

New in 2024, the three-row Lexus TX SUV is the luxury-brand cousin to the Toyota Grand Highlander, introduced in the same cycle. This is plain to see, but can be confusing as lineups continue to grow and platforms overlap industrywide. Lexus TX and Toyota Grand Highlander are siblings to existing smaller crossovers—Lexus RX and Toyota Highlander, respectively. The smaller siblings used to be considered compacts, but are now considered midsize, though Lexus RX is a two-row and Toyota Highlander now optionally a three-row. Distinctions get fuzzier as Grand Highlander is also (most often, but not always) considered midsize, while fraternal twin Lexus TX is (most often, but not always) considered full-size. (This is surely also partly due to interpretations of both badges’

larger offerings—Toyota Sequoia’s relationship to the full-size Tundra pickup is very clear, while bigger Lexus SUVs are less so.)

The root of such variable interpretations is that Toyota has nine different crossovers and SUVs by size, Lexus just five, in turn making classic papa-mama-baby bear sizing—full-size, midsize, compact—somewhat obsolete, although still used (often now awkwardly) in government rankings.

We mention all this for the sake of any comparative shopper who might otherwise be easily confused—though in the case of Lexus TX, the cross-cousin comparison is surely the most obvious.

The good news is that the Lexus can be considered, freestanding, based as usual on the brand’s typically more refined styling, finishes and fea-

tures. The two brands also have different offerings in terms of powerplants, drivetrains, trim and performance variants—for Lexus TX, now a total of ten across three powertrains (see sidebar).

More good news is that the TX build we are driving here—new for 2025—is a distinctly Lexus version within their F Sport-branded family.

An original very small set of Lexus “F” high-performance vehicles, over time, added F Sport (a mid-range hint of full-F), eventually evolving into just the F Sport. These have more recently split into two—F Sport Handling and F Sport Performance, each with its emphasis where its name suggests.

The 2025 TX F Sport Handling adds active variable suspension, augmenting the damping force on all wheels, near-instantly, per driving or surface

conditions. The exterior, with a distinct fascia, has black mirrors, trim and wheels. Other F Sport upgrades range from seats to a panoramic roof.

Size nomenclature aside, the cabin is so spacious, you feel like you’re easily in a full-size, yet with admirable maneuverability.

Tight and handsome overall, TX is long and lean from the side. Its 22-inch wheels contribute to an imposing stance. The grille continues evolution of brandwide uniformity without losing the family connection, while stronger and more up-to-date.

For TX, Lexus has added just F Sport Handling to only the 275-hp non-hybrid AWD powertrain, leaving F Sport Performance to the higher-output 500h hybrids. Names could make you think you have to choose between handling and performance, but both promise “Sport,” and they deliver.

The powertrain and transmission are extremely smooth (especially important as some drivers get

used to shift-free EVs). Cruising speed is attained notably quickly. While handling is the name of the game, it didn’t seem to play a major part in a highway drive. (Had we encountered a sudden pothole or wandering elk on a curve, it surely would have.) Still a relatively large, heavy and tall SUV, this is not intended to become a sports car. We valued its adaptable suspension just as much in town.

We inherited a running fuel mileage of 18.4 mpg (not bad given likely spirited driving by priors) and did not reset it. If budget allows and curiosity calls, the more powerful *and* fuel-frugal 500h and 550h+ hybrids (including two F Sport Performance versions) may also be worth a look.

Overall, the difference is largely nuance—additional positioning in, and expansion of, the lineup, in a highly competitive segment. Lexus TX makes a solid mark. Daily, weekend or open road, there is nothing not to like and everything to enjoy. ■

Nuance

THE NEW-TO-TX F SPORT HANDLING IS NOT QUITE A SPORTS CAR, BUT DOES EXPAND THE LINEUP

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ENGINE	2.4L inline-four, D-4S inject
HP/TORQUE	275 hp / 317 lb-ft
COMPRESSION RATIO	11.0:1
TRANSMISSION	8-spd direct auto
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	7.8 sec / 112 mph
SUSPENSION	F: MacPherson strut; R: multi-link; adaptive variable susp
STEERING	elec rack & pinion
BRAKES F	13.3 vented, floating single-piston;
	R: 13.3 vented, floating single-piston
WHEELS	22-in split-5-spoke alloy, matte black
TIRES	(ours) 255/45 R22 107V M+S
	Continental CrossContact LX20 ECO Plus+
LENGTH / WHEELBASE	203.15 / 116.14 in
HEADROOM (F/2/3)	40.02 / 38.57 / 36.53 in
LEGROOM (F/2/3)	41.68 / 39.5 / 33.5 in
GROUND CLEARANCE	(AWD) 7.87 in
APPROACH / DEPARTURE	17.1 / 22.3°
TURNING CIRCLE	38.0 ft
CARGO CAPACITY	20.2 / 57.4 cu.ft
TOW CAPACITY	5000 lb
WEIGHT	4720 lb
FUEL / CAPACITY	prem unl / 17.83 gal
MPG	20/26/23 (city/hwy/comb)

BASE PRICE	\$64,410
PAINT: Incognito	incl
CONVENIENCE PKG:	front cross-traffic alert, traffic jam assist (requires Drive Connect subscrip), digital key (req Remote Connect subscrip)
	895
AUDIO: Mark Levinson Premium	1160
TECHNOLOGY PKG:	panoramic view monitor and advanced park w remote park
	1280
(BUNDLE):	carpet cargo mat, cargo net, key glove, wheel locks
	335
DESTINATION CHARGE	1350

TOTAL \$69,430

Note: sticker price varies from info below.

2025 LEXUS TX LINEUP

TX 350	FWD	AWD
275 hp 2.4L 4-cyl - 21/26/23 to 21/27/23 mpg		
(base)	\$56,490	\$58,090
Premium	59,290	60,890
Luxury	61,640	63,420
F Sport Handling		65,760
TX 500h		AWD
366 comb. hp 2.4L 4-cyl hybrid - 29/28/29 mpg		
F Sport Performance Premium		\$70,010
F Sport Performance Luxury		73,160
TX 550h+		AWD
404 comb. hp 3.5L V6 hybrid - 27/28/27 mpg		
Luxury		\$78,560