

GENEROUS BY JOE SAGE

New with last year's model, the generation-two Genesis G80 (or gen-three if you count its first life as the Hyundai Genesis Sedan before the brand became freestanding) is immediately distinguished from the prior generation by key styling elements that run throughout the brand. One is its crest grille, coming to a complete V and now making the prior one seem clipped off. Another is its two-line quad lamp treatment, running from headlights to side scoops to taillamps—perhaps the most distinctive light treatment on the road.

Genesis G80 is also distinguished from the prior generation by its powertrains. Engine choices previously were a 365-hp 3.3-liter twin-turbo V6 or a 420-hp 5.0-liter V8. But all-wheel drive—for trips north or simply for dry pavement handling—was only available with the V6 (a tough choice prompt-

ing some buyers to shop the segment elsewhere).

Engines have now been downsized to a 300-hp 2.5-liter turbo-four or a 375-hp 3.5-liter twin-turbo V6. Horses may be fewer, but torque is higher on both than in the prior generation. Though the cars still weigh about the same, around 4500 pounds, fuel mileage has increased all around. There's little lost and much gained in that formula, but also significantly, both are now available with all-wheel drive, though the more powerful G80 is now *only* AWD, a tradeoff well worth it in our book.

There are three trim levels of the 2.5T with either RWD or AWD and two sportier trims for the 3.5T, AWD only, though a choice of tire fitments (all-season or high-performance) on the top trim is treated as a third, for nine total. (We'll set aside an upcoming Electrified G80 EV model for now.) Of cur-

rent gasoline versions, our sample 3.5L twin-turbo V6 AWD Sport Prestige with summer tires is tops.

Ours looks especially sharp in Siberian Ice paint, offset by a deeply tinted panoramic sunroof, with Sevilla Red Nappa leather interior—classy and cool on the outside, performance hot on the inside.

High-performance gas-pneumatic suspension is electronically controlled via countless inputs, notable among these being road preview, a layer of extremely fast study of what lies ahead, with instant adjustments to compensate. We're not aware of having really put this to the test (e.g. finding a road with surface damage or fresh sand) though it's possible we encountered more of these than we knew, but were never aware of them—which is, of course, the whole point of the system.

That leather interior is gorgeous, with firm but unusually comfortable bolsters, a rich chevron pattern on primary surfaces, perforated for cooling (a once impossible best-of-both combination) and semi-integrated yet adjustable headrests. Among red interiors, this one rates at the top—rich, deep and generously yet discreetly applied, balanced with carbon fiber bits throughout. Rear legroom is just a few inches less than up front (notable with an even bigger G90 in the lineup above this one).

All that interior spaciousness comes with a surprisingly tight turning circle, thanks to subtle four-wheel steering.

Nitpicks? Variable-speed steering could be ultra sensitive at very slow speeds such as parking, taking a little getting used to. Some screen functions, including audio and climate, were quite finicky on the touchscreen, though were often mitigated by redundancies in handsome knurled metal controls on the steering wheel. And we had occasional questionable behavior from the door locks.

Genesis G70, G80 and G90 are by default their



compact, midsize and full-size sedans (they call G80 executive size, in luxe European fashion). Each size is more generous than those terms imply, and the generosity continues with pricing that is highly competitive against the Europeans. Combine the size and performance generosity of the Genesis G80 with its favorable pricing, and this is a premium sedan you do not want to miss. ■

SPECIFICATIONS

ASSEMBLY	Ulsan, Korea
ENGINE / TRANSMISSION	Korea / Korea
PARTS CONTENT	85% Korea
ENGINE	3.5L 24v twin turbo V6 DOHC w dual CVVT, GDI+MPI, dual exhaust
HP/TORQUE	375 hp / 391 lb-ft
COMPRESSION RATIO	11.0:1
TRANSMISSION	8-spd auto
DRIVETRAIN	AWD
SUSPENSION	F/R: multi-link w high performance gas shocks; electronically controlled w road preview
STEERING	rack-mounted motor-driven pwr variable gear rack & pinion
BRAKES	F: 14.2 vented, 4-piston; R: 13.6 vented, 1-piston disc
WHEELS	(opt) F/R: 20.8.5 / 20x9.5 alum
TIRES	(") 245/40 R20 / 275/35 R20
LENGTH / WHEELBASE	196.7 / 118.5 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE	(w rear-whl steer) 36.2 ft
HEADROOM (F/R)	(3.5T w pano) 41.1 / 38.1 in
LEGROOM (F/R)	42.5 / 38.7 in
CARGO CAPACITY	13.1 cu.ft
CURB WEIGHT	4453-4508 lb
FUEL / CAPACITY	premium unl / 19.3 gal
MPG	17/26/20 (city/hwy/comb)
BASE PRICE	\$63,700
PRESTIGE PKG / SUMMER TIRES	Nappa leather, microfiber suede headliner, carbon fiber trim, 12.3-in 3D digital instrument cluster, heads-up display, electronically controlled suspension w sport tuning, 20-in sport wheels, rear wheel steering, active road noise control, remote smart park asst, park collision-avoidance asst, fwd attention warning, 6800
DESTINATION CHARGE	1095
TOTAL	\$71,595

(Note: price varies slightly from chart below.)

2022 GENESIS G80 LINEUP

2.5T : 2.5L 16v turbo 4-cyl, 300 hp 311 lb-ft	
RWD	\$48,000
.....Advanced	52,600
.....Prestige	56,900
AWD	51,150
.....Advanced	55,750
.....Prestige	59,450
3.5T : 3.5L 24v twin turbo V6, 375 hp 391 lb-ft	
AWD Sport	63,450
.....Sport Prestige (a/s tires)	69,750
.....Sport Prestige (sumr tires)	70,250

Genesis was named top premium brand in the JD Power 2022 US Initial Quality Study and improved by three rank positions overall from the prior year. The study found that all Genesis models scored better than their segment average, marking an important achievement for the brand.

Siberian Ice paint is decidedly blue in some light, quite white next to a silver vehicle, a color that will keep your eye intrigued for a long time.

