

HEIGHTENED EXPECTATIONS

ADVANCED TECH EXPRESSED IN ADVANCED STYLING BY JOE SAGE

We awaited our GV70 with enthusiasm, pre-arrival, posting online, “we’ve never met a Genesis GV70 we didn’t like.” After all, the first time we drove it, a 2022 model in fall of 2021, we hopped in for a simple local errand, but didn’t get out till we had driven for eight hours, up into the White Mountains and back. We had also driven it at regional comparo events in Texas and in the Pacific Northwest, both granting it trophies.

We had been impressed with its updated styling, which has now become very familiar companywide, but at that time was new—from the Crest Grille (finally extended to a full “V” where it used to be truncated) to the Quad Lamps and double-line treatment from tip to tail.

We hadn’t known beforehand, this time, which trim we would be getting, but had figured—based on the range available (see sidebar)—that you couldn’t go wrong with any of them, in turn seem-

ing to suggest that if you can afford it, you’d get the top one (a big “if,” perhaps, as pricing ranges almost 50 percent, from the \$40s to the \$70s).

Then again, the differences between two available powertrains are not that extreme—one at 300 hp, the other at 375, either towing 3,500 lb, any and all versions AWD. All are fairly heavy, and fuel mileage is only a point or two different.

We received this 2026 model in its top trim with the top 375-hp 3.5 Turbo drivetrain (the same as we had had in 2021), in its newest color (a mysterious subtle metallic called Ceres Blue, though appearing slightly purple or grey in most light).

The GV70 is loaded with tech features offering a wide array of functions—some readily, others less so, as is common these days. Its cutting edge personality is also reflected in interior style points—complex yet unified metallic door handles incorporating speaker grates are among typical details

that caught our eye as standout examples.

We were surprised, however, by our own drive notes—about double the normal volume, generally never a good sign, this time not so gushing with superlatives. Our next social media post accordingly took on a bit different tone, noting we would present “pros and nitpicks” in this next issue.

The shorter version of our notes included issues with AC (uncomfortably warm on hot days, then an icebox at night, and with vent controls at the far right that we wished were within driver’s reach); seat bolsters with a mind of their own depending upon mode; cameras bringing hard braking several feet shy of the end of parking spaces (not unique to this vehicle lately); locks that all too often took multiple tries; and the confused placement of two key knobs on the console (see callout). It may just be that high expectations can boomerang.

Driving was generally transparent, but with one glaring exception (which we had never noticed in previous GV70 drives). We had alarmed memo after alarmed memo about the steering—or likely it

was overly aggressive lane-keeping tech, in turn forcing steering—fighting us through curves and lane changes, regardless of drive mode (unfortunately fairly common with such systems), even inducing a serpentine path on straightaways (not common). Turning off drive assist systems might fix this, but we avoid killing safety tech if possible.

The good news is that much of this list can probably be conquered by an owner, through more settings experimentation than a week allows (also not uncommon these days). We were nonetheless surprised to have had such a list, in a vehicle that had earned “all As” in the past.

The GV70 was edgy and new when it came out. Has it changed? Or has the market overall simply evolved to where the innovative spirit of some features is now more mainstream, less magical?

Treating the nitpicks simply as background, the GV70 provides a pleasant and easy experience—it’s comfortable, well outfitted, and provides generally favorable drive and ride (that steering attribute aside). By the end, we realized that while we had nitpicked a lot of things, we still liked it. We can probably all think of personal relationships like that. Good friends are still good friends. ■



Metallic door handles, window and mirror controls, plus wood veneers and stitched leather, provide visual and tactile interior gratification points.



If we changed one thing on the GV70 (and its relatives), it would be this—these two dials need far better differentiation and placement, especially as one is the shifter, which should be usable eyes-off.

SPECIFICATIONS

ASSEMBLY	.....	Montgomery, Alabama
ENGINE/TRANS BUILD	.....	S Korea / S Korea
PARTS CONTENT	.....	S Korea 64% / US/Can 26%
ENGINE	.....	3.5L 24v DOHC six-cylinder turbo, dual CVT, GDI+MPI, alum/alum
HP/TORQUE	.....	375 hp / 391 lb-ft
COMPRESSION RATIO	.....	11.5:1
TRANSMISSION	.....	8-spd automatic; paddle shifters; comfort, eco, sport, sport+ and custom modes
DRIVETRAIN	.....	(standard) AWD
SUSPENSION	.....	F: MacPherson multi-link strut type, gas shocks; R: multi-link, gas shocks
STEERING	.....	rack-mtd motor-driven PS
BRAKES	.....	F: 14.2 vented, 4-piston; R: 12.8 vented, single-piston
WHEELS	.....	(Sport Prestige) 21-inch alloys
TIRES	.....	255/40R21 a/s
LENGTH / WHEELBASE	.....	185.6 / 113.2 in
GROUND CLEARANCE	.....	7.3 in
TURNING CIRCLE	.....	37.7 ft
HEADROOM (F/R)	.....	39.6 / 39.1 in
LEGROOM (F/R)	.....	41.3 / 37.2 in
CARGO CAPACITY	.....	28.9 / 56.9 cu.ft
TOW CAPACITY	.....	(w trailer brakes) 3500 lb
WEIGHT	.....	4738 lb
FUEL / CAPACITY	.....	premium unl / 17.43 gal
MPG	.....	18/25/21 (city/hwy/comb)
BASE PRICE	.....	\$70,095
PAINT: Ceres Blue (ASA)	.....	650
NFC KEY CARD	.....	30
DESTINATION CHARGE	.....	1450
TOTAL	.....	\$72,225

2026 GENESIS GV70 LINEUP

GV70 2.5T AWD	.....	\$47,985
" " Select AWD	.....	50,885
" " Advanced AWD	.....	55,435
" " Sport Prestige AWD	58,795
GV70 3.5T Sport Advanced AWD	\$63,415
" " Sport Prestige AWD	70,095



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