

Lexus LX is purpose-built on multiple levels. As a Lexus, it's the more premium-luxe partner to the Toyota Sequoia, a buying decision that largely sorts itself. As thus a cousin to the body-on-frame Toyota Tundra full-size pickup, it delivers traditional full-size SUV strength, utility and flexibility.

While Lexus LX has been with us for just over 30 years, it is in just its fourth generation, new in 2022. Significant for this cycle was migration from V8 versions to a potent six. And our sample here, new in 2025, brings additional purposeful distinctions, with (a) a hybrid powertrain and (b) a new build—the Lexus LX 700h Overtrail (two or three rows), which adds a layer of off-pavement-capable purpose to an already strongly appealing package.

As a hybrid, it boasts a formidable formula of

457 hp and 583 lb-ft of torque, while achieving an estimated 22 mpg city fuel mileage—all of these more than the standard powertrain—while priced at the low end of the prestigiously-priced hybrid set, or a hair under the top non-hybrid (see chart).

The LX Overtrail telegraphs its special capabilities via earthy colors inside and out, semi-aniline leather-trim interior with open pore wood accents, and all-weather off-road floor liners. A matte gray grille, black door handles, dark gray roof rails, dark chrome-finished trim and black overfenders add to the potent feel. Overtrail's tires are 33-inch all-terrains on 18-inch wheels, an over-the-top fitment on some vehicles, scaled perfectly on the already strong presence of the LX. Functionally, the Overtrail build adds front and rear locking differentials,

a front skid plate and a 2400W AC inverter.

The biggest trick of this new LX is really just an amplified flavor of its best trick all along—feeling right-sized in town, but right-sized out on the trail to adventure—all of which can mean completely different things at different times or to different owners. Bigger may be better for head count or cargo content, maybe even for a general feel of domination (whether in the wide open wilderness or the clubhouse lot), while smaller may be better when it really counts, whether in tight parking lots or even tighter trail turnarounds. And Lexus LX, all these years on, is still a perfect fit for all of this.

Even at over three tons—which is, of course, exactly what is wanted in a big SUV—the hybrid LX is not only powerful, as its powertrain output

would suggest, but surprisingly nimble and accurate on pavement or off.

We took our LX hybrid Overtrail on one particularly fun run that put all of the above to the test—from local streets, to freeway ramp acceleration, to long four-lane boulevards, to a narrow, winding mountain two-lane, to a steep, rutted dirt climb with a tight, cliff-defying turnaround for a finale.

Under acceleration to highway speeds, the hybrid build delivers ample power, a great growl and great presence. You know you're dressed in a city suit, but this SUV has beast mode in its bones.

That mountain two-lane, one we visit often, is so loaded with successive alternating curves—and with unforgivingly tight guardrails to boot—it's a challenging test straight away. And on this stretch, the LX's handling is very precise—notably more accurate than people coming the other way, in fact, where the real challenge often lies.

We likely could have tackled our dirt climb right out of the box, but popped it into 4WD, via an extremely handy switch on the console, and locked the differentials front and rear just for good measure. Through enough troughs and swales to redirect many machines, we powered straight up.

What we semi-jokingly refer to as a 17-point turnaround up top provides a chance to check our trust levels with any camera system, though we usually do get out at some point to see where we are. The overlays on our backup image were complex—all the more useful to a regular owner, a bit of a trust challenge when unfamiliar—but proved accurate, and we were done, descended and on the road back out, pronto.

As a larger beast, the LX does have a higher center of gravity, which you can feel in some ways, but not much—it's more accurate and more nimble than many a vehicle of much smaller size or (at

least visually) ground-hugging profile.

Being a hybrid, its powertrain will drop to silent at a stop, but it is always ready—and still promising MPG in the 20s. On some surfaces, the all-terrain tire and wheel set produces a little more road noise than a purely city build, just enough to remind you it is ready for the weekend.

It's common enough to see mainstream brands pick up some premium touches from their own premium sibling brand, an aspirational move with clear benefits to the customer base. What we may see less often is the inverse of that—the premium-luxe brand picking up tough duty touches from its more mainstream sibling brand. The trick is that the premium LX has plenty of presence to take on the rougher, tougher elements of its rock-worthy cousins. Enter the new Lexus LX Overtrail—with a successfully executed new range of opportunity in the premium-luxe range. ■

A more beastly beast

Tough new offering in the premium field

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Toyota Auto Body, Yoshiwara
ROWS/SEATS	(opt) three / seven
ENGINE	3.5L 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	18-in matte gray metallic alloy
TIRES	265/65R18 33-in all-terrain
LENGTH / WHEELBASE	200.59 / 112.2 in
GROUND CLEARANCE	(Overtrail) 8.07 in
APPR / DEPART	(Overtrail) 23.0 / 22.0°
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	\$114,000
AUDIO: Mark Levinson 25-speaker 2400-watt Reference Surround Sound	2660
DESTINATION CHARGE	1350

TOTAL **\$118,010**
Ours was a 2025 model; see 2026 pricing, below.

2026 LEXUS LX LINEUP

LX 600: 409 hp / 479 lb-ft	
Premium	\$107,950
F SPORT Handling	114,950
Luxury	116,950
LX 700h: 457 hp / 583 lb-ft hybrid	
Overtrail	▼ \$116,685
F SPORT Handling	118,950
Luxury	120,950
Ultra Luxury	142,450