

# Genesis unchained

BY JOE SAGE

In the world of automotive model years, there are usually two types with extra significance: the refresh (a mid-generation restyling or “facelift”) and the full new generation (a complete fundamental redesign of the full layout and engineering).

Genesis is calling this one something else: “a full model change at mid-cycle” (a paradoxical term by those standard definitions). And it is something else: more than anything a restyling, it does accomplish a great deal for the model—and the brand.

The G90 has been almost totally reskinned for 2020—all body panels are new (or revised), other than the hood and doors.

This is our favorite kind of styling evolution: startling for a moment, yet immediately recognizable, very quickly mainstream, relegating the prior styling in this case not to the dustbin of history, but rather to the rich tapestry of ongoing brand equity.

Immediately noticeable is the new grille, one of the sharpest-looking in the big grille club—no pun intended, as it now comes to a point at its lower edge, which makes the prior models look like they were just this grille, waiting to be set free. Its chainlink pattern telegraphs the unchained power sitting behind it, a 420-horse 5.0-liter V8. Study the lower grilles and the sheet metal throughout the front end—all stunningly styled and executed.

Flagship sedan of the Genesis brand, the G90

has rear doors and rear seats that look and feel like near-limo size, though legroom, while generous, remains under 40 inches (helping to keep the turning circle of this big beast, almost as long as a Ford Expedition, under 40 feet). Legroom up front is stunning, nearing 50 inches. The trunk, however, is slightly smaller than that of a Hyundai Sonata, which does also preserve those tighter maneuvers, but is surprising in a vehicle that may be best of all suited to long distance highway driving.

We were reminded of its born-to-cruise nature repeatedly around town, as here it had a couple of shortcomings we couldn’t ignore. At a typical surface street corner, the transmission could drop like a stone before surging ahead. And steering could feel loose and, well, electronic, adding some wiggle to the pause and surge. Both of these would not be noticeable on an open highway excursion. (Well, the steering might—we found it behaving like this on straightaways at times, wondering whether the AWD version might eliminate that.)

Genesis is a very low-volume brand (by circumstance if not plan), so we suspect this transmission is the best fit from available options. Building its own custom unit would work against one of the car’s most notable features of all—the general look, feel and power of a luxury sedan costing 50 percent more or even double its price—and every-

*The G90 driver’s seat offers a posture analysis, in which you enter basic biometric info—height, inseam, weight—and it sets the seat position accordingly. In theory. Ranges are wide, so if you’re on the cusp, you could for example be selecting a weight over a 40-lb range. We tried it, and our result was of the Han Solo trash compactor variety. We reset it according to our own comfort, and all its indications went into their red zones. Fun to play with once, anyway.*

## SPECIFICATIONS

PLANT	Ulsan, South Korea
ENGINE	5.0L 32v dual CVT GDI tuned intake V8
HP/TORQUE	420 hp / 383 lb-ft
COMPRESSION RATIO	12.0:1
DRIVETRAIN	RWD (AWD avail)
TRANSMISSION	8-spd auto w/ Shiftronic manual mode and lock-up torque converter
SUSPENSION	Genesis Adaptive Control Suspension w electronic damping: <b>F:</b> 5-link w 25mm solid stblzr bar; <b>R:</b> 5-link w 17mm solid stblzr bar
STEERING	rack mounted motor-driven power w variable gear ratio (VGR)
BRAKES	<b>F:</b> 14.8 vented; <b>R:</b> 13.4 vented; wear warning
WHEELS	multi-spoke chrome alloy; <b>F:</b> 19x8.5J; <b>R:</b> 19x9.5J
TIRES	<b>F:</b> P245/45R19; <b>R:</b> P275/40R19
LENGTH / WHEELBASE	204.9 / 124.4 in
TURNING CIRCLE	39.2 ft
HEADROOM (F/R)	(w sunroof) 41.1 / 38.0 in
LEGROOM (F/R)	46.3 / 37.8 in
CARGO CAPACITY	15.7 cu.ft
WEIGHT	(5.0 RWD) 4751 lb
FUEL CAPACITY	21.9 gal
MPG	16/24/19 (city/hwy/comb)
<b>BASE PRICE</b>	<b>\$75,700</b>
<b>DESTINATION CHARGE</b>	<b>995</b>
<b>TOTAL</b>	<b>\$76,695</b>

thing is included on the G90. Especially among drivers happily accustomed to putting up with the mannerisms of an automatic, this surely keeps the vehicle in an overall very positive position.

The restyling alone takes the Genesis G90 from being a solid luxury contender to being in full battle mode. ■

### GENESIS G90 MODELS:

3.3T Premium RWD	\$72,200
3.3T Premium AWD	74,700
5.0L Ultimate RWD	75,700
5.0L Ultimate AWD	78,200

