

# Try this on for size

Subtle differences between fraternal and identical twins BY JOE SAGE

**M**azda has been migrating to a new lineup over several years—partly in line with industrywide electrification efforts, variously meaning increased development of hybrid internal combustion powertrains, new platforms suitable for adaptation to either ICE or EV, or new pure EVs.

And the emphasis is on SUVs. The only other models remaining currently are one sedan—the compact Mazda3—and the everyone-hopes-eternal MX-5 Miata. On the SUV side, single-digit models, e.g. the CX-9, have migrated to double-digits, e.g. CX-90. But it's not pure replacement: for example, they currently still have the CX-5 as well

as a new CX-50. Along with those are the smaller CX-30 (the only pure EV as of now), a larger CX-90 and for 2025, their newest, driven here, the CX-70.

It's a complex evolution of sorts. A CX-7 (2007-2012) was discontinued when the similarly-sized CX-5 joined the family. That one has been so popular, it seems it has been around forever, and that's probably why it still is, even in the presence of the new CX-50. The new CX-70, however, is closer in size to the CX-90—in fact it is identical, the same vehicle in every key regard, except that the CX-70 is a two-row, to the CX-90's three.

Aside from the obvious difference in seating ca-

capacity, this gives the CX-70 default cargo capacity within four-tenths of a cubic foot of the CX-90 with its third row down. Information charted at lower right shows the two have almost identical lineups. If you are sure you'll never need a third row, your savings with CX-70 is just \$500 across the board. But the CX-90 and CX-90 PHEV also each have a lower base trim, saving thousands. Fuel mileage is exactly the same for either CX-70 or CX-90 in any of their three powertrains, with no change from removing that third row.

Yes, the addition of CX-70 is a head-scratcher. We might guess that it will be further differentiated in the future. Perhaps it will go full-EV, like the CX-30. But perhaps so will CX-90. Or perhaps full-EV had been the intent for this model, but they

held off for now, also happening industrywide.

The Turbo group has a 280-horsepower 3.3-liter inline-six, while Turbo S versions have the same but upped to 340 hp (with premium fuel), both with a 48-volt mild hybrid boost. Pricier PHEVs have a 189-hp 2.5-liter four-cylinder, combining with the hybrid component. Though the PHEVs are over 300 pounds heavier, they are rated the same for full gasoline MPG, though their stated 26 miles of all-electric range may clinch the deal for those whose driving and charging patterns specifically benefit.

Power is plenty in our Turbo S, and even the base Turbo compares well with a number of competitors. The CX-70 (or -90) can surprise you by looking larger than it seems or smaller than it seems, depending what it's parked next to. Its turning circle is fairly tight and feels even tighter.

A nitpick was with the rear and 360-degree

camera views—on the one hand cleverly combining multiple angles and content, but by default (no matter how we tried) giving a split image straight to the rear, plus along the rearward sides, which made it difficult to tell where the actual limits of the vehicle were when backing into a parking space—and the dive into the system to change to one conventional view was cumbersome and often would revert, anyway. Features overall can be a mix of straightforward, yet full of electronic complexities and confounding details.

The CX-70 is well packaged, considering its ample passenger and cargo capabilities. It's generally handsome, if somewhat nondescript. Mazda declared several years ago that they would distinguish themselves among other brands by offering a more premium level overall, while maintaining a high value formula. They have done this well. ■



## SPECIFICATIONS

ASSEMBLY	.....Hofu, Japan
ENGINE/TRANS BUILD	.....Japan / Japan
PARTS CONTENT	.....Japan 90% / US/Can 0%
ENGINE	.....e-SKYACTIV G 3.3L inline-6 turbo high PT, alum/alum, 48V mild hybrid boost
HP/TORQUE	.....340 hp / 369 lb-ft
COMPRESSION RATIO	.....12.0:1
TRANSMISSION	.....SKYACTIV 8-spd auto
DRIVETRAIN	.....AWD
TOP SPEED	.....130 mph
SUSPENSION	.....F: double-wishbone; R: multi-link
STEERING	.....elec power rack & pinion
BRAKES	.....F: 13.7 vented; R: 13.3 vented
WHEELS	.....21-in alum alloy, black metal, machine cut finish
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	.....(w pkg) 5000 lb
WEIGHT	.....4863 lb
FUEL / CAPACITY	.....reg unl / 19.6 gal
MPG	.....23/28/25 (city/hwy/comb)

BASE PRICE	.....\$55,950
PAINT: Polymetal Gray Metallic	.....450
DESTINATION CHARGE	.....1375
<b>TOTAL</b>	<b>.....\$57,775</b>

## 2025 MAZDA CX-70 LINEUP

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 LINEUP

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