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Style of motor vehicleThe examples and perspective in this article, discuss the issue on the talk page, or create a new article, as appropriate. (January 2021) (Learn how and when to remove this message) Ford Escape/Kuga compact
crossoverHyundai Santa Fe mid-size crossoverToyota Yaris Cross subcompact crossover SUV, or crossover utility vehicle (CUV) is a type of automobile with an increased ride height that is built on unibody chassis construction shared with passenger cars, as opposed to traditional sport utility vehicles (SUVs), which are built on a
body-on-frame chassis construction similar to pickup trucks. A term that originated from North America, the term crossover was initially used for any vehicle that blends characteristics between two different kinds of vehicles while, over time, crossover predominantly refers to unibody-based SUVs.[1][2][3][4][5] The term SUV is often used as an
umbrella term for both crossovers and traditional SUVs, due to the similarities between them.[6]Compared to traditional SUVs, crossovers are known to be less capable of use in off-road conditions or hauling heavy loads while offering other advantages such as improved fuel economy and handling.[7] Compared to traditional SUVs, crossovers are known to be less capable of use in off-road conditions or hauling heavy loads while offering other ride
height and lower roofs such as sedans and hatchbacks, crossovers offer larger cabin space and enhanced driving position.[8] The 1977 Lada Niva is the world's first mass-produced unibody off-road vehicle and has been credited as a forerunner of crossovers[9] before that term was used, with the AMC Eagle introduced in 1979 being the first US
example.[10][11] The Toyota RAV4, introduced in 1994, has also been described as initiating the modern concept of a crossover SUVs and other SUVs as generally defined by journalists and manufacturers is
that a crossover is built using a unibody platform, while an SUV is built using a body-on-frame platform.[13][14][15][16] However, these definitions are often blurred in practice, since unibody Vehicles are also often referred to as SUVs.[17][18] "Crossover" is a relatively recent term, and early unibody SUVs (such as the 1984 Jeep Cherokee (XJ)) are
rarely called crossovers. Due to these inconsistencies, the term "SUV" is often used as an umbrella term for both crossovers and traditional SUVs.[19][20][21]U.S. magazine MotorTrend in 2005 mentioned that the term "crossovers and traditional SUVs.[19][20][21]U.S. magazine MotorTrend in 2005 mentioned that the term "crossovers and traditional SUVs.[19][20][21]U.S. magazine MotorTrend in 2005 mentioned that the term "crossovers and traditional SUVs.[19][20][21]U.S. magazine MotorTrend in 2005 mentioned that the term "crossovers" has become "blurred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers apply it to everything from the Chrysler Pacifica to the Ford Five Hundred as manufacturers app
sedan". At that time, the publication proposes that the term "soft-roader" is more appropriate. [22] Some regions outside North America do not have a distinction between a crossover SUV and body-on-frame SUV, calling both of them SUVs. Several government bodies in the United States also did not acknowledge the crossover distinction, including both of them SUVs.
the United States Environmental Protection Agency (EPA).[23] In some jurisdictions, crossover are classified as light trucks as are traditional SUVs and pickup trucks. Outside the United States, the term "crossover tends to be used for C-segment (compact) or smaller vehicles, with large unibody vehiclessuch as the Audi Q7, Range Rover, Porsche
Cayenne, and Volkswagen Touaregusually referred to as SUVs rather than crossovers. [citation needed] In the United Kingdom, a crossover is sometimes defined as a hatchback with raised ride height and SUV-like styling features. [24][25] The Sunday Times noted the number of "soft-roader" cars on sale in 2019. [26] Crossovers' driving characteristics
and performance are similar to those of traditional passenger cars while providing more passenger and cargo space with relatively minor trade-offs in fuel economy and running costs. According to Consumer Reports, the three top-selling crossovers in the US in 2018 (Toyota RAV4, Honda CR-V, and Nissan Rogue) return an average of 10% less fuel
economy than the top three selling sedan equivalents in the mid-size segment (Toyota Camry, Honda Accord, Nissan Altima), but provide almost 1.5 times the cargo space. Furthermore, the average mid-size crossover in the US costs less than 5% more than the average mid-size car.[8]Compared to truck-based SUVs, crossovers typically have greater
interior comfort, a more comfortable ride, better fuel economy, and lower manufacturing costs, but inferior off-road and towing capabilities. [27][20][28] Many crossovers lack an all-wheel drive or four-wheel-drive train, which, in combination with their inferior off-road capability, causes many journalists and consumers to question their definition as
 "sports utility vehicles". This has led some to describe crossovers as pseudo-SUVs.[29][30][31]Main article: History of sport utility vehicle19791987 AMC Eagle is retroactively considered to be the first dedicated crossover automobile.[32][33]
[34][35] The mass-market Eagle model line was based on a unibody passenger car platform, with fully-automatic four-wheel drive and a raised ride height. [36][37][38][39][40] Furthermore, a writer for Motor Trend characterized the 1963 Studebaker Wagonaire as the "first crossover" because the innovative station wagon with a sliding roof "mashed
up various vehicle types."[41] It was available only with a conventional rear-wheel drive. Others cite the front-wheel drive. [42] Marketed as a "lifestyle" vehicle, it was not available with four-wheel drive. [43] In 1981, American Motors Corporation (AMC) introduced four-wheel
drive subcompact models built on the two-door AMC Spirit, the "Eagle SX/4" and "Eagle Kammback".[44][45] These low-priced models joined the compact AMC Eagle line and they foreshadowed the market segment of comfortable cars with utility and foul-weather capabilities.[44][46]The first-generation Toyota RAV4, released in 1994, has been
credited as the model that expanded the concept of a modern crossover.[12] The RAV4 was based on a modified platform used by the Toyota in Japan used the term "4x4 vehicle" to describe the model,[47] while Toyota in the US called the vehicle a "new concept SUV".[48] By the early 2000s,
Toyota was leading the market in its development of car-based trucks in North America, crossover models such as the Highlander and the Lexus RX.[3] In North America, crossovers increased in popularity during the 2000s, when fuel efficiency standards for light trucks, which had been stuck at 20.7 miles per US gallon
(11.4L/100km; 8.8km/L) since 1996, moved upwards by 2005. With increasing fuel prices, traditional SUVs began to lose market share to crossovers lave become increasingly popular in Europe also since
the early 2010s.[needs update]In the first quarter of 2023 the Tesla Model Y crossover became the best-selling vehicle in the world.[51]Depending on the market, crossovers are divided into several aspects
needed to determine the size category of a vehicle may include length and width, positioning in its respective brand line-up, platform, and interior space. Suzuki Ignis, a crossover city car mainly popular in Asia, Australasia and EuropeFiat Panda, the best-selling A-segment in EuropeCrossover city cars (also called A-SUVs,[52] city SUVs,[52] city
crossovers, or A-segment SUVs) are crossovers that generally ride on the platform of a city car (A-segment). Crossover city car is a newly introduced automotive vehicle in the segment being the Fiat Panda Cross, though the Suzuki Ignis helped bring the segment more attention. [53] Cars in this segment are generally
styled as hatchbacks. Since the late 2010s, the segment has received significantly more attention. As of 2023[update], examples include the Toyota Aygo X, Hyundai Casper, Suzuki Xbee, and the Fiat Panda Cross/City Cross. [54][55][56]Main article: Subcompact crossover SUVHonda HR-V, one of the best-
selling vehicles in this classVolvo XC40, subcompact crossover SUV, (also called B-segment crossover SUV, (57] small SUV[58]) are crossover Subcompact cross
models are based on a compact car (C-segment).[62]The segment may be known as "compact SUV" instead.[63]This category is particularly popular in Europe, India, and Brazil, where it accounted for 37, 75, and 69% respectively of total SUV
sales in 2018. In the United States, it accounted for 7% of total SUV sales in 2018.[64] The best-selling vehicle in the segment in 2019 was the Honda HR-V, with 622,154 units being recorded as having been sold worldwide.[65]Main article: Compact crossover SUVSee also: Compact sport utility vehicleToyota RAV4, the first modern crossover ever
madeFord Mustang Mach-E, compact battery electric crossover SUV (also called C-segment) or a subcompact (B-segment) platform. Most compact crossovers have two-
row seating, but some have three rows.[68]The naming of the segment may differ depending on the market. In several regions outside North America, the category may be known as "mid-size crossover" or "mid-size SUV",[69] not to be confused with the North America, the category may be known as "mid-size crossover" or "mid-size crossover" or "mid-size SUV",[69] not to be confused with the North America, the category may be known as "mid-size crossover" or "mid-si
SUV. The first compact crossover was the 1980 AMC Eagle that was based on the compact-sized Concord line. Its four-wheel drive, automatic transmission, power steering, power front disk brakes as standard, and numerous
convenience and comfort options.[70] Later models included the 1994 Toyota RAV4,[12] 1995 Honda CR-V, 1997 Subaru Forester, 2000 Missan X-Trail, 2000 Mazda Tribute, and the 2001 Ford Escape. Between 2005 and 2010, the market share of compact crossovers in the US increased from 6 to more than 11%.[71] In 2014, for the first time ever,
sales of compact crossovers outpaced mid-size sedans in the United States. [72] Due to its popularity and to cater to customers' needs, many manufacturers offer more than one
compact crossover, usually in slightly different sizes at different price points. By the late 2010s, the segment in several regions. For example, nearly 1 in every 4 cars (24.2%) sold in the United States in 2019 was a compact crossover. [74] It also comprised 5.6% of the total European car market. [75] The best-
selling vehicle in the segment in 2019 was the Toyota RAV4, with 961,918 units sold globally.[65]In late 2020 the Volkswagen ID.4 and Ford Mustang Mach-E debuted as battery electric compact crossover, that from 2021, has a 7-seat extended optionPorsche Cayenne, a mid-size luxury crossoverA
mid-size crossover SUVs that is larger than compact crossover SUVs, but smaller than full-size crossover SUVs, but smaller than full-size crossover SUVs. Mid-size crossover SUVs are usually based on the platform of a mid-size crossover SUVs. Mid-size crossover SUVs are usually based on the platform of a mid-size crossover SUVs.
(C-segment) platform. Some mid-size crossovers have three rows of seats, while others have two rows, which led to several brands offering multiple models to cater to both sub-segments (for example, the Honda Pilot three row crossover and its two row derivative, the Honda Pilot three row crossovers are classified as
large SUVs.[citation needed]The first mid-size crossovers included the Toyota Highlander and Pontiac Aztek, both introduced in 2000 for the 2001 model year.[citation needed] The segment is most popular in North America and China, where larger vehicles are preferred. It makes up 15.8% of the total United States car market.[76] In Europe, the
segment covers 2.1% of the total market in 2019 with luxury crossover SUVs dominating most of the share.[77]The Toyota Highlander/Kluger was the best-selling vehicle in the category in 2018, with 387,869 sold worldwide.[78]See also: Full-size Crossover SUVs dominating most of the share.
SUVs are the largest crossovers and offer exclusively three row seating. The first full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, GMC Acadia, Saturn Outlook, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, and the Buick Enclave, with older full-size crossovers included the Ford Freestyle, and the Buick Enclave, and the Buick Enclave,
crossover class, as in the case of the Jeep Grand Cherokee L.[79]Full-size passenger car in their lineup. For instance the Mercedes-Benz GLS shares its architecture with the mid-size Mercedes-Benz GLE and not the full-size Mercedes-Benz S-Class
sedan, even though the GLS is marketed as the crossover SUVs ounterpart to the S-Class. The Lada Niva three-door body-on-frame SUVs are not uncommon, crossover SUVs with three doors (including the tailgate door) are less prevalent. The decline of two or three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs with three-door body-on-frame SUVs are not uncommon, crossover SUVs are not uncommon such as a such
vehicles, in general, has led to the decline of this category. [80][81][82]Main article: Coupe SUVBMW X6 mid-size luxury coup crossover SUV" or "coupe SUV". Although the term "coupe" itself is supposed to refer to a passenger car with a sloping or truncated rear
roofline and usually two doors (although some manufacturers have created a four-door coup), most coup crossover SUVs are equipped with five doors.[83] The sloping roofline is designed to offer a styling advantage over its standard crossover counterpart, although others suggest that this is less attractive.[84][85] The body style has attracted
criticism as being more expensive and less practical than normal crossovers.[86] The BMW X6 is credited to be the first coupe Convertible was the AMC Eagle marketed by AMC dealers during the 1981 and 1982 model years as the Sundancer, a factory-authorized conversion of the all-
wheel-drive two-door sedans. [88][89][90]Several convertible crossover SUVs have entered mass production, including the Toyota RAV4 convertible. Released in North America in the 1998 model year, it was offered through the 1999 model year, it was offered through the 1999 model year.
Volkswagen T-Roc Cabriolet.[93]This category was heavily criticized by journalists, and analysts for numerous reasons, such as its design and high price tag.[94][95] Some also questioned its purpose, as the practicality that crossovers usually have did not carryover to the convertible version, since it could only have two doors and little
luggage space.[96][97]Many manufacturers have capitalized on the SUV trend by offering a version of station wagons, hatchbacks, or MPVs with a raised ride height and the addition of rugged-looking accessories such as a black plastic wheel arch extension kit, body cladding, skid plates, and roof rails. Due to their raised ground clearance, these
vehicles may then be marketed as more capable off-road. Some of them may also be equipped with an all-wheel-drive. This strategy has been used by manufacturers to move models upmarket or to help fill an absence in a crossover SUV segment. These vehicles have been described as pseudo-crossovers. [98][99]Volkswagen Golf AlltrackMany
manufacturers have released "off-road" versions of station wagons, with larger cargo space and greater practicality,[100][101] that are marketed as more capable in soft off-road" versions of station wagon and an SUV. In North America, some manufacturers
sell station wagons with crossover styling due to the former's unpopularity,[103] the Subaru Outback (later Outback) in 1994. At the time, Subaru was absent in the growing SUV segment. Lacking the finances to design a ground-up
SUV, Subaru added a two-tone paint scheme, body cladding, and a suspension lift to the Legacy wagon. It was marketed as a capable and more efficient alternative to larger truck-based SUVs.[105] Another example is the Volvo V70 XC (also called V70 Cross Country), first introduced in 1999.[106][107] In 2002, the model was renamed the XC70.
Audi has been making Allroad versions of their station wagons since 1999.[108] The Volkswagen Alltrack and koda Scout are equivalent variants. Dacia Sandero Stepway supermini/subcompact hatchback (B-segment) The crossover-styled variant of hatchbacks or city cars with the same body was introduced either as a substitute for or a complement to
the subcompact crossover SUV. Most crossover-styled hatchback are the 1983 Fiat Panda 4x4, the 1994 Outback Sport, the 1996 Toyota Starlet Remix, and the 2003 Rover Streetwise. The Volkswagen Golf Country, a conversion by Steyr-Daimler-Puch, was also sold between
1990 and 1991, and was offered with part-time four-wheel drive and off-road exterior cladding.[109][110] In the 2000s, the Volkswagen CrossPolo started the modern crossover-style version of the Sandero launched in
2009, is an example of a well-received crossover-style hatchback, making up 65% of Sandero sales.[112][113]Volkswagen CrossTouranOne of the first MPVs with a crossover-style variant was the Renault Scnic RX4, introduced in 2000. It featured a lifted ride height, rugged body cladding, tailgate-mounted spare wheel, and optional part-time four-
wheel-drive.[114] Another example is the Volkswagen CrossTouran, launched in 2006 as a lifted version of the Touran and marketed as a "lifestyle" vehicle.[115] Apart from crossover market shares, many manufacturers began developing MPVs from the ground up with
crossover characteristics and often marketed them either purely as an MPV or as a "crossover MPV" such as the 5th generation of Renault Espace. Toyota Crown Crossover MPV" such as the 5th generation of Renault Espace. Toyota Crown Crossover MPV" such as the 5th generation of Renault Espace. Toyota Crown Crossover MPV as an MPV or as a "crossover MPV" such as the 5th generation of Renault Espace. Toyota Crown Crossover MPV as an MPV or as a "crossover MPV" such as the 5th generation of Renault Espace. Toyota Crown Crossover MPV as a "crossover MPV" such as the 5th generation of Renault Espace.
sedans with crossover characteristics are the Subaru Legacy SUS (short for "Sport Utility Sedan"),[118] Volvo S60 Cross Country,[119] Polestar 2, Toyota Crown Crossover, Citron C4 X[120] and C3L in China,[121] Renault/Dacia Logan Stepway and the Qoros 3 GT.[122]Since the early 2010s, sales of crossover-type vehicles have been increasing in
Europe.[123] By 2017, European sales of compact and mid-sized crossover models continued to surge.[124] Analysis of the European new car market by data firm JATO Dynamics reveals that SUVs which mostly consisted of crossovers took almost 40% of the market in 2019, with the crossover segment being a key driver of growth for volume and
profits.[125]Sales of crossovers increased by 30% between 2003 and 2005.[20] By 2006, the segment came into strong visibility in the U.S., when crossover sales "made up more than 50% of the overall SUV market".[50] Sales increased in 2007 by 16%.[126] In 2013, the Audi Q5 became Audi's second best-selling vehicle in the United States market
after the Audi A4 sedan.[127] Between the late 1990s and 2012, around half of Lexus's sales came from its SUVs.[128]American manufacturers were initially slow to switch from their emphasis on light truck-based SUVs, and foreign automakers developed crossovers targeting the U.S. market as an alternative to station wagons that were unpopular
there. By the early 2000s, American car manufacturers had caught up. [20]The crossover segment has been the fastest-growing category in China's passenger car market since the early 2010s. [129] From 2011 to 2021, the market share of crossovers in China's passenger vehicle sales surged by nearly 35 percentage points, rising from approximately
13% in 2011 to 47.89% in 2021.[130] A 2017 survey by Mintel indicated that Chinese consumers were willing to pay a premium for SUVs, with the median first-time buyer spending RMB 205,000.[131]By 2023, several crossover models dominated the list of overall best-selling vehicles in China. The Tesla Model Y emerged as the best-selling car across
all segments. Other popular crossover models included the BYD Song Plus and Yuan Plus, which ranked 4th and 5th respectively, and the Haval H6, which took the 10th spot.[132] In 2023, Land Rover experienced significant growth in the Chinese market. Combined sales of the Range Rover and Range Rover Sport surpassed 25,000 units,
representing a 31% year-over-year increase, whilst sales of the Land Rover Discovery grew by 14% year-over-year.[133] See Category: Crossover sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of sport utility vehicles (366) Cars portal Car classification List of 
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permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Type of automobileFor others, see SUV (disambiguation). This article has multiple issues. Please help improve it or discuss these issues on the talk page. (Learn how and when to remove these
messages) The examples and perspective in this article deal primarily with the United States and do not represent a worldwide view of the subject. You may improve this article, discuss the issue on the talk page, or create a new article, as appropriate. (December 2023) (Learn how and when to remove this article needs more complete
citations for verification. Please help add missing citation information so that sources are clearly identifiable. (July 2020) (Learn how and when to remove this message) (Learn how and when to remo
(SUV) is a car classification that combines elements of road-going passenger cars with features from off-road vehicles, such as raised ground clearance and four-wheel drive. There is no commonly agreed-upon definition of an SUV, and usage of the term varies between countries. Thus, it is "a loose term that traditionally covers a broad range of
vehicles with four-wheel drive."[1] Some definitions claim that an SUV must be built on a light truck chassis; however, the designations are increasingly
blurred because of the capabilities of the vehicles, the labelling by marketers, and the electrification of new models from the late 1930s, and the four-wheel-drive station wagons and carryalls that began to be introduced in 1949. Some SUVs produced today use unibody
construction; however, in the past, more SUVs used body-on-frame construction. During the late 1990s and early 2000s, the popularity of SUVs accounted for 45.9% of the world's passenger car market in 2021.[3]SUVs have been criticized for a
variety of environmental and safety-related reasons. They generally have poorer fuel efficiency and require more to climate change and environmental degradation. [4] Between 2010 and 2018, SUVs were the second-largest contributor to the global increase in carbon emissions
worldwide.[5] Their higher center of gravity increases their risk of rollovers. Their higher front-end profile makes them at least twice as likely to kill pedestrians they hit.[6][7][8] Additionally, the psychological sense of security they provide influences drivers to drive less cautiously,[9] and may in-turn, cause others with smaller vehicles to opt for
SUVs in the future under the sense of security, all the while increasing the rate of fatalities of pedestrians. [10][11][12]There is no universally accepted definition of the sport utility vehicle. [13] Dictionaries, automotive experts, and journalists use varying wordings and defining characteristics, in addition to regional variations of usage by both there is no universally accepted definition of the sport utility vehicle.
media and the general public. The auto industry also has not settled on one definition of the SUV.[13] Automotive websites' descriptions of SUVs range from specifically "combining car-like appointments and wagon practicality with steadfast off-road capability" with "chair-height seats and picture-window visibility" [14] to the more general "nearly nearly ne
anything with available all-wheel drive and raised ground clearance".[15] It is also suggested that the term "SUV" has replaced "jeep" as a general term for off-road vehicles.[16]American dictionary definitions for SUVs include: "rugged automotive vehicle similar to a station wagon but built on a light-truck chassis" [17] "automobile similar to a station wagon but built on a light-truck chassis" [17] automobile similar to a station wagon but built on a light-truck chassis [17] automobile similar to a station wagon but built on a light-truck chassis [17] automobile similar to a station wagon but built on a light-truck chassis [18] and [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are station wagon but built on a light-truck chassis [18] are sta
wagon but built on a light truck frame"[18]"large vehicle similar to a station wagon but with the chassis of a small truck and, usually, four-wheel drive"[19]In British English, the terms "4x4" (pronounced "four-by-four"), "jeep", four
wheel drive, or "off-road vehicle" are generally used instead of "sport utility vehicle".[citation needed] The sardonic term "Chelsea tractor" is also commonly used, due to the perceived popularity of the vehicles with urban residents of Chelsea, London, and their likeness to vehicles used by farmers.[20]The Collins English Dictionary defines a sport
utility vehicle as a "powerful vehicle with four-wheel drive that can be driven over rough ground. The abbreviation SUV is often used."[21]In Europe, the term SUV is generally used for road-oriented vehicle is typically used for off-
road-oriented vehicles. Similarly, in New Zealand, vehicles designed for off-road use are typically referred to as "four-wheel drives" instead of SUVs. In the United States, many government regulations simply have categories for "off-highway vehicles" which are loosely defined and often result in SUVs (along with pick-up trucks and minivans) being
classified as light trucks.[13][25] For example, corporate average fuel economy (CAFE) regulations previously included "permit greater cargo-carrying capacity than passenger carrying volume" in the definition for trucks, resulting in cars with removable rear seats, like the PT Cruiser, being classified as light trucks.[26]This classification as trucks
allowed SUVs to be regulated less strictly than passenger cars under the Energy Policy and Conservation Act for fuel economy, and the Clean Air Act for emissions. [27] However, from 2004 onwards, the United States Environmental Protection Agency (EPA) began to hold sport utility vehicles to the same tailpipe emissions standards as cars for
criteria pollutants, though not greenhouse gas emissions standards as they were not set until 2010.[28][29] In 2011, the CAFE regulations were changed to classify small, two-wheel-drive SUVs as passenger cars.[30]However, the licensing and traffic enforcement regulations in the United States vary from state to state, and an SUV may be classified
as a car in some states but as a truck in others.[31] For industry production statistics, SUVs are counted in the "Utility Vehicle" category per the Society of Indian Automobile Manufacturers (SIAM) definitions and carry a 27% excise tax.[33] Those that are 4 metres (13 feet) long,
have a 1,500cc (92cuin) engine or larger, along with 170mm (6.7in) of ground clearance, are subject to a 30% excise duty.[34]In Australia, SUV sales were helped by having lower import duties than passenger cars. [35][36]In February 2024, voters
in Paris mandated a triple parking charge rate for SUVs, citing environmental impact and street capacity; this followed similar ordinances being considered by London, Brussels and Amsterdam.[37]19551958 GAZ M-72 Pobeda19771993 Lada NivaMany years after most passenger cars had transitioned to
            construction, most SUVs continued to use a separate body-on-frame method, due to being based on the chassis from a light truck, commercial vehicle, pickup truck, or off-road vehicle, pickup truck, pickup t
crossover car. The 1977 Lada Niva was the first off-road vehicle to use both a unibody construction and a coil-sprung independent front suspension. The relatively compact Niva is considered a predecessor to the crossover SUV and combines a hatchback-like passenger car body with full-time four-wheel drive, low-range gearing, and lockable center
differential. Nonetheless, unibody SUVs remained rare until the 1984 Jeep Cherokee (XJ) was introduced and became a sales success. The introduction of the 1993 Jeep Grand Cherokee resulted in many of Jeep's SUV models using unibody construction, [40] with many other brands following suit since the mid-1990s. Today, most SUVs in production
use a unibody construction and relatively few models continue to use body-on-frame construction. SUVs are typically of a two-box design similar to a station wagon. The engine compartment is in the front, followed by a combined passenger/cargo area (unlike a sedan, which has a separate trunk/boot compartment). Up until approximately 2010, many
[47] as well as the Range Rover Evoque crossover SUV. Further information: Criticism of sport utility vehicles Side impact damage on a Ford Focus small car when struck by a Ford Explorer SUVS more prone to roll-over accidents. [48][49]
In 2003, SUVs were quoted as 2.5 times more likely to roll over in a crash than regular cars and that SUV roofs were more likely to cave in on passengers than in other cars, resulting in increased harm to passengers than in other cars, resulting in increased harm to passengers. [48][50] Between 1991 and 2001, though roll-
overs constituted just 3% of vehicle crashes overall, they caused over 30% of occupant fatalities in crashes where the vehicle did roll over, SUV occupants in the early 2000s were nearly three times as likely to be killed as other car passengers.[48] Vehicles with a high center of gravity do sometimes fail the moose test of
maneuverability conducted by Swedish consumer magazine Teknikens Vrld, for example, the 1997 Mercedes-Benz A-Class and 2011 Jeep Grand Cherokee.[51]The increasing popularity of SUVs in the 1990s and early 2000s was partly due to buyers perceiving that SUVs provide greater safety for occupants, due to their larger size and raised ride
height.[48][52][53][54] Regarding the safety of other road users, SUVs are exempted from U.S. regulation stating that a passenger car bumper must protect the area between 16 and 20 inches (41 and 51cm) above the ground. This often increases the damage to the other car in a collision with an SUV, because the impact occurs at a higher location on the protect the area between 16 and 20 inches (41 and 51cm) above the ground. This often increases the damage to the other car in a collision with an SUV, because the impact occurs at a higher location on the protect the area between 16 and 20 inches (41 and 51cm) above the ground. This often increases the damage to the other car in a collision with an SUV, because the impact occurs at a higher location on the protect the area between 16 and 20 inches (41 and 51cm) above the ground.
the other car.[55][56] In 20002001, 60% of fatal side-impact collisions were where the other vehicle was an SUV, an increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation, as well as increase from 30% in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollover mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollower mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollower mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollower mitigation in 19801981.[57]The introduction of electronic stability control (ESC) and rollower mitigation in 19801981.[57]The introduction of electronic stability 
million registered vehicle years for 2011 models is less than a quarter of what it was for 2004 models. With ESC dramatically reducing rollover risk, the inherent advantages offered by SUVs' greater size, weight, and height emerge more clearly. Today's SUVs have the lowest driver death rate of any vehicle type."[58]The high danger for cyclists and
pedestrians of being seriously injured or even killed by SUV drivers has caused some public protests against SUVs in urban areas. [59] In 2020, a study by the U.S.-based IIHS found that, of a sample of 79 crashes from three urban areas.
(19mph). The IIHS noted the sample size of the study was small and that more research is needed.[60] The popularity of SUVs contributed to an increase in pedestrian fatalities in the U.S. during the 2010s, alongside other factors such as distracted and drunk driving.[61]A 2021 study by the University of Illinois Springfield showed that SUVs are 8
times more likely to kill children in a collision than passenger cars, and multiple times more lethal to adult pedestrians and cyclists. [62] Further information: Criticism of sport utility vehicles SUVs generally have poorer fuel efficiency than smaller cars, [63] and thus contribute more to environmental degradation and global warming. SUVs emit about
700 megatonnes of carbon dioxide per year,[4] a gas which is linked to global warming.[64] According to the International Energy Agency, from 2010 SUVs have been the second-largest contributor to the increase in global CO2 emissions, second only to the power sector.[4] SUVs were responsible for all of the 3.3 million barrels a day growth in oil
demand from passenger cars between 2010 and 2018, whereas efficiency improvements in smaller cars saved over 2 million barrels a day, with electric cars reducing oil demand by under 100,000 barrels a day, with electric cars reducing oil demand by under 100,000 barrels a day, with electric cars reducing oil demand by under 100,000 barrels a day, with electric cars reducing oil demand by under 100,000 barrels a day, with electric cars reducing oil demand by under 100,000 barrels a day.
emissions will always be larger than smaller electric cars.[4] Furthermore, the vast majority of these vehicles are not converted to use alternative fuels. Between 2010 and 2018 SUVs were the second largest contributor to the global increase in carbon emissions
worldwide.[5]Main article: Crossover (automobile)The "crossover SUV" segment (also known as "CUVs" or simply "crossovers") has become increasingly popular since around 2010. Crossovers are often based on a platform shared with a passenger car, as a result, they typically have better comfort and fuel economy, but less off-road capability (many
crossovers are sold without all-wheel drive) than pickup truck-based SUVs.[68][70]The difference between crossovers and other SUVs is sometimes defined as a crossover being built using a unibody platform (the type used by off-road vehicles and light
trucks).[71][72][73] However, these definitions are often blurred in practice, since unibody vehicles are also often used as a catch-all for both
crossovers and SUVs.[76]Outside of the United States, the term crossover tends to be used for C-segment (compact) or smaller vehicles, with large unibody vehiclessuch as the Mercedes-Benz GLS-Class, BMW X7, and Range Roverusually referred to as SUVs rather than crossovers. In the United Kingdom, a crossover is sometimes defined as a
hatchback model with raised ride height and SUV-like styling features. [77][78]Examples: Category: Crossover SuVThe smallest size class of SUVs is the "mini SUV". In Japan, SUVs under 3,400mm (133.9in) such as the Mitsubishi Pajero Miniare included in the kei car category and therefore
attract lower taxes. Many recent vehicles labeled as mini SUVs are technically subcompact crossovers and are built on the platform of a subcompact (also called supermini or B-segment) passenger car. Examples: Category: Mini sport utility vehicles (101) Mitsubishi Pajero Pinin, mini SUVSuzuki Jimny, off-road mini SUVMain article: Compact sport
utility vehicleSee also: Compact crossover SUVThe "compact SUV" is the next bigger-size class after mini SUVs. Many recent vehicles (221) Nissan Xterra, compact truck-
based SUVLand Rover Defender 90Jeep Cherokee, unibody SUVSee also: Mid-size SUVs are based on platforms shared with passenger cars and therefore, are crossovers. Other mid-size SUVs are based on platforms shared with passenger cars and therefore, are crossovers. Other mid-size SUVs are based on platforms shared with passenger cars and therefore, are crossovers.
utility vehicles(213)Toyota Fortuner (also called SW4), mid-size truck-based SUVFord Bronco, off-road mid-size SUVFull-size SUV with a compact two-door version available Jeep Grand Cherokee, unibody mid-size SUVFull-size SUVFu
off-road capabilities, and others, such as the Lincoln Navigator and Cadillac Escalade, are marketed as luxury vehicles. While a few full-size pickup trucks. Examples: Category: Full-size sport utility vehicles (91) Jeep Wagoneer, full-size SUV on a pickup truck-based
platformCadillac Escalade, full-size luxury SUVMercedes-Benz GLS-class, full-size unibody SUVSome North American SUVs are available as a long-bodied version of a full-size suvery SUVMercedes-Benz GLS-class, full-size unibody SUVSome North American SUVs are available as a long-bodied version of a full-size suvery SUVMercedes-Benz GLS-class, full-size suvery SUVMercedes-Benz GLS-c
passengers or cargo. As per the full-size SUVs they are based on, most extended-length SUVs are built on dedicated platforms, full-sized pickups (12 ton), or heavy-duty pickups (34 ton or more). Extended-length SUVs are mostly sold in North America but may also be exported to other markets in small numbers. GMC Yukon XL, extended-length
SUVFord Excursion, extended-length SUV based on a heavy-duty truck platform Range Rover L, extended-length unibody SUVExamples: Category: Expanded length sport utility vehicles (16) Main article: Coupe SUVS or crossovers with sloping rear rooflines are marketed as "coupe crossover SUVs" or "coupe SUVs", even though they have
four side doors for passenger access to the seats and rear hatches for cargo area access. See also: Four-wheel drive History19351940 Chevrolet Suburban19381945 GAZ-61Just before and during World War II, prototypes and low-volume production examples of military cars with sedan or station wagon-type bodies and rugged, off-road capable four-
wheel drive chassis began to appear around the world. These early models included the 1936 Kurogane Type 95 from Japan, the 1936 GAZ-61 from Russia as well as the 1941 Volkswagen Kommandeurswagen and 1936 Opel Gelndesportwagen[79] from Germany. An early predecessor to the design of modern SUVs[citation needed] was the 1940
Humber Heavy Utility, a four-wheel-drive off-road vehicle built on the chassis of the Humber Super Snipe passenger car. [80] The most prohibitive initial factors to the potential civilian popularity of an SUV-like car were their cost and the availability of certain critical parts. Before the war, adding four-wheel drive to a car almost doubled its cost. [81]
Compared to a common, rear-wheel drive vehicle, any 4WD (four-wheel drive) needed many essential extra components, including a transfer case, a second differential, and constant-velocity joints for the driven front axlewhich were expensive due to the precision involved in this required manufacturing gears and other specialized parts. Before World
WarII, these were produced in the United States by only a few specialized firms with limited production capacity. Due to the increase in demand for parts for the war effort, in the spring of 1942 Ford, Dodge, and Chevrolet joined in fabricating these parts in mass quantities, boosting their production more than 100-fold. [82] An early usage of the term
was the 1947 Crosley CC Four Sport Utility model, which used a convertible wagon body style and is therefore unrelated to the design of later SUVs. [83][84][85]1953 International Harvester Travelall1962 Willys Jeep Station WagonSubaru Leone 4WD s
with four-wheel drive, beginning in 1949 when the Willys Jeep Station Wagon introduced for 1955, followed by the International Harvester Travelall in 1956 (credited as being the first full-size SUV)[88] and the Power Wagon Town Wagon in
1957.[88][89]Developed as a competitor to the Jeep CJ, the compact International Scout was introduced in 1961, offering either two- or four-wheel drive and a variety of engine options. The Harvester Scout provided many other options designed to appeal to a wide range of customers for numerous uses as well.[90] The 1963 Jeep Wagoneer (SJ)
introduced a sophisticated station wagon body design that was more carlike than any other four-wheel-drive vehicle on the market.[91] The 1967 Toyota Land Cruiser FJ55 station wagon was the first comfort-oriented version of the Land Cruiser off-road vehicle. The two-door Chevrolet K5 Blazer (and related GMC K5 Jimmy) were introduced for 1969,
and the two-door International Scout II was introduced in 1971. The first European luxury off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic, which was marketed as a luxury car for both on-road and off-road vehicle was the 1970 Range Rover Classic Rover Ro
front-wheel-drive passenger car. Some argue that this was the first SUV.[94] It was also classified as a commercial vehicle in the home market, just like later SUVs.[95] The first relevant usage of the term SUV was in advertising brochures for the full-sized 1974 Jeep Cherokee (SJ), which used the wording "sport(s) utility vehicle" as a description for
the vehicle.[96][97] The 1966 Ford Bronco included a "sport utility" model; however, in this case it was used for the two-door pickup truck version.[98]The VAZ-2121 (now designated Lada Niva Legend) was the first mass-market 4WD unibody car in some markets in 1977.[99] The AMC Eagle introduced in the North American market in 1979, and is
often called the first mass-market "crossover", although that term had not been coined at the time.[100][101] In contrast to truck or utility-vehicle based designs and the Niva that was purpose-built for rural areas, American Motors Corporation (AMC) utilized a long-serving existing car platform and designed a new automatic full-time AWD system.
[102][103] It was first with "SUV styling on a raised passenger-car platform combined with AWD."[2] Four Wheeler magazine described the AMC Eagle as "the beginning of a new generation of cars".[104]1985 Jeep Cherokee (XJ) is often credited as the first SUV in the modern
understanding of the term.[105] The use of unibody construction was unique at the time for a four-wheel drive and also reduced the weight of the new Cherokee. It also appealed to urban families due to having a more compact size (compared to the full-size Wagoneer and previous generation Cherokee SJ models) as well as a plush interior resembling
a station wagon.[105] As the new Cherokee became a major sales success, the term "sport utility vehicle" began to be used in the national press for the first time.[105] "The advent and immediate success of AMC/Jeep's compact four-door Cherokee turned the truck industry upside down."[106]The U.S. corporate average fuel economy (CAFE) standard
was introduced in 1975 to reduce fuel usage, but included relaxed regulations for "light trucks" to avoid businesses paying extra taxes for work vehicles. This created a loophole that manufacturers increasingly exploited since the 1980s oil glut (which started an era of cheap gasoline), whereby SUVs were designed to be classified as light trucks
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despite their primary use as passenger vehicles to receive tax concessions and less stringent fuel economy requirements. [107] This enabled manufacturers to sell more profitable, larger, more polluting vehicles, instead of the smaller, less profitable cars, that the CAFE regulations intended. For example, the United States Environmental Protection Agency agreed to classify the new Jeep Cherokee as a light truck following lobbying from its manufacturer; the Cherokee was then marketed by the company as a passenger vehicle. [52] This increased the SUV boom as other manufacturers introduced their own SUVs in response to the compact Cherokee taking sales from their regular cars. [108]In 1994 the U.S. Environmental Protection Agency began classifying vehicles by "market class". For SUVs in 1994 they included three Jeep models, the Cherokee and Wrangler. Two Ford models were the Bronco and the Explorer. Six General Motors models including the GMC Jimmy, the Yukon, and the Suburban 1500; the Chevrolet Suburban 1500, and the Blazer (1500 and S10); the Geo Tracker (Convertible or Van); and finally the Oldsmobile Bravada. Eleven Japanese models classified as SUVs were the Toyota 4Runner and Land Cruiser; the Honda Passport; the Missan Pathfinder; the Miss

In South Southern and Statebook. From Europe the stree Land Royer models, the Roapy Royer: the Defeader and the Discovery were classified as 51% by into 1985 Consumers. Diges magniture was calling the tread as 15W read by 19W read of 19W read by 19W read of 19W read by 19W read of
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