



Hyundai Motor America
10550 Talbert Ave, Fountain Valley, CA 92708
MEDIA WEBSITE: HyundaiNews.com
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AWARD WINNING HYUNDAI SANTA FE GETS FURTHER REFINEMENTS



Miles Johnson
Senior Manager, Quality, Service and Technology
(714) 366-1048
milesjohnson@hmausa.com

ID: 29165

With a Formidable Combination of Features, Functionality and Style, the Capable Santa Fe is On Target with Today's SUV Shoppers.

Aug. 15, 2005 - Entering its sixth year in production, the Hyundai Santa Fe has forged a remarkable reputation against tough competition. Gaining in features, style and performance with each model year, Santa Fe is a three-time winner of the AutoPacific Vehicle Satisfaction Award. It also finished first in Strategic Vision's 2004 Total Quality Index. Automotive Lease Guide (ALG) gave Santa Fe a class-leading four-star rating for residual value.

For 2006, the Santa Fe continues to improve. The top trim level LX has been replaced with the Limited, which builds on the base GLS trim's many standard features by adding leather seating surfaces and other upgrades. A new all-black monochromatic color scheme also is available as an option on the Limited.

SAFETY FEATURES

Passenger safety is an important consideration for SUV buyers, and the Santa Fe rises to the challenge with a long list of standard safety features. Front and rear disc brakes are standard, and are backed with four-channel ABS that includes Electronic Brake Distribution (EBD) to optimize brake performance even with differing vehicle loading. Plus, traction control is standard on all trim levels.

In the event of a collision, the Santa Fe's steel unibody and perimeter frame feature crumple zones that help dissipate crash energy and reduce the forces that passengers are subjected to. Body side reinforcements provide another line of defense, while hood buckling creases and safety stops help to safely control hood deformation in a severe impact.

All five seating positions have three-point seatbelts; the front belts include pretensioners and have height-adjustable shoulder harnesses. The Santa Fe has dual front airbags, along with front seat side airbags for greater protection in side impacts. Convenient anchor points allow child seats to be secured in the back seat.

DISTINCTIVE DESIGN

Santa Fe blends the best attributes of traditional SUVs with a driving character like that of a mid-sized sedan. The Santa Fe's unique "broad-shouldered" stance gives it a distinctive look compared to typical SUVs. Crystal-like headlight and fog light lenses with multi-parabola reflectors and standard alloy wheels help give the Santa Fe an upscale appearance. For 2006, the Santa Fe has blacked-out "B" and "C" pillars which give the side glass a more unified look.

ACCOMMODATING INTERIOR

The Santa Fe's five-passenger interior has outstanding passenger roominess and cargo space, highlighted by smart, functional design. The command seating position gives the driver a great view of the road, and the controls are arranged for easy, intuitive operation. Special attention has been paid to interior details, from the sculpted instrument panel surround to the chrome interior door handles and soft-touch surfaces. The Santa Fe's interior is loaded with convenience features, like overhead sunglasses storage, remote hood and fuel filler door releases, two-tier center armrest storage and a total of six cupholders. There are three 12-volt power outlets in the interior: two in the center of the instrument stack and a third in the cargo area.

When it comes to entertainment, the Santa Fe is well equipped. The standard GLS audio system is a Monsoon-engineered AM/FM/XM/CD/Cassette system with an external amplifier that kicks out 218 watts of power to 6 speakers. For optimum sound quality, the front-door and rear speakers are Monsoon premium units. The Limited trim level has the same power and speaker arrangement, but has a different Monsoon head-unit that trades the cassette player for a 6-disc in-dash CD changer.

Functional utility is critical to SUV buyers, and the Santa Fe more than measures up with a highly versatile interior design. With 100.7 cubic feet of passenger space, there's plenty of room for all five passengers to get comfortable. Behind the reclining 60/40 split-folding rear seats, there's another 30.5 cubic feet of cargo space that opens up to a cavernous 77.7 cubic feet with the rear seats folded down. There's additional storage beneath the carpeted load floor, and the flip-up rear tailgate glass makes it easy to load small items.

TWO POWERTRAINS

Santa Fe owners choose between two advanced V6 engines. The GLS comes standard with a 2.7-liter V6, with a 3.5-liter V6 offered as an option. The Limited comes standard with the big engine. The Delta-series 2.7-liter V6 has an aluminum block and cylinder heads to reduce weight; four-valves per cylinder and dual overhead camshafts make for strong overall performance. This smooth and quiet powerplant makes 170 horsepower at 6000 rpm, and delivers 181 lb.-ft. of torque at 4000 rpm. A SHIFTRONIC® four-speed automatic transmission is standard with the 2.7-liter engine. With standard front-wheel drive, this powertrain delivers 19 mpg in the EPA city driving cycle, and returns an estimated 25 mpg on the highway. When equipped with four-wheel drive, the 2.7-liter V6 logs 18 mpg City and 23 mpg Highway.

For Santa Fe owners looking for maximum performance, the 3.5-liter V6 that's optional in the GLS and standard in the Limited offers a significant upgrade. The Sigma V6 features dual overhead cams operating 24 valves; the rigid block is cast iron, with aluminum cylinderheads used to cut weight. At its peak, the engine produces 200 horsepower at 5500 rpm and 219 lb.-ft. of torque at an easily accessible 3500 rpm.

The 3.5-liter engine is matched to Hyundai's five-speed automatic transmission with SHIFTRONIC® manual control. This electronically controlled transmission offers drivers the choice of leaving the lever in Drive for conventional fully automatic operation, or moving the lever to a separate gate to the right for manual shift control. The transmission is fully adaptive, so it "learns" a driver's preferences and adjusts its shift-mapping accordingly.

This efficient powertrain combination provides responsive acceleration coupled with good fuel economy. With front-wheel drive or with four-wheel drive, the 3.5-liter V6's EPA estimated fuel economy is 17 mpg City and 23 mpg Highway.

THREE DRIVETRAIN CHOICES

Santa Fe owners can choose from three distinct drive systems, so they can get the capability they need while staying within their budget. Both the GLS and Limited come standard with front wheel drive and electronic traction control. Two different four-wheel drive systems are offered optionally: Fulltime four-wheel drive with the 2.7-liter engine and InterActive Torque Management (ITM) four-wheel drive with the 3.5-liter engine.

The Fulltime four-wheel drive system available with the 2.7-liter engine continuously sends 60-percent of the power to the front wheels and 40-percent to the rear wheels. The system is always engaged, fully automatic, and requires no input from the driver. A Dual Drive Differential that features two planetary gears and a viscous coupling takes care of the power split without the need for sensors or electronics.

With the 3.5-liter engine, a sophisticated InterActive Torque Management (ITM) 4-Wheel Drive System is available. This Borg Warner design routes up to 99-percent of the engine's power to the front wheels in normal conditions, then automatically delivers up to 50-percent of the power to the rear wheels when road conditions or acceleration change. This electronic "on-demand" system operates in variable four-wheel drive at all times by monitoring the throttle position, front wheel angle and wheel slippage/spin; then as conditions change, the power is automatically routed to the wheels with the best traction.

The ITM system consists of three sections in one compact, lightweight package positioned in front of the Santa Fe's rear differential. There is the actuating section, the torque transmitting section and the Electronic Control Unit (ECU). When the ECU senses the need for additional torque at the rear wheels, it sends a signal to the actuating section which causes the multiple wet clutches to engage and send torque to the rear axle.

COMFORTABLE AND CONTROLLED SUSPENSION

To provide the right combination of ride quality, on-road agility and off-road capability, the Santa Fe has fully independent

suspension front and rear. A MacPherson strut system is used up front, with a multi-link arrangement used in back. All four wheels are controlled by coil springs and fade-resistant gas charged dampers. All versions have a front anti-roll bar, and a rear anti-roll bar is standard on Santa Fe versions equipped with the 3.5-liter engine. Power-assisted rack-and-pinion steering is the final contributor to the Santa Fe's solid handling dynamics. With its nimble 37.1-foot turning circle (measured curb to curb) the Santa Fe is easy to maneuver in tight quarters.

SANTA FE GLS

Starting at about \$21,500, the base Santa Fe model is the well-equipped GLS 2.7L. It comes standard with a 2.7-liter V6 engine, four-speed SPORTSHIFT automatic transmission, ABS, traction control, alloy wheels, heated power outside mirrors, power windows, power door locks, remote keyless entry and fog lights. Inside, you'll find air conditioning, front and side airbags and a 218-watt Monsoon AM/FM/XM/CD/Cassette audio system with six speakers. Other useful items include a rear window wiper/washer, cargo net, first aid kit, cargo cover and floor mats. Two options are offered: a power tilt/slide sunroof and Fulltime four-wheel drive.

The GLS 3.5L builds on this equipment list with a 3.5-liter V6, five-speed SPORTSHIFT automatic transmission, electrochromic auto-dimmer rear view mirror and HomeLink. A power tilt/slide sunroof and InterActive Torque Management (ITM) four-wheel drive are offered as options.

SANTA FE LIMITED

The top of the Santa Fe line is the Limited, at about \$24,000. It includes all the equipment found on the GLS 3.5L and adds leather seating surfaces, heated front seats, power driver's seat, automatic temperature control with outside temperature display, a trip computer and a 218-watt Monsoon AM/FM/XM audio system with six speakers and a six-disc CD changer. Chrome exterior door handles and stainless steel scuff plates further distinguish the Limited. The short optional equipment list is limited to InterActive Torque Management (ITM) four-wheel drive, tilt/slide power sunroof and a monochromatic black appearance package.

WARRANTY

The 2006 Hyundai Santa Fe is protected by the Hyundai Advantage, America's Best Warranty™. Coverage includes five-year/60,000-mile bumper-to-bumper protection, 10-year/100,000-mile limited powertrain warranty, five-year/unlimited mileage roadside assistance and seven-year/unlimited mileage anti-perforation coverage. In addition, Santa Fe buyers receive 24-hour roadside assistance coverage at no extra charge for five years (no mileage limit) and that service includes emergency towing, lockout service and limited coverage for trip-interruption expenses. There is no deductible on any of these coverages.

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