

# Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

## 2025 Honda Accord Hybrid

**MSRP: \$33,655 (Sport Hybrid) \$39,300 (Touring Hybrid) \$40,395 (As Tested)**



The Accord nameplate has been in the U.S. marketplace for nearly 50 years now. The 11th generation of Honda's midsize sedans arrived in 2023. Two years removed, the 2025 lineup fields six trim levels. Base LX and SE models are powered by a 1.5L four cylinder gas engine. The turbocharged four makes 192 h.p./192 lb.-ft. of torque. Moving up the trim ladder, the Sport, EX-L, Sport-L and Touring models employ a hybrid powertrain, combining a 2.0L four cylinder gas engine with two, electric motors. Total system power is 204 h.p., and 247 lb.-ft. of torque.

Honda's hybrid system works well in the Accord platform. Power flow is smooth, and the car can reach sixty from a standstill in under seven seconds. That's respectably quick. Peak torque from the combined system is available from 1,700-5,000 rpm, so Accord Hybrid is lively off the line, and it cruises quietly at highway speed. EPA fuel economy estimates for the hybrid are 46/41/44. That's substantially higher than the gas powered versions (29/37/32 for the 1.5L turbo). I recorded 30 mpg's during my week behind the wheel. That's low, compared to the EPA estimates. However, the last time I drove an Accord Hybrid (2023), I netted 39 mpg's, which is more in line with the projections. Drivers have the option of choosing one pedal braking, adjusting the level of regenerative braking, using steering wheel mounted paddles. Since manual transmissions have gone the way of the dial phone, one pedal driving offers a little more driver involvement, and some (like me) find that it boosts the car's fun factor. Ride quality is comfortable, though with some impact firmness noted on models with 19" wheels (Sport, Sport-L, Touring). It's likely even smoother in trims with the 17" wheels (LX, SE, EX-L). Accord isn't a sport sedan, but it handles



*Photos are courtesy of the manufacturer.*



confidently. The absence of an All Wheel Drive option for the front drive Accord isn't a plus in snowbelt states, if only for the fact that it siphons off some shoppers into crossovers, who would otherwise prefer a sedan.

The main design element in the cabin of these Gen 11 Accords is a metal, honeycomb strip, that runs the width of the dashboard. It houses the vents, and splits the dash visually, north and south. Above the beltline, at center dash, is the touchscreen (7" on LX and SE, 12.3" on all other trims). LX and SE cars have a 160 watt, four speaker sound system. All others get a 180 watt/8-speaker setup. The infotainment system on all Accords is compatible with Apple CarPlay and Android Auto. The connection is wireless on trims with the larger touchscreen. Below the beltline, HVAC controls are laid out in a straight ahead fashion, with physical knobs and buttons. They're easy to reach, and not distracting for the driver to operate.

Accord affords the driver good visibility in all directions. Seat room is generous in both rows, though taller rear passengers may brush up against the headliner, owing to the curving roofline. Trunk capacity is 16.7 cu.-ft. Loading liftover height is comfortably low. Rear seatbacks split and fold to accommodate longer items in the trunk.

Honda says that over 50% of all Accord sales are now hybrid models. It makes sense. Accord enjoys an enviable record for reliability. And, hybrid power is proven technology. It offers drivers some of the benefits of electrification (e.g. fine fuel economy), without the hassles of plug-in charging.

*A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.*