

The 2026 Chevrolet Equinox EV falls in a niche we appreciate, not bearing a thousand horses for a hundred thousand dollars, but with realistic horsepower that feels as good as those do, in the real world, at prices from just the mid-\$30s (even with EV incentives now gone). Ours, a front-drive RS, has 220 hp. AWD versions have 300 hp. While always tempted by AWD, our 220 feels comfortably powerful, and range is 319 miles, vs 285 for AWD. We detected no meaningful torque steer, and acceleration is strong, as with any EV, with full thrust from first touch of the pedal—two classic FWD areas, both solved in this by its battery basis. Speaking of the pedal, Equinox EV's "killer app" has to be its one-pedal mode—one of the best. We first experienced this with Chevy, when the Bolt EV was new, and took to it right away. If not your cup of tea, it can be left off. Its high setting is quite extreme, while normal (our favorite) is fully functional, meaning its range-extending regenerative qualities will also bring you to a full stop without use of the brake pedal. It's like a magician raising and lowering a magic wand. Not all one-pedals are set up to achieve this, just close, but this one is masterful. The system also has just the right speed and strength for cornering on an enthusiast level.

We had a consistently enjoyable drive experience, not lacking for anything—power, performance, precision, predictable and accurate control. Beyond that, we were often focused on feature interfaces, not uncommon in this era. Some controls are unconventional, especially those that try to decide and execute basic functions for you. One notable area involves powering the vehicle on and off, as well as locking and unlocking it, based on its own logic as you come and go. This is a trend in EVs lately, not only potentially disquieting and uncertain in its own right, but we can easily imagine safety and security exposures with it. But in Equinox EV's case, we soon discovered that, unlike most (if any) others, Chevy provides mitigating alternative paths. To start, sit down and put your foot on the brake, as would be recommended in anything, anyway. And to be sure it's shut off, there is a two-step button that provides a tangible alternative to just walking away and hoping. These ultimately simple discoveries changed our overall perception significantly. We went from feeling like the problem-solving crew of Apollo 13, to the delights-around-every-bend Lewis and Clark Expedition. Even its odder innovations ended up putting a smile on our face, as we reached our

2026 CHEVROLET EQUINOX EV LINEUP

	FWD	AWD
LT1	\$34,995	\$38,295
LT2	41,795	45,095
RS	44,095	47,395

understandings with each other. For anyone who prefers, there is still automated trust-level locking-unlocking. But for us, the do-it-ourselves, parallel-redundant options changed the game. "We meant to do that!" A running joke in the early days of Silicon Valley—as the latest gear was often rushed to market, to be first, if not perfect—was that something was "not a bug, it's a feature!" We were reminded of this often, recalling the earliest days of desktop computing, when anyone trained on specific command code lines soon learned that the genius of, say, Steve Jobs was in addressing intuition—there is usually more than one way to accomplish a task. This is vital, as, while many will claim things are intuitive, intuition varies from user to user. And this seems to be what GM has recognized here, producing increasingly common (if arguably bearing downsides) automated systems—but applying the wisdom or thoughtfulness to back them up with something concrete. ■

Trail of discovery

Interplay of mystical and physical interfaces is the key BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Ramos Arizpe, Coahuila, Mexico
ENGINE/TRANS BUILD	South Korea / China
PARTS CONTENT	US/Canada 43% / China 18% / S Korea 17%
MOTOR	(FWD) single perm magnet, bar wound
HP/TORQUE	(FWD) 220hp / 243 lb-ft
BATTERY	lithium-ion NCMA cathode, blended graphite anode
DRIVETRAIN	FWD
GEAR RATIO	(front) 11.59:1
SUSPENSION	F: indep MacPherson strut, stblzr bar; R: multi-link, stblzr bar
STEERING	rack electric power steering
BRAKES	F/R: disc / disc, 17-in OD rotor
WHEELS	21-in alum
TIRES	275/40R21 AL3-S Continental
TURNING CIRCLE	38.06 ft
APPROACH / DEPARTURE	17.8 / 23.3°
LENGTH / WHEELBASE	190.55 / 116.3 in
HEADROOM (F/R)	39.15 / 38.49 in
LEGROOM (F/R)	41.65 / 38.0 in
CARGO CAPACITY	26.4 / 57.2 cu.ft
GROUND CLEARANCE	6.4 in
WEIGHT	na
TOW CAPACITY	(w accessory receiver) 1500 lb
RANGE	Level 2 AC: 36 mi range per hour charge DC Fast Charge: up to 150 kW, ±77 mi range in 10 min
CHARGING	(FWD) est 319 miles
MPG	MPGe (EV) / 117/100/108 (city/hwy/comb)
BASE PRICE	\$44,200
PAINT: Radiant Red Tintcoat	495
ACTIVE SAFETY PKG 3: Super Cruise equipped (3 yrs OnStar, one w SuperCruise), enhanced auto parking asst	3355
CONVENIENCE PKG II: vented front seats, psngr 6-way lumbar, driver seat/mirrors memory, heated outer rear seats, rear cam mirror/washer, heads-up display, dual zone climate, universal home remote, LED headlamps w animation, LED uplevel taillamps, heated wiper park	2495
DESTINATION CHARGE	1395
TOTAL	\$51,940

Per our Monroney; consumer site pricing in chart, including notably higher destination charge.