



KGM Torres K40 – Road Test

Published: September 23, 2024

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Online version: <https://www.wheels-alive.co.uk/kgm-torres-k40-road-test/>



Robin Roberts (and WheelsWithinWales) reports...

On the 70th anniversary of the founding of their business, KG is celebrating with the launch of their Torres model for today's 2024 market.

Now KG Motors mayn't be familiar to everyone but acquired the struggling SsangYong



Motors, which is undoubtedly better known and respected among owners.

The cars are built in Pyeongtaek, about an hour's drive south of Seoul, capital of South Korea.

There are Torres K30, K40 and K40AWD models in the range with an electric model as well and a hybrid coming in 2025. The petrol models share a 1.5 engine and all come with 6 speed Aisin automatic transmission, developed from the smaller Korando series.

Prices begin at just under £35,100, rise to £38,080 and the AWD version is £39,995.

Standard K30 cars' specification begins with 18-inch wheels, LED lights front and back, heated wheel, dual zone a/c, reversing camera, parking sensors and phone compatibility, cruise control.

For this roadtest we evaluated the anticipated best seller mid-range K40 which gets 20-inch diamond cut alloys, heated premium leather front and rear seats, ventilated in front as well, satnav, wireless charging, powered tailgate, eight airbags and a suite of safety features including cross traffic alert, blind spot assist and safety exit warning along with eight airbags.

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The AWD versions have a skinny spare instead of tyre repair kit but that's about the only extra over the K40.

The C+ segment SUV is the first model to reflect the brand's new design philosophy 'Powered by Toughness' but it does not look aggressive, just distinctive in a car park of other SUVs.

It's a five seater with a really big luggage area even before you drop the offset-split rear seats to maximise loading capacity.



Access to the loadbed and cabin is really good with a high floor under which is a compartment tray for tyre repair and towing equipment and a shallow tray beneath that.

Getting in and out of the cabin was easy as well and the room inside was very good for a six-footer whether sitting in front or behind.

Generally, we liked the layout of major controls and their closeness to one another, but the usual column stalks for lights and wipers were well hidden behind the wide wheel-spokes and need familiarity to correctly operate each time.

There were few buttons along the fascia or on the central console carrying the transmission selector and most things seemed to be pushed into the very wide infotainment and instruments' display in front of the driver and front passenger.

Their displays were clear and large but not as intuitive as we like or very quick to change when a new feature was chosen.

Extensive heating and ventilation settings were possible and kept the interior at our desired temperature, backed up by four powered windows but no sunroof.

We liked the chunky feel to the steering wheel, its adjustment range was good and the turning circle was tight for town use without being twitchy at speed.

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A simple flick switch operated the front wheel drive transmission selection and the changes were pleasantly smooth for an engine of modest size. It was modest off standstill, easy changing and did not seem to strain too much unless a heavy foot was pressed.

We are not sure the ratios were ideal for the car though as it had to work hard and the overall achieved was about 35 mpg, including a lot of steady motorway driving, so pulling a trailer would drop it further.



Foot and parking brakes were good, securely holding it on a slope and dragging down speed without strain or drama to a feathered stop.

Brake, engine, road and wind noises were all low.

Visibility was excellent to front and sides with low waistline and deep windows but we found ourselves relying on the reversing aids as the rear wiper cleared only a narrow slot and a high tail obscured anything from chest-height down. Lights and front wipers were good by comparison.

There was some body roll on bends, a little pitching or dipping under acceleration or braking and it generally had a good feel when cornering with bias towards running wide on tighter turns at speed.

What probably impressed us most was the comfort of the big, wide, long and deep seats throughout and their front adjustment range, while the Torres K40 soaked up bumps, including some really nasty bits of road.

You get more comfort in the Torres K40 than many competitor SUVs even if you miss out on the sharpest handling in its class.

VERDICT

It is a good alternative to rivals and the warranty is reassuring.

For: Extremely comfortable with good ride and seating, rare with distinctive appearance, very smooth powertrain, good major controls and safe handling.

Against: Small rear window, modest power when laden, average economy and some engine noise when pressed, obscured stalk controls.



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FAST FACTS

Model: KGM Torres K40 2WD

Price: £38,080

Mechanical: 163 PS 1.5L 4 cyl petrol, 6 speed auto



Max Speed: 118 mph

0 - 62 mph: 11 secs

Combined MPG: 35

Insurance Group: 33D

C02 emissions: 194 g/km

Bik rating: 37%, £1,650FY, £190SR



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Warranty: 5 years/ 100,000 miles

Size: L 4.71 m (15.45 ft), W 1.89 m (6.20 ft), H 1.72 m (5.64 ft)

Bootspace: 703 to 1,662 litres (24.83 to 58.69 cu.ft)

Kerbweight: 1,528 kg (3,369 lb)

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