

Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

2025 Honda CR-V Hybrid

MSRP: \$34,650 (Sport Hybrid) \$37,650 (Sport-L Hybrid) \$41,100 (Sport Touring Hybrid)



This is year two of Generation 6, for Honda's CR-V. The compact class SUV is Honda's best selling vehicle, and perennially among the most popular picks in the compact SUV segment. The 2025 edition CR-V carries over virtually unchanged from last year. The six model lineup includes three with hybrid power : Sport, Sport-L and Sport Touring. All Wheel Drive is standard on the flagship, Sport Touring Hybrid, and optional on all other CR-V's.

Revised in 2023, Honda's two motor hybrid-electric system combines a 2.0L Atkinson cycle four cylinder gas engine, with a pair of electric motors (one to drive the wheels, one to supply power to the generator) and a lithium-ion battery pack. The 4th generation system's combined horsepower is 204, with 247 lb.-ft. of torque. Zero to sixty times are in the high seven second range, which is on par with the competition, and is sufficient for all daily driving needs. Some drivetrain noise is noticeable on long inclines, but it's otherwise a rather quiet cabin. EPA's mileage estimates are 40/34/37 for the AWD equipped Sport Touring Hybrid. That compares with 43/36/40, for hybrid 4x2, and 26/31/28, for a gas powered 4x4. I logged 27 mpg's in a cold, wintry week behind the wheel; well off of the EPA projections. Name notwithstanding, there's little that suggests "sport" in Sport Touring models. But, the target for the majority of buyers in this segment is comfort and practicality, and here CR-V hybrid draws high marks. It rides smoothly, handles confidently.

A large part of the popularity of this segment has to do with their "just right" sizing. Big enough to handle two rows in comfort (and a reasonable amount of their gear), small enough to be fuel frugal. This generation of CR-V is longer (2.7"), and slightly wider (.4") than was its



Photos are courtesy of the manufacturer.



predecessor. There's sufficient room for adults in both rows, and cargo capacity in the Sport Touring hybrid ranges from 34.7 – 76.5 cu.-ft., depending on how you arrange the seats. (Hybrids offer slightly less stowage space and a split-level load floor compared to gas powered trims, because hybrids store their battery packs below deck). Overall, the cargo bay is spacious for this class, and the low liftover height in back eases loading. Sport Touring models enjoy a standard, hand's-free tailgate.

Honda's current dashboard design - seen here as in other models I've driven recently - is clean looking and functional. The honeycomb mesh beltline provides cover for the HVAC vents, and serves as a border, with the infotainment screen above, and the HVAC controls below. CR-V's top trims (EX-L on the gas engine side, Sport Touring on the hybrids) get a 9-inch center touchscreen rather than 7-inch. There's an actual, non-virtual knob for on/off/volume (!), and the screen menus are straight forward. Below the border, climate controls are adjusted through a combination of knurled knobs and buttons. They're simple to use, in easy reach, and non-distracting for the driver. A one touch, power moonroof is standard on both hybrid CR-V's. About the only option missing inside is a panoramic view camera. The absence of a bird's-eye view camera – at least on top trim models – seems like an oversight, if only because rival RAV4 offers one.

More than 50% of CR-V sales are now hybrid powered, and that's logical. Electric may be the future, but for the here and now, hybrids make more sense for most people. It's proven technology that allows you to benefit from better fuel economy, without worrying about 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.