

# Family Hauler Home Run

## Hyundai's Big SUV Nails Comfort, Value and Road-Trip Duty

**By Derek Price**  
CARGAZING.COM

The 2026 Hyundai Palisade doesn't try to impress you with gimmicks or grandstanding. It simply goes about its business of being extremely good at almost everything a family SUV is supposed to do, and it does it so effortlessly that you barely notice how much ground it's covering.

It's quiet, relaxed and confidence-inspiring in a way that makes long drives feel shorter and daily errands feel easier. After a week with it over the holiday break, I found myself inventing reasons to go places.

Hyundai clearly understood the assignment with this redesign. The Palisade was already a sales hit, but this new version feels more self-assured, more premium and more polished.

It drives like a vehicle that knows it's good at its job and doesn't feel the need to prove anything.

On the road, the Palisade Hybrid Calligraphy is smooth and unbothered. The hybrid powertrain delivers plenty of low-end torque, which is what matters when you're merging onto highways or pulling away from stoplights with a full load of people and cargo.

No, it doesn't snap your



The all-new 2026 Hyundai Palisade features bold styling and a confident stance that signals its flagship status.

head back, and that's fine. This is not a drag-strip SUV. It's a family transporter that prioritizes calm progress and efficiency.

The hybrid system feels well integrated, and the six-speed automatic fades into the background, which is the highest compliment I can give a transmission.

Fuel economy numbers in the high 20s are impressive for something this large, and they matter far more here than bragging rights about 0-to-60 times. Complaining about acceleration in a three-row family SUV feels like missing the point entirely.

Where the Palisade really shines is ride comfort. It's composed over rough pavement and settles into a relaxed highway rhythm

that makes it one of the best road-trip vehicles you can buy from a non-luxury brand.

Wind and road noise are minimal, and the overall driving experience feels expensive.

Inside, the Calligraphy trim delivers a cabin that genuinely feels upscale. The materials are excellent. The design is clean and modern, and everything feels thoughtfully laid out.

It's the kind of interior that makes passengers ask what brand it is, then raise an eyebrow when you say Hyundai.

The seats are supportive and comfortable, though if I'm being extremely picky, I'd ask for slightly softer padding. This is a minor nitpick in an otherwise

outstanding cabin, and most buyers will never give it a second thought.

Design-wise, the Palisade takes a few chances. The massive turn signals integrated into the front corners are bold and, at first glance, a little strange. I wasn't sure about them initially, but they grew on me quickly.

They're distinctive, work with the overall look and make the Palisade instantly recognizable. Looks are subjective, and in this case, I'm on board.

Technology is plentiful without feeling overwhelming. Controls are intuitive. Screens are clear and Hyundai continues to do a good job balancing touchscreens with physical buttons. This is a vehicle

designed to be used by real people in real life, not just admired in a showroom.

What really seals the deal is the value proposition. With transaction prices creeping north of \$50,000 across the market, a fully loaded hybrid Palisade at around \$60,000 feels almost reasonable.

Lower trims offer even stronger value, packing in features that would cost thousands more on luxury-brand competitors.

This redesign matters for Hyundai. The Palisade has cemented its place as far more than a bargain alternative.

It's a legitimate choice based on comfort, quality and execution, and it stands tall among the best vehicles in its class.

### AT A GLANCE

**WHAT WAS TESTED?**  
2026 Hyundai Palisade Hybrid Calligraphy AWD (\$58,780).  
Options: Carpeted floor mats (\$245).  
Price as tested (including \$1,600 destination charge): \$60,625

**BY THE NUMBERS**  
Wheelbase: 116.9 in.  
Length: 199.4 in.  
Width: 78 in.  
Height: 69.5 in.  
Power: 2.5-liter four cylinder plus electric motors (total system output 329 hp, 339 ft. lbs.)  
Transmission: Six-speed automatic  
MPG: 29 city, 30 highway

**RATINGS**  
Style: 9  
Performance: 8  
Price: 8  
Handling: 7  
Ride: 9  
Comfort: 9  
Quality: 8  
Overall: 9

**WHY BUY IT?**  
The redesigned Palisade delivers luxury-level comfort, excellent efficiency and standout value in a family-friendly package that makes everyday driving and long trips enjoyable.





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### A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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