

# Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

## 2022 Genesis GV70

**MSRP: \$41,500 As Tested: \$50,695**



The GV70 is an all new model from a (relatively) new brand. Spun off from Hyundai in 2015, the Genesis brand's first model was the G90, which went on sale in 2017. The GV70 is company's fifth model, and their second SUV.

The two variations of the GV70 differ mainly in engines. The 2.5T (MSRP \$41,500) runs a 2.5L four cylinder motor. The turbocharged four makes 300 horsepower and 311 lb.-ft. of torque. As the name suggests, the 3.5T is powered by a 3.5L V-6. The twin-turbo six is rated at 375 h.p. and 391 lb.-ft. of torque. Both engines are linked to an 8-speed automatic transmission; both models are equipped with All-Wheel Drive. My test drive GV70 had the four cylinder, which I found to be a fine fit for this platform. It accelerates quickly (0-60 mph times in the high 5-second range are reported), and cruises easily at highway speeds. Shifting with the 8-speed is smooth and the motor has a mild growl to it when pedaled. EPA estimates for fuel economy are 22/28/24 for the four and 19/25/21 for the six. I logged 21 mpg's in a week split 50/50 between city and highway driving. Given the four's performance and the fact at we're now shouldering historically high gas prices, I see no need to step up to the six. The Genesis rides nicely and handling is more luxury than sporty, though confident.

The GV70 has understated good looks, and the interior follows suit. Because of the number of features they offer, controls for luxury cars are often complex. That can make for a steep learning curve for the driver. The Genesis weighs in a little better than average on this score. With a little study time and seat time,



*Photos courtesy of the manufacturer*

drivers learn which method of controls (primary, secondary, voice) works best for you. The GV70's switchgear includes a pair of rotary controllers, forward on the center console. One adjusts multiple, infotainment functions, the other is the gear shifter. Their close proximity raises the possibility that, at some point, you'll reach down and inadvertently switch channels. In my case, this happened in the middle of a favorite song, which triggered a stream of cussing. But, I'm sure that most readers are capable of a more civilized response.

GV70 seats adults comfortably up front. Six footers in back will be a tight fit with like size people in row one. The rear seatbacks fold forward to a mostly flat, floor; cargo capacity ranges from 28.9-56.9 cubic-feet. Those are good numbers for the class, and loading liftover height in back is easy to manage. Buyers build on the base, GV70 through option bundles (three on the 2.5T, two on the 3.5T). My 2.5T tester had the Select Package (\$4,000), which is highlighted by an 18 speaker, 1050 watts, Harmon Lexicon sound system (recommended), 19" alloy rims and a panoramic moon roof. The Advanced Package (\$4,150) builds on the Select, adding leather seating surfaces, a bird's-eye monitor and parking assist. So specified, the GV70 is nicely equipped and competitively priced for the segment, at \$50,695.



*A 40 year resident of the Capital District, Dan Lyons has been reviewing new cars for publications for over 30 years. He is the author of six automotive books, and*