

JUXTAPOSITION

BY JOE SAGE

For anyone still translating from the relatively recent past—before every car in the stable became a Q-something and every SUV or crossover a QX-something—Infiniti QX60 was previously the JX for one brief year.

Third up in size among four models in the lineup, the QX60 quickly distinguishes itself from the QX50 by virtue of its third row, and it distinguishes itself from the big QX80 (long known as the QX56) by virtue of its \$44,350 starting price (front-drive Pure trim) versus the QX80's \$66,750. The QX60 has a completely different personality from the QX80, though, more of an elegant urban wagon, compared with the big QX80's V8-powered utility-framed rear-drive-basis build.

While the big QX80 offers a top Limited trim at over \$90,000 base, the QX60 stops at the bigger SUV's midgrade—known as Luxe. With Pure and Luxe, front-drive or AWD, four trims of Infiniti QX60 are tightly spaced, ranging from \$44,350 to \$48,150 base.

Only the strictest budgets would not move right to the Luxe model, which adds Bose 13-speaker premium audio, remote start, passenger seat memory and other niceties. All-wheel drive adds two grand, making our example here the top dog. Or is it?

We found the Infiniti QX60 benefited from all the usual Nissan-Infiniti advantages—nicely laid out, intuitive control systems, industry-leading rear- and around-view cameras, solid build, nice styling and great ergonomics. We also noted one of our favorite features, an exceptionally tight turning circle (and this is a seven-seater!), though as fate would have it, they don't state that spec.

Our top-flight example pushed from the \$40s to the \$60s, with add-ons. This is not as significant as it sounds, actually more like about \$50 to about \$60k. Full contents of the six packages that drove the price up are too lengthy to include here, though a couple of key elements are identified in our sidebar.

Upgraded nav and leather? Definitely. Climate seats and Bose audio? Yep. More electronic driver assistance features (\$3400)? We could skip those and consider it a win-win. Rear seat theater package? If you don't have kids, you can save another \$2150. Now you're in the mid-\$50s. It turns out the base price is a really good price for what it delivers, and the fully-added-on price, ditto. ■

SPECIFICATIONS

ROWS / SEATS	three / seven
ENGINE	3.5L transverse alum/alum dir inj V6
HP / TORQUE	295 hp / 270 lb-ft
DRIVETRAIN	AWD
TRANSMISSION	CVT (continuously variable)
SUSPENSION	F: indep strut, 26mm stblzr bar; R: multi-link, 26.5mm stblzr bar; twin-tube shocks
STEERING	speed-sensitive power assist
MODES	standard, sport, snow, eco
BRAKES	F: 12.6x1.1 vented; R: 12.13x0.63 vented
WHEELS	18x7.5 5-spoke (opt 20x7.5 15-spoke)
TIRES	235/65R18 (opt 235/55R20) all-season
LENGTH / WHEELBASE	200.6 / 114.2 in
APPRCH/BRKOVER/DEPART	14.7 / 15.5 / 20.6°
TURNING CIRCLE	na
GROUND CLEARANCE	6.5 in
HEADROOM (F/2/3)	(w moonroof) 40.7 / 37.3 / 35.0 in
LEGROOM (F/2/3)	42.2 / 41.7 / 30.8 in
CARGO CAPACITY	(w moonrf) 15.9 / 40.2 / 75.8 cu.ft
WEIGHT	(Luxe AWD) 4551.6 lb
FUEL / CAPACITY	91 premium unleaded / 19.5 gal
MPG	19/26/22 (city/hwy/comb)
BASE PRICE	\$48,150
ESSENTIAL PKG: (incl nav, leather)	2900
SENSORY PKG: (incl climate seats, Bose audio)	3500
PROACTIVE PKG: (incl driver assist electronics)	3400
THEATER PKG: (dual 8" 2nd row monitors etc)	2150
CARGO PKG: (covers, protectors, dividers, etc.)	360
RADIANT EXTERIOR WELCOME LIGHTING	445
DESTINATION CHARGE	1025
TOTAL	\$61,930

