

# GENESIS 2015 FAST FACTS

<b>Trim Levels:</b>	<b>3.8 / 3.8 AWD</b>	<b>5.0</b>
<b>Engine:</b>	3.8L D-CVVT, GDI, 24V DOHC V6	5.0L D-CVVT, GDI, 32V DOHC V8
<b>Horsepower:</b>	311 @ 6000 rpm (Regular)	420 @ 6000 (Premium), 407 @ 6000 (Regular)
<b>Torque (lb.-ft.):</b>	293 @ 5000 rpm (Regular)	383 @ 5000 (Premium), 372 @ 5000 (Regular)
<b>Transmission:</b>	8-speed SHIFTRONIC <sup>®</sup> automatic with Paddle Shifters and Drive Mode Selector (Eco, Normal, Sport, Snow)	
<b>Fuel Economy:</b>	<b>3.8:</b> City/Combined/Highway: 18 / 22 / 29	<b>5.0:</b> 15 / 18 / 23
	<b>3.8 AWD:</b> 16 / 19 / 25	
<b>Fuel capacity:</b>	20.3 gals	
<b>Range:</b>	<b>3.8:</b> 588 miles; <b>3.8 AWD:</b> 507 miles	<b>5.0:</b> 466 miles – Automatic Transmission

## 2015 GENESIS OUT-POWERS THE COMPETITION

	<b>2015 Hyundai Genesis 3.8</b>	<b>2014 BMW 535i</b>	<b>2014 Mercedes-Benz E350</b>	<b>2014 Lexus ES 350</b>	<b>2014 Cadillac CTS 3.6 Luxury</b>
Displacement (liters)	3.8 V6	3.0 Twin Turbo I6	3.5 V6	3.5 V6	3.6 V6
Horsepower (hp)	311 @ 6000	300 @ 5800-6000	302 @ 6500	268 @ 6200	321 @ 6800
Torque (lb.-ft.)	293 @ 5000	300 @ 1300-5000	273 @ 3500-5250	248 @ 4700	275 @ 4800
Auto Transmission	8-speed	8-speed	7-speed	6-speed	8-speed
SHIFTRONIC <sup>®</sup> Feature	Yes	Yes	Yes	Yes	Yes

	<b>2015 Hyundai Genesis 5.0</b>	<b>2014 BMW 550i</b>	<b>2014 Mercedes-Benz E550 4MATIC</b>	<b>2014 Lexus GS 350</b>	<b>2014 Audi A6 3.0T</b>
Displacement (liters)	5.0 V8	4.4 Twin-Turbo V8	4.6 Bi-Turbo V8	3.5 V6	3.0 Supercharged V6
Horsepower (hp)	420 @ 6000	445 @ 5500-6000	402 @ 5000	306 @ 6400	310 @ 5500-6500
Torque (lb.-ft.)	383 @ 5000	480 @ 2000-4500	443 @ 1600-4750	277 @ 4800	325 @ 2900-4500
Automatic Transmission	8-speed	8-speed	7-speed	8-speed	8-speed
SHIFTRONIC <sup>®</sup> Feature	Yes	Yes	Yes	Yes	Yes

*NOTE: The above information is based on published 2014 model information found on manufacturers' websites or in Owner's Manuals as of April 2014. Information subject to change without notice. No warranty or guarantee is being extended and Hyundai reserves the right to change product specifications and equipment at any time without incurring obligation.*

# GENESIS 2015 FAST FACTS CONTINUED

## 2015 GENESIS – EARLY ACCOLADES:



*“Hyundai’s version of the smart-opening trunk is an equally sensible improvement over the industry-standard systems. A driver with the car’s proximity key in her purse or pocket needs simply stand near the perimeter of the trunk for three seconds before that sucker pops right up, like it knows you’re there. (It does.) I saw the quasi-sentient trunk in operation and it worked beautifully, allowing a bin-holding Mark Vaughn (of Autoweek) unfettered access to the boot. Cool trick.”*

*“The headlining change for the Genesis is the addition of an all-wheel-drive system, dubbed HTRAC in Hyundai parlance, and developed with global supplier Magna Powertrain. The AWD setup uses an electric transfer case and a multi-plate clutch, and works in concert with the Genesis’ two-mode suspension damping (Sport and Normal) to distribute front/rear torque based on load and slip. As a default, the all-wheel Genesis sends 60 percent of engine torque to the rear wheels; that can be increased to 90 percent in an aggressive handling situation, or reversed to send 90 percent of torque to the front wheels in a very low traction “escape” environment. Further, Hyundai tells us that a fuel economy mode can be triggered, presumably at a steady state cruise, with 100 percent of the power going to the rear wheels.” – **Autoblog.com***

**AutoWeek**

*“Outside, it has a strikingly elegant new grille and side profile, part of “Fluidic sculpture 2.0.” The hood is long and flat, the cab sits rearward, the grille is more upright, the C-pillar is what you might call “sleek.” It certainly looks more elegant and expensive than the current Genesis sedan... Climb inside and the car immediately feels like it’s moved up a class or two. The seats are almost an inch lower to the floor, for instance, which, surprisingly, makes a big difference in how sporty it feels when you’re just sitting in it... Ultimately, with technological upgrades like automatic braking, lane-keep assist, blind-spot detection and a host of other luxu features -- including a CO2 sensor for the interior to see if you’re breathing out too much carbon dioxide -- the coming Genesis is worthy of spearheading Hyundai’s new aim of including more premium luxury in its lineup.” – **AutoWeek***

**NY**  
DAILY NEWS

*“...after seeing and driving the all-new 2015 Hyundai Genesis, we’re here to tell you that the Genesis is as regal, swift, quiet, and comfortable as nearly all of the best mid-size luxury cars out there. In other words, it’s the real luxury deal. Believe it. Hyundai’s all-new 2015 Genesis sedan wafts down the Arizona highways with the grace of a Mercedes-Benz E-Class. It’s not as scintillating as an Audi A6 or a Cadillac CTS, but its hushed interior feels just as luxurious. It feels substantial, like a BMW 5-Series, and—wait a minute, are we comparing a Hyundai to Audis, BMWs and Cadillacs? Yes we are. And that’s big news! Knowing the Genesis faces off with the Lexus GS, Acura RLX, and the aforementioned luxury German and American luxury sedans, Hyundai crafted a world class cabin with the best materials we’ve ever seen from the company.” – **New York Daily News***

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