

**W**e have a place in our hearts and garages for SUVs and crossovers of all sizes, each filling its own niche or satisfying its own itch. And we have been running through all Mazda's sizes in recent months—CX-30 in the prior issue, CX-50 in this issue, CX-90 a year ago and again here. That leaves CX-70 (which is simply a separately designated two-row equivalent of the CX-90) and CX-5 (which, as their best seller, is still carried over from their prior lineup, but equal parts sort of does and does not fall in with the two-digit family).

Our CX-90 last year was the Turbo S Premium Plus, the top-top of non-PHEV models (those being inherently pricier, if not necessarily more top-top). The big difference this year is that while the lower trim Turbo S last year was simply called the "Premium," this year that changes to "Premium Sport," which—although there are some other updates to the model—largely unifies Turbo S levels with the top two non-S Turbo levels, basically just a name game, but a helpful clarification for shoppers.

As noted last year, this is a powerful, premium, high-style beast, its 3.3-liter inline-six turbo adding a 48-volt mild hybrid boost (which adds a few horses, but a whole lot more torque—bringing the engine's 369 lb-ft to a whopping 482 total). Mazda has also engineered this system, as they often do, to run on either regular or premium fuel, putting out 340 hp on premium, 319 on regular. Power or economy decisions are yours to make at the pump.

Among CX models, the -90 (or -70) most evokes the feeling of a cruiser—a midsize often taken to be full-size—on freeways, in town or on the open road, providing a driving experience so smooth you might call it transparent or, better still, satisfying.

Features, controls and readouts are full of little delights. For example, in regular drive mode on a freeway, we noted very light animated contextual graphics to identify speed limits—just useful reference, no overkill (say when the limit is 55 but everybody's going 70), a red tick showing where you are and where you might want to be, very intuitive,

with no need to decode numbers no-one is driving.

There are a few nitpicks in anything, but in this one's very few cases, it only took about a half-second of orientation to turn them from nuisances, or just surprises, into benefits or even pleasures.

As for soundtrack, there is a fairly notable high whine from the turbo powertrain. But on the audible plus side, the Bose sound system—with more than enough range and settings to find optimization well before its limits are reached—is a stand-out, its options easy to perfect, while also enticing to play with additionally on a long trip or over a lifetime of ownership. Good job, Bose.

Choosing your best CX size should come easily. It might be easy to assume the CX-50 is Goldilocks-sized, though it may fall toward the smaller end of CX-30-to-70/90 range. But the bigger point is that not everybody is Goldilocks-sized. We've enjoyed them all and could be happy owning any, but as we're on the taller side, we were quite spoiled in the big CX-90 all week. ■

## Smooth operator

“Plus” one “Sport”: same basic lineup now has a more unified naming scheme. BY JOE SAGE



### SPECIFICATIONS

ASSEMBLY .....	Hofu, Japan
ROWS / SEATS .....	three / eight (2/3/3)
ENGINE .....	e-SKYACTIV G 3.3L inline-6 turbo, alum alloy / alum alloy
COMPRESSION RATIO .....	12.0:1
BOOST .....	48V Mild Hybrid Boost w i-Stop
BATTERY .....	44.4V / 0.33 kWh / 7.5 Ah
MOTOR/GENERATOR .....	11 kW
HP/TORQUE .....	(prem fuel) 340 hp / 369 lb-ft (reg fuel) 319 hp / 369 lb-ft (elec motor) 16.6 hp / 113 lb-ft
TRANSMISSION .....	SKYACTIV-Drive 8-spd auto w manual-shift mode
DRIVETRAIN .....	i-ACTIV AWD
DRIVE MODES .....	Sports, Off-road, Towing
TOP SPEED .....	130 mph
SUSPENSION .....	F: dbl wishbone; R: multilink w stblzr bar
STEERING .....	elec power rack & pinion
BRAKES .....	diagonal hydraulic: F: 13.7 vented; R: 13.8 vented
WHEELS .....	21x9.5J alum alloy, black finish
TIRES .....	275 / 45 R21 107W M+S
LENGTH / WHEELBASE .....	200.8 / 122.8 in
HEADROOM (F/2/3) .....	(mnrf) 39.2 / 38.6 / 36.9 in
LEGROOM (F/2/3) .....	41.7 / 39.4 / 30.4 in
GROUND CLEARANCE .....	8.1 in
TURNING CIRCLE .....	38.1 ft
CARGO CAPACITY .....	14.9 / 40.1 / 75.2 cu.ft
WEIGHT .....	4945 lb
TOW CAPACITY .....	5000 lb
FUEL / CAPACITY .....	prem rec'd / 19.6 gal
MPG .....	23/28/25 (city/hwy/comb)
BASE PRICE .....	\$53,940
PAINT: Soul Red Crystal Metallic .....	595
(OPTIONS/PACKAGES) .....	(no information)
DESTINATION CHARGE .....	1530
TOTAL .....	(unknown)

### 2026 MAZDA CX-90 LINEUP

3.3 Turbo	Select .....	\$38,900
	Preferred .....	42,950
	Premium Sport .....	46,980
	Premium Plus .....	50,270
3.3 Turbo S	Premium Sport .....	▼ \$53,940
	Premium Plus .....	57,370
PHEV	Preferred .....	\$50,495
	Premium Sport .....	55,300
	Premium Plus .....	58,500

### 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