

We had the Lexus LX two issues ago, but in a new and different build, the LX 700h Overtrail, headlined as “a more beastly beast,” in contrast to the rest in the lineup’s performance or luxury emphasis. Overtrail has an outdoorsy mission, with locking differentials, skid plate and 33-inch all-terrain tires on rock-ready 18-inch wheels. It also gets you into the upper realm of the overall LX lineup—the 457-horsepower LX 700h hybrids—yet at a hair lower price than the highest of the 409-horse LX 600 sport and luxury non-hybrids.

This set the stage for flipping the script here. We again have the more powerful LX 700h hybrid, but this time in Luxury trim. Already knowing that a lower-powertrain LX 600 Luxury tops the LX 700h Overtrail by price, it is inherently clear that a 700h Luxury will. And from that perspective, a price just \$4,265 higher than Overtrail (just a 3.5 percent bump in this fully high-end model’s realm) can easily be seen as a value equation. You can also bump up another \$21,500 (17.8 percent) to a 700h Ultra Luxury, if you want to land clearly head-and-shoulders within the upper set. (And this suggests a likely reason the Ultra Luxury trim is not available

in the LX 600, as that would expand that 600-into-700h price overlap from minor novelty into almost complete overlap that could stall any buyer’s orientation or decision momentum.)

But you won’t have to deal with that at all in this LX 700h Luxury. Its position is clear—a definitive upper trim in a definitive upper powertrain.

On top of that, this build is very complete as-is—ours added one package and a handful of options that raised its price almost not at all.

It’s a winning formula. As with the Overtrail, we find an over-three-ton, three-row beast that runs zero-to-60 in just 6.4 seconds, cruises at a theoretical 210 mph top speed, while promising 22 mpg highway fuel mileage. What’s not to love?

Setup is more appealing than average, with a combination of tactile and touch controls across a smaller screen in the center stack and a larger one above that—none seeming oversize in a vehicle of this heft. Vents are well arranged around these.

The drive experience itself presents a combination of its high-end, high-powered build and its traditional two-box form. You can feel its higher center of gravity at times, but in line with its form.

2026 LEXUS LX LINEUP

LX 600: 409 hp, 479 lbft	Premium	\$108,050
	F SPORT Handling	115,050
	Luxury	117,050

LX 700h: 457 hp, 583 lbft hybrid	Overtrail	\$116,785
	F SPORT Handling	119,050
	Luxury	121,050
	Ultra Luxury	142,550

The turning circle, not tiny by spec, was favorably noted more than once in parking and U-turns, seeming to benefit from steering accuracy. (Times we did note oddities in steering turned out to almost certainly actually be in lane-keeping tech.)

One thing you can say about a traditional SUV box design like this is that you know where its corners are. And for parking, the boxier the better.

We had many notes about trying to keep the big cabin cooled, and with temperatures only in the 90s that week. It seemed that a second row control center needed equal attention—a perk if occupied, but given more time, front-row-only drivers will want to dig for a way to sync, set and forget.

Anecdotally, it seemed thirstier than its specs (we don’t track this in detail). But we probably just drove it a lot. You probably will, too. ■

SPECIFICATIONS

ASSEMBLY	Toyota, Aichi, Japan
ROWS/SEATS	(opt) three / seven
ENGINE	3.4L TSI 24v V6, DOHC, EFI, chain drive
BATTERY	NiMH 288 kW, 240 cells
HP/TORQUE	457 hp / 583 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	10-spd automatic
DRIVETRAIN	4WD
0-60 / TOP SPEED	6.4 sec / 210 mph
SUSPENSION	F: dbl wishbone; R: multilink
STEERING	elec pwr steering
BRAKES	F: 13.94 x 1.26 vented; R: 13.19 x 0.79 vented
WHEELS	22-in forged alloy, machined finish
TIRES	265/50R22 112V M+S
LENGTH / WHEELBASE	200.59 / 112.2 in
GROUND CLEARANCE	(per tire & trim) 8.07 in
APPR / DEPART	(per tire & trim) 23.0 / 21.0°
TURNING CIRCLE	39.4 ft
HEADROOM (F/2/3)	37.8 / 38.98 / 35.24 in
LEGROOM (F/2/3)	41.14 / 36.61 / 31.1 in
CARGO CAPACITY	7.23 / 30.98 / 62.43 cu.ft
TOW CAPACITY	8000 lb
WEIGHT	6230-6260 lb
FUEL / CAPACITY	.95+oct prem unl / 17.97 gal
MPG	19/22/20 (city/hwy/comb)

BASE PRICE	\$120,000
PAINT: Atomic Silver	nc
APPEARANCE PKG: matte gray grille, gray roof rails, black door handles and mirrors, black chrome window and bumper trim	1295
CARPETED CARGO MAT	150
TOW ADAPTER 7-TO-4-PIN	17
CROSS BARS	450
WHEEL LOCKS	99
DESTINATION CHARGE	1450

TOTAL	\$123,641
Note: prices have gone up since ours; see chart at left.	

Civilized beast

BY JOE SAGE

