



2022

Genesis G70

Shooting Brake 2.2 diesel RWD automatic



5.8 
/10

Clean Air
Index

2.9 
/10

Energy Efficiency
Index

0.7 
/10

Greenhouse Gas
Index

<div><div></div></div> <div>Laboratory Test</div>	NMHC	NO _x	NH ₃	CO	PN
8.1/10 Cold Test	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
8.7/10 Warm Test	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
0.0/10 Highway	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Cold Ambient Test

Does not qualify for additional robustness testing

Road Test

6.8/10 On-Road Drive	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
2.9/5 On-Road Short Trip	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

On-Road Heavy Load

Does not qualify for additional robustness testing

On-Road Light Load

Does not qualify for additional robustness testing

Congestion

Does not qualify for additional robustness testing



Comments

The diesel G70 performs impressively well in both the cold and the warm WLTC+ laboratory tests, scoring at least 5.8 out of 10 points for each of the two runs. Especially noteworthy is the excellent particulate filtering efficiency, which reduces the particle number close to Green NCAP's lower (highest performance) threshold. Unfortunately, in the Highway Test, with 199 mg/km the NO_x emissions exceed the upper threshold by more than 3 times and the results of the whole BAB130 test is automatically set to zero, even though the other pollutants are still well controlled.

Energy Efficiency Tests



Laboratory Test

Energy

3.4/10 Cold Test



3.7/10 Warm Test



1.7/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

Consumption

Driving Range

Average

7.1 l/100 km

851 km

Worst-case

8.0 l/100 km

752 km



n.a.



good



adequate



marginal



weak



poor

Comments

In both laboratory WLTC+ tests, the Genesis consumes around 6.6 l/100 km. In the Highway Test, diesel consumption increases to 8.0 l/100 km and in the standard on-road drive 6.0 litres are required to travel 100 km. Overall, the laboratory figures combine to a rather low score of 2.9 in this part of the assessment.



Greenhouse gases

CO₂

N₂O

CH₄

0.8/10 Cold Test



1.4/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



n.a.



good



adequate



marginal



weak



poor

Comments

The Genesis is barely able to score points for greenhouse gases in any of the test runs. It gathers the most points – 1.4/10 – in the Warm Laboratory WLTC+ Test: here, an upstream greenhouse gas equivalent of 32 g CO₂-eq./km originating from diesel production and supply is added to the measured tailpipe emissions to result in a total Well-to-Wheel+ of 210 g CO₂-eq./km. Laughing gas (N₂O) emissions are not always sufficiently well controlled for the car to merit the bonus points available.

Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH₃) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

The 147 kW diesel Genesis G70 fails to impress, with poor energy efficiency and significant greenhouse gas emissions. However, it performs well with regard to pollutant emissions, except under full-load highway accelerations. The high NO_x output in the BAB130 motorway test prohibited an even better result in the Clean Air Index, which is a pity given the impressive particle emissions control. With an overall weighted index of 3.1/10, this luxury shooting brake just makes it to 2 Green Stars.

Disclaimer

Specifications

Publication Date 07 2022	Tested Car KMTG5G1BBNU09xxxx	Tyres 225/40 255/35 ZR19	Emissions Class Euro 6d AP
Mass 1,788 kg	Engine Size 2,199 cc	Power/Torque 147 kW/440 Nm	Declared CO ₂ 180 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 6.9 l/100 km	



Think before you print