

# SHIFT

by Joe Sage

## QX60 GENERATION TWO

The Infiniti QX60 picks up the brand's subtle but effective styling evolution for generation two, immediately recognizable to our eye by elimination of the pinch in the grille. This trim but surprisingly spacious three-row, seven-seat SUV began its life briefly as the JX, before brandwide QX alphanumeric unification late in its first year.

Four trim levels range from the mid-40s to just above \$60 grand, quite reasonable for a premium-luxe brand, all with the same 295-hp 3.5L V6 and 9-speed automatic. The QX60 is a front-driver, with AWD available on all. Our sample is the top trim, Autograph, in top form with all-wheel drive.

The QX60's interior volume is generous—second row legroom wowed us beyond what its numbers suggest. Infiniti interiors have been notable for some time for multiple tones of leather, exotic woods and metals, almost over the top, but distinctive, appealing and clearly luxurious. This top trim QX60 seems to back off that, for more fundamental value at quite attractive prices, though this tightens the comparison with its Nissan cousin (for QX60, that's the Pathfinder).

In typical Infiniti fashion, general system setup is smoother than average, and cameras have been ahead of the curve for years, in this case enhanced by one of the better implementations we've seen for dipping mirrors in reverse, if and when needed.

Infiniti's SUV lineup has four models versus cousin Nissan's six, or you might almost say three, as the QX55 is a coupe-like variant of the QX50.

We liked the QX55 quite a bit, even with a CVT, a feature some love to hate but we think most people will never notice. The gen one QX60 also had a CVT, and the sound and behavior of the new one's powertrain—lag and surge, lack of precision in tight moves—made us think it was a CVT, too, but no, it's that all-new 9-speed. Sport mode mitigated this (also delivering a much firmer ride).

Steering and perhaps front-drive bias exhibited uninitiated torque behavior between the lines on the freeway when going straight. This was a pre-production unit, though, as the global chip supply crisis continues, so perhaps some elements of shift, steering or lane-keeping were not final.

We had concluded the QX55 delivered a "tidy, attractive, fuel-friendly" premium SUV at a great price. Though it left us with a bigger smile on that round, that is still the case with the QX60. ■

### SPECIFICATIONS

ENGINE	Transverse 3.5L V6 alum/alum	24v
HP/TORQUE	295 hp / 270 lb-ft	
DRIVETRAIN	Intelligent AWD	
TRANSMISSION	9-spd automatic shift-by-wire	
SUSPENSION	twin-tube dual-flow path shocks;	
	F: MacPherson strut, 29mm stblzr bar;	
	R: multi-link indep, 28.6mm stblzr bar	
STEERING	vehicle speed variable assist	
BRAKES	F: 13.78 x 1.18 vented, dual-piston;	
	R: 12.99 x 0.63 solid; single floating caliper	
WHEELS / TIRES	20x8 lux machined alum-alloy	
	w charcoal metallic finish / 255/50 R20 a/s	
LENGTH / WHEELBASE	198.2 / 114.2 in	
TURNING CIRCLE	38.1 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	
GROUND CLEARANCE	6.7 in	
WEIGHT / TOW CAPACITY	4655 / 6000 lb	
FUEL / CAPACITY	91 oct prem unl / [unknown] gal	
MPG	20/25/22 (city/hwy/comb)	
BASE PRICE	<b>\$63,250</b>	
SUPER PREMIUM PAINT: Deep Bordeaux w Black	.900	
DESTINATION CHARGE	1025	
TOTAL	<b>\$65,175</b>	

### 2022 INFINITI QX60 LINEUP

Pure	\$46,850	AWD	\$48,850
Luxe	52,900	AWD	54,900
Sensory	56,350	AWD	58,350
Autograph	60,350	AWD	63,250

