KGM Actyon – Brief First Impressions

Published: May 13, 2025

Author:

Online version: https://www.wheels-alive.co.uk/kgm-actyon-brief-first-impressions/



Kim Henson briefly samples KGM’s Actyon coupé-style SUV…

(All words and photographs © Kim Henson and Wheels-Alive).

Recently I had the opportunity to get behind the wheel of the KGM Actyon, driving on a variety of roads in north Wiltshire.

This newcomer is powered by a 1.5 litre G-DI turbocharged engine (producing 163 PS at 5,00 to 5,500 rpm and maximum torque of 280 Nm or 207 lb.ft between 1,500 and 4,000 rpm), driving via a six speed automatic transmission (a third generation Aisin unit).



The engine incorporates an integrated exhaust manifold for more rapid warm-up from cold, an electro-magnetic circulation valve and an electronic carbon emission gate. ‘Idle Stop and Go’ (ISG) technology is also built in to save fuel and emissions.

Paddle shift ratio changing is provided for those preferring to make manual changes, and there are three driving modes – ‘Normal’, ‘Sport’ and ‘Winter’.

The electric power steering system (EPSI) , controlled by an Electronic Control Unit (ECU) is set up to align steering torque with vehicle speed and to provide active torque in critical driving situations, enhancing handling and steering precision and enjoyment.

Pricing for the K50 SUV – the single specification variant from launch – works out at a competitive £36,995, which includes a wide variety of safety, luxury and convenience features.

Buyer peace of mind is provided by a five year/100,000 mile warranty, and back-up is available through a network of 70 dealers across the UK.

Insurance premiums should be reasonable, with a 25A rating.

High specification

KGM says that their design philosophy of 'Practical Creativity' has been applied to the newcomer. With this in mind, the C+ segment Actyon SUV is packed with useful equipment and systems, including 'best in class' safety features (including the widespread use of high strength steel throughout the body shell), and it also incorporates a variety of smart, digital and intuitive technology aspects.

Much work has been put into reducing sound intrusion into the passenger compartment, including the installation of laminated front door glass, improved door seals and the extensive use of sound-absorbing materials and foam pads, throughout the car.

KGM says that the vehicle's chassis is 'highly waterproofed', to the extent that it can be driven through water up to 300 mm (very nearly a foot) deep at up to 18 mph…

It is claimed that the Actyon has the best-in-class load capacity (668 litres or 23.59 cu.ft with the rear seats occupied; up to 1,568 litres or 55.37 cu.ft). Beneath the main boot floor is an additional hidden compartment for stowage.

This slideshow requires JavaScript.

The vehicle has a useful towing capacity of 1.5 tonnes.

The bold styling, sloping roofline, and angular wheel arches accommodating 20 inch diamond-cut aluminium alloy wheels (shod with Michelin noise-cancelling tyres), gives the car a contemporary sporting appearance, which I liked.



On The Road

During my brief time with the car, I found it comfortable in terms of ride quality, and mechanically hushed. The power unit provided responsive acceleration, and cruising at higher road speeds was easy, quiet and pleasant.

Ultimately the car is capable of 119 mph and acceleration from rest to 62 mph in 10.8 seconds. WLTP ‘Combined’ fuel consumption is said to be 33.1 miles per gallon.

I liked the effective touch screen/driver information displays, which I found intuitive and easy to use. The facia features a 12.3 inch colour LED cluster and infotainment screen.

I found that the 360 degree around-view monitoring camera system system was excellent and very welcome, especially in view of the vehicle’s high rear quarters.

This slideshow requires JavaScript.

Quick access buttons and customisable set-up allow the driver to select/activate ‘favourite settings’, including those relating to ‘rear sleep mode’ (which mutes the car’s rear speakers when required), navigation and telephone aspects.

Connectivity functions abound.

Notable was the the seat comfort and generous amount of interior space available, for both front and rear seat occupants, and the trim/upholstery has an attractive appearance throughout.

This slideshow requires JavaScript.

Both front seats feature eight-way electrical control plus two-way lumbar support, and both the front and rear seats incorporate heating. The rear seats can be reclined by up to 32.5 degrees.

The luggage compartment is commendably large, and easy to access from bumper level.

Storage compartments abound, and clever touches include the provision of ‘headrest hangers’ and mobile phone pockets, built into the backs of the front seats.

This slideshow requires JavaScript.

VERDICT

The Actyon features an impressive specification, with a family-friendly roomy interior plus generous luggage space, competent performance and competitive pricing.

It would be interesting to judge the car during a longer acquaintance, but my very brief first impressions were positive.


ACTYON
RF74 EYV