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## The letter delivers what it promises

Von Matthias Knödler

The revolution has so far failed to materialize, with sales figures for electric cars rising and falling in proportion to the subsidies paid out. There is great skepticism, especially among enthusiasts: the vehicles are too heavy, too inflexible - and above all, apart from the often brutal acceleration, too cool. How do you bring emotion into an electric car? Hyundai is trying to find an answer with the Ioniq 5 N.

The Hyundai Ioniq 5 N drives quietly and calmly, just like a relaxed everyday car. But only as long as you keep your fingers on the buttons marked "N" on the steering wheel. Then the sound generator barks, the artificial sound resembles the high-powered four-cylinder engine of the i30 N, and eight simulated gears can be shifted through - although a single-speed reduction gearbox actually provides the power transmission. Even when idling, the sound is reminiscent of a combustion engine, and the virtual gear changes are of course lightning-fast.

The red speed range begins at "8000 revolutions per minute" - "a gut decision", according to Hyundai. The gearshift simulation is based on an eight-speed dual-clutch transmission, and the sound when changing gear and releasing the accelerator is a real treat: They have developed 20 sound patterns for exhaust misfires and brought transmission specialists from the combustion world on board.

The engineers and aerodynamicists have transformed the Ioniq 5, the "German Car of the Year", into a veritable everyday sports car. Joy and enthusiasm in the electric world: no one has ever demonstrated this as convincingly as Hyundai. 74,900 euros is a lot of money. But not for this outstanding electric car. (aum)

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## Images for article



Photo: Autoren-Union Mobilität/Knödler



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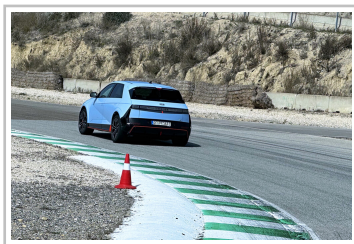


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