

Long range planning

BY JOE SAGE

The biggest news for GV60 EV in 2024 is not the sample driven here, which is the same as we had last year, Performance AWD.

At that time, though Genesis had already introduced other EVs based on existing models, GV60 was their first utility purpose-built as EV-only. This was then the top of two trims, both all-wheel drive—motors front and rear, for more horses, quicker acceleration and higher performance, though lower MPGe and shorter range are the tradeoffs.

At the smaller end of the Genesis utility lineup by size, GV60 in 2023 sat at the higher end by price. It was also pricier than its comparable cousins from Kia and Hyundai in general—plus those also offered lower-powered, higher-range, lower-cost rear-wheel drive. Genesis GV60 last year did not.

But while the cousins are now adding higher-powered versions, Genesis is doing the opposite—the biggest news this year is that there is now a third version. The 429-hp Performance AWD (our sample last year and again this year) remains the top build, while 314-hp Advanced AWD now sits in the middle, as they have added a 225-hp GV60 Standard RWD, a rear-driver with higher fuel mile-

age equivalent (MPGe) and longer range.

This drops the overall GV60 lineup's point of entry from \$60,550 to \$52,000. And Standard RWD boasts 294 miles of range (plus higher MPGe; see sidebar), while range on the AWD versions is 248 or 235 miles (46 or 59 miles less, respectively).

Range in the 2-somethings for any of them may not sound dramatic at first, but the new Standard RWD now has enough, at least on paper, to drive round-trip between Phoenix and Flagstaff or Tucson without recharging—a huge practical difference.

That said, our real world range in the higher-powered Performance AWD suggests otherwise. After just three days of routine nearby errands, we were startled to see our battery at 19 percent and range just 40 miles. We had driven just 116 miles since full charge, achieving just a little more than half the stated range (not enough to even reliably make it one-way to Flagstaff or Tucson).

Heat-related? Possibly. (The vehicle also shut off its AC, miserable inside on a 108-degree day.)

Our usual search for a working fast charger soon had us at 7 percent battery and 13 miles of range (so maybe half that), when an unrelated dealership saved us with their service department charger.

Applying this to the longer range of Standard RWD, it seems unlikely that even it would make it to Flag or Tucson and back. But perhaps it is still enticing, in the “more is better” department, and



GENESIS GV60 MAGMA CONCEPT

While GV60 has just added a lower-output higher-range end, the other end is busy, too, as Genesis develops a Magma variant of each model in the lineup, with an emphasis on both premium aesthetics and performance. GV60 Magma will be the first, with Korean sales starting in Q3 2025, Europe in 4Q. Shown at the Goodwood Festival of Speed in July, it had the fastest time in its class on the famous 1.17-mile hillclimb course, 53.5 seconds. Stay tuned.

more specifically, it could at least make it one way.

Visually unchanged, the 2024 GV60 adds wi-fi hotspot capability, Digital Key 2, Highway Driving Assist II, Advanced Forward Collision Avoidance-Assist, more airbags and upgraded seatbelt tech.

As last year, we had fun with paddle shifts and sport and i-Pedal modes in our Performance AWD, noting precise steering and handling, and plenty of power. The new GV60 turned a lot of heads last year. The option to spend less and go farther with Standard RWD is also sure to turn some heads. ■



SPECIFICATIONS

Several specifications were not provided by the manufacturer, so were third-party sourced.

ASSEMBLY	Ulsan, South Korea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	SKorea 95% / US/Can 1%
MOTORS	(Performance AWD): F: 160 kW; R: 160 kW; 320 kW total with 10-sec Boost Mode for 360 kW
BATTERY	Li-ion polymer, 697V 77.4 kWh, 394 kW output, weight 1060.3 lb
HP/TORQUE	±429 hp / 516 lb-ft
TRANSMISSION	(third party) single-speed reduction gear
DRIVETRAIN	AWD, electronically controlled mechanical limited slip diff
0-TO-100 KM/H (±62 MPH)	(third party) 4.0 sec
SUSPENSION	electronically controlled w road preview: F: MacPherson strut multi-link; R: multi-link
STEERING	motor-driven power-assist rack-mounted rack & pinion
BRAKES	F: 14.2 vented, 4-piston; R: 14.2 vented, single-piston; integrated electronic boosters
WHEELS	21x8.5J
TIRES	255/40R21 Michelin Primacy Tour a/s
LENGTH / WHEELBASE	177.8 / 114.2 in
GROUND CLEARANCE	(third party) 6.3 in
TURNING CIRCLE	39.2 ft
HEADROOM (F/R)	(Vision Roof) 39.0 / 38.1 in
LEGROOM (F/R)	42.3 / 37.6 in
CARGO CAPACITY	24.0 / 54.7 cu.ft (third party) trunk 0.7 cu.ft
TOW CAPACITY	(w trailer brakes) 2000 lb
WEIGHT	4876-4890 lb
CHARGING TIME:	
AC Standard 120V	(to 100%) ±68 hours
AC Level II 240V	(to 100%) ±7 hours
DC Rapid 50 kW	(to 80%) 73 min
DC Rapid 250 kW	(to 80%) 18 min
RANGE	est 235 miles
MPGe	97/82 (city/hwy)
BASE PRICE	\$69,550
PAINT: Hanauma Mint	575
DESTINATION CHARGE	1195
TOTAL	\$71,320

2024 GENESIS GV60 LINEUP

.....RWD	AWD
STANDARD RWD	\$52,000 --
225 hp, 125/99 MPGe (city/hwy), range 294 miles	
ADVANCED AWD	\$60,550
314 hp, 103/86 MPGe (city/hwy), range 248 miles	
PERFORMANCE AWD	-- 69,550
429 hp, 97/82 MPGe (city/hwy), range 235 miles	