

Popularity can lead to variety, and Hyundai Tucson has plenty of both. With a midcycle refresh for 2025—revealed fully a year ago, at the 2024 New York show—there are 16 versions.

Five basic 187-horsepower gasoline powertrain trim levels are available with either FWD or AWD.

Then there are four Hybrids, plus two PHEVs (plug-in hybrids), with their usual balancing points—a bit more weight and complexity, higher fuel mileage, similar horsepower but higher torque, and higher price. All hybrids and PHEVs are AWD.

Of the ten non-hybrids, our sample is tops. Out of the full set, it sits not far from the midpoint by price. Then again, the ratio of price to fuel mileage gained is—well, we ran this, but there are fully ten different fuel mileage rating sets for these 16 builds. The surprise was that standout highway fuel mileage (35 in most of the hybrids and PHEVs, versus 30 in ours) is 17 percent higher, but the price for even the top PHEV is just 18 percent more. The biggest spread is at the low end of price and features—with a FWD gasoline Tucson rated 33 mpg highway, but a Blue Hybrid 38. You can get into

city and combined figures, too, for more madness. The main point is that product planning has been performed magically—every possibility comes down to which one rings your bell and fits your wallet. No-one goes home disappointed.

These were perfect wheels for us during the first half of auction and concours week: lots of chasing around, lots of parking and dashing, some things to carry along, and it was great at all of it—nimble in the tight spots, spacious on the long hauls, precise on the competitive freeways.

For maximum routine enjoyment—simple acceleration and cornering, power through double turns onto freeways and such—we were happiest going for sport mode every time, even for rough surfaces, which often work the other way. Modes, in fact, are a bragging point for 2025, which seems largely unchanged overall, but has a host of revisions and new features in its details. Added are a MyDrive mode, combining your favorite various attributes from the others, not uncommon. But real innovation arrives in Baby Mode, which keeps acceleration a little calmer and smooths out other

2025 HYUNDAI TUCSON LINEUP

	FWD	AWD
SE	\$28,605	\$30,105
SEL	30,465	31,965
SEL Convenience	32,915	34,415
XRT	32,915	34,415
Limited	38,545	40,045
HYBRID		
Blue Hybrid	\$33,365	
SEL Convenience Hybrid	36,365	
N Line Hybrid	38,115	
Limited Hybrid	41,195	
PHEV (PLUG-IN HYBRID)		
SEL PHEV	\$39,630	
Limited PHEV	47,340	

disturbances; and in Green Zone mode, a subset of pure EV mode (on those applicable) to keep things optimized (or as enforced) in specific urban zones with specific “eco-focused” mandates.

We had a few nitpicks in the details, most of them easily solved with deeper dives, some maybe even preferable to some people. With plentiful competition in this segment, a great many buyers both start and finish their search right here. ■

SPECIFICATIONS

ASSEMBLY	Montgomery, Alabama
ENGINE/TRANS BUILD	US / US
PARTS CONTENT	US/Can 55% / SKorea 30%
ENGINE	Smartstream 2.5L 4-cyl, DOHC 16v, GDI+MPI, alum/alum
HP/TORQUE	187 hp / 178 lb-ft
COMPRESSION RATIO	13.0:1
TRANSMISSION	8-spd auto
DRIVETRAIN	HTRAC AWD, active on-demand
SUSPENSION	F: MacPherson strut w coils, gas shocks, stblzr bar; R: multi-link, gas shocks, stblzr bar
STEERING	motor driven pwr rack & pinion, col-mtd
BRAKES	F: 12.8x1.2 vented; R: 12.0x0.4 solid
WHEELS / TIRES	19x7.5J alloys / 235/55R19
LENGTH / WHEELBASE	182.7 / 108.5 in
GROUND CLEARANCE	(AWD) 8.3 in
TURNING CIRCLE	38.6 ft
HEADROOM (F/R)	(w pano snrf) 38.1 / 39.0 in
LEGROOM (F/R)	41.4 / 41.3 in
CARGO CAPAC	SAE (max) 38.7 (41.2) / 74.8 (80.3) cu.ft
WEIGHT	3801 lb
TOW CAPACITY	1650 lb (w brakes 2000 lb)
FUEL / CAPACITY	reg unl / 14.3 gal
MPG	24/30/26 (city/hwy/comb)
BASE PRICE	\$39,795
PAINT: Ultimate Red	470
CARPETED FLOOR MATS	210
DESTINATION CHARGE	1395
TOTAL	\$41,870

Note sticker price varies from current info (see chart).

POPULAR FOR BEING POPULAR

BY JOE SAGE

