

Most people will likely arrive at this one by wanting an SUV, liking the Genesis brand and falling visually for its coupe form. The fact that the coupe group leans more heavily into the performance end will be icing on the cake.

Or for others, the performance quotient will be the starting point, especially the upper-upper 409-horsepower twin-turbo e-supercharged V6 mild hybrid version, not available on the two-box SUV but rather coupe-only—the one we’re driving here.

Some will find practicality landing them elsewhere in the lineup, but nobody will be disappointed. The opportunities expanded this year, in fact, as the GV80 lineup moves from seven versions to eleven—from just one Coupe version last year to three this year, and adding one more top-top two-

box SUV trim plus a RWD base-base SUV.

This continuing expansion surely spins off success, and is likely also the benefit side of an original slow start—Genesis GV80 launched in 2020 during the distractions and general delays of covid lockdowns, and now, its traction is still growing.

The eleven versions of GV80 start with five 300-hp turbo-four two-box SUVs (four AWDs same as last year, plus that one new base RWD), then three 375-hp twin-turbo V6 SUVs (one more than last year, a Prestige Black treatment at the top).

Then, where last year offered just one Coupe (a 409-hp), this year there are three, with a 375-hp twin-turbo V6 slotted in below the prior one and a Prestige Black treatment added above. The E-Supercharged nature of the 409-hp engine is spelled

out in the name, as well as its mild hybrid (MHEV) basis. Along with the Prestige Black jump (at just \$1,750 more), ours is basically an equal top build, though skipping the apparently self-evident Prestige name, while definitely bearing the top powertrain out of all available throughout the range.

There are other variables, too. The Coupe has two rows, the SUV two rows standard but offers three. And wheels vary from 19 to 20 to 22 inches.

All have notably premium-luxe style and materials throughout, with well-executed interfaces.

The incredible variety from a 4-cylinder RWD to a superpowered super-twin-turbo e-supercharged coupe is ultimately only about a 50 percent overall price walk, just under \$60k to just under \$90k. And pretty much any buyer, once they’re in the hunt and

salivating, will find their perfect level easily.

In the case of the Genesis GV80 Coupe we are driving here, it had been 14 months since our previous week with a GV80, so a specific set of comparatives also flowed freely. Our prior GV80 had been the standard SUV (itself stylish, even curvaceous for a two-box design). Additionally, the prior one was a standard 375-horse 3.5-liter twin turbo-six (again, representing two out of seven builds last year and four out of ten this year).

Our GV80 Coupe sample this year adds a supercharger (one out of seven builds last year, two out of ten this year), bringing horses up to 409, while also powering that system with a 48-volt electrical system, which christens the boost as an e-supercharger, thus also making it a mild hybrid (MHEV).

You might think that this, in turn, would raise fuel mileage—and it does, just barely, its city rating going up by one point, while highway and com-

bined are unchanged. Its more significant benefits are in performance—notably the low-end torque that is a hallmark of electrified powertrains.

Some of those e-effects can be quite strong, in fact, and some buyers may want to cross-shop the 375-horse version, even save a few bucks. Or not.

It’s been a long time since very many vehicles have been this distinctive from both front and rear (seriously—think 1950s-’60s). For most brands, the face has become everything. Genesis, however, has scored big with their integrated Two Line design, tip to tail, and GV80 is a top execution.

Both the GV80 SUV and Coupe body forms are things of beauty—sleek and distinctive from all angles. We live in a world full of a great many similar two-box SUVs, as well as a number of awkward attempts at SUV coupes. But not this one.

The Genesis GV80 Coupe is turn-around-and-look-again-as-you-walk-away handsome. ■

Powerful elegance

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Ulsan, SKorea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	SKorea 80% / US/Can 3%
ENGINE	3.5L twin-turbo V6, 24v DOHC, alum/alum, w dual CVVT, GDI-MPI + 48V e-Supercharger
HP/TORQUE	409 hp / 405 lb-ft
COMPRESSION RATIO	11.0:1
ALTERNATOR	48V (MHSG) 277A
TRANSMISSION	8-spd auto, paddles, six drive modes incl new terrain mode
DRIVETRAIN	AWD
SUSPENSION	F&R: multi-link, high performance gas shocks, electronically controlled suspension w road preview
STEERING	rack-mtd motor-driven rack & pinion, variable ratio
BRAKES	F: 14.9 vented, 4-piston; R: 14.2 vented, 1-piston; black calipers, integrated electronic booster
WHEELS	22x9.5J black matte, machined fin
TIRES	265/40R22
LENGTH / WHEELBASE	195.5 / 116.3 in
GROUND CLEARANCE	8.1 in
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	40.2 / 37.6 in
LEGROOM (F/R)	41.6 / 38.7 in
CARGO CAPACITY	29.3 / 61.1 cu.ft
WEIGHT	5160-5294 lb
TOW CAPACITY	(w trailer brakes) 6000 lb (without trailer brakes) 1650 lb
FUEL / CAPACITY	prem unl / 21.1 gal
MPG	17/22/19 (city/hwy/comb)
BASE PRICE	\$87,650
PAINT: Bering Blue	650
DESTINATION CHARGE	1495
TOTAL	\$89,795

2026 GENESIS GV80 LINEUP

GV80 SUV	RWD	AWD
2.5T : 300-hp 2.5L turbo-4		
2.5T (base)	\$57,700	\$59,850
2.5T Select	--	63,750
2.5T Advanced	--	68,600
2.5T Prestige	--	73,500
3.5T : 375-hp 3.5L twin-turbo V6		
3.5T Advanced		\$75,950
3.5T Prestige		82,330
3.5T Prestige Black		83,250
GV80 Coupe		AWD
3.5T : 375-hp 3.5L twin-turbo V6		
3.5T (base)		\$81,850
3.5T e-SC : 409-hp 3.5L twin-turbo V6 e-SC		
3.5T e-SC		\$87,650
3.5T e-SC Prestige Black		89,400