







2022

Genesis GV70

2.5 TGDI petrol AWD automatic



Clean Air Index

Energy Efficiency Index

0.0

Greenhouse Gas Index



	Laboratory Test	имнс	NO _x	NH ₃	со	PN
3.2 /10	Cold Test					
6.5 /10	Warm Test					
0.0 /10	Highway					
	Cold Ambient Test	Does not qu	alify for addit	ional robustne	ss testing	
	Road Test					
5.1 /10	On-Road Drive					
0.9 /5	On-Road Short Trip					
	On-Road Heavy Load	Does not qu	Does not qualify for additional robustness testing			
	On-Road Light Load	Does not qu	alify for addit	ional robustne	ss testing	
	Congestion	Does not qu	alify for addit	ional robustne	ss testing	













Comments

The Genesis GV70 experienced difficulties with NH₃ control in the WLTC+ test with cold engine start. In the same test, NO_x emissions increased, leading to an even lower score. In general, the vehicle produces a number of particles close to the upper rating thresholds and scores poorly in terms of particle control. In the motorway test, the Genesis fails to control CO emissions and the whole test result is set to zero due to gross exceedance of the allowed CO output.

Energy Efficiency Tests

	Laboratory Test	Energy	
0.6/10	Cold Test		
1.6 /10	Warm Test		
0.0/10	Highway		
	Cold Ambient Test	Does not qualify for a	dditional robustness testing
		Consumption	Driving Range
	Average	10.1 I/100 km	657 km
	Worst-case	11.4 I/100 km	582 km











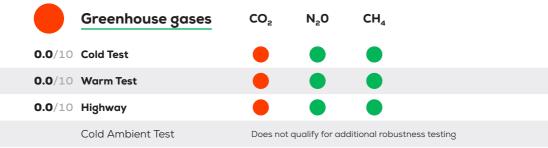


adequate marginal weak

poor

Comments

The Genesis GV70 is a heavy petrol SUV and this is strongly reflected in its consumption values. With 9.9 I/100 km needed for the cold test and $11.\overline{3}$ I/100 km on the motorway, this approximately 2 ton vehicle does not even collect 1 point.















adequate marginal

weak

Comments

Due to the very high gasoline consumption and the addition of the upstream greenhouse gas emissions for the production and supply of the fuel, the car does not manage to score any points in the greenhouse gas index. At the WLTC+ cold test, 58 g/km CO₂-equivalent coming from the upstream processes are added to the measured 217 g/km CO₂ from the tailpipe. Considering the small amount of other climate damaging gases from the tailpipe (N_2O and CH_4), the total number appears to be 277 g CO₂-eq/km, which is fairly high.



The Genesis GV70 is a compact luxury crossover and the brand's second SUV model, launched in September 2021. It is tested here with the 2.5 liter turbocharged engine, coupled to a gasoline particulate filter (GPF). Unfortunately, the WLTP figure is already a thirsty 9.7 liters/100 km. In our test we reached 9.9 liters, reflecting poor fuel economy. The car scores well in the area of laughing gas (N_2O) and methane (CH_4), but its high CO_2 emissions lead to no points in the greenhouse gas index. Pollutant emissions show good results for CO under low engine load only, acceptable for NO_x , but particulate number just enough to meet Euro 6d standards although the vehicle is equipped with GPF. An improvement of CO and NH_3 'ammonia', especially under motorway conditions, would increase the score in the Clean Air Index. In terms of character, the Korean is a full-bodied cruiser of the old breed – in the positive sense regarding price, equipment and safety (5 stars in Euro NCAP's safety assessment). In Green NCAP's environmental assessment, however, the vehicle receives only one out of the five possible stars.

Disclaimer

Publication Date

Tested Car KMTMA81BDNU01xxx Tyres 235/55R19

Emissions Class

Mass

Engine Size 2,497 cc

Power/Torque 224 kW/422 Nm Declared CO₂ 220 g/km

Declared Battery Capacity

Declared Driving Range n.a.

Declared Consumption 9.71/100km

