Genesis G80 Dynamic – Road Test

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Genesis was slow coming into Britain but it has accelerated in pace and progress. Robin Roberts (and WheelsWithinWales) reports…

After a long spell in the US, Genesis arrived in the UK in summer 2021, initially into the business-backed fleet sector where it promised unrivalled VIP buying and service arrangements through direct sales and ‘studios’ with a “we come to you” business model for exclusivity.

After gradually building up its brand and range from pure petrol or diesel models it eased into the ev-sector as well.

Behind the scenes it also migrated from a stand-alone brand as the halo of the Hyundai Group – which also sells Kia – into part of the regular Hyundai sales network.

Its expansion of outlets and widening model ranges with the exclusion of diesel continues and it has just announced a ‘concept’ off-roader with a distinctly luxurious interior, highly practical chassis and 1100 PS V8 petrol powertrain, the X Skorpio, which is intended to signal the direction of future Outdoors versions based on existing cars in its showrooms.

It currently has 15 UK dealerships with a majority in the South East of Britain, with room for demand growth. There are open points in the West Country, Wales and Scotland.

The G80 is their premium saloon and it started with petrol engines but the platform and body are now engineered for a pure BEV role and it has been given a longer wheelbase to dramatically increase rear seat legroom for chauffeured executives or passengers as well as a bigger battery with greater range.

Styling changes over the body and inside make it stand out in any car park and the refinements have been enhanced to achieve one of the lowest possible noise levels in any luxury car.

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The 94.5 kWh battery has been enhanced and can be recharged to 80% in about 25 mins to give a range we calculated to be close to 388 miles in our hands, a bit more than that expected from official figures.


EV
GENESIS

You have different driving modes to exploit the performance and handling to maximise economy or shorten journeys and they are at your fingertips with instant, seamless transitions between them.

Acceleration was very respectable even before going into the sporting mode, and it had a hefty push in the back from standstill or when overtaking while also delivering near silent progress at motorway speed. This is a car for some serious long journeys.

Around town the suspension could be heard working hard to smooth out potholes yet the ride generally remained unruffled.

On open roads in sporting setting, the G80 handled like a smaller car with good responses to steering, brakes and throttle. Our model had the optional rear-wheel-steering for increased stability through corners and it felt very sure-footed as a result.

Inside, the accent was distinctly technical with one of the biggest infotainment and driving displays on any car and combined with bright trim highlights and leather upholstery. Oddments space was excellent.


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The fully powered seats gave incredible support to legs and backs and visibility was good all round. Those behind could stretch out but tall users may find heads brushing the roof.

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Heating and ventilation was comprehensive, worked well and quickly adjusted to chosen settings. Thick side windows helped keep out the heat and cold as well as contributing to reduced noise coming into the cabin.

For what is a large and roomy car, the only disappointment was a surprisingly small boot for cases but it was easy to load and empty.



VERDICT

The Genesis G80 is comparable to the established, legendary best luxury rivals but it beats them in important areas and while the brand was slow arriving, it’s now pulling smartly away from competitors with its rarity when so many cars look the same.

For: Quick recharge, long range, sophisticated, refined, well equipped with excellent ownership features, rare.

Against: Rear seats headroom, small boot, tyre and road noises and expensive extras.



FAST FACTS

Model: Genesis G80 Dynamic

Price: £84,925 as tested

Mechanical: 370 PS motor 94.5 kWh battery, 4WD auto

Max Speed: 139 mph

0 – 60 mph: 4.9 sec

Range: 388 miles

Insurance Group: 50

C02 emissions: Zero

Bik rating: 3%, £10FY, £620SRx5

Warranty: 5 years/60K mechanical, 10 years/100k battery

Size: L 5.0 m (16.40 ft), W 1.93 m (6.33 ft), H 1.47 m (4.82 ft)

Bootspace: 354 litres (12.50 cu.ft)

Kerbweight: 2,325 kg (4,409 lb)

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