# Tucson delivers

## Last call for gen four

BY JOE SAGE

**2026 HYUNDAI TUCSON LINEUP**

| | FWD | AWD |
|---|---|---|
| **2.5L : 187-hp, 8-auto** | | |
| SE | $29,700 | $31,200 |
| SEL | 31,050 | 32,550 |
| SEL Plus | 31,550 | 33,050 |
| SEL Premium | 34,050 | 35,550 |
| XRT | 33,725 | 35,225 |
| Limited | 39,675 | 41,175 |
| **1.6L Turbo Hybrid : 231-hp total, 6-auto** | | |
| Hybrid SE | $31,300 | -- |
| Hybrid Blue SE | -- | $32,800 |
| Hybrid SEL | 32,750 | 34,250 |
| Hybrid SEL Convenience | -- | 35,250 |
| Hybrid Limited | -- | ▼ 42,425 |
| Hybrid Night | -- | 42,925 |
| **1.6L Turbo Plug-In Hybrid : 231-hp total, 6-auto** | | AWD |
| Plug-in Hybrid SEL | | $40,675 |
| Plug-in Hybrid Limited | | 48,900 |

This Hyundai Tucson Hybrid Limited AWD, a 2026, joined our fleet just as the all-new 2027 was revealed, making this equal parts swan song, announcement and, for some, an inspiration to go grab a 2026 (perhaps at closeout prices?).

There are fully (21) versions of 2026 Tucson, (12) with a 187-hp 2.5-liter (six trim levels with FWD, or AWD for just $1500 more); (7) Hybrids with a 1.6-liter turbo and 231-hp output (five trims with AWD, plus two lower trims available as FWD); and (2) Plug-in Hybrids (PHEVs), same turbo power and MPG as the Hybrids, in upper-grade trims only, at $6400-6500 more), but able to run all-electric for an estimated 32 miles—enough for some commuters or errand-runners to run as EV all the time.

Hyundai is able to offer so much variety, as Tucson is their biggest seller by almost twofold and still growing—with sales up 10 percent year-to-date through the third quarter, 23 percent during the third quarter, and 32 percent for September.

The base engine lineup starts at $29,700, while starting at just $1600 more, the Hybrids are clearly enticing—although the 2.5L group does offer a wider range in the $30s overall. Turbo Hybrid fuel economy gets another big win, however—36/37/36 (city/hwy/comb) vs 25/33/28 for the 2.5L.

A $6400-6500 jump to the PHEV (in comparable trims) may also be a vote for the Hybrid, other than for those who truly utilize the Plug-In's EV mode.

Ours is the top trim Turbo Hybrid, aside from a plus-$500 "Night" version with dark style details.

Time behind the wheel is as transparent or engaging as you want at any given moment. It's not an EV, nor this the PHEV version, but however this is implementing its hybrid powertrain, give it some gas, and man is it a performer. From the line—say accelerating to freeway speeds when the light for the ramp turns green, our notes called it a rocket, so responsive. Of course, you don't have to drive it this way, but it's a way of life here, and power is plentiful as can be. Plus it's fun.

It's a well known phenomenon, to us, that the more notes and voice messages a vehicle generates during our week, the more nitpicks we encountered. This one generated almost none, and it was a very full week, with a lot of errands, a lot of running around, and even a tropical storm to navigate—heavy traffic, light traffic, confused fellow travelers on slippery surfaces, the works. In a nutshell, Hyundai Tucson just delivers.

Hyundai Tucson is a responsive performer in its own right, has been responsive to the marketplace, and the market has responded, in turn.

Just as all this logic falls into place, a spoiler alert: the 2027 will also be adding tougher-duty-performance XRT and XRT Pro versions.

You hate to see gen-four's run come to an end, right? It's a cute, stylish vehicle, looking bold and fresh when it was new, which it still does. But the new 2027 has already achieved the successful evolution formula even before birth—while the existing gen-four Tucson still looks great and contemporary, we immediately take to the new one, too—a complete success by definition (though far from universally achieved in this industry), as the ball always moves forward. ■

Otherwise basically problem-free, we did have trouble with touch operation of the door locks several times, as with a few others lately—this time not in extreme heat, but perhaps affected by extreme rain? Or maybe there's something else to this?

**SPECIFICATIONS**

| | |
|---|---|
| **ASSEMBLY** | Ulsan, South Korea |
| **ROWS / SEATS** | two / five |
| **ENGINE/TRANS BUILD** | SKorea / SKorea |
| **PARTS CONTENT** | US/Can 1% / SKorea 90% |
| **ENGINE** | 1.6L Turbo-GDI DOHC CVVD 16v inline-4 |
| **HP/TORQUE** | 178 hp / 195 lb-ft |
| **COMPRESSION RATIO** | 10.5:1 |
| **ELECTRIC MOTOR** | permanent magnet synchronous |
| **HP/TORQUE** | 64 hp / 195 lb-ft |
| **BATTERY** | Li-Ion, 270V, 1.49 kWh, 64 kW output |
| **TOTAL SYSTEM HP/TORQUE** | 231 hp / 271 lb-ft |
| **TRANSMISSION** | (hybrid/PHEV only) 6-speed auto |
| **DRIVETRAIN** | HTRAC AWD active on-demand |
| **SUSPENSION** | **F:** MacPherson strut w coils, stblzr bar; **R:** multlink, stblzr bar, gas shocks |
| **STEERING** | rack & pinion, motor-driven, column-mtd |
| **BRAKES** | **F:** 325 x 30mm vented; **R:** 300 x 10mm solid |
| **WHEELS / TIRES** | 19x7.5J alloy / 235/55R19 |
| **LENGTH / WHEELBASE** | 182.7 / 108.5 in |
| **GROUND CLEARANCE** | (AWD) 8.3 in |
| **TURNING CIRCLE** | 38.6 ft |
| **HEADROOM (F/R)** | (sunrf) 40.1 / 39.5 in |
| **LEGROOM (F/R)** | 41.4 / 41.3 in |
| **CARGO CAPACITY** | (max) 41.2 / 80.0 cu.ft |
| **ROOF RAILS LOAD CAPACITY** | 220 lb |
| **WEIGHT** | na |
| **TOW CAPACITY** | na |
| **FUEL / CAPACITY** | reg unl / 13.7 gal |
| **MPG** | 36/37/36 (city/hwy/comb) |
| **BASE PRICE** | **$41,825** |
| **CARPETED FLOOR MATS** | 240 |
| **DESTINATION CHARGE** | 1600 |
| **TOTAL** | **$43,665** |

*Note: sticker price above; new pricing at left.*





Meet the incoming fifth-generation Hyundai Tucson, a complete restyling for 2027, arguably less carlike and more trucklike in appearance—what they are calling an "Art of Steel" styling philosophy—picking up boxier, burlier directions, in this case especially in line with the addition of Tucson XRT and XRT Pro levels. It's a tougher look, likely to also shift its competitive set a bit. We like both the outgoing and incoming styles. There is no question the outgoing one has made a huge dent and done a lot to define its segment, and indications are that they aim to make this all even moreso.

The new Tucson's interior promises a new level of refined, spacious, "furniture-inspired" everyday comfort, intuitive controls and interface, flexible storage, and optional relaxation features.

For hybrids, a next-generation system promotes "intelligent efficiency," targeting up to 42 mpg. ▼




