

# Complex simplicity.

BY JOE SAGE

It's an EV. It's made in China, by Geely, for Volvo, which the Chinese have owned since 2010. Our top trim has two motors, 422 hp, 265 miles of range and a full range of features. Its emphasis is on premium-cute styling outside and a super clean presentation inside—so clean, in fact, that there are almost no visible controls.

Our dual-motor Volvo EX30 is quick (like any EV), hitting 60 mph in just 3.4 seconds. No specifications are provided for steering, brakes or suspension, but all were generally fine—exceptions being occasional presence of torque steer, despite it being all-wheel-drive, and a favorably firm ride, al-

though it could telegraph every detail of even the smoothest roads. Power and torque are quite high for its size—and even for its weight. At just over two tons, it's heavy for its size, but not for an EV. Battery range and recharging are both good, per specs (we didn't push either to its max during our week). And prices are reasonable for an EV.

Volvo EX30 has been awarded World Urban Car of the Year; Eco Warrior of the Year by *Top Gear Magazine*; a *Popular Science* Best of What's New; and a Red Dot Best of the Best Design, among some 20 or more major accolades to date.

The spacious interior features one of the cleanest instrument panels you will find, aside from full autonomous, with virtually no switches, knobs or

controls. This, however, leads to deep screen dives for the simplest things, many needed while in motion, in turn leading to stops to make changes or access basic fundamentals. And this is what kept us from enjoying much of a honeymoon.

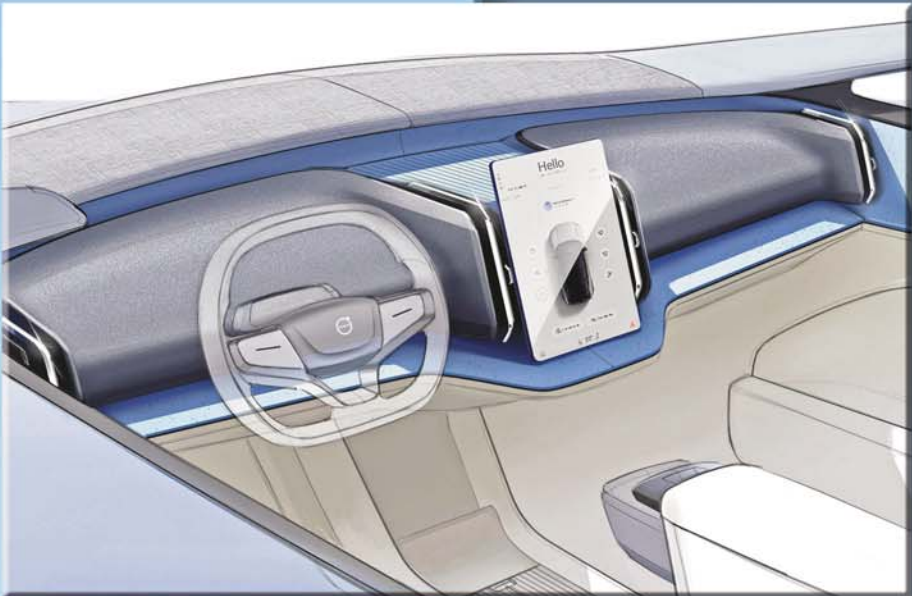
Several functions confounded us repeatedly. Mirrors have controls on the steering wheel, but there's a catch—you have to pull over and dig into many (not particularly intuitive) layers of screen interface, not to adjust them, but just to be granted access to those rare physical controls. It will not let you do this except in park, leaving you a sitting duck in parking lot cross traffic. AC may be adequate in other climates, but we were well over 100 degrees, and it was an oven, by default. This also required many layers of screen dive, to turn on Max AC (which takes it from automatic to manual and is quite loud, bringing another dive into fan

speed, all of this every time—but it does get cooler). Audio is another deep dive. It's not uncommon for stalks to combine functions, but turn signals would trigger the wipers more often than not (and then require multiple back-and-forths to defeat).

Most unusual is vehicle on/off, largely automatic. Powering on is automatic-only. You can deep-dive to turn the vehicle off manually (but hustle, or it may restart). So in most cases, it's still running as you walk away; and in all cases, it flashes showy lights, unlocks and is running before you get back to it—all seeming an open invitation to any savvy car thief lying in wait. (This system may use up power, too, as after a few days, we were locked out almost every time, having to use card access (tapped in a certain spot) to gain entry.

We made it through our week by avoiding what we could or pretending it just didn't have these features, not a great approach long-term.

All in all, style, in pursuit of simplicity, has been prioritized over function, sacrificing the latter. ■



The simple things you see are all complicated.  
—The Who: *Substitute*



## SPECIFICATIONS

Incomplete info from manufacturer; some here sourced via NHTSA; all subject to final.

ASSEMBLY	.....Zhangjiakou, China
ENGINE/TRANS BUILD	.....China / China
PARTS CONTENT	.....China 100% / US/Can 0%
MOTORS	.....dual electric motors: [only further info, per NHTSA, no differentiation front/rear]: model E400V14, 315 kW
BATTERY	.....69 kWh (64 kWh usable), [per NHTSA] Lithium-ion 400V
HP	.....front 154, rear 268 = total 422 hp
TORQUE	.....(Twin Motor) 400 lb-ft
TRANSMISSION	.....[per NHTSA] elec dir drive
DRIVETRAIN	.....AWD
0-TO-60 MPH	.....(Twin Motor) 3.4 sec
SUSPENSION	.....[no information]
STEERING	.....[no information]
BRAKES	.....[no information]
WHEELS	.....19-in
TIRES	.....245/45R19 Michelin Primacy a/s
LENGTH / WHEELBASE	.....166.7 / 104.3 in
HEADROOM (F/R)	.....41.7 / 38.3 in
LEGROOM (F/R)	.....41.4 / 32.3 in
GROUND CLEARANCE	.....6.5 in
TURNING CIRCLE	.....[no information]
CARGO CAPACITY	.....up to 31.9 cu.ft
WEIGHT	.....4140 lb
CHARGING TIME	.....DC Fast (10-80%) 26.5 min
RANGE	.....265 mi
MPG	.....(MPGe) 116/100/109 (city/hwy/comb)

BASE PRICE	.....\$46,600
CLIMATE PKG	.....500
DESTINATION CHARGE	.....1295
TOTAL	.....\$48,395

## 2025 VOLVO EX30 LINEUP

Single Motor Extended Range	
Core	.....\$34,950
Plus	.....38,900
Ultra	.....40,600
Twin Motor Performance	
Plus	.....\$44,900
Ultra	.....▼ 46,600