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# Tesla Model Y My25 FD dual motor – First Impressions

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**It can be hard learning to drive, but relearning brings a whole new skill set into the driver's seat of the latest Tesla Model Y dual motor, writes Robin Roberts (and WheelsWithinWales).**

Tesla is a pioneer in the new age of electric cars and after their first Model X SUV hit the market in 2015 it then rolled out the Model 3 saloon two years later and completed its range with the larger SUV Model Y in 2020.

Within three years the Model Y overtook the Toyota Corolla to become the world's best selling car and the first electric model to achieve that remarkable result.

The Model Y comes with rear or all-wheel-drive using a single or double motor respectively and its been given a facelift inside and out for 2025. Prices rise from just under £45,000 to almost £52,000.

The range comprises a RWD model with standard battery and motor, a longer range RWD with bigger pack and is topped by the AWD long range version we tested.

Externally there are cues from the Tesla Cybertruck, but it's more tastefully done in the SUV Model Y and it is very sleek in profile and from the front as well. The rear is a bit more slab-like but very smooth nevertheless.





The designers and engineers have fitted new front seats, a cleaner looking console and given those behind an eight-inch touchscreen as they tidied up the fascia as well.

We had a very brief run in the dual motor derivative and its performance was very sports car like but mechanically utterly silent.

With two motors under the sleek bodywork the Tesla Model Y is good for an



exhilarating 0 – 62 mph time of 4.6 seconds and will run between recharges for over 360 miles practical range but is claimed to be close to 390 miles in statutory tests, one of the longest distances of any modern electric vehicle.

This also explains why Tesla has tended to dominate BEV sales until now and before a new raft of zero-emission cars are coming from Europe and Asia.

A revised suspension has been fitted to improve ride quality, handling and roadholding.

Behind the wheel of the Model Y AWD you are immediately struck by the crispness of the styling and the room inside for five people and a big luggage space.

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The controls have been simplified, there is no starter button for instance and its straightforward matter of bum on seat and blast off.

Mirror adjustment is via buttons on the wheel-spokes or set in the infotainment screen and you have a stalk for indicators control.



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Most features are worked through the central big screen including the A/C and while it fills the cabin with chosen air temperature and direction, it is a noisy system.

It can, therefore, be distracting to drive when you need to make changes for your comfort.

The Model Y is really quick in a straight line and it slows or stops very sharply too, but it felt as heavy as you'd expect for car of this size with long range battery pack and twin motors. It did not feel particularly agile and sometimes the suspension was caught out by potholes or tarmac ridges.

## VERDICT

Tesla's electrical engineering is top of the class providing strong performance, a good real-world range along with an exemplary recharging network and if this is your priority it is hard to beat them, but relearning to drive mayn't be a lesson you want to undertake.