

LEXUS RX

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LEXUS RX

TABLE OF CONTENTS

4
INTRODUCTION

5
EXTERIOR AND INTERIOR
DESIGN

10
POWERTRAINS

14
CHASSIS AND DRIVING
DYNAMICS

18
SAFETY & DRIVER ASSIST

22
AUDIO/MULTIMEDIA SYSTEMS

24
TECHNICAL SPECIFICATIONS

INTRODUCTION

Since the model's launch in 1998, the Lexus RX has proved immensely popular with those needing the flexibility of a sport-utility vehicle combined with the driving comfort of a premium sedan, all wrapped in an attractive, elegant package. The all-new RX's mix of sharp creases and curves represents a bold evolution in the model's styling, sharing the same design DNA with other recently-launched models in the Lexus lineup.

Moreover, this perennial best-selling luxury crossover adds advanced new redesigned hybrid and petrol powertrains, sophisticated safety technologies/driver aids and welcome new convenience and technology features to make this the best Lexus sport-utility vehicle offering to date.



THE MISSION WAS TO CREATE AN EVEN BOLDER AND MORE ATHLETIC BODY STYLE THAN THE PREVIOUS MODEL, WHILE KEEPING ITS LUXURIOUS CHARACTER INTACT, WITH IMPROVED ERGONOMICS.

EXTERIOR AND INTERIOR DESIGN

EXTERIOR DESIGN: ELEGANT AND MODERN WITH EXPRESSIVE, ATHLETIC LINES

From its inception, the Lexus RX has proved popular with those needing the flexibility of a sport-utility vehicle combined with the driving comfort of a luxury sedan, all wrapped in an attractive elegant package. So when it came time to design the new model, the mission was to create an even bolder and more athletic body style than the previous model, while keeping its luxurious character intact, with improved ergonomics. The new RX's mix of sharp new creases and curves continue to elaborate on the design language also seen in the exterior sheetmetal of other recently-launched models in the Lexus models (IS, NX, and RC in particular).

A powerful visual statement

The front view of the new RX is characterized by an emboldened version of the Lexus brand's signature spindle grille featuring a chrome-plated border and triple L-shape-LED headlamps. Together with the new front fog light/LED cornering light clusters, the RX's face exudes an elegant yet futuristic aura.

L-shaped LED headlights accompanied by 18 individual LEDs (upgrade) are available. Headlight designs feature a bold-looking slanted geometric

shape. With the upgrade L-shaped LED headlight system, the 18 individual LEDs that surround the headlights not only act as turn signal indicators, but also illuminate sequentially from the inside section of the headlamp toward the outside when the driver activates the turn signal—a first for Lexus. Other available headlight-related technologies include Adaptive High-beam System (AHS), Automatic High Beam, Light Distribution Control and Electronic Swivel Control.

The "spindle" design theme of the front of the RX also defines its rear design, providing a high level of aesthetic balance and consistency to the vehicle's overall character. The LED rear combination L-shaped taillights envelope the tailgate while wrapping forward around the rear fender sections, resulting in a powerful and wide stance that offers improved functionality: When illuminated, they are now visible over a wider section rearward of the vehicle. Of particular note are the blacked-out C-pillars, which provide a floating-roof effect never before seen on a Lexus product.

Other exterior new features of the RX are flush-fitting headlight washers, a new panoramic moon roof design, solid roof rails, redesigned door handles incorporating Smart Entry System and convenient door handle illumination. Also, three new exterior colours have been added: Graphite Black, Copper Brown and Deep Blue.

Reimagined dimensions in a bold, elegant package

Since owners of the current-generation RX cite the vehicle's exterior dimensions as ideal for their everyday commuting needs, Lexus designers made it a priority to keep the body size relatively intact while improving packaging. The new RX features exactly the same height (1690 mm for petrol versions, 1685 for RX 450h) as the outgoing vehicle with a slight increase in overall width (up 10 mm to 1895 mm), while overall length has grown by 120 mm to 4890 mm. Wheelbase is increased by 50 mm to 2790 mm, resulting in improved legroom with equal cargo space. Of note, ground clearance is up 10 mm despite the similar height of the previous model.

Adding some muscular athleticism to the RX's overall stance are the aggressively shaped tapered front and rear fender flares, while the diamond-shaped main body that flows from the spindle grille all the way through to the rear tailgate section imparts a high degree of sophistication. The sculpted beltline provides a three-dimensional effect as it makes its way down the sides of the vehicle from just above the rear taillights, passing through the side door/window section and gently bisecting the headlights and spindle grille, to create a sense of dynamic motion for the RX even when standing still.

Accompanying the new-look exterior design are a number of re-proportioned changes to the exterior structure, including the enlargement of the tyre and wheel diameters, a longer wheelbase and a slightly lowered bottom edge of the front bumper. Additionally, the front pillars (A-pillars) have been pushed back to further accentuate the curvature of the windshield, while the rear pillars (C-pillars) are now more acutely angled while ensuring more interior space. These exterior design features give the new RX a wider, more athletic and expressive stance that contributes to the model's more contemporary appearance.

Improved aerodynamics: Cheating the wind

A number of aerodynamic elements have been incorporated into the new RX's outer skin. These aerodynamic enhancements not only improve the vehicle's drag coefficient (now at 0.33) but also ensure a greater degree of driving stability and low cabin noise.

Among these enhancements are:

- A front under spoiler has been added that directs airflow to the underbody, ensuring driving stability as well as reducing aerodynamic drag.
- New fin-shaped corner sections in the front fascia beneath the headlights improve airflow along the sides of the vehicle.
- The front pillars (A-pillars) have been redesigned to reduce wind noise during high-speed driving.
- New aero stabilizing fins have been added to the taillight's housing. They wrap into the rear fenders for additional aerodynamic stability at the rear of the vehicle.
- A new rear spoiler design along the roof/tailgate glass section helps reduce lift and adds rear downforce.
- On the hybrid model, the rear diffuser beneath the rear bumper helps to smoothly draw airflow from beneath the vehicle for reduced aerodynamic drag and additional driving stability.

A wide selection of sporty wheels provides added flair

A choice of four different stylish aluminum wheel packages are now available with the RX, including an 18-in. seven-spoke wheel (standard model) and three distinct 20-in. wheel sets.

Choices include:

- A pair of ten-spoke wheels with a medium gray colour with a machined finish.
- Sporty multi-spoke design that is standard equipment on the RX F SPORT.
- And a sleek-looking thick five-spoke rendition that is available with selectable colour trim (choices include black, copper brown, sonic titanium or sonic white)- a Lexus first.

INTERIOR: LUXURIOUS YET PRACTICAL WHILE OFFERING SPACIOUS ACCOMMODATIONS

Like the exterior, the interior of the new RX reflects an impeccable balance of functionality and luxury. The occupants are surrounded by refined materials inside the cabin exuding a heightened sense of quality in their construction and craftsmanship. The newly reconfigured and redesigned interior balances a sense of spaciousness with intimacy that proves ideal for driver and passenger comfort alike, whether they're seated in the first or second row.

A rich comfortable cabin

Having been a signature design trait for Lexus since the very beginning, the seats in the new RX are based on an ergonomic design that puts equal emphasis on comfort and accessibility, elegance and richly appointed surfaces. Rounded seat cushions for all the RX occupants not only provide superb comfort, but excellent support. All seating surfaces have been constructed utilizing a vertical stitch pattern for its handsome look and excellent durability. In another stylish touch, the driver and front passenger seat backs feature an aesthetically pleasing quilting that matches the attractive pattern featured on the interior door panel trim.

Two new colours have been added for the leather surfaces that include the seats and door panels –Nobel Brown and Rich Cream– giving the interior a classy aura.

The driver is treated to a completely redesigned instrument panel section that has been shaped with a strong horizontal axis—a fundamental element of the Lexus interior—and the lowered dashboard position adds to the RX's interior's wide open and spacious feel. Additionally, with the dashboard/instrument panel's stepped cross-sections, the highly stylized centre console looks like a sleek and elegant piece of contemporary furniture.

More space all around

For the first row of seats, the seating position has been lowered (reduced by 19 mm), allowing for excellent head clearance for both the driver and the front passenger. On the driver's side, the position of the steering wheel has been repositioned with the angle of the steering column reduced by two degrees while the steering wheel has been positioned closer to the driver. This design change allows for a comfortable yet more sport-oriented driving position—an attribute that will surely be greatly appreciated by the enthusiast driver.

With an interior space optimized for five passengers, the new RX's lowered rear floor section helps provide seating position comparable to that of the rear-seat passengers in the flagship Lexus LS sedan. Rear-seat occupants will find that they still have plenty of head room, as they did in the previous-generation model. What's more, thanks to the new RX's lengthened wheel-base, rear-seat legroom has grown with no sacrifice to luggage space.

Comparable in size to the outgoing RX, the new model features ample rear cargo space with room enough to fit hefty items including up to four large suitcases or multiple golf bags. Beneath the rear cargo area floor is a spare tyre with jack and tool storage or a punctured tyre repair kit and jack and tool storage.

New for this model year is the smart power tailgate, a Lexus first, which allows users to open the rear hatch by placing a hand near the Lexus badge. This

feature can especially be helpful when the user has both hands full because the system detects an elbow and even a gloved hand when placed over the badge.

A highly functional and convenient environment

Lexus designers and engineers have given a great deal of consideration to the layout of the redesigned centre console of the RX, which has led to improvements in the usability of switchgear and the accessibility of cup holders and storage areas.

CENTRE CONSOLE:

On the centre console, both the audio and climate control sections have been clearly separated for ease of use. What's more, the audio system features exquisitely machined aluminum dial knobs that improve usability and tactile feel while looking extremely stylish.

New convenience features incorporated into the centre console section include a Micro SD card slot for enhanced functionality of external media; a convenient side console pocket accessible from the passenger seat that is capable of holding tablets and other small computer devices; an available wireless charger in the storage section at the base of the centre console that enables power cable-free charging of portable devices; and the world's first cup holder with a vertical sliding height adjustment mechanism that can be adjusted with the push of a button to accept tall plastic bottles, short to-go coffee cups, aluminum soda cans, etc.

Even the analogue clock located near the top of the centre console reflects the RX's stylish redesigned interior while offering excellent functionality. Looking like a timepiece created by a high-end watchmaker, the design of the clock face has been improved to offer better visibility for the driver and the passengers.

HEAD- UP DISPLAY (HUD) AND 12.3" MONITOR:

A feature incorporated into the design of the new-look instrument panel is a Head-Up Display (HUD) system, the large display screen placed on the windshield with the system's operational controls conveniently positioned between the two front seats to allow for equal access by the driver or the front passenger. Based upon the concept of Lexus's Human Machine Interface (HMI), the system allows the driver to concentrate on the road ahead with minimal distraction from the easy-to-use and intuitive control interface. Also, a full 12.3 inches in width dashboard mounted monitor (8-in. display as alternative) offers outstanding visibility and usability, whether scrolling through menu screens, utilizing maps or accessing the vehicle's multimedia systems.

INSTRUMENT CLUSTER:

Speaking of excellent functionality, the redesigned instrument cluster offers the driver instantaneous information with a quick glance from its large and easy-to-read gauge faces. The same can be said of the handy multi-information display positioned between the tachometer (an energy display gauge in hybrid-powered RX models) and the speedometer. What's more, the ambient illumination of the multi-information display changes to invoke a different mood for each mode from the Driver Mode Select system—when operating within the ECO or NORMAL driving modes, the illumination appears predominantly blue to let the driver know that they are driving in more economical settings while in SPORT S and SPORT S+ modes, the light glows red.

IMPROVED VISIBILITY:

An important new design feature is an expanded front field of view through the windshield and out over the hood. This not only allows for increased safety with improved forward visibility when driving, but provides the driver with a more precise estimation of vehicle width, which can be especially handy when parking the vehicle or manoeuvring through tight spaces. Another design

change that further improves outward vision is the placement of the side view mirrors, which have been moved slightly aft from their previous position near the A-pillars to help reduce the blind spot between the pillar and the outside mirror. Furthermore, the A-pillars are thinner to further enhance forward vision and providing a cleaner, more minimalist appearance to both the interior and exterior design.

Like the A-pillars at the front of the vehicle, the rear pillars (C-pillars) are also narrower, resulting in better rearward visibility as well as a reduction in the rear three-quarter blind spot. To further aid rearward visibility, the rear seat belt openings have been repositioned and the rear door trim has been given a concave cross-section to be less intrusive to the driver when looking rearward.



THE HEAD-UP DISPLAY SYSTEM ALLOWS THE DRIVER TO CONCENTRATE ON THE ROAD AHEAD WITH MINIMAL DISTRACTION.

RX F SPORT

The RX F SPORT elevates the sporty image of the RX to an entirely new level. F SPORT models include a number of special visual and performance features that set them apart from other versions. The first thing the driver will notice is the exclusive instrumentation cluster that consists of an 8-in. Liquid Crystal Display (LCD) characterized by a large, easy-to-read circular gauge that artistically combines a tachometer and a digital speed indicator.

The interior of the RX F SPORT has been styled to match the vehicle's sporty disposition. You'll find highly supportive quilted seats that are exclusive to the F SPORT, as is an exclusive interior colour choice, Dark Rose. The unique perforated leather-wrapped shift lever and three-spoke sport steering wheel with F SPORT badge, and aluminum interior trim accents, drilled non-slip lightweight aluminum accelerator and brake pedals and foot rest add extra flair to this exciting model's invigorating character.

The exterior features an exclusive black-out mesh grille, lower spoiler section and satin-finish chrome-plated lower protector with black side mirrors to match the grille. The vehicle's new front fascia design accentuates a low centre of gravity, as does the new satin-finish chrome plated lower bumper section at the rear of the vehicle. Exclusive multi-spoke 20-in. aluminum alloy wheels shod with 235/55 tyres and subtle but distinctive F SPORT badging round out its expressive exterior. A total of eight exterior colours are available, including an F SPORT exclusive, White Nova.

POWERTRAINS

THE ALL-NEW LEXUS RX OFFERS THREE CHOICES OF POWERTRAINS:

- RX 450h equipped with 3.5-liter direct-injected V-6 petrol engine in a hybrid powertrain configuration, available in all Lexus markets in Europe
- RX 200t equipped with a 2.0-liter turbocharged and direct-injected inline 4-cylinder petrol engine paired with a 6-speed automatic transmission, available in selected markets in Europe
- RX 350 equipped with a 3.5-liter direct-injected V-6 petrol engine mated to an 8-speed automatic transmission, available in Russia, Ukraine, Kazakhstan, Caucasus and Balkans.



The total output of the hybrid powertrain (engine and electric motor combined) amounts at 230 kW/313 DIN hp.

3.5-LITER DIRECT-INJECTED V-6 HYBRID ENGINE

A paragon of efficiency with plentiful power when needed, the completely reengineered 3.5-liter direct-injected V-6 hybrid engine is an evolution of the base 6-cylinder powertrain, now producing 193 kW/262 DIN hp at 6000 rpm with 335 Nm of torque at 4600 rpm. The total output of the hybrid powertrain (engine and electric motor combined) amounts at 230 kW/313 DIN hp.

The new Lexus full hybrid returns average fuel consumption from 5.2l/100 km, and class-leading CO₂ emissions starting at 120g/km.

In a Lexus first for a hybrid vehicle, the all-new RX is available with an optimally-tuned sound generator system that creates a powerful and distinctive performance-oriented intake sound by using air intake pulsations to raise the sound pressure level with three distinct resonance frequencies. The engine also features newly-shaped intake ports and combustion chambers that generate a high degree of tumble inside the cylinders and improve combustion. The hybrid-powered powertrain in the all-new Lexus RX is the latest, most advanced iteration of the Lexus Hybrid Drive system. Its key components and control systems have been improved and reengineered to deliver class-leading fuel economy, minimal emissions and excellent on-road.

The transmission includes a hybrid front transaxle with new features including a transmission oil cooler (water cooled) for improved motor cooling, and a pre-loaded differential for performance and straight line stability. The rear transaxle (for models equipped with AWD), which combines an electric motor with a reduction drive, features a new three-shaft configuration and aluminum case and cover to reduce weight. Thanks to these upgrades, the Lexus Hybrid Drive system achieves class-leading driving performance, quietness and fuel economy.

Among other updates to the system are a design evolution of the Power Control Unit (PCU) and HV Engine Control Unit (ECU) that delivers better energy efficiency; improved driver-friendly operation and more refined performance; implementation of a lighter, more efficient hybrid system coolant electric water pump; the addition of a new transmission oil cooler (water cooled) to the transaxle for improved driving performance, and packaging changes to the hybrid battery that result in a more compact design with improved space efficiency. Also, the control functions of the E-Four rear drive electric motor (AWD models) have been improved for better response when accelerating through the turns.

2.0-LITER TURBOCHARGED INLINE 4-CYLINDER ENGINE

The turbocharged 2.0-liter inline-4 is the newest addition to the RX's stable of excellent powerplants, delivering superior fuel economy and driving

performance, characterized by crisp throttle response and instantaneous torque throughout the rev range.

The engine produces 175 kW (238 DIN hp) at 4800-5600 rpm with 350 Nm of torque from 1650-4000 rpm. Fuel consumption in the combined cycle is 7.8L/100km (2WD) or 7.9L/100km (AWD).

It comes mated to a 6-speed super Electronically Controlled Transaxle (6 ECT) automatic transmission, a lightweight and compact unit whose efficiency and performance have been enhanced through a number of design features including a reduced-friction clutch and thrust bearings, an electric oil pump and the implementation of a torque converter specifically engineered for use with this engine.

Among the special features of the RX's new turbocharged powerplant are Lexus' proprietary ESTEC (Economy with Superior Thermal Efficient Combustion) and D-4ST (Direct injection 4-stroke petrol engine Superior version with Turbo), which optimize fuel efficiency and power production. With ESTEC, thermal efficiency within the engine is improved through enhanced combustion in each cylinder, resulting in better fuel economy. D-4ST further enhances combustion via a high tumble ratio that's achieved by improving the cylinder head ports as well as the shape of the top of the piston. The turbocharger, a twin-scroll type with an air-to-liquid intercooler mounted directly to the engine, delivers optimal torque from low to high rpm ranges, and thanks to new manufacturing technologies and materials, it's lighter and more compact than conventional versions. Also, reduced friction in the bearing mechanism delivers better overall performance, reduced NVH and cleaner emissions, with increased component strength and durability.

Other notable elements that enhance this engine's efficiency include a high compression ratio of 10.0:1, balance shaft with an optimized balance ratio and the adoption of resin gears for the balance shaft (reduced NVH), an improved lightweight roller/rocker valvetrain, a piston cooling oil jet control system, as well as Variable Valve Timing with intelligence Wide for the intake (VVT-iW) and Variable Valve Timing with intelligence (VVT-i) on the exhaust sides of the engine. Of particular note, the continuously variable valve timing system has been designed to operate using the Atkinson cycle—a design element often featured in hybrid-vehicle powertrains—to deliver exceptional fuel efficiency.

3.5-LITER DIRECT-INJECTED V-6 PETROL ENGINE

The 3.5-liter direct-injected petrol-powered V-6 engine brings superior levels of performance, fuel efficiency and reduced emissions with smooth and highly-refined operating characteristics in normal everyday operation. Power is rated at 221 kW/300 DIN hp at 6300 rpm with 370 Nm of torque at 4700 rpm.

To enhance breathing and fuel efficiency, Lexus engineers rely on an all-new cylinder head design with reshaped intake ports and combustion chambers—which increase the static compression ratio to 11.8:1—for added efficiency in the engine's combustion process. Also, a new cylinder bore machining method and new resin coating has resulted in reduced friction between the piston and the bore to enhance the engine's efficiency.

This redesigned V-6 powerplant features the D-4S fuel injection system that enables high fuel pressure to be injected directly to the cylinders. Both the port-injection and direct-injection injectors optimize the ratio of the fuel

to ensure optimum combustion at all times, which results in enhanced fuel economy. To reduce engine knock, the cooling within the cylinder block and cylinder head has been enhanced.

To maximize torque throughout the rev range, Variable Valve Timing with intelligence Wide (VVT-iW) has been included on the intake side, while the exhaust side features VVT-i. The inclusion of VVT-iW has enabled the adoption of the Atkinson cycle to further benefit fuel economy, without sacrificing engine start-up in extremely cold conditions and during Wide Open Throttle (WOT) driving.

The V-6 possesses a number of new technologies that result in the highest-performing RX engine ever. Among them are:

- An increase in flow velocity, which has been realized by reducing the intake port diameter of the cylinder head, thus improving performance in the high rev ranges and producing a steep and continuous acceleration curve.
- The fitment of a lightweight roller/rocker system, along with a reduced-friction chain and lighter internal parts that result in higher engine speeds and reduction of friction losses in the valvetrain.
- An Exhaust Gas Recirculation System (EGR) that reintroduces cool exhaust gas back into the combustion chamber, keeping the engine operating at optimal temperatures.
- A variable length intake surge tank that prevents torque reduction in the mid-speed range.
- A new oil pump that optimizes the amount of lubricating oil sent to each part.

The V-6's excellent power is delivered through a quick-shifting 8-speed automatic transmission, whose close gear ratios have been tuned to provide excellent punch off the line and robust passing power while maintaining excellent fuel economy. A lower 1st gear (a 19-percent lower ratio than 2nd gear) provides the "punch" when you need to get away from a standstill in a

hurry, while a higher 8th gear (a 15-percent higher ratio than 7th gear) ensures that fuel consumption is minimal at cruising speed.

Other advanced technologies that enhance this unit's operation are Linear Driveforce Management (maximizes engine torque for each gear), Downshift Control (matches the driver's accelerator pedal input—smooth or rapid—with the downshifting response accordingly) and a Multi-mode function that allows for rapid manual-like up and downshifts via steering wheel-mounted paddle shifters.

AWD SYSTEMS

For petrol AWD models, Dynamic Torque Control AWD has been adopted, which processes information from a number of sensors, including G. wheel-speed sensors and steering angle sensors, and instantaneously route engine power to the rear wheels to maximize tractability on varying surfaces and road conditions. The torque distribution ranges from 100:0 (pure front-wheel drive) to 50:50 via an electronically-controlled coupling, ensuring the effectiveness of a full-time AWD system, while delivering superior fuel economy.

The sophisticated Lexus proactive AWD system is included in all RXs powered by the 3.5-liter direct-injected gasoline-powered V-6 hybrid engine. This system also allows for reduced energy and fuel consumption by limiting the use of the all-wheel drive only when necessary and allowing the rear motor to act as a generator to charge the battery when the vehicle is in regenerative brake mode.

An added feature on the new RX is that the torque distribution levels at the front and rear of the vehicle, as well as to each individual wheel, are displayed on the Multi-Information Display (MID) when the system is in operation a Lexus first on RX vehicles.

CHASSIS AND DRIVING DYNAMICS

To further improve driving performance as well as feedback to the driver, a number of updates and improvements have been made throughout the structurally sound and highly-refined platform of the all-new Lexus RX.

STEERING

The Electric Power Steering (EPS) has been further optimized to offer an even more communicative road feel to the driver. The intermediate shaft and instrument panel reinforcement rigidity have been enhanced. Controllability, smoothness and responsiveness have been improved thanks to further refinements to the system, including one that slows the steering wheel as it returns to centre. Also, steering angle is easier for the driver to maintain when turning deep into a corner.

The steering has been further optimized for the driver with an extended tilt/telescopic positioning range, along with a slight reduction in the angle of the steering column (down two degrees) for a sportier driving position.

SUSPENSION/BRAKES

The updated suspension system of the RX, which consists of MacPherson struts in front and a trailing arm/double-wishbone setup at the rear, provides added stability through corners and better overall handling character than its predecessor, thanks to extra refinements made with a number of key components.

A larger front stabilizer bar significantly improves roll rigidity, thus making the turning response of the RX crisper than before, but because the new stabilizer bar allows for a reduction in coil spring rates, the overall ride quality has been maintained, if not improved. Also, new redesigned hub bearings, stabilizer bushings and other improvements provide added stability and feel to the front of the vehicle. To match the front end's newfound sturdiness, changes were made to the rear suspension as well; these include an enhanced spring rate and increased bushing rigidity.

RX models are fitted with an enhanced brake system that offers exceptional stopping power and fade resistance. An Electric Parking Brake (EPB) is included as part of the standard equipment package.

ADAPTIVE VARIABLE SUSPENSION (AVS)

The available Adaptive Variable Suspension (AVS) system helps the RX to handle like a sports sedan, as well as exhibiting unparalleled ride comfort and stability, by controlling the damping force of the shock absorbers at each individual wheel in response to road surface conditions and driver inputs. For example, on a rough road, the system instantly switches to a more compliant setting to maintain ride comfort. Alternately, when cornering, the damping force firms to help reduce body roll for more performance-oriented, flat cornering.

ACTIVE STABILIZER SUSPENSION

The Active Stabilizer Suspension suppresses body roll according to unevenness of the road surface, performing the adjustments not only during turning, but also when traveling straight. This innovative active anti-roll system is the first of its kind in the world.

Conventional stabilizers are still vulnerable to unpredictable road conditions such as large potholes and sudden bumps. To help maintaining the effectiveness of the stabilising system at any time, the RX's system features a new 'roll skyhook control'. This very responsive electronic system calculates the virtual damping force that might occur, and responds by simultaneously creating a counter force to the stabilizer, providing the sensation of the vehicle stabilized in mid-air or 'hooked' in the sky.

DRIVE MODES

The available Drive Mode Select system allows the driver to choose between distinct drive settings (depending upon vehicle model and equipment). These settings regulate the damping force of the suspension system, adjust engine output, re-map the throttle and modify other key parameters of the engine and chassis.



THE RX FEATURES A NEW 'ROLL SKYHOOK CONTROL', PROVIDING THE SENSATION OF THE VEHICLE STABILIZED IN MID-AIR OR 'HOOKED' IN THE SKY.

- “ECO” mode moderates engine power output, throttle response and the climate control system for increased fuel efficiency.
- “NORMAL” provides an even balance between engine performance and fuel economy (both “ECO” and “NORMAL” utilize a suspension setting that prioritizes comfort).
- In “SPORT,” the driver is treated to more performance through enhanced throttle response and improved acceleration while sharpening the feel of the Electric Power Steering (EPS) system.

For vehicles equipped with the Adaptive Variable Suspension system, this SPORT mode is replaced by the SPORT S and SPORT S+ modes:

- The “SPORT S” setting even a higher level of performance with aggressive throttle mapping, quicker powertrain response. (In hybrid-powered RX models with AVS, this is accomplished when the hybrid system allows for enhanced accelerator response and feeling of more powerful acceleration.)
- Available on F SPORT and Luxury grades, the all-out “SPORT S+” setting combines the powertrain enhancements of the “SPORT S” mode while sharpening the feel of the Electric Power Steering (EPS) system and a stiffer suspension for flatter cornering.
- Offered for the first time by Lexus, the “CUSTOMIZE” mode enables the user to combine the modes of the engine, hybrid system, chassis, and air conditioning functions, according to his preferences.

The hybrid RX also adds an “EV DRIVE” setting that allows the vehicle to be driven purely in electric vehicle (EV) mode, completely shutting down the petrol-powered engine.

RIGID BODY STRUCTURE

A number of cutting-edge technologies have been applied to the RX’s platform to optimize structural integrity as well as overall rigidity. These include increasing panel joint strength through the use of high-tech body adhesives and laser screw welding; liberal use of high-tensile strength steel throughout the vehicle including key areas such as the underbody cross members and front (A-pillar) and middle (B-pillar) sections; the implementation of a new process called “annular frame construction” for strengthened frame sections within the vehicle around the front and rear doors; and redesigned body frame sections and additional spot welds around the rear portion of the vehicle for improved strength and handling stability.

In addition to contributing to better handling and a quieter cabin, these design updates have the added benefit of improving occupant safety thanks to increased structural rigidity throughout the platform.

QUIET CABIN WITH GREATLY REDUCED LEVELS OF NOISE AND VIBRATION

The high-rigidity chassis/body structure of the all-new Lexus RX features a number of design/engineering updates that improve upon the already exceptionally quiet cabin of the previous RX. Among the changes are:

Front section of the vehicle:

- A reduction in wind noise near the front pillar (A-pillar) by redirecting the air flow around the side mirrors.
- A urethane shielding plate placed within the inner fender area that reduces engine noise from penetrating into the cabin.
- New front wheel housing material for reduced noise from the road and deflected debris.
- A thicker hood insulator offering better sound insulation.

- An increase in the surface area of the cowl insulator.
- Enlarge the apron silencer by 10 to 20% to reduce engine noise from entering the passenger compartment.
- Reduce openings in the sound insulating material in the cowl area for better sound absorption and insulation.

Middle section of the vehicle:

- Acoustic glass, three-lip glass run in the rail section and other improvements to the front and rear doors for better sound insulation and reduced noise and vibration.
- More optimally placed and/or positioned foam, sponge and vibration damping materials around the front and rear door section rocker panels, middle pillar (B-pillar) and roof rails sections.
- Reconfigured weather stripping around the front and rear doors, along with full-edge double door seals.
- Optimal placement of sound absorbing and insulating materials throughout the doors, roof and floor sections.
- Highly rigid sound damping coatings throughout the vehicle's floor pan for improved sound insulation with reduced weight.
- Placement of sound absorbing materials beneath the dashboard, glovebox and centre console sections.

Rear section of the vehicle:

- A completely redesigned and repositioned rear body frame within the rear pillar (C-pillar) and body sections surrounding the rear hatchback door area that greatly suppress lateral vibrations from within the rear wheel housings.
- Additional foam placed within the rear pillar (C-pillar) area for reduced wind noise.

IMPROVED ENVIRONMENTAL SUSTAINABILITY

In addition to its exceptional quality and performance, the platform of the RX has been engineered to proactively contribute to environmental conservation and sustainability, thanks to lead- and hexavalent chromium-free engine components (elimination of harmful materials) and the utilization of easily recyclable Super Olefin Polymer plastics throughout the bodywork.

RX F SPORT

All RX F SPORT models boast excellent handling, thanks in part to the Adaptive Variable Suspension (AVS) system—which controls the damping force of the shock absorbers at each individual wheel in response to road surface conditions and driver inputs—and the Active Stabilizer System that suppresses body roll according to the unevenness of the road surface. Also, the sound generator enhances the F SPORT driving experience, using air intake pulsations to tune the sound of the engine to produce frequencies that are perceived to be pleasant to the ear during acceleration in the mid- to high-rpm range.

SAFETY & DRIVER ASSIST

ACTIVE SAFETY: LEXUS SAFETY SYSTEM +

Introduced globally as either standard or optional equipment, Lexus Safety System + integrates several of Lexus' existing active safety technologies.

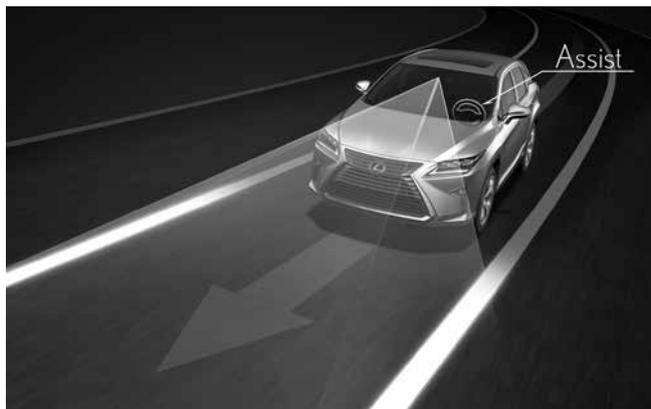
Lexus Safety System + is the most advanced and comprehensive set of active safety set of its kind available on any luxury crossover vehicle within its segment. The ultimate goal of the Lexus Safety System + is to gradually progress towards eliminating casualties from automobile accidents.

Dynamic radar cruise control system

The sophisticated dynamic radar cruise control (DRCC) system is an available supplemental safety/convenience feature in addition to the standard control system. It makes use of a millimetre-wave radar sensor, camera sensor, yaw rate sensor and steering sensor to provide vehicle-to-vehicle distance control for an additional margin of safety.

Pre-Crash Safety System

Utilizing both a monocular camera and millimetre wave radar, the available Lexus Pre-Crash Safety System uses sensors to detect other vehicles or pedestrians in front of the vehicle. When the system determines that the possibility of a frontal collision is high, a warning operates to urge the driver to



take evasive action, and the potential brake pressure is increased to help the driver avoiding the collision. If the system determines that the possibility of a frontal collision with a vehicle or a pedestrian is high, the brakes are automatically applied to help avoiding the collision or help reduce the impact to the vehicle occupants and the vehicle in the collision.

Pre-Crash Brake Assist

If sensors detect vehicles or pedestrians and the system determines that there is a possibility of a collision, the available Pre-Crash Brake Assist system increases the brake force when the driver depresses the brake pedal. The system will add an additional amount of brake pressure in stages according to the level of possible collision.

LEXUS SAFETY SYSTEM + IS THE MOST ADVANCED AND COMPREHENSIVE SET OF ACTIVE SAFETY SET OF ITS KIND AVAILABLE ON ANY LUXURY CROSSOVER VEHICLE WITHIN ITS SEGMENT.

An additional layer of protection is provided within the system through Auto Brake. If an obstruction is detected by the sensors and the system judges that there is a possibility of collision, pre-brake warning illuminates the brake lights to notify the following vehicle that the driver is decelerating. If the probability of collision increases, the pre-crash brake is activated, helping to avoid the collision. If the collision is avoided and the vehicle has stopped, the brake force is maintained for a maximum of two seconds until the driver operates the accelerator or brake pedal.

Lane Departure Alert (LDA)

The available Lane Departure Alert (LDA) system, using a camera mounted to the windshield, recognizes when the vehicle may deviate from within its current traffic lane. It then warns the driver through a visual warning on the Multi-Information Display (MID) by vibrating the steering wheel or sounding an audible alert in order to inform the driver of a potential lane departure. What's more, when the system judges that the vehicle may deviate from its current lane, the Steering Control system will also apply force to the steering wheel to correct the vehicle's path in addition to the LDA system's audio/visual warning.

A convenient feature is that the alerting method (audible alert or steering wheel vibration) and sensitivity of the warning can be changed on the Multi-Information Display (MID) screen by using the "DISP" button located on the

steering wheel. Likewise, the driver may activate or deactivate the Steering Control functionality should they choose to do so.

Advanced Lane-Keeping Assist (LKA) *

The advanced Lane-Keeping Assist (LKA) system adds all of the functionality of the Lane Departure Alert system while including additional functionality and aid to the driver. For example, when the vehicle's dynamic radar cruise control is on and other operating conditions are met, the advanced Lane-Keeping Assist system will automatically provide steering inputs to maintain proper placement within the vehicle's current driving lane.

In a first for Lexus, the advanced Lane-Keeping Assist system, working in tandem with the dynamic radar cruise control, can now function while the vehicle is being operated at very low speeds. Like the Lane Departure Alert system, the driver has complete control over the functionality of the advanced Lane-Keeping Assist system through the use of the "DISP" button located on the steering wheel.

Automatic High Beam (AHB) / Adaptive High-Beam System (AHS)

The AHB system detects oncoming headlights, taillights of leading vehicles and ambient light such as street lights and switches automatically between low and high beam.

AHS, an optional upgrade for the AHB, automatically optimizes the headlamp light distribution so that the high beams don't directly illuminate preceding or oncoming vehicles.

Road Sign Assist

With a camera placed at the front of the vehicle, the remarkably sophisticated Road Sign Assist system recognizes traffic signs and provides information to the driver in the Multi-Information Display (MID). Signs recognized by the system include speed limit, no entry, no overtaking and road condition signs (rain, ice, wet, etc.).

OTHER ACTIVE SAFETY-ENHANCING FEATURES:

Sway Warning

The Sway Warning function incorporated into the LDA/LKA monitors the vehicle's position within the lane and the driver's steering inputs to detect vehicle sway. If the system detects vehicle sway, caused by driver distraction, inattentiveness or drowsiness, it will sound an audible alert and display a visual warning on the Multi-Information Display (MID). Sway Warning activation, deactivation and sensitivity can be manually adjusted by the driver.

Rear Cross Traffic Alert (RCTA)

Working in concert with the Blind Spot Monitor (BSM), the Rear Cross Traffic Alert (RCTA) system alerts the driver to objects approaching at the rear of the vehicle with an audible alert as well as flashing indicators on the vehicle's external side mirrors.

Blind Spot Monitor (BSM)

Employing quasi-millimetre wave radar installed on the back of the vehicle, the Blind Spot Monitor (BSM) system can detect a vehicle present in adjacent lanes and can also detect an object at the rear of the vehicle while it is backing up.

* Not available in Israel, Turkey and Adria

Adaptive Variable Suspension (AVS) control

When sensors detect vehicles or pedestrians and the system determines that there is a high likelihood of a collision, the Adaptive Variable Suspension Control system instantaneously adjusts shock absorber damping within the suspension to enhance the vehicle's responsiveness as an additional driver aid (available on vehicles equipped with AVS).

Panoramic View Monitor

Providing a bird's-eye view of the area encompassing the vehicle, the Panoramic View Monitor allows the driver to survey the RX's surroundings in tight spaces, such as a crowded parking lot, by utilizing cameras mounted to the front, sides and rear of the RX.

Intuitive Parking Assist/Lexus Parking Assist-sensor

Integrated seamlessly into the front and rear bumpers of the all-new Lexus RX, the available Intuitive Parking Assist/Lexus Parking Assist-sensor system ensures obstacle detection in close proximity to the vehicle, thanks to four sensors at the front and four sensors in the rear. The system sounds an audible alert to the driver as the vehicle moves closer to the obstacle.

Parking Assist Monitor

The Parking Assist Monitor aids the driver with both a Perpendicular Parking Mode as well as a Parallel Parking Mode that displays guidelines for a predicted course to steer the vehicle; the Parallel Parking Mode offers additional driver's assistance through an audio warning.

PASSIVE SAFETY

A plethora of vital safety features and technologies are included for all RX models, including SRS airbags consisting of dual-stage and dual-chamber

driver's and front passenger's airbag, driver's knee airbag, front side airbags, rear side airbags and full-length side curtain airbags for front and rear passengers; Tyre Pressure Warning System with available tyre inflation display function; re-active front headrests; vehicle theft-deterrent and engine immobilizer system. Braking and Traction Control systems that include four-wheel ventilated power-assisted disc brakes, a four-sensor, four-channel Anti-lock Braking System (ABS) with Electronic Brake force Distribution (EBD), Brake Assist (BA), Traction Control (TRAC), Vehicle Stability Control (VSC) and Hill-start Assist Control are also included, as is Smart Stop Technology that automatically reduces engine power when the brake pedal is applied, even if the accelerator pedal is pressed to the floor.

Enhanced body structure

The body structure of the RX offers increased occupant protection thanks to a number of innovative design features that include improved front collision performance due to new frame components and a high-strength body structure that further suppresses cabin deformation; better side collision performance thanks to improved energy absorption and dispersion; a large bumper reinforcement at the rear of the vehicle that disperses energy in the event of a collision towards the left and right rear side members; and additional reinforcements within the roof section for better impact resistance and suppression of cabin deformation. Pedestrian protection is improved in the event of a collision through a new body structure design at the front of the vehicle that mitigates head and leg injury to the pedestrian through better energy absorption.

AUDIO/MULTIMEDIA SYSTEMS

PIONEER 9-SPEAKER SYSTEM

The standard audio system includes HD Radio, Bluetooth audio and nine speakers, with frequently-used switches placed closest to the driver. Along with a pair of two-tone alumite silver aluminum knobs, the audio system panel is now finished in a luxurious dark smoked colour, its opacity adjusted for an upscale blacked-out aesthetic. An AUX mini jack and two USB ports are located inside the console box for easy access. The voice recognition microphone has been relocated from the overhead console to the ceiling above the driver seat for improved voice-recognition performance.

PIONEER 12-SPEAKER SYSTEM

The available 12-speaker Pioneer audio system features Coherent Source Transducer (CST) technology that offers extremely realistic and high quality sound reproduction in the mid-to-high range as well as boosting low tones. The crisp, clear sound is broadcast throughout the cabin through speakers along the sides of the instrument panel through 20-cm subwoofers and newly-developed 18-cm woofers in the front doors.

MARK LEVINSON (ML) PREMIUM SURROUND SYSTEM

Discerning audiophiles will enjoy the available 15-speaker Mark Levinson Premium Surround System (ML) with its advanced Clari-Fi compressed music restoration technology, that improves the frequency characteristics,

dynamic range, low tone tension and detail reproduction of compressed audio sources as MP3. The ML system also features Green Edge technology which uses ultra-high-efficiency speakers to more than double the sound output with the same amount of energy consumption compared to conventional systems-and the Unity feature that brings the high range and mid-range cone positions as close together as possible to realize a smooth connections between mid- and high-range sounds.

NAVIGATION SYSTEM

A navigation system with an 8-in. Thin Film Transistor (TFT) liquid crystal display is available that features a high level of contrasting clarity as well as minimal colour variation when viewed at different angles from either the driver or the front passenger seat. To suit a range of user preferences, this system's information screen can be set to display a one-panel (full map view), two-panel (half map/half info screen) or a three-panel layout (map/two different info screens). In the multi-panel layout, the screens can be set to display information including navigation, fuel consumption, audio system and air conditioning settings.

The optional 12.3-in. navigation system with Electro Multi Vision (EMV) display (1280 x 480 pixels with a 24:9 aspect ratio) features a large Thin Film Transistor (TFT) liquid crystal display that, in addition to its vibrant and crisp-

looking graphics, offers remarkable brightness/sharpness/contrast when exposed to direct sunlight thanks to its Light Control Film surface treatment that possesses excellent anti-glare properties while simultaneously suppressing any background reflections.

The 12.3-in. display navigation system utilizes a new and improved Lexus Multimedia graphic design that offers new-look graphics as well as a new user interface that can be switched between either a full-screen or 8-in. display map view that incorporates five frequently used functions within a convenient sub-screen (map, audio, phone, aircon, Eco).



RX MODELS EQUIPPED WITH THE 12.3-IN. DISPLAY NAVIGATION SYSTEM ALSO INCLUDE THE HANDY REMOTE TOUCH USER INTERFACE THAT'S LOCATED AT THE BASE OF THE CENTRE CONSOLE.

TECHNICAL SPECIFICATIONS

| MAJOR DIMENSIONS AND VEHICLE WEIGHTS | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|---|------------------------------------|------------------------|-----------------------|------------------------|------------------------|
| Overall | Length _{mm} | 4890 | 4890 | 4890 | 4890 |
| | Width Without Mirror _{mm} | 1895 | 1895 | 1895 | 1895 |
| | Height Unladen _{mm} | 1685 | 1690 | 1690 | 1690 |
| Wheelbase | _{mm} | 2790 | 2790 | 2790 | 2790 |
| Tread | Front _{mm} | 1640 | 1640 | 1640 | 1640 |
| | Rear _{mm} | 1630 | 1630 | 1630 | 1630 |
| Effective Head Room | Front _{mm} | 1001.5 | 1001.5 | 1001.5 | 1001.5 |
| | Rear _{mm} | 970.2 | 993 | 993 | 993 |
| Effective Leg Room | Front _{mm} | 1120.5 | 1120.5 | 1120.5 | 1120.5 |
| | Rear _{mm} | 964.5 | 964.5 | 964.5 | 964.5 |
| Shoulder Room | Front _{mm} | 1468.8 | 1468.8 | 1468.8 | 1468.8 |
| | Rear _{mm} | 1462.3 | 1462.3 | 1462.3 | 1462.3 |
| Hip Room | Front _{mm} | 1438.1 | 1438.1 | 1438.1 | 1438.1 |
| | Rear _{mm} | 1421.1 | 1425.9 | 1425.9 | 1425.9 |
| Couple Distance | Front to Rear _{mm} | 1000.3 | 1000.3 | 1000.3 | 1000.3 |
| Seating Capacity | _{person} | 5 | 5 | 5 | 5 |
| Overhang | Front _{mm} | 1080 | 1080 | 1080 | 1080 |
| | Rear _{mm} | 1020 | 1020 | 1020 | 1020 |

| MAJOR DIMENSIONS AND VEHICLE WEIGHTS | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|---|----------------------------------|------------------------|-----------------------|------------------------|------------------------|
| Coefficient of Drag | | 0.33 | 0.33 | 0.33 | 0.33 |
| Min. Running Ground Clearance | mm | 195 | 200 | 200 | 200 |
| Location of Min. Running Ground Clearance | | Exhaust pipe | Exhaust pipe | Exhaust pipe | Exhaust pipe |
| Curb Weight | Front Min. - Max. (EC/ECE) kg | 1200 - 1230 | 1150 - 1180 | 1120 - 1150 | 1140 - 1170 |
| | Rear Min. - Max. (EC/ECE) kg | 900 - 980 | 815 - 900 | 765 - 845 | 820 - 900 |
| | Total Min. - Max. (EC/ECE) kg | 2100 - 2210 | 1965 - 2080 | 1885 - 1995 | 1960 - 2070 |
| Gross Vehicle Weight | kg | 2715 | 2575 | 2500 | 2575 |
| Cargo Space (with temp. spare tyre) | Rear Seat Standard Position L | 539 | 553 | 553 | 553 |
| | Rear Seat Folded L | 1612 | 1626 | 1626 | 1626 |
| Towing Capacity | With Brake kg | 2000 | 2000 | 1500 | 1500 |
| | Without Brake kg | 750 | 750 | 750 | 750 |
| Fuel Tank Capacity | L | 65 | 72 | 72 | 72 |

TECHNICAL SPECIFICATIONS

| ENGINE | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|----------------------------|--------------------------|-------------------------------|--|--|--|
| No. of Cyls. & Arrangement | | 6-cylinders, V type | 6-cylinders, V type | 4-cylinders, In-line type | 4-cylinders, In-line type |
| Valve Mechanism | | 24-Valve, DOHC, Dual VVT-i | 24-Valve, DOHC, VVT-iW (intake), VVT-i (exhaust) | 16-Valve, DOHC, VVT-iW (intake), VVT-i (exhaust) | 16-Valve, DOHC, VVT-iW (intake), VVT-i (exhaust) |
| Bore x Stroke | mm | 94.0 x 83.0 | 94.0 x 83.0 | 86.0 x 86.0 | 86.0 x 86.0 |
| Displacement | cm ³ | 3456 | 3456 | 1998 | 1998 |
| Compression Ratio | | 13.0 | 11.8 | 10.0 | 10.0 |
| Fuel Injection System | | EFI, D-4S | EFI, D-4S | EFI, D-4ST | EFI, D-4ST |
| Intake System | | Natural Aspiration | Natural Aspiration | Turbo Charged with Intercooler | Turbo Charged with Intercooler |
| Emission Certification | | EURO 6 | EURO 6 | EURO 6 | EURO 6 |
| Fuel Type | | Petrol | Petrol | Petrol | Petrol |
| Recommended Octane Rating | RON | 95 or more | 95 or more | 95 or more | 95 or more |
| Max. Output | EEC kW/rpm (ps/rpm) | 193/6000 (262/6000) | 221/6300 (300/6300) | 175/4800-5600 (238/4800-5600) | 175/4800-5600 (238/4800-5600) |
| Max. Torque | EEC Nm/rpm (kg-m/rpm) | 335/4600 (34.2/4600) | 370/4600-4700 (377/4600-4700) | 350/1650-4000 (35.7/1650-4000) | 350/1650-4000 (35.7/1650-4000) |
| Fuel Consumption | Urban L/100km | from 5.2 | 12.7 | 9.8 | 9.9 |
| | Extra Urban L/100km | from 5.2 | 6.9 | 6.6 | 6.7 |
| | Combined L/100km | from 5.2 | 9.0 | 7.8 | 7.9 |
| CO ₂ Emissions | Urban g/km | from 120 | 297 | 227 | 230 |
| | Extra Urban g/km | from 121 | 160 | 154 | 157 |
| | Combined g/km | from 120 | 210 | 181 | 184 |

| MOTOR GENERATOR | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|------------------------|-----------------|------------------------------------|-----------------------|------------------------|------------------------|
| Motor Type | Front & Rear | Permanent Magnet Synchronous Motor | - | - | - |
| Max. Output | Front kW (PS) | 123 (167) | - | - | - |
| | Rear kW (PS) | 50 (68) | - | - | - |
| Max. Torque | Front Nm (kg-m) | 335 (34.2) | - | - | - |
| | Rear Nm (kg-m) | 139 (14.2) | - | - | - |

| HYBRID BATTERY | | | | | |
|-------------------------|---|-------|---|---|---|
| Battery Type | | Ni-MH | - | - | - |
| Nominal Voltage | V | 288 | - | - | - |
| Number of Battery Cells | | 240 | - | - | - |
| System Voltage | V | 650 | - | - | - |

| TOTAL SYSTEM OUTPUT | | | | | |
|----------------------------|---------|-----------|---|---|---|
| Total Max. Output* | kW (PS) | 230 (313) | - | - | - |

*Combined total power of the engine and electric motor (using the battery) exhibited as a hybrid system. (In-house measured figures)

| PERFORMANCE | | | | | |
|--------------------|---------------------|-----|-----|-----|-----|
| Max. Speed | km/h | 200 | 200 | 200 | 200 |
| Acceleration | 0 to 100 km/h sec. | 7.7 | 8.2 | 9.2 | 9.5 |
| | 80 to 120 km/h sec. | 5.8 | - | 6.7 | 7.2 |

TECHNICAL SPECIFICATIONS

| CHASSIS | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|---------------------------------------|-----------------------------|--|--|--|--|
| Transmission | Type | CVT | Automatic | Automatic | Automatic |
| Layout | | AWD | AWD | FF | AWD |
| Transmission Gear Ratio | 1st | - | 5.250 | 3.300 | 3.300 |
| | 2nd | - | 3.028 | 1.900 | 1.900 |
| | 3rd | - | 1.950 | 1.420 | 1.420 |
| | 4th | - | 1.456 | 1.000 | 1.000 |
| | 5th | - | 1.220 | 0.713 | 0.713 |
| | 6th | - | 1.000 | 0.608 | 0.608 |
| | 7th | - | 0.808 | - | - |
| | 8th | - | 0.673 | - | - |
| | Forward | 3.137 | - | - | - |
| Reverse | - | 4.014 | 4.148 | 4.148 | |
| Motor Reduction Ratio | | 2.478 | - | - | - |
| Differential Gear Ratio (Front/ Rear) | | 3.137 / 6.859 | 3.329 / 2.277 | 4.398 / - | 4.398 / 2.277 |
| Brake Type | Front | Ventilated Disc Brake with Floating Caliper 2-cylinder |
| | Rear | Ventilated Disc Brake with Floating Caliper 1-cylinder |
| Brake Size | Front Diameter/Thickness mm | 328 / 34 | 328 / 34 | 328 / 34 | 328 / 34 |
| | Rear Diameter/Thickness mm | 338 / 18 | 338 / 18 | 338 / 18 | 338 / 18 |

| CHASSIS | | RX 450h AWD | RX 350 AWD | RX 200t 2WD | RX 200t AWD |
|--|---------------------------|---|---|---|---|
| Parking Brake Type of Control and Location | | Electrical Switch Type, Center Console |
| Suspension Type | Front | MacPherson Strut | MacPherson Strut | MacPherson Strut | MacPherson Strut |
| | Rear | Double Wishbone | Double Wishbone | Double Wishbone | Double Wishbone |
| Lock to Lock | | 2.7 | 2.7 | 2.7 | 2.7 |
| Min. Turning Radius | Curb to curb _m | 5.8 | 5.8 | 5.8 | 5.8 |
| | Wall to wall _m | 6.9 | 6.9 | 6.9 | 6.9 |
| Power Steering Type | | EPS | EPS | EPS | EPS |

USB STICK

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RX presskit, RX images, RX movies.







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