

# The Grandland X, Opel's elegant comeback

 By [Barend Du Plooy](#)

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When it comes to mid-range SUV's, the market is pretty competitive, especially with the likes of the Peugeot 3008 and the Mazda CX-5 already dominating Europe. However, Opel had a point to prove if they were wanting to be successful in the industry, especially following General Motors' exit from Isuzu, Chevrolet and Opel respectively.

Does the Grandland X make a resounding comeback? I surely do think so as it's quite frankly bolted onto the scene, as Opel's logo suggests.

Let me tell you why...



The Grandland X - Source: Quickpic

There is a lot to like regarding interior in this particular vehicle and when it comes to features, both mechanical and electronic, the top-spec Grandland X has acquired more than one can bargain for. From heated seats and even fan cooled seats from below for really hot days and a heated steering wheel to extensive loading space (with a simple pull of just two levers) and a comfortable elegant looking stitched leather trim paired with more than enough legroom in the back.

Regarding lighting, at night, you are greeted with a beautiful strip of led lighting on the inside of the door panels, plus extremely bright lights underneath the front mirrors. Adaptive LED lighting as main lamps which includes side lighting as you turn corners at night.

Traffic sign recognition is a real treat and the best of all; with cruise control enabled, if your current speed exceeds 20km/h over the speed limit, the vehicle warns the driver that they are speeding.



Grandland X interior - Source: Quickpic

The heated steering wheel. It's a nice feature to have, but to be honest, I didn't find any real reason to have it as it takes too long to heat up and doesn't really make that much of a difference unless of course, you live in really cold areas.

Taking corners is a true pleasure in this vehicle. It has an immense grip at high speeds, and in all honesty, it doesn't feel as if you're driving an SUV.

## Let's get technical

The Grandland X is powered by a 1.6l inline 4-cylinder turbocharged engine, which produces 121kW at 6000rpm with an incredible 240Nm of torque at a low 1400rpm. This is exceptional for a petrol engine, and it also means you don't have to rev this engine high if you just need to creep up a hill.

The Grandland X will do 0-100km/h in around eight seconds, and it's pretty responsive when you really hit the pedal hard as it will drop two gears and send you flying with a majestic sound from the turbo. Let's not forget that this is the same engine the Peugeot 3008 uses, which has won multiple awards. Although it definitely isn't the most powerful engine, it does more than a good enough job to pull this nearly two-tonne SUV with ease.

What's more, The Grandland X features a six-speed automatic gearbox with gear shifts being extremely smooth and delicately responsive. Overall, the technology inside and out is reasonably on point and definitely does compete with similar SUV's in its class.

Fuel consumption isn't the best, especially when this engine wakes up on the throttle, it gobbles up an average of 7l/100km (overall claimed), although real figures hinge closer to the 10l/100km mark if you have a heavy foot on the pedal. If driven economically, figures achieved will linger around 6l/100km, but one can't expect a petrolhead to achieve these though.



Grandland X steering wheel - Source: Quickpic

Added extras include front and rear cameras, with park assist and even a 180° wide angle for when reversing. The top spec model also boasts beautiful 18" Alloy rims with a beautiful diamond-cut base.

The COSMO model comprises of a 6-speaker audio system, which has extremely clear vocals and treble paired with more than enough bass. Overall, the ride is smooth with comfortable suspension and the steering wheel is very sensitive and extremely easy to handle.

## Pricing

Starting price begins at R441,870 for the A/T entry level model, R478,950 for the ENJOY and R565,000 for the top spec COSMO model.

## Conclusion

What I liked about the Grandland X is the ergonomic and comfortable seats paired with a really nice feel inside the car and during travels. The sporty engine and transmission make a simple drive to the beach a real pleasure. It has an extreme grip around corners, especially at 120km/h without making the steering feel too heavy.

What I didn't like was the rear window, it's extremely small and appears even smaller in the rearview mirror. The parking brake, when not applied automatically can sometimes be a tad confusing to apply manually, although I am not sure if this is the case with all their models. Pricing while rightly not in the class of Audi, Volvo, BMW or Mercedes Benz, I do feel the need for more competitiveness regarding the stance in its class.

## ABOUT BAREND DU PLOOY

IT Technical Manager at Bredenkamp Mineral H/A Jimbos  
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