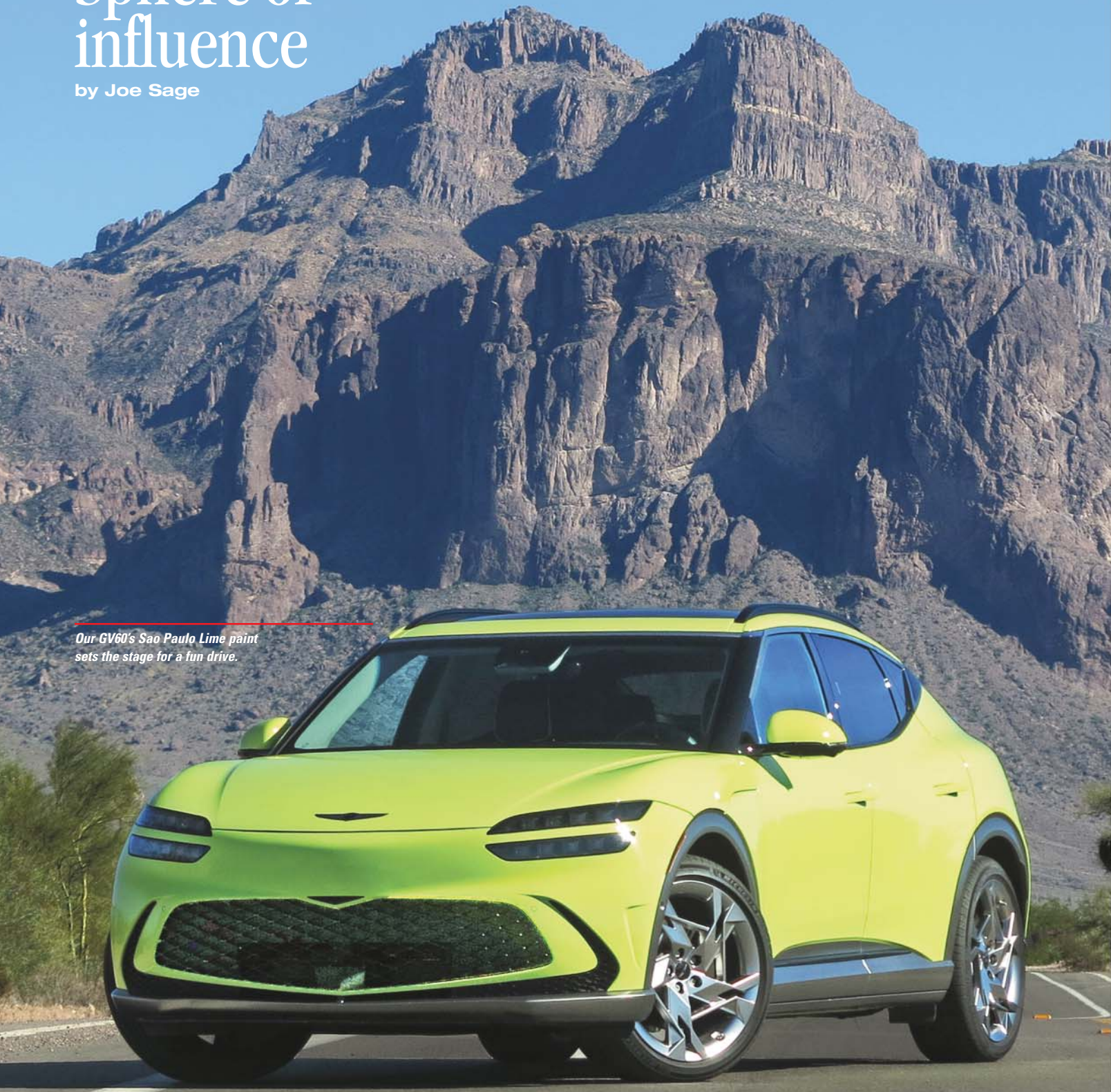


Sphere of influence

by Joe Sage



Our GV60's Sao Paulo Lime paint sets the stage for a fun drive.

Genesis has drawn massive interest with its recent move into EVs, which up to this point have been based on their existing utility lineup, itself drawing quite a range of awards and accolades. But as hot as all those have been, the GV60 is a groundbreaker, as their first ground-up, purpose-built, EV-only utility.

At the smaller end by size, the Genesis GV60 is at the higher end by price among Genesis utilities, which comes with the territory for a premium EV. It's also pricier than its cousins (GV60 is first cousin to the Kia EV6 and Hyundai IONIQ 5), in line with their carefully cultivated market positions.

While the cousins offer rear- or all-wheel drive, GV60 is AWD-only, with twice as many motors, thus faster acceleration and higher performance from increased power and torque. (While all three have the same battery spec, the Genesis has higher-powered motors.) The tradeoff for this power is the usual—lower MPGe and shorter range.

Comparisons are only worth so much. For one thing, the other two are coming out with higher-performance models soon. Mostly, you will just go with your own budget and gut, as always.

A prominent feature in the GV60 is the crystal sphere, an artful high-tech rotating element that's home to its shifter. (It looks as though it would be a master controller, but there is a separate knob just above it for that—by style and position, arguably too easily taken to be the shifter.)

Another bragging point are the vehicle's biometrics—you're expected to embed your fingerprints and faceprint in the system, to gain entry to the doors and overall systems. (They say this is stored till you delete it, but they also say it's transmitted to Genesis and its vendors for storage and maintenance.) The whole setup can be equal parts delightful or downright disturbing, depending upon your comfort and/or wonderment levels.

Setup and controls have more oddities than average, in an era of oddities, but you'll get most out of the way once and be done. Bemusing us were two outside temperature readings, one in the binnacle, another in the main screen, usually several degrees different. Side mirror controls are a big plus, easy to dip on either side in reverse, though oddly, their switch displaces one audio tweeter.

We took a drive out Apache Trail, a two-lane full of curves and climbs, here using Genesis one-pedal mode—i-Pedal—via paddle shifters. You seldom need to apply brakes, just press or ease off the main pedal, also regenerating your battery (we lost almost no range through many challenging miles). We ran mostly in sport mode, which in the GV60 had the rare benefit of remaining our default upon restart. Steering and handling are superb, which holds up in town, as well, as tight and accurate as in any performance machine.



When time to recharge, generally a lengthy and tedious chore, we were impressed again, as this was well faster than average. We were also able to use audio and climate systems and even fine-tune our seats and mirrors while charging (just not allowed to "start" it, begging the question of what else there is, other than driving itself). This downtime also let us discover the visual wonders of the crystal sphere, which can be highlighted in a wide variety of colors on its etched surface. Fun stuff.

Originally hotly anticipating a sexy gasoline vehicle arriving next, we instead found ourselves thinking we could stick with this EV indefinitely. The Genesis GV60 will turn the heads of many who are considering an EV or are just curious—smooth power and plenty of it, shift-free, through all road conditions, and with standout steering precision. It's a thing of beauty, and the driving experience is top notch. Its power impacts range, but recharging is quick. This EV is poised to make huge inroads. ■



SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
MOTOR / TRANSMISSION	Korea / Korea
POWER	320 kW (F: 160, R: 160 kW) synchronous, parallel hybrid w motor/generator btwn engine & transmission
HP/TORQUE	±429 hp / 516 lb-ft (10-sec Boost Mode = ±483 hp)
BATTERY PACK	lithium-ion polymer, 697V, 77.4 kWh, 394kWh Energy density (Wh/L): 618 cell-level 229.4 pack-level
NON-TRACTION BATTERY	12v
DRIVETRAIN	AWD
FINAL GEAR RATIO	(Performance) F/R: 10.65
SUSPENSION	F: McPherson strut, multi-link; R: multi-link; (Performance) electronically controlled w road preview, limited slip diff
STEERING	motor driven pwr asst rack-mounted rack & pinion
BRAKES	F: 14.2 vented 4-piston, R: 14.2 vented, 1-piston, integrated electronic booster (F/R)
WHEELS / TIRES	8.5Jx21, 255/40R21 Michelin Primacy Tour A/S
LENGTH / WHEELBASE	177.8 / 114.2 in
GROUND CLEARANCE	6.3 in
TURNING CIRCLE	39.2 ft
HEADROOM (F/R)	39.0 / 38.1 in
LEGROOM (F/R)	42.3 / 37.6 in
CARGO CAPACITY	24.0 / 54.7 cu.ft
FRONT TRUNK CAPACITY	0.71 cu.ft
BATTERY WEIGHT	1060.3 lb
CURB WEIGHT	4872-4890 lb
TOW CAPACITY	(w trailer brakes) 2000 lb
CHARGE TIMES (EST):	
	Rapid charge >250kW (800V)
	(10-80%) 18 min
	Rapid charge 50kW (10-80%) 73 min
	AC Level II, standard 240V 48A w/EVSE
	(10-100%) ±7 hrs
	AC standard 120V 12A (10-100%) ±68 hrs
ON-BOARD CHARGER	(≤800V / 350 kW) 10.9 kW
MPGe	MPGe 97/82/90 (city/hwy/comb)
BASE PRICE	\$67,890
DESTINATION CHARGE	1095
TOTAL	\$68,985

(Note: prices have increased; see chart.)

2022 GENESIS GV60 LINEUP

GV60 Advanced AWD	\$59,290
GV60 Performance AWD	▼ 68,290

2022 GENESIS GV OVERALL SUV LINEUP

GV60 (EV)	\$59,290
GV70 (gasoline)	42,900
GV80 (gasoline)	55,550
Electrified GV80 (EV)	79,825

