

CARGAZING

2019 HYUNDAI VELOSTER

Small Size, Big Attitude

PRESS RELEASE

The new Hyundai Veloster features a comprehensive exterior and interior redesign, powertrain enhancements, and a bevy of new and improved infotainment and connectivity features.

ALL-NEW DESIGN

The Veloster merges the design appeal of a sport coupe with the versatility of an additional passenger side rear door in an asymmetrical two-plus-one configuration for easier rear-seat access. From the front, available LED headlights and LED daytime running lights flank a striking new grille design.

Much of the redesign is derived from enhanced proportions and volume; the new shape clearly conveys focused dynamic performance, even standing still. Its stance is more muscular, with higher-volume fenders and wheel arches for a more planted appearance. The cowl point and A-pillar are further rearward and now connect the hood line and belt line into an integrated, powerful gesture. Available 18-inch alloy wheels aggressively fill the wheelhouse openings. Further, the roofline has been lowered for a unique profile and a distinctive coupe-inspired essence.

INTERIOR

The asymmetrical design



The asymmetrical design of the 2019 Hyundai Veloster is due to a single rear door on the car's passenger side.



Each Veloster model has signature interior design elements.

carries through to the interior, with a driver-focused interior layout and on the

Turbo Ultimate, a contrasting color environment that visually separates the driving

cockpit. Each trim level has unique colors, materials, and accents, further differentiating each model with varying hues and textures.

In addition to these new colors and textures, the new Veloster also offers generous rear cargo capacity, with 19.9 cubic feet of interior volume behind the 2nd row seat, more than Mini Cooper, Mini Clubman and VW Beetle.

POWER

The Veloster 2.0-liter 4-cylinder engine uses the

Atkinson-cycle for superior efficiency and lower emissions. The 2.0-liter engine delivers a peak output of 147 horsepower at 6,200 rpm (estimated) and maximum torque of 132 lb.-ft. at 4,500 rpm (estimated). The Nu 2.0-liter also features Dual Continuously Variable Valve Timing, an electronic throttle control, variable induction and innovative anti-friction coatings. The 2.0-liter engine is coupled with either a six-speed manual or a six-speed electronically-controlled

BY THE NUMBERS

Base price: \$18,500
Wheelbase: 104.3 in.
Length: 166.9 in.
Width: 70.9 in.
Height: 55.1 in.
Motor: Nu 2.0 MPI Atkinson cycle 4-cylinder, DOHC Dual Continuously Variable Valve Timing, 147 hp, 132 lb.-ft. torque
Transmission: six-speed manual
EPA mileage: 28 city, 34 highway

automatic transmission. Three driver-selectable modes include Normal, Sport, and Smart, according to changing driver preferences.

TURBO

The 1.6-liter turbocharged, direct-injected four-cylinder engine produces 201 horsepower at 6,000 rpm (estimated) and 195 lb.-ft. of torque from 1,500-4,500 rpm (estimated). Turbo models generate 201 horsepower on regular fuel, which represents an output of 125.6 horsepower per liter. Further, there is an over-boost function that raises peak torque output to 202 lb.-ft. under maximum acceleration. Engine tuning maximizes low- and mid-range torque, for optimum acceleration under daily driving conditions.