

CARGAZING

Return Of An Icon

New Land Cruiser Trades Luxury For Authentic Off-Road Character

By Derek Price

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Sometimes the best way to move forward is to look back.

Toyota's reimagined 2025 Land Cruiser arrives with a mission that seems almost contradictory in today's market: it's smaller, less luxurious and significantly less expensive than its predecessor.

Yet in many ways, this back-to-basics approach makes the new Land Cruiser more appealing than ever.

Gone is the leather-lined luxu-cruiser that commanded nearly \$90,000. In its place stands a more focused off-roader that starts at \$56,450 — a price point that puts it squarely against the Ford Bronco and Jeep Wrangler rather than the Range Rover.

The transformation is most evident in the styling, where Toyota's designers have crafted what might be their best-looking SUV since the FJ Cruiser, with just the right mix of heritage cues and modern details.

Power comes from Toyota's i-FORCE MAX hybrid system, pairing a 2.4-liter turbocharged engine with an electric motor to produce 326 horsepower and a stout 465 pound-feet of torque.

While the powertrain provides smooth, confident acceleration, real-world highway fuel economy falls short of its EPA estimates.



Retro-inspired design elements on the latest Toyota Land Cruiser pay homage to its ancestors while maintaining a modern presence.

The eight-speed automatic transmission handles shifting duties competently if not remarkably.

The Land Cruiser's road manners are surprisingly civilized for a vehicle with serious off-road credentials. The ride quality is noticeably more composed than its direct competitors from Ford and Jeep, though you'll still find plenty of body roll in corners.

The trade-off comes in the form of impressive trail

capability, aided by standard features like a two-speed transfer case and locking center and rear differentials.

Inside, the lower grades make it clear where some costs were cut. Hard plastics and basic fabric seats replace the previous generation's premium materials.

Yet the simplicity feels appropriate for a vehicle meant to get muddy, and the controls are logically arranged for easy use even with gloved hands.

The lack of a third row may disappoint some buyers, but the two-row layout provides decent passenger space. Cargo practicality is somewhat limited by a high load floor.

Toyota's suite of advanced driver aids comes standard, including adaptive cruise control and lane-keeping assist. The 8-inch touchscreen includes wireless Apple CarPlay and Android Auto compatibility, though you'll need to step up to

higher trims for the larger 12.3-inch display.

For traditional off-road enthusiasts, the new Land Cruiser's more focused approach will feel like a return to form.

While it may have lost some of its luxury pretenses, it gained something more valuable: authenticity.

This is a Land Cruiser that feels truer to its heritage, ready to forge new trails rather than just cruise Rodeo Drive.

AT A GLANCE

WHAT WAS TESTED?

2025 Toyota Land Cruiser FE (\$74,950). Options: Federal emissions (\$350), two-tone roof (\$130). Price as tested (including \$1,395 destination charge): \$76,825

BY THE NUMBERS

Wheelbase: 112.2 in.
Length: 196.4 in.
Width: 77.9 in.
Height: 76.1 in.
Engine: 2.4-liter turbocharged hybrid four cylinder (326 hp, 465 lbs. ft.)
Transmission: Eight-speed automatic
MPG: 22 city, 25 highway

RATINGS

Style: 9
Performance: 8
Price: 9
Handling: 5
Ride: 6
Comfort: 6
Quality: 8
Overall: 8

WHY BUY IT?

The latest Land Cruiser is a legitimate off-roader with hybrid efficiency and heritage styling at a price that makes it much more appealing.



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The Land Cruiser's simplified cabin prioritizes functionality over luxury, with durable materials and straightforward controls suited for off-road adventures.

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impressive trail capability, aided by standard features like a two-speed transfer case and locking center and rear differentials.

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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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