

HIGH VALUE AT FACE VALUE

BY JOE SAGE

Having killed off their last sedan, the compact Q50, at the end of 2024, Infiniti's lineup now comprises four SUVs—three if you count the compact two-row QX50 and its QX55 coupe derivative as one. At the top is the three-row, full-size QX80. And in between is the three-row, midsize QX60 we are driving here. The Luxe level, second-up among four, ours also includes a new Luxe-only Black Edition package, which brings it within a few hundred dollars of Sensory trim.

All QX60s have a 268-hp 2.0-liter turbo-four and 6,000-lb tow capacity. All but the base have 20-inch wheels (Pure has 18-inchers). Any are available as front- or all-wheel-drive. Black Edition adds

black grille, badging, wheels, headliner and such, as well as specific branded lighting.

A commanding new gen-three QX80 (see our Nov/Dec 2024 issue), is described as the "first new model in Infiniti's product renaissance." Can a new QX60 be far behind? QX80 was born in 2004 (as QX56), while QX60, born in 2013 (as JX35), is not only still in gen-two, but that really only just arrived, for 2022. It's a family with long generations.

Comparatives between QX60 and QX80 start with price and power, where the QX60 rings in at about 60 percent of a QX80 for both—more than fair, as this is not often linear. From there, it gets better still—legroom is close to the same in the first two rows, and though QX60's third row is more in line with a midsize, it's just 14.9 percent less. Cargo and towing comparisons are even more generous than that 60 percent benchmark.

The fuel tank is smaller (78%), but fuel mileage is higher (133%), leading to about the same range for either, on a longer road trip. But you'll have cost savings on shorter trips or daily, period.

In other words, our little curiosity-prompted chart shows the QX60 delivers considerably generous bang for its relative bucks.

One difference is that the QX60 is front-drive-based, the QX80 rear-, though in 4WD versions, you will likely never notice the difference.

We had the QX60 for Thanksgiving, with a drive from greater Phoenix to greater Tucson, over in daylight and back at night, a good chance to contemplate various features and overall driving.

On the road, the QX60 is a nice cruiser, great at just maintaining its speed, with casual braking to keep distance when someone turns off, a little gas to get right back up to speed, with a nice light

QX60 vs QX80: A number of vitals are pretty much pro rata between the two—power and price most directly in line at about 60 percent. Against that benchmark, QX60 can claim an edge on a number of other indicators.

	QX60	QX80	QX60:QX80
Engine	2.0L	3.5L	57%
HP/torque	268 / 286	450 / 516	60 / 55%
Legroom (F/2/3)	42.1 / 37.7 / 28.0	43.8 / 39.2 / 32.9	96 / 96 / 85%
Cargo	14.5 / 41.6 / 75.4	22.0 / 59.0 / 101.9	66-74%
Tow	6,000	8,500	71%
Fuel capacity	18.5	23.6	78%
MPG (comb)	24	18	133%
(Range: tank x mpg)	444	424.8	105%
Pure 2WD	\$50,200	\$82,450	61%
Autograph AWD	\$66,150	\$110,595	60%

growl. The seats were great, as was the audio.

Back home, it was a solid everyday driver. We used it all over town—deeper into the grid than usual, on freeway runs, through construction, in rush hour. All in all, it's a good, solid, transparent experience. The user interface was decent for all our basic functions—entertainment, shift and mirrors, auto start-stop defeat—finding most every-

thing intuitively. The transmission could be a weak point, shifting from red lights or through turns (and we are often more forgiving of CVTs than others).

The Infiniti QX60 is a solid entry. Pricing is quite reasonable, even when done up with the Black Edition package. Though not needed for function or value, we'll be keeping an eye out for a future "product renaissance" facelift with interest. ■



Infiniti QX80

SPECIFICATIONS

ASSEMBLY	.....Smyrna, Tennessee
ENGINE/TRANS BUILD	.....Japan / US
PARTS CONTENT	.....US/Canada 45%
SEATING CAPACITY	.....7 (6 on Autograph)
ENGINE	.....2.0L 4-cyl turbo, DOHC 16v, direct injection, alum/alum
HP/TORQUE	.....268 hp / 286 lb-ft
COMPRESSION RATIO	.....8.0:1 - 14.0:1
TRANSMISSION	.....9-spd auto, paddles, shift-by-wire selector
DRIVETRAIN	.....intelligent AWD
DRIVE MODES	.....personal, sport, standard, eco, snow
SUSPENSION	.....F: MacPherson strut, 29mm stblzr bar; R: multilink indep, 28.6 stblzr bar; twin tube dual-flow path shocks
STEERING	.....vehicle speed var assist
BRAKES	.....F: 13.78 x1.18 vented, twin-piston; R: 12.99 x0.63 vented, single-piston
WHEELS	.....(opt) 20x8 machined alum-alloy w glass black finish
TIRES	.....P255/50R20 all-season
LENGTH / WHEELBASE	.....198.2 / 114.2 in
GROUND CLEARANCE	.....6.7 in
APPR / DEPART / BRKOVER	.....15.0 / 22.5 / 15.5°
TURNING CIRCLE	.....38.7 ft
HEADROOM (F/2/3)	.....40.8 / 37.5 / 35.7 in
LEGROOM (F/2/3)	.....42.1 / 37.7 / 28.0 in
CARGO CAPACITY	.....14.5 / 41.6 / 75.4 cu.ft
TOW CAPACITY	.....6000 lb
WEIGHT / DISTRIB	.....4696 lb / F/R: 56/44%
FUEL / CAPACITY	.....prem unl / 18.5 gal
MPG	.....(AWD) 22/27/24 (city/hwy/comb)
BASE PRICE	.....\$58,800
PAINT: Harbor Gray	.....695
BLACK EDITION:	black grille w radiant emblem, black roof rails, black rear emblems, gloss black finish wheels, black headliner & upper interior trim, Infiniti-branded radiant exterior welcome lighting, Infiniti-branded illuminated kick plates.....1900
DESTINATION CHARGE	.....1350
TOTAL	.....\$62,745

2025 INFINITI QX60 LINEUP

	FWD	AWD
Pure	\$50,200	\$52,200
Luxe	56,800	58,800
Luxe Black Edition	+1,900	+1,900
Sensory	59,100	61,100
Autograph		66,150

