

The Mazda CX-30 and CX-50 have the tidiest styling in the CX crossover and SUV lineup (the CX-90, also in this issue, being notably larger). We drove the CX-30 in our last issue, liking everything about it, comfortably covering distance-hours while carrying considerable cargo, though finding it inarguably smaller than, well, a bigger one.

Fate would provide clarification—and enlightenment—in shorter order, as now we have the CX-50 in hand. While the CX-30 has plenty of its own appeal, the CX-50 is also priced starting in the \$20s, or a bit higher for our hybrid version, but this comes with far higher fuel mileage—way upper 30s, pushing 40 mpg, versus a 24-to-31 mpg range for the CX-30, which has no hybrid. And depending upon what appeals to you most about larger/smaller sizes, the CX-50 even has a tighter turning circle (35.4 feet) than the smaller CX-30 (37.4 feet). (Subjectively, the CX-50 is also arguably more utility-shaped than the CX-30, which has more of a tall-car shape—which can of course

have its own appeal—while the most compelling CX-30 factor for some is its lowest-of-any price, when in its lowest-of-any powertrain and trim.)

You could stop right there and make a decision. Or dig deeper, upon which variables run in multiple directions, all the moreso when you compare the hybrid and non-hybrid CX-50's nuances in legroom, cargo and tow capacities, top speed and more—things that really just come along for the ownership ride, moreso than being decision points.

Some of these could fulfill specific needs, but those might have to be pretty pressing, to not go for the high fuel economy of the CX-50 Hybrid. This does not, for example, have the highest top speed, but as we noted during our week, who cares—we were driving it all day and having a ball. And they don't state a zero-to-60 time, but its electric share of torque guarantees lively acceleration, as borne out in any number of familiar scenarios.

We noted one instance of mild fishtailing, while carrying a moderately hefty unsecured item in the

2026 MAZDA FULL SUV LINEUP

CX-30	.....from \$25,975	
CX-5	.....29,990	
CX-50	.....29,900	CX-50 Hybrid ▼ 34,750
CX-70	.....42,250	CX-70 PHEV 44,250
CX-90	.....38,900	CX-90 PHEV 50,495

rear cargo area—a reminder, perhaps, of its torsion beam rear suspension (an arrangement typically trading certain aspects of motion for weight and space advantages—and shared by the CX-30). But it really was a fairly atypical one-off scenario.

In all, Mazda has created a crossover-SUV lineup with considerable variety—far beyond one style in three sizes, or even simple staircase power, weights and prices. The coexistence of CX-5 and CX-50 is one good proof. Splitting the larger SUV into two, CX-70 and CX-90, by row count is another. Only having a hybrid from CX-50 up is another, while being the only non-PHEV is a cost-saver. And while style can always sell, to our eye the CX-50 has a big advantage here. ■

CX-50 formula is better than 50/50

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Madison, Alabama
ENGINE/TRANS BUILD	.....USA / Japan
PARTS CONTENT	.....US/Canada 65% / Japan 25% / Mexico 10%
ENGINE	.....2.5L 4-cyl hybrid, alum alloy
COMPRESSION RATIO	.....14.0:1
HORSEPOWER: ENGINE	.....176 hp
" : ELEC MOTOR (front/rear)	.....118 / 54 hp
" : SYSTEM	.....219 hp
TORQUE: ENGINE	.....163 lb-ft
" : ELEC MOTOR (front/rear)	.....149 / 89 lb-ft
TRANSMISSION	.....electronic CVT (e-CVT)
DRIVETRAIN	.....electric AWD (e-AWD)
TOP SPEED	.....112 mph
SUSPENSION	.....F: MacPherson strut w stblzr bar; R: torsion beam
STEERING	.....pwr assist rack & pinion w engine speed-sensitive variable asst
BRAKES	.....F: 12.8 vented; R: 12.8 solid
WHEELS	.....(Prem Plus) 19-in alum alloy w black metallic & machining cut
TIRES	.....(Prem Plus) P225/55 R19 all-season
LENGTH / WHEELBASE	.....186.1 / 110.8 in
GROUND CLEARANCE	.....(Prem Plus) 8.1 in
APPRCH / DEPART	.....(Prem Plus) 18.0 / 23.0°
TURNING CIRCLE	.....35.4 ft
HEADROOM (F/R)	.....38.6 / 36.7 in
LEGROOM (F/R)	.....41.7 / (hyb) 37.8 in
CARGO CAPACITY	.....29.2 / 55.3 cu.ft
WEIGHT	.....4008 lb
TOW CAPACITY	.....1500 lb
FUEL / CAPACITY	.....reg unl / (hyb) 14.5 gal
MPG	.....39/37/38 (city/hwy/comb)

BASE PRICE	.....\$40,450
PREMIUM PLUS: 19-inch alloys w P225/55 R19 a/s tires, heated steering wheel, heated rear seats, active driving display, auto power-fold side mirrors, black metal paint trim inserts, adaptive front lighting system.....incl	
PAINT: Wind Chill Pearl	.....595
MAZDA NAVIGATION SYSTEM	.....500
RETRACTABLE CARGO COVER	.....225
DESTINATION CHARGE	.....1495

TOTAL\$43,265
Our sticker price above; published pricing below.

2026 MAZDA CX-50 LINEUP

CX-50 2.5 S	187-hp 2.5L SKYACTIV-G, 6-spd auto, AWD, 24/30/26 mpg (city/hwy/comb), tow 2000 lb
2.5 S Select	.....\$29,900
2.5 S Preferred	.....32,400
2.5 S Meridian Edition	.....33,150
2.5 S Premium	.....34,900

CX-50 Hybrid	219-hp 2.5L Hybrid engine, eCVT, eAWD, 39/37/38 mpg (city/hwy/comb), tow 1500 lb
Hybrid Preferred	.....\$34,750
Hybrid Premium	.....38,150
Hybrid Premium Plus	.....▼ 40,150

CX-50 2.5 Turbo	256-hp 2.5L Twin Scroll Turbo, 6-spd auto, AWD, 23/29/25 mpg (city/hwy/comb), tow 3500 lb
2.5 Turbo	.....\$37,900
2.5 Turbo Meridian Edition	.....40,400
2.5 Turbo Premium Plus	.....42,900