

Genesis GV80 large SUV (petrol) – Road Test

Published: March 16, 2022

Author: Kim Henson

Online version: <https://www.wheels-alive.co.uk/genesis-gv80-large-suv-petrol-road-test/>



Kim Henson test drives the Genesis GV80 large ‘premium’ SUV, in this case with 2.5 litre turbocharged petrol power.

(All words and photographs by, and copyright, Kim Henson).

If you are in the market for a roomy high class SUV, of course you will find a variety of



models on offer from the established makers in this sector of the market. However, there's a relatively new contender to consider, in the form of the Genesis GV80. Available with 2.5 litre petrol or 3.0 litre diesel power, it's a very well equipped, fast and sophisticated vehicle, with huge amounts of interior space for up to five passengers and their luggage.

As covered in my report in December, and in my recent road test features on the firm's GV70 SUV and G80 saloon ([GV70 SUV Road Test](#)/, [G80 saloon Road Test](#)), the Genesis approach to dealing with their customers differs from established selling procedures offered by other motor manufacturers. In essence Genesis aims to provide buyers with a personalised approach to build trust and loyalty over time. In particular this involves a Personal Assistant to help buyers throughout the process of acquiring their vehicle.

In addition, and as detailed by my colleague Robin Roberts, in his recent write-up on the G70 Shooting Brake, the firm has now introduced their 'Genesis Flexibility' subscription service, starting at £599 per month, to enable drivers to enjoy the company's products in return for a monthly payment, while not actually owning the car. For more information, and to read Robin's report, please click on this link to view, and look under the 'Late Genesis News' section: [Robin's Genesis report and news](#)

For those who wish to buy, GV80 prices start at £54,000 for the 'Premium Line' version, with our test car version, a 'Luxury Line' model, priced at £59,600. Adding to this was the 'Himalayan Gray' paintwork (at £750), plus options including the 'Innovation Pack' (£3,900) and 'Comfort Seat Pack' (£1,250), Lexicon audio system (£1,020) and electronic limited slip differential (£450), raising the total figure to £66,970. This represents a lot of motor car for the money, and especially by comparison with other vehicles sold in this market sector.

Under the bonnet



Propelling this large, all wheel drive SUV is a four cylinder 2.5 litre turbocharged petrol engine, supplied with fuel by a twin injection system and developing 304 horsepower at 5,800 rpm, plus 422 Nm (311 lb.ft) of torque, which is delivered from 1,650 to 4,000 rpm.

This powerful engine drives through the Genesis-developed eight speed auto transmission (with all wheel drive switched in automatically when required) and enables the GV80 to scoot from rest to 62 mph in 6.9 seconds, from rest, and on to a top speed of 147 mph.

On the move acceleration is rapid too, with the time to move from 50 mph to 75 mph being quoted as just 5.0 seconds.

'Combined' fuel consumption, under the WLTP system, is stated as being between 27.4 and



28.2 mpg.

In 'Drive' mode the transmission changes ratio automatically, but if desired, the driver can change up or down manually through the eight gears, using the 'paddles', one each side of the steering wheel.

In addition there's a 'Drive/Terrain' control mounted on the centre console, enabling the drive mode to be switched between 'Eco', 'Comfort' and 'Sport' modes (more about these later in this report).





In normal on-road driving the car's control systems automatically engage four wheel drive when they sense that grip is lacking, feeding power to all four wheels and assisting when the surfaces are slippery (for example wet or covered in leaves, etc.).

Pushing the Drive/Terrain button enables specific all wheel drive functions for difficult ground conditions to be activated, and by rotating the control the driver can bring into play settings identified as 'Snow', 'Mud' or 'Sand', to help ensure traction.

Multi-link suspension is employed at both the front and rear, and, importantly, an advanced state-of-the-art 'chassis' feature is the Electronically Controlled Suspension (ECS). This system has been developed by Hyundai/Genesis engineers to use forward-facing camera technology to 'read the road' ahead to 'pre-adjust' the set-up, with the aim of providing a smooth ride quality at all times. The technical aspects of this system are fascinating and really warrant a separate feature, but in brief the set-up incorporates a specific electronic control unit (E.C.U.) that receives information from the forward-facing camera, the navigation system and other sensors, and adjusts the suspension damping accordingly to maintain ride comfort over uneven surfaces (including, for example, speed humps and potholes) that the vehicle is about to reach.

Brakes are by discs, front and rear (with quadruple piston calipers at the front, single piston calipers at the rear), and electrically-operated power steering assistance is provided.



Safety First and 'Convenience' features

The GV80 incorporates an array of clever safety systems, among them Smart Cruise Control, Lane Following Assist (LFA), Blind-Spot Collision Avoidance Assist-Rear (BSC-R), Rear Cross-Traffic Collision Avoidance Assist (RCCA), FCA W/Pedestrian and Cyclist (FCA-CYC), Driver Attention Warning (DAW), Lane Keeping Assist (LKA), Manual Speed Limit Assist (MSLA) and Intelligent Speed Limit Assist (ISLA).

Infotainment/connectivity/convenience systems (among many) include Apple Carplay and Android Auto, a Bluetooth hands-free phone and streaming system, a 14.5 inch display screen with navigation, DAB digital radio, a Premium nine-speaker audio system, and Genesis Connected Services - a telematics system.



WHEELS-ALIVE!

www.wheels-alive.co.uk

Top quality



WHEELS-ALIVE!

www.wheels-alive.co.uk



As with all the models that I have encountered from the Genesis range, with the GV80 the very high standard of finish is noticeable, from the lustrous paintwork and close panel gaps to the way that the interior is put together, and the 'built-to-last' quality feel of the switchgear.

State of the art technology has been applied to the multitude of safety and convenience features built into the G80, and it lacks nothing in terms of useful systems. Most of these are easy to take on board within a very few minutes, although personally I feel that for those not acquainted with the Genesis models it would be worth studying specific aspects of the very comprehensive handbook, before delving into the various operating menus.

I especially liked the heating and ventilation controls, that incorporate excellent graphics



and intuitive operation, and they can be operated independently of the large central display screen. This is good, safety-wise; you don't need to work your way through complex menus to achieve the desired temperature or demisting function.

These general comments apply equally to the row of push-buttons positioned underneath the screen, and they are arranged to provide instant easy access to radio, sat nav and other 'convenience' functions.

The large central display touch screen for the infotainment system is also easy to operate, I found, a very good example of its type.

The unmistakably clear instrument panel features the usual rev counter and speedometer, plus fuel and temperature gauges, also the menu-driven and comprehensive trip computer readouts.

A helpful additional aspect is the projection of vehicle speed, also the relevant local speed limit in operation, onto the windscreen ahead of the driver. If a speed limit is exceeded, the limit applying will flash on the windscreen, alongside the actual road speed of the vehicle, reminding the driver and encouraging him or her to comply.

The Blind Spot View Monitor system is first class, and in my opinion, a major safety feature. It is linked to two rear view cameras, and projects an image onto the instrument panel, showing a rearwards 'live video' view along the appropriate side of the vehicle when the left or right-hand indicators are activated. This clearly shows a cycle or traffic approaching from the rear.

The centre console mounted rotary control close to the driver enables easy engagement of 'Drive' or 'Reverse' (through 'Neutral'), and located between the 'Drive' and 'Reverse' modes is the push-button-activated 'Park' setting.

The separate 'Drive/Terrain' control (mentioned previously) enables the driver to switch between 'Eco', 'Comfort' and 'Sport' modes. For general use I found the 'Comfort' mode



provided good results, and in 'Eco' mode the car still performed fine but with the management system settings adjusted automatically to prioritise economy over performance. By contrast, with 'Sport' mode engaged, the instrument panel colour changes to red, the side bolsters of the driver's seat move inwards to provide more positive location within the seat, and the dynamic behaviour of the vehicle is noticeably sharpened. The appropriate confirmation of the drive mode applying at any time is shown on the instrument panel.

The circular control mounted ahead of the transmission selector on the centre console, takes care of changing the various functions of the central display screen, which incorporates 'touch' operation too.

A pleasant place in which to travel...

This slideshow requires JavaScript.

The spacious interior of the GV80 was liked by me and by all my passengers, with large, comfortable seats (including a central arm rest for rear seat occupants), generous head and leg room for up to five occupants, and wide-opening doors that helped entry to and exit from the car. The centre console, that looks as if it is 'floating' in the air, and the state-of-the-art facia, with its large central display screen plus a brilliantly clear instrument panel (incorporating 3D effect instruments) were all much appreciated, as were the many storage compartments around the interior. These include door 'bins', a lidded box at the rear of the centre console, and document pockets built into the backs of the rear seats.

A useful feature is that the front seats move rearwards to allow easy and exit for front seat occupants. When the driver and front seat passenger are aboard, the seats move forward to their positions pre-set by the occupants, ready for travelling. The extent of rearward travel is adjustable through the menu system.

Rear seat passengers benefit from retractable side window blinds.



Even with the rear seats all occupied, the GV80 has a roomy luggage compartment, accessed by an electrically-activated tailgate that lifts high out of the way, at the touch of a button. I measured the platform length in this mode as approximately 43 inches (109 cm) in the centre, and about 41 inches (104 cm) at each side of the boot.



When not in use, the retractable load cover can be stored in its own separate under-floor compartment, located beneath a lid (visible in the photograph below) at the rear of the luggage compartment.



The rear seat backs, divided 2/3:1/3, can be folded forwards by direct activation of the release mechanism at the seats themselves, or by means of a handy button built into the left-hand side wall of the boot. It is worth noting that when restored to their 'upright' positions, the angle of the seat backrests can be set according to choice (they are multi-adjustable).



Importantly, with the rear seat backs folded, the usefully long load floor thus made available is near-horizontal (rising slightly towards the front of the vehicle).

This slideshow requires JavaScript.

By my measurements the maximum length of the load platform is approximately 69 inches (175 cm), with extra carrying length available ahead, if required for very long items, as far as the backs of the front seats, amounting to a total of around 77 inches (196 cm) with these seats set roughly in their 'mid-range' positions.



My tape measure told me that the minimum width of the load compartment, between the rear wheel arches, is 41.5 inches (105 cm), widening to 53 inches (135 cm). Available height at the tailgate is 29.75 inches (75 cm).

A useful 12 volt socket is provided within the luggage compartment.

On the Road

This slideshow requires JavaScript.

Of course, the GV80 is a very large vehicle, but it is *meant* to be so...

It is therefore inevitable that care is needed when parking the car, in terms of finding spaces wide enough to accommodate it, and when driving in narrow lanes, etc. That said, the GV80 is straightforward to drive and easy to manoeuvre. Its multiple camera/warning systems work well when parking in tight spaces.

It is a powerful machine, with 304 PS available, plus, importantly, huge reserves of torque that impart strong pulling power at all speeds. I found that throttle response is smooth, instant and enjoyable. Driving on B roads, main road cruising and fast motorway trips were all effortlessly accomplished, for most of my mileage with the drive mode set to 'Comfort'.

As already explained, drive modes can be switched according to preference and road conditions, but regardless of the mode selected, the car was fun to drive and felt safe at all speeds.

I found that traction was excellent. The car's all wheel drive system automatically engages when its on-board sensors decide that it is needed; this is reassuring in wet/slippery conditions.

I was impressed by the handling and roadholding abilities of our test car GV80, for example on twisting roads it gripped the tarmac without drama, and body roll was minimal. It felt



positive, with good steering feedback and powerful, progressive braking too.

I was also pleasantly surprised by the fact that strong side winds had very little effect on my chosen line.

I found that the ride quality was accommodating on most surfaces, yet firm. Large dips and bumps could be felt a little more readily than I had expected, given the Electronically Controlled Suspension (ECS) system.

The petrol-powered GV80 test car was mechanically refined and very quiet, even when accelerating hard, with just a muted increase in sound evident under such conditions. Indeed the loudest sound I noticed was subdued tyre noise on some surfaces.

The windscreen wipers and screenwashers front and rear were used often during my road test, and proved to be excellent.

As with the other Genesis models I have sampled, illumination of the ground beneath the driver's door is activated as the car is approached with key in hand, and the beam incorporates a 'Genesis' logo projected onto the floor alongside the car.

The interior lighting was also found to be very good.

The heated front seats and heated steering wheel were appreciated on cold days; there are multi-adjustable heat settings, plus 'cooling' settings for summer weather.

The readily-adjustable air con/heating/ventilation system worked efficiently and quickly, and was easy to work out. The system is individually controllable by the two front seat occupants, and rear seat passengers also have their own outlet vents and controls.



Fuel consumption

There is no pretending that a large, petrol-powered SUV is going to be ultra-economical. The official 'Combined' consumption figures are 27.4 to 28.2 miles per gallon. I was therefore pleased to see that my overall consumption in real life motoring during my week's road test motoring was actually slightly better than this, at 28.3 mpg. In fact, considering the size and considerable performance potential of the GV80, I feel this is a reasonable figure.

(Note: For those who prefer it, there is also a 3.0 litre diesel version of the GV80, promising



lower consumption).

VERDICT

A roomy, highly practical, enjoyable to drive and effective large SUV that looks and feels well-engineered, and built with commendable attention to detail. It's not cheap, but represents good value in its market sector. If you are looking for a large, high performance 'Premium' SUV the GV80 should be on your shortlist.



Wheels-Alive Tech. Spec in Brief:



Genesis GV80 Luxury Line large 'Premium' SUV (petrol)

Engine: Four cylinder 16 valve turbocharged, twin injection system petrol, 2407cc, 304 PS @ 5,800 rpm; max. torque 422 Nm (311 lb.ft), from 1,650 to 4,000 rpm.

Transmission: All wheel drive via eight speed automatic transmission.

Performance:

0 - 62 mph: 6.9 seconds

50 - 75 mph: 5.0 seconds

Top speed: 147 mph

Fuel consumption: Official Combined figure, 27.4 to 28.2 mpg. Actual figure achieved on test, 28.3 mpg. Fuel tank capacity: 80 litres (17.60 Imperial gallons). Approximate range on a full tank, at our achieved mpg figure: 495+ miles.

CO2 emissions: 164 to 169 g/km.

Notable dimensions:

Length: 4,945 mm (16.22 ft)

Wheelbase: 2,055 mm (6.74 ft)

Width: 1,975 mm (6.48 ft)

Height: 1,715 mm (5.63 ft)

Max. laden mass: 2,825 kg (6,228 lb)



WHEELS-ALIVE!

www.wheels-alive.co.uk

Luggage capacity (VDA): 735 litres (25.96 cu.ft)

Max. luggage capacity (VDA): 2,152 litres (76.00 cu.ft)