

## 10 Best Luxury SUVs You Can Buy Right Now

These models get high scores in our road tests, are reliable, and come standard with advanced safety systems

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Luxury SUVs are often based on an existing model. That Lexus TX is based on the Toyota Grand Highlander. To get an MDX, Acura starts with the Honda Pilot's platform.

The result is a model with the same commanding view of the road, all-wheel drive, and the space of a mainstream SUV but wrapped in a stylish body with a cabin filled with leather touchpoints, high-quality trim, and additional sound-absorbing materials. The more expensive models may feature dazzling displays, high-performance engines, large glass roofs, and even richer leather, wood, suede, and chrome trim.

However, even among these exclusive models, some are far better than their peers. To find out which luxury SUVs are the best you can buy today, we compiled a list of vehicles ranked from 1 to 10 by their Overall Score.

Our Overall Score factors in road-test performance, owner satisfaction, predicted reliability, and safety.

Each model comes standard with automatic emergency braking (AEB) with pedestrian detection, AEB that works at highway speeds, blind spot warning (BSW), and rear cross traffic warning (RCTW).



**BMW X5 2026**

✓ CR RECOMMENDED

OVERALL SCORE

92

**CR MPG:** Overall 23 / City 15 / Hwy 33 mpg  
**#1 of 17** Luxury midsize SUVs

- 🟢 ROAD TEST
- 🟡 PREDICTED RELIABILITY
- 🟡 PREDICTED OWNER SATISFACTION

The X5 is one of the best vehicles we've ever tested. The standard 375-hp, 3.0-liter turbo six-cylinder engine made our tested model quick and smooth, yet we got a decent 23 mpg overall. The ride is comfortable, impressively steady, and composed. Handling isn't sporty, but it's very competent. The luxurious cabin is whisper-quiet, and the seats are all-day comfortable. The interior is dominated by a wide, 14.9-inch curved touchscreen with the new iDrive 8 infotainment system and a digital instrument display. Many of the physical climate controls have been replaced by touchscreen-based buttons. The X5 plug-in hybrid electric vehicle (PHEV) also scores very high in our testing and can cover 39 miles using just electric power before transitioning to regular hybrid operation.



**BMW X7 2026**

✓ CR RECOMMENDED


OVERALL SCORE

86

**CR MPG:** Overall 22 / City 14 / Hwy 32 mpg  
**#1 of 17** Luxury SUVs 3-row

- 🟢 ROAD TEST
- 🟡 PREDICTED RELIABILITY
- 🟡 PREDICTED OWNER SATISFACTION

BMW's luxurious X7 three-row SUV uses a strong turbocharged inline-six engine and smooth eight-speed automatic in xDrive40i guise. This combination delivers ample acceleration and returns a respectable 22 mpg overall. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. A wide, curved screen houses the gauges, as well as the climate and infotainment functions. While the optional second-row captain's chairs are very supportive and comfortable, they take a long time to power-slide forward for third-row access. But once they're out of the way, two adults can comfortably sit in the third row.



**Lexus NX Hybrid 2026**

✓ CR RECOMMENDED


OVERALL SCORE

85

**CR MPG:** Overall 38 / City 37 / Hwy 39 mpg  
**#1 of 25** Luxury compact SUVs

- 🟢 ROAD TEST
- 🟡 PREDICTED RELIABILITY
- 🟡 PREDICTED OWNER SATISFACTION

We think the NX 350h hybrid is the best version of the NX line, thanks to its 38 mpg overall fuel economy. It's very quiet when it uses the electric drive at low speeds. Handling is responsive if not sporty, while the ride is firm but mostly comfortable. The hybrid's brake pedal is a bit touchy and takes some getting used to. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. The infotainment touchscreen isn't the most intuitive. We're no fans of the electronic interior door releases, unintuitive gear selector, and low center dash vents. Front-wheel-drive versions are new for 2026. The 450h+ plug-in hybrid has an EPA-estimated 37-mile electric range and gets 35 mpg overall operating as a hybrid.



**BMW X1 2026**

✓ CR RECOMMENDED

OVERALL SCORE

83

**CR MPG:** Overall 28 / City 19 / Hwy 41 mpg  
**#1 of 10** Luxury entry-level SUVs

- 🟢 ROAD TEST
- 🟡 PREDICTED RELIABILITY
- 🟡 PREDICTED OWNER SATISFACTION

One of the better entry-level luxury SUVs, the X1 is based on a front-drive platform, although all-wheel drive is standard. Its turbo four-cylinder engine is very responsive and fuel-efficient. The seven-speed dual-clutch automatic shifts smoothly, but the initial takeoff is abrupt. The ride is stiff, but handling is agile and secure. The control layout relies on the touchscreen for most climate and media adjustments. The seats are very comfortable, the cabin has stylish details, and the floating center console frees up space for the driver's right knee.



### Lexus TX Hybrid 2026


OVERALL SCORE **82**

✓ CR RECOMMENDED

**CR MPG:** Overall 24 / City 18 / Hwy 30 mpg  
**#2 of 17** Luxury SUVs 3-row

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

The TX Hybrid three-row SUV is based on the Toyota Grand Highlander. The TX 500h F Sport comes with a smooth and powerful 366-hp turbo four-cylinder hybrid. A 404-hp, V6 plug-in hybrid with an EPA-estimated 33 miles of electric-only range is also available. All-wheel drive is standard. We found that the TX500h possesses some handling agility, and although the ride is firm, it remains steady and controlled. All three rows are spacious, and there's tremendous cargo space when the third row is folded. Seven-seat versions come with a second-row bench seat, while six-passenger TXs feature captain's chairs.



### Porsche Cayenne 2026


OVERALL SCORE **82**

✓ CR RECOMMENDED

**CR MPG:** Overall 21 / City 15 / Hwy 29 mpg  
**#3 of 17** Luxury midsize SUVs

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

Few SUVs can match the Cayenne in terms of handling agility. But the ride has an underlying firmness, and some bumps still manage to punch through. While the Cayenne exhibits some initial hesitation off the line with the base 3.0-liter turbo V6, acceleration is robust once up to speed. However, the rough engine stop/start feature undermines smoothness when taking off from a stop. Interior fit and finish is top notch, and the seats are very comfortable and supportive. A recent refresh brings interior updates, including a curved display screen that houses Porsche's latest infotainment system.



### Lexus NX 2026

OVERALL SCORE **81**

✓ CR RECOMMENDED

**CR MPG:** Overall 25 / City 17 / Hwy 35 mpg  
**#2 of 25** Luxury compact SUVs

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

While this generation of the NX is quick and fuel-efficient, with a swanky interior, it isn't particularly engaging to drive. The NX350's 275-hp turbocharged four-cylinder returned 25 mpg overall in our tests. Its handling is responsive though not sporty, and the ride is firm yet comfortable. The cabin is impeccably furnished, but it is narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. The infotainment touchscreen isn't the most intuitive. The electronic interior door releases, unintuitive gear selector, and low center dash vents are small faults.



### BMW X3 2026

OVERALL SCORE **80**

✓ CR RECOMMENDED

**CR MPG:** Overall 29 / City 20 / Hwy 39 mpg  
**#3 of 25** Luxury compact SUVs

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

The fourth-generation X3 remains one of the best compact luxury SUVs, thanks to its spirited powertrain, nimble handling, and comfortable seats. Unfortunately, many controls are unintuitive. The X3 30 xDrive's 255-hp, 2.0-liter turbo four-cylinder feels crisp and energetic, and the eight-speed automatic shifts smoothly. It got 29 mpg overall in our tests. Handling is taut and agile, the ride is composed and absorbent, and the cabin stays hushed. The front seats are comfortable, and the rear seat is roomy. It's distracting to interact with the screen-based climate controls. The touch-capacitive control panel on the driver's door, which houses the door lock, seat memory, and air vent controls, is annoying to use.



### Lexus RX 2026


OVERALL SCORE **79**

✓ CR RECOMMENDED

**CR MPG:** Overall 24 / City 16 / Hwy 34 mpg  
**#4 of 17** Luxury midsize SUVs

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

The RX is powered by a 2.4-liter turbo four-cylinder mated to an eight-speed automatic. The engine is powerful and gets good fuel economy at 24 mpg overall, but it isn't particularly refined. The RX's ride with the standard 19-inch wheels and tires is comfortable. Handling is sound and secure but not sporty. The well-finished cabin has lots of padded surfaces and exposed stitching. The front seats are comfortable, and the rear seat is generously sized. The infotainment touchscreen isn't the most intuitive, and the electronic door latches and gear-selector lever take some time to get used to. A head-up display is optional, but it brings annoying, unlabeled steering wheel buttons.



### Lincoln Aviator 2026

OVERALL SCORE **77**

✓ CR RECOMMENDED

**CR MPG:** Overall 19 / City 12 / Hwy 28 mpg  
**#5 of 17** Luxury SUVs 3-row

- ROAD TEST
- PREDICTED RELIABILITY
- PREDICTED OWNER SATISFACTION

The Aviator is a three-row luxury midsize SUV powered by a 3.0-liter turbo V6 that provides effortless thrust. Handling is remarkably agile for such a large vehicle. It has a comfortable ride, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln recently gave the Aviator a new infotainment system, updated styling, and made the BlueCruise active driving assistance system standard.