# KGM Tivoli K40 V2 – Road Test

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**The familiar Tivoli mid-sized SUV has been relaunched and refocused to take on rivals which offer less to an increasingly cost-conscious client base.**

**Robin Roberts (and WheelsWithinWales) test drives the latest Tivoli.**

Introduced in 2015 under a SsangYong badge before the manufacturer ran into trouble, and then relaunched as KGM with improvements inside and out in 2024. We now have just one trim level, the K40, with a 1.5 litre petrol engine and choice of manual or automatic transmission and available in just five colours.

The models rise from £23,030 for the manual version to £24,550 for the

automatic, but there are a host of purchase and pcp options available.

Taking its name from the opulent Italian town near Rome, the Tivoli has been seriously updated for its relaunch and not only cosmetically but technically matches rivals, but at a fraction of their price.

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It is one of few petrol engines which does not have any hybrid assistance so it has high emission levels for it size and power and as a result drops into a punitive road tax sector when registered. You also see a continuing penalty through its everyday fuel consumption and we recorded a best figure of just 31 mpg despite using the cruise control.


2.0 ECOBLUE 150 PS
Heat Shield
R-1234yf
530±30g
PAG

Mechanically the engine was agreeably quiet even under load which was needed to pull it along, and the six-speed automatic – a version similar to that in the MINI – by Aisin, was smooth changing up or down.

It can also be driven in a sequential manual mode to suit a driver's wishes and needs and the changes remain smooth.

You can select normal, sporting or winter modes to make the most of its ability and even select hill descent control for maximum assistance in the winter mode setting.

Steering was moderately weighted to give respectable feedback on open roads and the ratio made light work of urban parking, without kickback or vibration.

Underfoot, the brakes slowed the near 1.4 tonnes car very easily and had good feel through the pedal while a traditional handbrake lever held it on a steep slope on our test route.

Stalks on the column respectively operated lights or wipers and vision was good at night or in rain. The waistline is higher than in some rivals so it could be dark in the rear seats and reversing really needed use of the very clear, wide angle camera and the sensors both ends to warn of obstacles.

The fascia display was simple but clear if a bit crowded when all the essential and advisory alerts appeared infront of the driver. Most annoying were the plethora of safety systems which meant continual bongs and beeps went off

and seemingly could not be silenced at all, which was really overkill and even distracting at times which is surely not what was intended.

The comparatively simple 9-inch infotainment display in the centre of the dash had touch-screen operation and was easy to master with the main heating and ventilation controls separately lined up below for quickly changing at any time. It’s worth mentioning at this point that the Tivoli comes with heated front seats and steering wheel for comfort together with USB and Aux ports infront only.


Radio DAB
Mar 20 11:29 AM
BBC Radio1
BBC Radio2
BBC Radio3
BBC Radio4
Heart N Lancs
Heart UK
KISS
BBC Radio4
Brian Cox and Robin Ince play through the history of music recording and composition
HOME
MODE
NAVI
PHONE
SETUP
USER
OFF
SYNC
MODE
DRIVE MODE
P
R
N
D


PWR / VOL
Radio DAB
Mar 20
11:29 AM
P1 BBC Radio1
P2 BBC Radio2
P3 BBC Radio3
P4 BBC Radio4
P6 Heart N Lancs
P5 Heart UK
P7 KISS
DAB TP
P4 Varied
BBC Radio4
The Sound of Music - Brian Eno, Sam Bennett and Trevor Cox
HOME
MODE
PHONE
SETUP
USER
START ENGINE STOP
19.5°C
18.5°C
OFF
SYNC
AUTO
A/C
MODE
REAR SEATBELT
ON
PASSENGER AIRBAG
DRIVE MODE
USB
OFF

Air conditioning output was strong, wide reaching and not too noisy, there were also four powered windows, including rear privacy glass, to back it up, but no sunroof. Mirrors were powered and heated as well.

The Tivoli is not a particularly big SUV but it was surprisingly comfortable with supportive leather-covered seats, reasonable adjustment infront, and even decent comfort in the back, although legroom would be tight for taller users.

Access was straightforward and once inside the headroom and shoulder space was good, with plenty of oddments bins, trays and even lattice seat back holders for papers or magazines. The front glovebox was on the small side however.

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The fifth door opened high to reveal a good-sized bootspace with generous under floor compartments and the 60/40 split seatbacks quickly dropped to almost triple capacity.

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Ride was good over all but the worst surfaces and it had safe and surefooted handling, nothing in the sporting arena, but adequate for a relaxing long trip. Noise levels were low all-round.

## VERDICT

The Tivoli K40 comes highly equipped at a sensible price, drives well within its

performance limits which can be extended with normal to sport settings, and offers reasonable space for four, but is a tight fit for five.

Only those incessant alerts and a poor fuel economy stand against it when ranked alongside rivals which may be dearer and offer less.

**For:** Very comfortable, smooth transmission, practical versatile bootspace, high level safety features, good equipment list at this price.

**Against:** Hard plastic trim, poor economy, high tax rate, too many alerts which could not be turned off, tight in the back seats, slow acceleration.




## FAST FACTS

## **Model:** KGM Tivoli K40

**Price:** £24,550

**Mechanical:** 163 PS 4 cylinder 1.5 turbo-petrol, 6 speed auto

**Max Speed:** 118 mph

**0 – 62 mph:** 11 secs

**Combined MPG:** 31

**Insurance Group:** 18D

**C02 emissions:** 176 g/km

**Bik rating:** 37%, £1,095FY, £190SR

**Warranty:** 5 years/ 100,000 miles

**Size:** L 4.23 m (13.88 ft), W 1.81 m (5.94 ft), H 1.62 m (5.31 ft)

**Bootspace:** 423 to 1,115 litres (14.94 to 39.38 cu.ft)

**Kerbweight:** 1,393 kg (3,071 lb)

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