

WHAT CAR?

Britain's biggest and best car buyer's guide **September 2022**



ONLINE REVIEW

Genesis GV60

Find out why it's the best yet from Genesis, and a brilliant electric car in its own right

WHATCAR? SAYS ★★★★★

In music, your first single can propel you to fame, like Sultans of Swing did for Dire Straits, or flop and end your career. As Genesis (the car brand, not the band) unveils its first dedicated electric car – the Genesis GV60 – we're sure it's hoping for a hit. Genesis couldn't have picked a more competitive section of the electric vehicle (EV) market to try to break into, though. Why? Well, the GV60's size puts it up against some well-established electric SUV rivals, including the Ford Mustang Mach-E, the Jaguar I-Pace and the Volkswagen ID 4.

Luckily, it didn't have to start from scratch. Genesis is the luxury arm of the Hyundai Group, and the GV60 is closely related to the Hyundai Ioniq 5 and Kia EV6. That means it features proven technologies, including the same dedicated electric car platform as those cars, called E-GMP. All versions of the Genesis GV60 have the same 77.4kWh battery as you'll find in the EV6. Its 239kW rapid charging capability allows it to go from 10-80% in as little as 18 mins (if you can find a fast enough charger). Even the Tesla Model Y can't match that.

The GV60 is more than just an Ioniq 5 or EV6 in different clothing, though. It's designed to offer you a far more luxurious experience, and has an interior unlike almost anything else out there.

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Sounds pretty good, doesn't it. But is it good enough to beat its siblings and those other rivals, which include some of the best electric SUVs on sale?

Over the next few pages of this Genesis GV60 review, we'll put the car through its paces, looking at all the important areas, including the electric motor options, the range between charges and much more. When you've decided which make and model of car is right for you, make sure you search the free What Car? New Car Buying service for a great deal.

Performance & drive

What it's like to drive, and how quiet it is



The Genesis GV60 is available in three guises: Premium, Sport and Sport Plus. So far, we've had the chance to test the Premium and Sport Plus versions. Sport Plus is the most potent and has an electric motor on each axle for four-wheel drive. In normal driving, each motor can pump out up to 214bhp, but there's a Boost button on the steering wheel, and when you push it, that figure rises to 241bhp for a combined 482bhp.

With Boost enabled, the GV60 Sport Plus can accelerate from 0-62mph in just 4.0sec. In other words, it's Porsche Taycan fast – and it feels like it, too: when you put your foot down, you're instantly and forcibly pinned back in your seat. You really ought to give passengers fair warning (although acceleration isn't quite as savage as in the Kia EV6 GT and Tesla Model 3 Performance).

If you don't crave that much power, the mid-rung GV60 Sport retains four-wheel drive but has a more modest 314bhp. It's still very quick, though. The entry-level Premium version ditches four-wheel drive in favour of rear-wheel drive, but still has a hearty 226bhp from its one rear-mounted electric motor. It feels suitably quick and can do 0-62mph in around 7.0sec.

What about when the road gets twisty? Well, the GV60 grips well and there's less body lean than in the Hyundai Ioniq 5 and Volkswagen ID 4. However, the GV60 is a big and very heavy car, so it's no hot hatchback. And while the steering is accurate, there's not a lot in the way of feedback. That leaves you without much of an idea of what the front wheels are up to.

The car defaults to Comfort driving mode when you switch it on, but there are two others to select if you want: Sport and Eco. Sport is the sharpest, with a quicker accelerator response and heavier steering. It also makes the driver display gauges glow red and tightens the seat bolsters to grip you in corners. Eco, meanwhile, is set up to maximise your range between charges. You can also adjust the strength of the regenerative braking



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using paddles on the steering wheel, with four levels to choose from. In Level 4, the slowing effect when you lift off the accelerator is so strong that you rarely need to brake.

Of the GV60s we've tested, the entry-level Premium version has the most comfortable ride, thanks to its smaller 19in wheels. On most roads (especially motorways) it isolates you very well from lumps and bumps. However, the suspension sometimes transmits a thwack through the car if you hit a pothole or a broken patch of Tarmac.

Sport Plus cars have larger 21in wheels and low-profile tyres so they're a little harsher, but still far from bone-shaking. All versions are really quiet on the move, keeping you better isolated from unwanted noise than the Tesla Model Y and Kia EV6 do.

Another reason to go for a version lower down the range is, er, range (the mileage kind). You see, while the Sport and Sport Plus variants are fast, they use up their charge far less efficiently. The Sport Plus can officially do 289 miles on a charge, while the Sport is slightly better at 292 miles. The GV60 Premium, on the other hand, can officially manage 321 miles, which is not far behind the Tesla Model Y Long Range.

Take the official range figures with a pinch of salt, though. Based on our real-world range test of the closely related EV6, we'd expect the Premium version to do 230-280 miles on a full charge, depending on the weather.

Interior

The interior layout, fit and finish



The Genesis GV60 really comes into its own when you get in and sit down. In fact, the materials and design features make it feel more like a concept car than something you can actually buy. One example is the crystal ball on the centre console that spins upside down to reveal the drive selector as soon as you push the starter button.

Digital instruments and a head-up display are standard on all models, and both show driving info (the speed limit and so on), media and navigation functions. The head-up display is configurable, and there's an 'augmented reality' navigation function that puts sat-nav directions in your line of sight.



The GV60's driving position is somewhere between an SUV and a regular hatchback. That means you don't sit as high up as in the Skoda Enyaq iV but it is lofty enough to give you a good view out of the front. The driver's seat has electric adjustment as standard, including for the lumbar support, and there's a good range of movement in the steering wheel.

The large side windows give you a decent view out of the front and sides, so you won't struggle to see cars around you. The view out of the back isn't great, though, because the tapered roof limits the size of the rear window and there's a large bar in the way. All versions come with front and rear parking sensors



and a rear-view camera, which helps make up for that.

One visibility feature that isn't particularly helpful is the optional digital camera 'mirrors'. The video feed they show is clear, but you don't get the same depth of field perception as with the standard-fit traditional mirrors, so it can be hard to tell how close other road users are.

In better news, the materials used throughout the interior give the GV60 a proper premium feel, and you'll be hard-pressed to find any hard or scratchy plastics anywhere inside. Instead, most of the surfaces are covered with soft-touch materials, synthetic leathers and attractive metals. You can pay extra for real leather and different colour schemes. It's not necessarily better built inside than the Kia EV6 but it does feel more luxurious and special.

All versions have a 12.3in touchscreen infotainment system that's positioned high on the dashboard and angled slightly toward the driver. The screen is bright and fairly quick to respond to presses, and the operating system is intuitive enough.

Thankfully, unlike in many modern cars, you don't have to operate the system solely through the touchscreen because there's also a rotary controller between the front seats. It's much less distracting (and therefore safer) to use while you're driving – you just spin a wheel to scroll through the menus and press down to make a selection.

All models come with Android Auto and Apple CarPlay smartphone mirroring, along with a built-in sat nav, Bluetooth and multiple USB-C sockets.





Passenger & boot space

How it copes with people and clutter



When it comes to interior space, the Genesis GV60 really spoils its occupants. Six-footers sitting in the front are treated to plenty of head and leg room, and the broad interior means you're not even close to rubbing shoulders with your front-seat passenger. As with the related Hyundai Ioniq 5 and Kia EV6, rear leg room borders on the ridiculous – it's so generous that it's almost like being in a limo.

Even if you and your friends are well over six feet tall, you'll easily fit two up front and two in the back with space to spare. Our only slight criticism is that those sitting in the back don't have much foot space under the seats in front of them. The sloping roofline means that head room in the back isn't as generous as in the front, but you'd need to be really tall for it to be a problem in the outer two seats. Unfortunately, the middle rear seat is slightly higher, so head room is reduced and six-footers will have to cower to fit there.

Storage for drinks and various bits and bobs is good whether you're a front or rear passenger. Up front, there are two cupholders, a central cubby under the armrest, a storage tray beneath the dashboard and a large glove box (which opens like a drawer). The door bins are large and shaped to hold a large water bottle.

With all that interior space, you might think there isn't much room left for the boot, and boot space is indeed less impressive than in many rivals. There's 432 litres of space below the load cover, slightly less than in the EV6 and much less than in the Tesla Model Y and Volkswagen ID 4. Still, the GV60 won't struggle with the weekly shop or a couple of buggies.

If you need more boot space, you can fold down the 60/40 split rear seatbacks. They lie almost completely flat when dropped, which means that sliding long items into the extended load bay is easy. There's enough underfloor storage for charging cables and the load cover.

The GV60 has a small boot under its bonnet, with 53 litres of space in the single-motor Premium and 20 litres in the dual-motor Sport and Sport Plus.



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Costs & verdict

Everyday costs, plus how reliable and safe it is



The Genesis GV60 costs more to buy than the equivalent Kia EV6 but a fair bit less than any Tesla Model Y.

All versions have a large 77.4kWh battery as standard, along with the ability to fast charge at speeds of up to 239kW. That means, in theory at least, you'll be able to charge from 10-80% in as little as 18 mins. However, that will require you to find a fast enough public charging point as well as all the stars aligning (ideal battery temperature, no one else using an adjacent charging point etc etc). In reality, you'll probably be waiting about half an hour.

The entry-level GV60 Premium has the best range between charges, and is well equipped, with full LED headlights, wireless phone-

charging, dual-zone climate control, adaptive cruise control and an electric tailgate all fitted as standard, plus infotainment and visibility aids.

There's plenty of safety equipment on all models, including eight airbags, lane-keeping assistance, blind-spot collision avoidance assist, rear cross-traffic assist and an all-important automatic emergency braking (AEB) system. The GV60 hadn't been tested for safety by Euro NCAP at the time of writing, but the closely related EV6 was awarded the full five stars.

Likewise, both the GV60 and Genesis as a brand are too new to have featured in the 2021 What Car? Reliability Survey so we don't have data on either yet. Hyundai and Kia – which are part of the

same automotive group as Genesis – came third and ninth out of 30 manufacturers in the survey.

The GV60 comes with a five-year unlimited mileage warranty (eight years on the battery) to give you peace of mind. It also comes with five years' of free servicing and five years' free over-the-air (OTA) updates.

Overall



A brilliant electric car and the best effort yet from the fledgling Genesis brand. Go for the cheapest RWD Premium model for the best value for money, although bear in mind the an equivalent Kia EV6 (almost identical underneath) will cost you slightly less.

- ✓ Wonderful interior
- ✓ Cavernous passenger space
- ✓ Sport Plus is blisteringly fast in a straight line
- ✗ Boot isn't huge
- ✗ Kia EV6 and Hyundai Ioniq 5 are cheaper
- ✗ Optional cameras not as good as traditional door mirrors





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