyundai Motorsport Customer Racing, and the new i20 N Rally2 shows how far we have come in the five years since the foundation of the department. Every area of the new car is an improvement over the original thanks to the design work completed by our dedicated team of designers and engineers. Our focus is now on testing the car to further develop each aspect of the design to improve both performance and reliability, while also ensuring that the handling enables each and every one of our customers to achieve the best possible results when they can start competing with the i20 N Rally 2."

Andrea Adamo, Hyundai Motorsport Team Principal

Hyundai uses motorsport as a testing ground for new technologies. This approach has a direct impact on the company's future N production models through knowledge transfer. The all-new i20 N is directly influenced by the i20 WRC car. The all-new i20 N carries the same weight as the minimum required in WRC and bears a rallying-inspired roof spoiler for enhanced aerodynamics.

Hyundai Motorsport Customer Racing recently unveiled the i20 N Rally2, an all-new rally car intended for privateer teams and drivers. In another example of how Hyundai Motorsport and Hyundai N work together to enhance their performance offerings demonstrating the two-way relationship between Hyundai N and motorsport, the i20 N Rally2 car is based on the strong foundation of the all-new i20 N's chassis. The i20 N Rally2 builds on the dynamic look of the i20 N – part of Hyundai's new Sensuous Sportiness identity – and includes several design elements inspired by the world of motorsport.

Focused on fun to drive

Like the i30 N, the all-new i20 N has been developed on the basis of the three cornerstones of N: corner rascal, everyday sports car and race track capability.

The i20 N was developed to make the driver's heart beat faster when he or she gets behind the wheel. A number of high-performance driving features and a performance-oriented instrument cluster contribute to an all-around sporty experience.

The i20 N's distinctive design underscores its aerodynamic nature so that it is fun to drive on any road and helps maintain stability even at high speeds on the racetrack or highway.

Ultimate corner rascal

The i20 N loves corners. The N logo symbolises a chicane, the ultimate part of the track where the i20 N achieves maximum traction, precision and feeling. The powerful 1.6-litre turbocharged engine delivers up to 204 PS and 275 Nm torque.

The i20 N is aerodynamically designed to reduce lift. This keeps the body firmly on to the road when maximum traction is required. The optional N Corner Carving Differential is a Mechanical Limited Slip Differential (mLSD) that utilises a mechanically controlled torsion gear type to control the power transfer to the front wheels. For the real enthusiasts, the Electronic Stability Control (ESC) can be switched off completely for maximum freedom.

Everyday sports car

The i20 N is an everyday sportscar, suitable for daily commuting in comfort on weekdays or for racetrack driving on the weekend. By offering a great variety of customisation options, the i20 N is a well-balanced hot hatch, offering different options for performance and practicality to create the best feeling for the driver.

Race track capability

N models spend much more time on the racetrack compared to road cars and are tested at higher speeds. Thus, when taking a Hyundai N model to a track day, the driver can be sure that the car will perform well.

With a variety of new features to improve both everyday and high-performance driving situations, the all-new i20 N is truly a racetrack capable everyday sports car. In the development of the vehicle, durability and racetrack performance were key elements.

Produced in Europe

The all-new i20 N is produced at the Hyundai Assan Otomotiv Sanayi production plant in Izmit, Turkey (HAOS). (HAOS) is Hyundai's longest-running plant outside of Korea and has been in operation since 1997. With nearly 2,500 employees, it has an annual capacity of 230,000 units. The plant has four main production lines, consisting of press, body, paint and assembly. In 2019, Hyundai celebrated the two millionth vehicle produced at its Turkish plant. i20 is the most produced vehicle with over one million units of production since 2010.

Uncompromising and powerful design

The all-new i20 N presents an uncompromising and powerful look to match its undiluted high-performance experience. The exterior design of the model emphasises its high-performance nature by combining elements of Hyundai's rallying heritage with the company's latest Sensuous Sportiness design identity, which creates an emotional appeal for drivers. It adds aerodynamically functional forms to the sporty and dynamic styling of its base model, the class-leading Hyundai i20, such as a 10 mm lower ground clearance.

The front is dominated by the front bumper with a larger air intake for the turbo engine. The wide radiator grille with N logo features a unique pattern inspired by a chequered flag used in racing, underlining the all-new i20 N's racetrack capability. Below the grille, a lip spoiler featuring Tomato Red accents further enhances the model's performance-oriented design. This colour extends to the new side skirt and rear, emphasising its width. Meanwhile, unique side sills reinforce the link between the front and rear of the car.

At the rear, a distinctive WRC-inspired roof spoiler enhances downforce and underscores the aerodynamic nature of the all-new i20 N so that it is fun to drive on any road and helps maintain

stability even at high speeds. A rear bumper with built-in diffuser-like elements and triangular rear fog light echo the iconic light shape found on the i30 N and i30 Fastback N. In addition, a big single exhaust emphasises the high-end performance potential of the engine. The rear spoiler creates a downforce of 20kg at 200 km/h.

Other design highlights include front LED headlamps, while the darkened tail lamps resemble a black diamond. The all-new i20 N's sporty credentials are further accentuated by its bespoke 18-inch alloy wheels with a grey matte finish and N-branded brake callipers.

The all-new i20 N comes in seven exterior colours including the N signature Performance Blue livery, which is exclusive to Hyundai N models, and an optional Phantom Black roof for a two-tone style. Additional Tomato Red accents further emphasise Hyundai's motorsport DNA.

Exterior colours:

- Phantom Black Pearl
- Intense Blue Pearl
- Sleek Silver Metallic
- Dragon Red
- Polar White
- Elemental Brass Metallic
- Performance Blue

Interior design: a high-performance driving space

Inside, the all-new i20 N represents a high-performance driving space with a host of N-specific advanced and high-tech premium features. This includes dedicated sport seats with an integrated headrest that are unique to the all-new i20 N, as well as N steering wheel and N gear knob and sporty N metal pedals. The black interior features Performance Blue accents throughout and all-black head lining.

The digital cluster and AVN screen include features such as the variable LED red zone, which varies according to engine oil temperature, and the shift-timing indicator, which shows the driver the best time to switch gears.

Turbocharged flat-power engine

The all-new i20 N is powered by a 1.6-litre turbocharged GDI engine with a six-speed manual transmission (6MT). This engine is the first of a new generation to feature in a European Hyundai model. It delivers a maximum output of 204 PS and a maximum torque of 275 Nm for ultimate power delivery. With 1,190 kg of weight just as the i20 Coupe WRC, the power-to-weight ratio is one of the best in class. The all-new i20 N delivers a maximum speed of 230 km/h, and can go from 0-100 km/h in just 6.2 seconds.

The turbo engine offers flat power, which ensures high responsiveness and improved acceleration for even more fun on the road or on the racetrack. Flat power provides more torque and power at mid and high-range RPM, thereby utilising more of the engine's potential in everyday driving situations. The all-new i20 N keeps maximum torque between 1,750 and 4,500 RPM, and achieves maximum power between 5,500 and 6,000 RPM. This improves acceleration in the mid- and high-speed range and delivers consistent high performance in a variety of driving conditions.

Compared to the previous engine generation, the 1.6 T-GDI Gamma II engine features a larger turbo size, and the compression ratio has been reduced from 10.5 to 10, with a new piston design to enhance high-performance results. The exhaust valves have been made more resistant to operate with high-performance applications, and more robust compressor recirculation valves can cope with higher air flow rate, which both secures component protection and improves noise-vibration-

harshness (NVH) performance. Low-Pressure Exhaust Gas Recirculation (LP EGR) has not been installed in i20 N.

The engine uses a 350 bar High Pressure Injection Rail for fuel atomisation, resulting in a faster engine response as well as a more efficient mixture preparation and improved emissions output. It has a water cooled exhaust manifold, meaning it requires less fuel enrichment. The water pump is exclusive to the all-new i20 N.

The engine utilises Hyundai's new Continuously Variable Valve Duration (CVVD) technology to regulate the duration of valve opening and closing according to driving conditions, achieving a boost in performance and three per cent improvement in fuel efficiency. The CVVD system can realize the unprecedentedly long or short duration valve timing strategy which improves performance, fuel efficiency and emission simultaneously. To improve fuel efficiency, the CVVD system reduces pumping loss with long intake valve open duration.

Meanwhile, the 6MT has been refined and reinforced especially for the all-new i20 N to cope with higher RPM, torque and Launch Control to give its drivers a dynamically immersive driving experience.

The all-new i20 N can also be equipped with the N Corner Carving Differential, a Mechanical Limited Slip Differential (m-LSD) that utilises a mechanically controlled torsion gear type to control the power transfer to the front wheels. It provides optimum traction and enhances grip on every corner for a sportier and more agile ride. This technology is the essence of the corner rascal character of the all-new i20 N.

High-performance driving features

Like the i30 N, the all-new i20 N offers a range of high-performance driving features. Rev Matching synchronises the engine to the output shaft and has its own dedicated activation button on the steering wheel. This allows smoother or sportier downshifts, depending on the drive mode. With Launch Control, the engine and traction control are optimised for quick acceleration from a standing start just like a professional race driver.

The N Grin Control System offers customers a high level of customisation, with five distinct drive modes: Normal, Eco, Sport, N and Custom. The drive modes adjust the parameters of the engine, Electronic Stability Control (ESC), exhaust sound and steering in order to optimise them for a variety of driving conditions. In the Custom mode, drivers can select from Normal, Eco, Sport and Sport+ settings for each of the mentioned components to match driving preferences and road conditions. Moreover, dedicated N keys on the steering wheel flexibly allow any type of pre-sets to be mapped according to individual needs. For even sportier pleasure of driving, the Electronic Stability Control (ESC) can be operated in three stages: "ON", "SPORT" and "OFF".

Other motorsport-inspired features include an Electric Sound Generator, variable muffler control for the perfect exhaust sound, as well as left-foot braking calibration, a Brake Pad Wear Indicator (PWI), and dedicated 215/40 R18 Pirelli P-Zero high-performance tyres with "HN" mark (standing for "Hyundai N").

Virtual Turbospeed Control: a new technology to maximise the limits of high-performance cars

The all-new i20 N is the first Hyundai model equipped with Virtual Turbospeed Control (VTC), a newly-developed technology that maximises engine performance by optimally controlling the turbocharger. Hyundai Motor Company developed VTC in order to overcome the limitations of the existing turbocharger control system at high altitudes and thus optimize its performance for example on winding roads in the mountains, matching with i20 N's corner rascal pillar. It is based on Model Predictive Control (MPC) technology, a technique that predicts future situations based on the results of collected data entered into a predictive model.

VTC provides a more precise estimate of turbo speed by analysing various data, such as the amount of fuel and air, exhaust pressure, and boost pressure. It predicts the outcome of the control (e.g., turbo speed and engine output) for the immediate future (roughly one second away) by quickly and accurately determining variables such as its current operating state and driving conditions, so its durability is not affected. Thus it controls the turbocharger in advance by adjusting the wastegate directly responsible for turbo speed.

Furthermore, thanks to VTC technology, the Hyundai i20 N has a maximum torque of 275 Nm in a wide 1,750-4,500 RPM engine rotation. In N mode (when overboost is activated), VTC maximizes turbocharger control, increasing maximum torque in the 2,000-4,000 RPM range to 304 Nm. When maximum torque increases, the vehicle's acceleration performance and responsiveness improve.

Ride and handling

Hyundai N models are reinforced for optimal handling and usability on any road and in all weather conditions. Compared to non-N models and their base cars, they typically feature a refined chassis, suspension, brakes and steering to deliver a more agile ride and handling. Hyundai's engineers have returned and refined the regular i20's chassis, suspension, brakes and steering in order to deliver more agile ride and handling so that the all-new i20 N is capable of handling the thrills of the racetrack.

Reinforced chassis

The chassis has been reinforced at 12 different points to ensure smoother handling and usability on any road and in all weather conditions. This includes a redesigned undercover and an additional bracket.

Sporty suspension

The suspension features reinforced front domes and knuckles with adjusted geometry. This includes increased camber for better traction and five fixation points for the wheel as new anti-roll bars adapted to a sporty suspension setting (higher torsional stiffness), stiffer springs adapted to low riding heights and shock absorbers for maximum driving fun. In addition, new damper hydraulic settings have been adapted to the overall suspension settings.

Electronic Stability Control (ESC)

The Electronic Stability Control (ESC) system stabilises the vehicle during cornering manoeuvres. For even sportier pleasure of driving, the Electronic Stability Control (ESC) can be operated in three stages: "ON", "SPORT" and "OFF". When on, the system is optimised for daily driving, while still allowing some driving fun. Sport is optimised for dynamic driving and allows for some slip, or drivers can turn it fully off for the maximum racetrack feeling.

N Power Sense Axle

The N Power Sense Axle at the front combined with a dual Coupled Torsion Beam Axles (CTBA) at the rear provide higher stiffness for improved ride and handling performance. It enhances stability by adjusting the continually conventional dampers.

High-performance braking system

Meanwhile, the high-performance brakes of all-new i20 N feature an increased 320 mm front disc, which is 40 mm larger than the regular i20, for increased fading resistance and a more consistent brake pedal feel.

Column-mounted Motor Driven Power Steering system (C-MDPS)

The all-new i20 N offers direct and precise steering for confident, sporty driving through a reduced steering ratio of 12.0 (i20: 15.0) and its specifically tuned Column-mounted Motor Driven Power Steering system (C MDPS). C-MDPS provides stability at high speeds and makes the car instantly responsive at lower speeds.

High-performance tyres

Hyundai N models come with dedicated high-performance Pirelli P-Zero tyres that enhance response, handling and control for optimum traction whether on the road or the racetrack. The initials “HN” indicate that Pirelli specifically developed them to match the chassis dynamics of N.

Comprehensive safety package

With Hyundai SmartSense, the all-new i20 N offers the most Advanced Drivers Assistance System features in its class designed to provide the customer with more safety and peace of mind. This includes features such as Forward Collision Assist City / Interurban / Pedestrian (FCA), Intelligent Speed Limit Assist (ISLA), Lane Following Assist (LFA) and Blind-Spot Collision Warning (BCW).

Hyundai SmartSense safety features

- Forward Collision Warning (FCW)
- Forward Collision Avoidance Assist-City / Interurban / Pedestrian / Cyclist (FCA)
- Lane Departure Warning (LDW)
- Lane Keeping Assist (LKA)
- Blind-Spot Collision Warning (BCW)
- Intelligent Speed Limit Assist (ISLA)
- Driver Attention Warning System incl. Leading Vehicle Departure Alert (LVDA) (DAW+)
- High Beam Assist (HBA)
- Lane Following Assist (LFA)
- Rear Cross-Traffic Collision Warning (RCCW)
- Rear view monitor with parking guidance (RVM)

This is an important aspect of the everyday sports car pillar: Not only are Hyundai N models racetrack capable, they are a convenient choice for everyday driving.

Tech and connectivity

The all-new i20 N features a Performance Driving Data System to monitor and improve the driver's track skills. This feature saves and displays driving data, including information on PS, torque, turbo boost. It also comes with a lap and acceleration timer. Track data from several tracks around Europe will come pre-installed.

The all-new i20 N is available with a 10.25-inch LCD touchscreen navigation system with dedicated N content, Apple CarPlay and Android Auto as with the latest version of Bluelink, Hyundai's state-of-the-art connected car services. This offers a wide range of Connected Car services such as Hyundai LIVE Services, Connected Routing and Last Mile Navigation, as well as remote features via the Bluelink smartphone app. Bluelink comes with a free five-year subscription.

Like every Hyundai, the all-new i20 N comes standard with a 5-Year Unlimited Mileage Warranty.

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