

Variables galore by JOE SAGE

This 2025 Mazda CX-70 PHEV Premium Plus is a variation on, or an alternative to, a CX-70 Turbo S Premium Plus we featured last winter. The CX-70 is itself a variation on, or an alternative to, the Mazda CX-90, the only difference being that CX-90 is a 3-row and CX-70 is a 2-row.

SEATS: Why two separate models and names? Perhaps because each is complex in its own right—(7) versions of CX-70 across three powertrains, (9) versions of CX-90 across the same three powertrains. You can get one decision—seat count—out of the way right up front (which you could, anyway, but perhaps a different name adds focus).

So how to decide? One wild card is that the 3-row CX-90 offers a base trim that the 2-row CX-70 does not. Beyond that, the CX-90 is just \$500 more across the board. If you can swing that, why not

just buy the 3-row? If you never use it, you've lost nothing but the \$500 over a long term. But if you raise it even once, you get your money's worth.

POWERTRAINS: The CX-70 PHEV is very similar to the Turbo S in all regards (even power and mpg, despite the PHEV hybrid system being built on a 4-cylinder engine versus the Turbo S's inline-6). The difference? The PHEV can go 26 miles in pure EV mode, which for many daily drivers may be all the EV they'd ever want or need. And as a PHEV rather than a pure EV, you can also exceed that 26-mile cap any time you want, on gasoline.

The price difference for this trick is just \$1500. And you will need the charging facilities and discipline to charge it. (Regenerative adds minimally.)

TOWING: There is one more distinction, though, between the turbos and the PHEV—tow capacity,

5,000 lb for the turbo, just 3,500 lb for the PHEV. And unlike, say, the seating difference, which can potentially be ignored, this is a commitment. Some people have no towing needs or plans at all, but if you do—or think you might—calculate what your loads may be. It may become your key point.

THE FORMULA THEREFORE: If you make a commitment to benefitting from its percentage of EV range, which for some people will be 100 percent of their driving, then great. If you don't, then basically you're spending \$1500 more on the PHEV for the *potential* of EV advantages, but will have the *certainty* of less towing.

If, on the other hand, you save \$500 while buying the Turbo for the *certainty* of more towing, you have only lost the *potential* of electric driving.

It seems pretty easy to focus in this realm, even with some guesswork. Anyone else will pretty much be flipping a coin about murkier what-ifs. ■



SPECIFICATIONS

ASSEMBLY	Hofu, Japan
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	Japan 90% / US/Can 0%
ENGINE	e-SKYACTIV-G 2.5L four-cylinder, alum alloy / alum alloy
HP/TORQUE	189 hp / 192 lb-ft
ELECTRIC MOTOR	68kW motor/generator
BATTERY PACK	17.8 kWh Li-ion
HP/TORQUE	173 hp / 199 lb-ft
COMBINED HP/TORQUE	323 hp / 369 lb-ft
COMPRESSION RATIO	13.0:1
TRANSMISSION	SKYACTIV 8-spd auto
DRIVETRAIN	AWD
TOP SPEED	118 mph
SUSPENSION	F: double-wishbone; R: multi-link
STEERING	elec power rack & pinion
BRAKES	F: 13.7 vented; R: 13.8 vented
WHEELS	21-in alum alloy, black, machine cut
TIRES	275/45 R21 all-season
LENGTH / WHEELBASE	200.8 / 122.8 in
HEADROOM (F/R)	39.6 / 38.4 in
LEGROOM (F/R)	41.7 / 39.4 in
GROUND CLEARANCE	(21-in wheels) 8.1 in
TURNING CIRCLE	38.1 ft
CARGO CAPACITY	39.6 / 75.3 cu.ft
TOW CAPACITY	up to 3500 lb
WEIGHT	(PHEV) 5198 lb
FUEL / CAPACITY	prem unl / 19.6 gal
ALL-ELECTRIC RANGE	26 miles
MPG	MPGe 56 (comb) / MPG 25 (comb)
BASE PRICE	\$57,450
PAINT: Soul Red Crystal Metallic	595
DESTINATION CHARGE	1375
TOTAL	\$59,420

2025 MAZDA CX-70 (2-ROW)

3.3 TURBO	AWD
Preferred	\$40,445
Premium	45,900
Premium Plus	48,900
3.3 TURBO S	AWD
S Premium	52,450
S Premium Plus	55,950
PHEV	AWD
Premium	\$54,400
Premium Plus	▼ 57,450

2025 MAZDA CX-90 (3-ROW)

3.3 TURBO	AWD
Select	\$37,845
Preferred	40,945
Premium Sport	46,400
Premium Plus	49,400
3.3 TURBO S	AWD
S Premium	\$52,950
S Premium Plus	56,450
PHEV	AWD
Preferred	\$49,945
Premium	54,900
Premium Plus	57,950