



Weekend roadtest: Hyundai Tucson Premium 48v Mild Hybrid

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It's not one of the first of the modern SUVs, but the Hyundai Tucson Premium 48v Mild Hybrid is one of the better models, *writes Robin Roberts.*



There's a modest 18-strong range of petrol, diesel or hybrid powered models in five-trim levels with manual or automatic transmission, two or four-wheel drive. Prices run from about £22,000 to £35,000.

Now over three years old, it does everything well and nothing badly and delivers a very comfortable, easy drive with good economy ability thanks to its electric motor assistance.



That and the beefy 2.0 turbo-diesel engine matched with an eight-speed automatic transmission give it respectable acceleration and effortless motorway performance.



It fairly gobbles up the miles without stress or strain while driver and passengers can relax in big, enveloping seats for up to five.

Luggage space may be an issue if all seats are occupied but the desirable rear-seats' recline and offset split folding seatbacks mean it's versatile and practical. The boot-floor is about mid-thigh, flat and wide with another compartment beneath for small items.



Access through the rear doors is good and once inside the room is plentiful for two, a squeeze for three, but the front pair of seats have good adjustment over a wide range with supporting cushions and backrests.

Visibility is good all round save for the usual rear three-quarter blindspot when pulling into traffic or reversing, the waistline is low, lights powerful and wipers front and back clear a big area of glass.



All the controls are well laid out on the console, fascia and wheel spokes but some may consider the dials small either side of the selectable display for various pieces of information.

The over-whelming black fascia finish does conceal from switches.

The straightforward heating and ventilation has knobs and push buttons, a multitude of vents and it works very well with those in the back having their own distribution outlets.

Oddments room is better than many in this class with big door bins, a decent sized cubby on



the console along with cup and key recesses and a phone-charging pad, while in the back are more door bins and seat-nets. The loadbed quickly increases in capacity with drop down seats.

For the driver the 2.0 turbo-diesel engine is a good starter, pulls well and quietly and the gearchanges are swift and silent with normal or sporting modes available.

I would have liked greater feel through the steering and the turning circle could have been tighter, but the brakes felt good underfoot and the parking brake held it well on our test slope. It grips well and



the handling is safe if not sporting, with a nice balance and no real vices, smoothing out most bumps without complaint or coming into the cabin.

All noise sources are low which adds to the refinement. I liked the two-tone seats and they help lift the interior's drabness above the waistline. One of the comforting features is the Hyundai Tucson's five-year and unlimited mileage warranty, just as well if you fork out close to £900 for the initial year's excise duty



Its low fuel consumption, long life engine and warranty mean this is probably a car for those who tend to hang onto their wheels past the common three-years mark. So it mayn't have been the first but it possibly will outlast rivals.

FAST FACTS

Hyundai Tucson Premium 48v Mild Hybrid

Price: £33,610

Mechanical: 185ps 2.0TD with 48V Mild Hybrid motor, 8 sp auto 4WD

Max Speed: 125mph

0-62mph: 9.5sec

Combined MPG: 44.4 on test

Insurance Group: 24

C02 emissions: 151gkm

Bik rating: 34%, £855FY, £145SR

Warranty: 5yrs/ unlimited mileage

Sizes: L4.48m, W1.85m, H1.65m



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Bootspace: 459-1449 litres

Kerb: 1643kg

For: Engine and gearbox smooth and quiet, comfortable ride and seating with adjustable-tilt back seats, well equipped and economical

Against: Average bootspace, slightly 'dead' steering & overall dark interior.

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