

Where Style Meets Space

Infiniti's New QX65 Looks Sleek, Packs for the Long Haul

By Derek Price

CARGAZING.COM

Most fastback SUVs make you pay for style twice: once on the window sticker and again when you open the cargo hatch.

The 2027 Infiniti QX65 mostly avoids the second charge.

Its roofline sweeps downward with the sleek profile people expect from a coupe-style SUV, but the space behind the rear seat is anything but compromised. Infiniti rates it at 35.8 cubic feet with the second row upright and 67.7 cubic feet with it folded.

Those are serious road-trip numbers.

That cargo hold became one of the QX65's defining strengths. It can carry suitcases, coolers and vacation clutter without forcing buyers into a boxier three-row SUV.

It also has the right look.

The proportions are long, low and clean, with a broad stance and an arched roof that gives the QX65 more visual drama than a conventional two-row crossover. It looks special without sacrificing the usefulness that makes an SUV worth owning.

The other standout is under the hood.

Infiniti uses its 2.0-liter variable-compression turbocharged four-cylinder engine, rated at 268 horsepower and 286 pound-



The 2027 Infiniti QX65 pairs a sweeping fastback roofline with a wide stance and sculpted bodywork, creating a sleek luxury SUV that still offers substantial cargo room.

feet of torque. The clever engineering matters less than how it feels from the driver's seat.

It feels eager.

Throttle response is quick, the power arrives smoothly and the nine-speed automatic keeps the engine ready without making it seem frantic. The QX65 pulls confidently into traffic and has enough midrange strength to make highway passing easy.

A four-cylinder may sound modest here, but this one rarely feels that way. It has more character than many small turbo engines, and the polished delivery fits the Infiniti badge.

Fuel economy is less impressive. The EPA rates it at 20 mpg city and 26 highway, and premium fuel is

required. Those numbers are acceptable, but they are not a selling point.

The chassis follows a similar middle path.

This is not a sports-car substitute, despite the coupe-like roof and wide tires. Still, the steering feels accurate, body motions stay controlled and the QX65 is more willing to change direction than softer luxury crossovers.

The ride remains composed and quiet enough for long highway drives. Infiniti has tuned it for buyers who want some road feel without turning cracked pavement into punishment.

Inside, my Autograph tester made a strong first impression with quilted red leather that looked closer to deep wine than sports-car red. It was rich and tasteful

alongside the open-pore wood trim.

The cabin feels appropriately luxurious. It is quiet at speed. The front seats are supportive and the Autograph's massage function adds real value on longer drives.

A 20-speaker Klipsch audio system provides more theater than the dashboard does.

That last point may divide shoppers.

The QX65 uses two 12.3-inch displays, one for the instruments and one for infotainment, rather than stretching a giant screen across the entire dashboard. I prefer this approach. It keeps the cabin modern without making the screen itself the main design feature.

Buyers who want maximum digital spectacle

may see it differently. Several competitors offer broader, more dramatic displays, and the Infiniti can look conservative beside them. Google built-in and wireless smartphone integration keep it current in function.

Price helps the QX65 make its case. The lineup starts at \$53,990 before destination, while my loaded Autograph reached \$71,355. That is not cheap, but it undercuts many similarly shaped luxury SUVs while delivering excellent materials and standard all-wheel drive.

The challenge is the competition.

The BMW X6, Mercedes-Benz GLE Coupe, Genesis GV80 Coupe and Audi Q8 all bring compelling versions of the same idea. There are no obvious weak choices here, so design preference and small differences in driving feel matter more than usual.

The QX65 belongs in that group.

After a week, the combination that stayed with me was simple. It gives buyers the silhouette they want from a fastback luxury SUV without giving up the cargo room that makes an SUV useful, then adds a powertrain with enough response and personality to make the drive feel special.

In a class crowded with excellent choices, that is a convincing reason to put the Infiniti near the top of the test-drive list.

AT A GLANCE

WHAT WAS TESTED?

2027 Infiniti QX65 Autograph AWD (\$62,590). Options: Technology package (\$3,700), illuminated cargo scuff plates (\$450), black roof rail crossbars (\$400), cargo package (\$305), splash guards (\$220), USB charging cable set (\$95), premium paint (\$1,900). Price as tested (including \$1,545 destination charge): \$71,355

BY THE NUMBERS

Wheelbase: 114.2 in.
Length: 198.5 in.
Width: 86.0 in.
Height: 69.7 in.
Engine: 2.0-liter variable-compression turbocharged four-cylinder (268 hp, 286 lb.-ft.)
Transmission: Nine-speed automatic
MPG: 20 city, 26 highway

RATINGS

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

WHY BUY IT?

The QX65 is for buyers who want distinctive fastback styling, unusually generous cargo room and a responsive luxury powertrain without paying German coupe-SUV prices.



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A CLOSER LOOK



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FACTS, FIGURES AND RATINGS

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