

THE NEW LEXUS UX

- New “Creative Urban Explorer” design
- The first Lexus built on the new GA–C global architecture platform
- Exceptional body rigidity and low centre of gravity underpin agile performance
- Available as self-charging hybrid UX 250h and petrol UX 200 (hybrid only for the UK market)

The details in this press kit refer to North American specification vehicles, as used for the UX Global Dynamic Press Launch. Descriptions and specifications may vary from those for the UK market versions of the UX, details of which will be announced later.

The new Lexus UX delivers Lexus’s innovative luxury and safety in a package that combines strong design elements and ultra-efficient new powertrains. For many customers, the UX will not just be their first Lexus, it will also be their first luxury vehicle.

The UX name is derived from the design team’s guiding concept and describes the vehicle’s mission: Urban + X-over (crossover).

“The Lexus UX is designed for the modern urban explorer seeking a fresh, contemporary and dynamic take on luxury driving,” said Chika Kako, Executive Vice President of Lexus International and Chief Engineer of the UX. “We designed the UX to appeal to buyers in their 30s who seek not only what is new and exciting, but also what is relevant to their lifestyles.”

Infused with dynamic attitude, the UX is engineered to deliver quick and engaging driving with a Lexus-smooth demeanour, making it a unique entry in the luxury compact crossover segment.

The UX is the first Lexus constructed using the new Global Architecture - Compact (GA-C) platform. A lightweight yet super-rigid structure, extremely low centre of gravity and refined suspension tuning endow it with exemplary handling agility and ride comfort, along with a distinctive driving personality.

“I wanted to overturn the image of a crossover with a high body that requires careful manoeuvring, and offer a car with nimble performance and excellent manoeuvrability that makes it as easy to drive as a saloon,” said Chief Engineer Kako.

According to market, the UX is available in two versions: the UX 250h with a fourth-generation self-charging hybrid powertrain featuring a new high-efficiency 2.0-litre, four-cylinder petrol engine engineered specifically for this platform, and the UX 200 in which the 2.0-litre petrol

engine is coupled with a new Direct-Shift continuously variable transmission (CVT). In the UK the UX will only be available in self-charging hybrid form.

EUROPE – A KEY MARKET FOR THE NEW LEXUS UX

The European market offers great potential for the new Lexus UX, a region in which customers are increasingly looking for premium quality alternatives to conventional saloons, wagons and hatchbacks that better suit modern lifestyles. Although this has led to a wealth of choice in the growing compact crossover/SUV segment, the UX stands apart from the competition as more distinctive, stylish player with strong dynamic appeal and the unique benefit of Lexus's clean and efficient self-charging hybrid technology.

In essence the UX is a new genre of crossover, an "urban explorer" that offers a new take on what luxury means for today's motorists. Alongside the well-established CT hatchback, it will take its place as a gateway model for Lexus and will play a key role in helping the company achieve its target of 100,000 annual sales in Europe* by 2020. Its self-charging hybrid technology has growing appeal, as the market moves away from diesel power to embrace alternative, electrified powertrains.

The UX will have broad appeal in Europe, particularly for customers with young families who want the flexibility of a crossover, but also a car that's as agile to drive around town as a hatchback. In this regard the UX will be the ideal partner for day-to-day travelling as well as journeys to discover new places and enjoy new experiences. At the same time, the UX will be a prime choice for downsizing households where the children have grown up, and for couples whose travel often mixes business with leisure.

As Lexus's first compact crossover, the UX joins its larger NX and RX stablemates to complete a powerful European SUV and crossover range that fully expresses the pillars on which the brand has been transformed: brave design, exhilarating performance, imaginative technology and *takumi* superior craftsmanship.

**Lexus Europe sales include the European Union countries, Norway, Iceland and Switzerland, as well as the following Eastern markets: Russia, Ukraine, Kazakhstan, Caucasus region, Turkey and Israel.*

EXTERIOR DESIGN AND AERODYNAMICS

Lexus designers created an overall design theme that combines strength with refinement, and is stylish yet functional.

The spindle grille, though sharing its basic shape with other Lexus models, is unique to the UX. It features a new mesh pattern with individual elements that gradually change in shape

as they radiate out from the central Lexus emblem. The grille has an intriguing three-dimensional appearance that appears to change with the viewing angle.

The headlamp design completes the UX's face, giving it a determined, confident gaze. Daytime running lights are arranged in an arrowhead motif above the headlights, emphasizing the Lexus L-shaped lighting signature. These appear like brows above the standard single-projector dual-beam LED headlights, or the optional ultra-small triple-projector LED units.

The vehicle's basic form flows out from the lines of the spindle grille to envelop the cabin. Crisp, prominent, sculpted surfaces and dramatically flared front and rear wings express strength, while an aerodynamic profile, large wheels pushed to the corners and a bold front fascia create an agile stance.

The wheel arch mouldings, which protect the body from gravel thrown up by the tyres, are designed with edges that manage airflow contributing to the vehicle's stability.

A similar contribution is made by the rear combination lamps. The Aero Stabilising Blade Lights begin at the top of the rear wings and span the rear of the vehicle. By guiding airflow around the rear of the car, this also reduces turbulence and lift, contributing to vehicle stability when cornering and driving in crosswinds.

The full-width lights project a distinctive night-time signature, formed by a sequence of 120 LEDs that tapers towards the centre, measuring just 3mm thick at its narrowest point. A wing-type spoiler at the rear edge of the roof and a flat underbody, further contribute to vehicle quietness and fuel efficiency.

Takumi craftsmen worked with design and engineering colleagues to refine all the exterior surfaces. Their work was crucial to refining surfaces to hundredths of a millimetre, pushing the boundaries for what could be produced in the body-stamping presses.

The standard five-spoke 17 x 6.5-inch aluminium alloy aero-ventilating wheels feature Gurney flaps along the spoke edges to reduce wind resistance and increase airflow to cool the disc brakes. The design pulls air from the inside of the wheel, while the airflow on the outer side of the vehicle is regulated to follow the wheels' surface. The aero wheels are available in a choice of silver metallic and dark grey metallic colours. The UX also offers (non-aero) 18-inch aluminium wheel designs, including exclusive F Sport-specific rims.

COLOURS AS UNIQUE AS THE UX

The Lexus UX is offered in 13 exterior colours, including three developed exclusively for the UX.

Blazing Carnelian creates vividness and a sense of depth using a multi-layer painting process that combines a red colour base layer with a yellow interference mica layer.

Terrane Khaki offers a strong contrast between bright highlights and dark, calm shades. The mica particles have been enlarged as much as possible without creating colour unevenness, achieving high brilliance while expressing toughness.

Celestial Blue creates a solid blue colour with glass flakes that sparkle in sunlight.

INTERIOR DESIGN: A NEW KIND OF LEXUS LUXURY

Lexus designed the UX cabin to evoke the feel of a dynamic luxury saloon, but with the higher seating position and versatility customers seek in a crossover. The materials and workmanship are pure Lexus, combining Japanese traditions in craftsmanship and hospitality with innovative production techniques.

At the same time, the interior design conveys a sense of security. For example, the form of the interior door shoulders evokes a robust frame and a secure feeling inside the vehicle.

Inspired by a traditional Japanese concept that blurs the boundary between a home's exterior and interior, designers created a feeling of seamless continuity inside the UX. From the driver's seat, the upper section of the instrument panel appears to extend out beyond the windscreen into the wings. This gives the driver an excellent field of vision and a clear sense of the vehicle's dimensions and tyre placement. When viewed from outside the vehicle, the bonnet appears to connect directly to the instrument panel through the windscreen.

Getting in and out of the UX is made easier through optimal placing of the hip-point and shaping of the seat cushion. The human-centred approach is clear to see in the instrument panel's low, unobtrusive design and slim A-pillar mouldings, which are shaped to improve visibility. Even with a higher seating position than a standard passenger car, the reduction in distance between the hip and heel points gives the driver a feeling of being closer to the road than in a conventional SUV.

Typical of Lexus, the UX offers a quiet driving experience, thanks to the high-strength structure and optimal placement of specially designed sound-absorbing and insulating materials throughout the body. Also, true to Lexus's scrupulous attention to detail, engineers

traced noises to their sources to keep them out of the cabin. Even the sound of water being thrown by the tyres is reduced.

“SEAT-IN-CONTROL” CONCEPT

The UX makes the driver feel more in touch with the road thanks to a “seat-in-control” concept. Critical vehicle functions are grouped around the driver’s side of the cabin, and the seatback shape allows the driver to operate them while maintaining a comfortable, natural posture. Thanks to the UX’s “seat-in-control” concept, critical controls are grouped around the driver’s seat; furthermore, the shape of the driver’s seatback means they can be operated comfortably, without stretching or leaning out of position.

There are six-way manual or eight-way power adjustable front seats, the latter with adjustable lumbar support for the driver. Front seat cushions use springs and foam specially designed to gently envelop occupants and disperse pressure under the thighs.

Lexus luxury extends throughout the UX cabin. For example, the three-spoke steering wheel and analogue clock come from the Lexus LS, and the Lexus Climate Concierge automatically co-ordinates heating and cooling airflow with the heating and ventilation functions in the seats to optimise interior temperature comfort. Renowned Lexus attention to detail is also evident in a headliner design that eliminates distracting shadows at the top of the windscreen.

LUXURIOUS NEW FINISHES

From its inception, Lexus has drawn on Japanese traditions in craftsmanship and hospitality to infuse its vehicles with a sense of contemporary luxury. Lexus adapted this approach to the UX to appeal especially to younger customers experiencing their first luxury vehicle.

Chief Engineer Kako drew on her extensive experience in materials development and time spent working in Europe to help define the UX interior’s appearance and quality. The result is an uncluttered “less is more” approach that makes the UX feel more inviting and accessible.

“When it comes to determining whether an interior is good or bad, controlling the overall balance between the continuity, unity and contrast is more important than the relative specifications of individual components,” she said.

One example is an optional leather upholstery finish inspired by *sashiko*, a Japanese stitching technique that is also used in the making of judo and kendo martial arts uniforms. It’s

combined with a “calculated art” perforation pattern on the lower part of the seat that is derived from mathematical curves and gradations, all in perfect alignment.

The Lexus UX offers a wide choice of interior colour combinations, each of which conveys a specific mood and accentuates the premium design. The seating is available in fabric, leather or a combination of fabric and leather-like Tahara. The standard models offer a choice of five colours, including Cobalt, Black, White Ash, Rich Cream and Ochre. In addition to Black, the F Sport also offers exclusive Flare Red and White seat colours.

The sweeping instrument panel and cabin trim are offered in two different grain patterns and four colours. In a Lexus first, the UX is available with a new trim finish inspired by Japanese paper, known as *washi*. It’s used for the screens in traditional Japanese homes and evokes a calm and warm feeling. A leather-like grain finish, as featured in the Lexus LC coupe and LS saloon, is also available.

INTUITIVE CONTROLS AND CLEAR DISPLAYS

The UX instrument panel design combines Lexus traits and intuitive technology. A seven-inch TFT LCD display meter digitally creates realistic, analogue gauges in a three-dimensional space.

A head-up display, available on higher grade versions, underscores the car’s high-tech feel while putting vital vehicle information in the driver’s line of sight. The large colour display projects the information to a virtual “screen” 2.5m in front of the driver, making it easier to focus on the display as well as objects on the road ahead. The bright, high-contrast display is easy to see in daylight and in snowy conditions.

The Lexus Remote Touch Interface (RTI) is designed to feel as familiar to use as a smartphone and provides haptic feedback to the user. Its operation is design to mimic common phone gesture controls, such as double tapping and flicking. Its frameless design eliminates edges and a special coating allows the user’s fingers to slide smoothly over the surface, without leaving fingerprints. The touchpad can also recognise block capital (Roman alphabet) letters when a search name is entered. Vibration on the touchpad surface (the haptic response) indicates when the cursor is moved, making it easier to align the cursor with the desired function icon.

A switch at the base of the touchpad can call up an operation screen with related functions, such as air conditioning and navigation, enabling easier access without having to click through menus. In a touch of high-tech elegance, the Lexus logo on the pad surface is backlit at night.

IMAGINATIVE TECHNOLOGY

Lexus designers have created a refined cabin atmosphere, for instance with subtle, integrated LED cabin lighting. White LEDs illuminate the front foot wells, glovebox, and console switches and are featured in the dome light, map lights and cargo area light.

The air vents have a new single-knob control for both airflow direction and volume. By combining the two functions in a single control, the vents could be made larger, improving airflow while reducing noise. On higher grade models, the vents are illuminated by a distinctive LED light source. This is wirelessly powered by the electromagnetic resonance of two adjacent coils vibrating at the same frequency. Using the same design principle as the Lexus LC's rear combination lamps, the vent control LEDs use mirror optics to create the effect of floating lighting depth, even though the light element is just 3mm thick.

VERSATILITY THROUGH THOUGHTFUL PACKAGING

The UX package makes urban exploring easier. A 2,640mm wheelbase contributes to a smooth, stable ride and cabin roominess. The 4,495mm length and best-in-segment 5.2m kerb-to-kerb turning radius help make it easy to manoeuvre and park.

Several design measures make getting in and out easier, including optimal placing of the hip-point, a cut-off profile for the rocker panel below the doors and the shape of the seat cushions. For interior storage, the UX has the largest console box in its class. A power-operated tailgate with hands-free function is available and solid aluminium roof rails allow for the installation of a variety of accessory carriers.

Depending on model configuration, tyres and markets, the UX is equipped with a repair kit, run-flat tires or a spare tyre. The new, second generation run-flat tyres are quieter and more comfortable and they allow the vehicle to be driven with a flat tyre at speeds up to 50mph, for up to 99 miles.

IMMERSIVE TECHNOLOGY AT YOUR FINGERTIPS

The UX offers the latest in Lexus's multimedia and navigation technology. A seven-inch EMV (Electro Multi Vision) display is standard, while a 10.25-inch version is used when the Lexus Navigation system is specified.

The standard Lexus Premium Sound System can play back the highest-resolution digital audio formats (WAV, FLAC, ALAC, and OGG Orbis) from a USB device, conveying more musical data than a CD. Dual rear-seat USB ports allow passengers to use and recharge their smartphones or tablets.

The standard six-speaker system and eight-speaker upgrade system use bamboo charcoal speaker diaphragms to reduce mass and deliver natural-sounding voices and improved mid-range sound. Both systems create a more lifelike soundstage by using tweeters mounted at the sides of the instrument panel and reflecting sound off the windscreen. The eight-speaker system adds a centre-dash tweeter, a subwoofer mounted in the luggage area and a more powerful amplifier.

A Mark Levinson Premium Surround Sound System – a segment exclusive – uses a 13-speaker array, low-distortion 668W Class D eight-channel amplifier, Quantum Logic Surround Sound and ClariFi™ 2.0 technology to deliver an immersive, concert-like sound experience.

A SOLID STRUCTURE TO BUILD ON

Lexus has instilled the UX with handling agility and smooth, quiet ride comfort that urban customers will find pleasing. Key to achieving this balance is the car's high-strength GA-C global architecture platform. Extensive use of high-tensile steel, high-strength adhesives and laser screw welding results in a highly rigid structure, an essential foundation for achieving dynamic handling and luxurious ride comfort.

Using aluminium for the side doors, wings and bonnet, and composite materials for the tailgate, helps give the UX the lowest centre of gravity of any vehicle in its class (594mm). As a result, it delivers a secure, agile feeling normally associated with lower-set hatches. A ring structure around the hatch opening and behind the rear seats increases torsional rigidity to enhance crash performance, improve handling and reduce noise and vibration.

The MacPherson strut front suspension and multilink rear suspension with trailing arms, both mounted on subframes, are tuned to deliver a combination of agility and comfort over well-worn urban street surfaces. Refined details such as the quality of the damper oil, oil seals and friction control in the shock absorbers make a significant and positive impact on ride quality.

An upper strut brace increases the torsional rigidity of the engine bay, while the steering rack bolts directly to the subframe without rubber bushings, giving improved steering feel.

Active Cornering Assist (ACA), a function integrated with Vehicle Stability Control (VSC), helps the vehicle trace the driver's desired line through a turn by applying a degree of brake

control on the inside wheels, suppressing any tendency to understeer. As a result, the UX drives through corners with precision while maintaining stability.

A SUSPENSION THAT ADAPTS TO YOUR NEEDS

The latest version of Lexus Adaptive Variable Suspension (AVS), which debuted on the flagship LC coupe, is available for the UX F Sport. This system decreases body roll when cornering and enhances ride comfort over bumpy urban streets. AVS uses linear control solenoids to vary the amounts of shock fluid to bypass the shock absorber's piston assembly. Thus, the system can vary suspension damping through 650 levels, making its operation indiscernible to the vehicle occupants.

Based on signal inputs from the steering, yaw rate and linear G sensors, AVS continually adjusts damping force to minimise body roll when cornering, while maintaining optimum tyre contact with the road and ride comfort on all surfaces. Damping force is reduced at low speeds and increased at high speeds. Integrated functions including Roll Posture Control, Anti-pitch Control, Repercussion Control and Roughness Sensing Control adapt AVS performance to all road surfaces and driving dynamics.

The driver can set damping performance using the Drive Select controller. When Eco, Normal or Sport S mode is selected, or when Custom mode is selected with the chassis setting in NORMAL, the damping force remains unchanged to maintain an optimal balance of ride comfort, steering response and a flat ride.

By selecting Sport S+, or Custom mode with the chassis setting in SPORT, the damping force control mode switches to firmer dampers settings to provide the most dynamic driving feel.

In addition, using Pre-Collision System Cooperative Control, AVS can instantly increase damping force to limit vehicle pitch and roll when the driving support computer judges that there is a possibility of rapid driver input to avoid a collision. VSC Cooperative Control applies appropriate damping in response to vehicle side-skid and changes in the road surface friction, helping to maintain the effectiveness of VSC.

SHARP STEERING AND MULTIPLE WHEEL OPTIONS

An electric power steering system with a new, compact and highly rigid column assist motor delivers handling with crisp, immediate response to driver inputs, and provides excellent steering feel.

A new electric tilt and telescopic steering column is available for UX models equipped with power-adjustable front seats. In addition, on models with a memory function, ingress and egress are made easier with auto away/auto return controls linked to the driver's seat belt and the engine start-stop switch or hybrid power switch. Using the switch, the tilt and telescopic motors can move the steering wheel up or down and forward or back through a 40mm range.

Standard 17 x 6.5-inch alloy aero ventilating wheels feature 215/60R17 tyres, while the optional 18-inch alloy wheels are fitted with 225/50RF18 95V run-flat tyres. F Sport models are available with performance summer tyres.

UX 250h: NEW-GENERATION LEXUS HYBRID DRIVE

The UX 250h is equipped with a new generation Lexus Hybrid Drive powertrain. With 176bhp total system output, it combines high fuel efficiency with a very smooth, natural and responsive driving experience.

The UX's new 2.0-litre in-line four-cylinder engine is one of the most efficient engines in its class, thanks to its use of revolutionary laser-clad intake valve seats with an all-new intake port profile; a high compression ratio (13:1); D4-S fuel injection combining direct and secondary port injectors to achieve high-speed combustion. VVT-iE intelligent variable valve-timing with an electric actuator on the intake side also improves driveability while reducing emissions.

A continuously variable capacity oil pump and a variable cooling system with an electric water pump contribute to ultra-low internal friction, further optimising engine performance and fuel efficiency. The system also ensures quicker cabin heating on cold days and quicker cool-down when the air conditioner is used.

Exhaust heat recirculation enables quick engine warm-up to reduce emissions, while a gasoline particulate filter provides high-efficiency particulate material removal to conform to EURO6d PN (particulate number) regulations.

The UX's hybrid system couples this new engine with two electric motor generators in a new generation hybrid transaxle that is more compact, lighter and has less internal friction than previous Lexus hybrid systems. The Power Control Unit (PCU) is more powerful yet is 20 per cent smaller and 10 per cent lighter.

Optimising the level of electric motor assistance and engine rpm produces a linear acceleration feel without the engine running at high revs. Engine speed is synchronised with vehicle speed to create an immediate and continuous acceleration feel.

The new transaxle mounts the electric motor generators (MG1 and MG2) coaxially rather than in-line. The resulting smaller and lighter package reduces frictional losses by 25 per cent. In addition, MG2 is now a higher speed motor, yielding better performance and efficiency.

The Sequential Shiftmatic feature delivers responsive engine braking force in six steps with a shift feel similar to a manual transmission, using steering wheel shift paddles the S position on the shift lever.

The speed at which the hybrid system can shut off the petrol engine, such as when driving on long downward slopes, has been raised to 71 mph.

The new, compact and lightweight nickel metal-hydride (NiMH) battery and compact cooling system are located below the rear seat, which supports the vehicle's low centre of gravity.

E-FOUR ALL WHEEL DRIVE

The UX 250h is available with either front-wheel drive or E-Four electric all-wheel drive.

The E-Four all-wheel drive system uses a separate, dedicated electric motor generator integrated into the rear differential. Power distribution between the front and rear axles is automatically optimised by the Vehicle Stability Control (VSC) system when accelerating, cornering, or driving on slippery surfaces. E-Four provides stable driving on uphill slopes or snow-covered roads with lower fuel consumption than a conventional all-wheel drive system with a power split device and driveshaft. E-Four does more than assist traction in slippery conditions: it can also actively improve stability by adjusting rear-wheel power to help correct over or understeer.

LEXUS DRIVE MODE SELECT

The UX 250h Hybrid is equipped with Lexus Drive Mode Select, which allows the driver to tailor the driving experience by selecting from three different drive modes.

Normal mode provides an optimal balance between driving performance and fuel efficiency; ECO mode maximises fuel savings across all driving conditions by smoothing the throttle response, and by moderating air conditioning operation; Sport Mode delivers quicker throttle response and increased power steering feel.

In F SPORT models equipped with AVS, five different driving modes are available: normal, ECO, Sport S, Sport S+, and custom.

SAFETY TECHNOLOGY AND DRIVER ASSIST

UX models are all equipped with eight airbags: driver and front passenger airbags; driver and front passenger knee airbags; driver and front passenger seat-mounted side impact airbags and front to rear side curtain airbags.

The Lexus Safety System+ includes All-Speed Dynamic Radar Cruise Control, Pre-Collision System (PCS) with Pedestrian Detection, Lane Keep Assist with Lane Departure Alert and Steering Assist, Road Sign Assist (RSA), Adaptive High-beam System (AHS) and Intelligent High-Beam headlamps/Automatic High Beam (AHB).

The Pre-Collision System is coupled with the Dynamic Radar Cruise Control. The system can operate at speeds relative to a vehicle ahead that of between seven and 110mph. Dynamic Radar Cruise Control with Road Sign Assist can quickly reset the vehicle speed setting in line with speed limit information recognised by the RSA.

PCS uses camera-based detection to recognise pedestrians in low light, and its radar capability has been extended to enable detection of cyclists during the day.

The UX is capable of low-speed following, including in stop-go traffic, up to speeds of about 18mph. Thus, the UX driver enjoys more relaxed driving in situations that can be stressful and tiring, while also gaining a measure of safety.

Lane Tracing Assist uses the electric power steering motor to help the driver keep the vehicle centred in its lane. Lane Departure Alert detects not only white traffic lanes, but also the sides of the road. Dynamic Radar Cruise Control with Road Sign Assist (RSA) can quickly reset the vehicle speed setting in accordance with the speed limit information recognised by RSA.

Other safety systems available on the UX include Parking Support Alert, which can detect vehicles crossing from either side and static vehicles ahead or behind when parking, covering a wider range of scenarios than clearance sonars and rear cross traffic systems. Real-time images from a digital camera are presented on the car's centre display and the warning beeps are used to alert the driver to potential risks.

Connected to this, a Parking Support Brake system adds active drive force (throttle) and braking control to the audible and visual warnings to reduce the possibility of contact with moving objects ahead or behind the UX when parking.

UX F SPORT

The F Sport specification includes an exclusive grille design featuring a mesh pattern created by individual L-shaped pieces. The front bumper features large fog lamp bezels with L-shaped chrome mouldings and the same mesh pattern as the grille. A revised rear bumper and jet-black trim on the front and rear mouldings complete the look.

Two of the 13 exterior colours, F Sport White and Sapphire Blue, are exclusive to the F Sport grade.

Exclusive interior features include front sports seats made with an integrated-foaming technique that was first developed for Lexus F performance models, which helps the seats hold the occupant's body more snugly. With this process, the upholstery is set into a mould which is then filled with foam to complete the seat in a single process. The special eight-way power-adjustable F Sport front seats feature lumbar adjustment, as well as manual forward/backward adjustment for the headrests.

The F Sport features a larger, eight-inch TFT display. Also, the movable meter ring, which originated in the Lexus LFA supercar and is also featured in the LC coupe, allows the driver to change the content displayed with ease. Pushing a switch on the steering wheel moves the ring to the right and enlarges the multi-information display.

A leather-covered F Sport steering wheel, leather-trimmed shift knob, aluminium footrest and aluminium pedals are also part of the package.

The UX F Sport can be equipped with a specially tailored version of the high-response Adaptive Variable Suspension (AVS) system that debuted on the Lexus LC and LS flagship models. The system increases damping force to minimise roll when cornering or changing lanes and reduces damping force in straight line driving to preserve ride quality.

Exclusive F Sport suspension tuning includes specific springs and anti-roll bars, plus rear performance dampers for a more refined ride. The 18-inch, five twin-spoke aluminium alloy wheels, unique to the F Sport, are even more rigid than the standard UX wheels, contributing to responsiveness and handling agility.

The driving experience can be further enhanced with Active Sound Control (ASC), which generates the aural effect of up and down-shifts like those of a geared automatic transmission. An additional Sonic Interaction Design (SID) function adjusts the sound the vehicle makes when driving in Sport S+ mode (S+ Sound).

UX TECHNICAL SPECIFICATIONS

Major Dimensions & Vehicle Weights			UX 250h FWD	UX 250h E-Four
Overall	Length	mm	4,495	
	Width (without mirrors)	mm	1,840	
	Height* ¹	mm	1,520* ² – 1,540* ³	
Wheelbase		mm	2,640	
Track	Front	mm	1,560* ⁴ – 1,550* ⁵	
	Rear	mm	1,560* ⁴ – 1,550* ⁵	
Effective Head Clearance	Front	mm	65	
	Rear	mm	55	
Effective Leg Room	Front	mm	1,068	
	Rear	mm	841.5	
Shoulder Room	Front	mm	1,398.4	
	Rear	mm	1,344	
Hip Room	Front	mm	1,367.6	
	Rear	mm	1,329.2	
Interior	Length	mm	1,830	
	Width	mm	1,518	
	Height	mm	1,170.9 – 1,145.8* ⁶	
Couple Distance	Front to Rear	mm	870	
Seating Capacity		person	5	
Overhang	Front	mm	970	
	Rear	mm	885	
Coefficient of Drag		Cd	0.33	
Min. Running Ground Clearance (Kerb Weight)		mm	160	
Location of Min. Running Ground Clearance			Engine undercover	
Angle of Approach		deg	14	
Angle of Departure		deg	25	
Ramp Break Over Angle		deg	17	
Kerb Weight	Front	Min. - Max.	925 - 955	930 - 960
	Rear		615 - 665	670 - 720

	Total	(EC/ ECE) kg	1,540 – 1,620	1,600 – 1,680
Gross Vehicle Weight		kg	2,110	2,110
Towing Capacity	Braked	kg	750	750
	Unbraked	kg	750	750
Fuel Tank Capacity	Capacity	l	43	
Engine			UX 250h FWD	UX 250h E-Four
No. of Cylinders. & Arrangement			4-cylinders, Inline type	
Valve Mechanism			16-Valve, DOHC, VVT-iE (intake), VVT-i (exhaust)	
Bore x Stroke		mm	80.5 x 97.6	
Displacement		cm ³	1,987	
Compression Ratio			14.0 : 1	
Fuel Injection System			EFI, D-4S	
Intake System			Natural Aspiration	
Emission Certification			EURO6d, EURO6	
Fuel Type			Petrol	
Recommended Octane Rating		RON	95 or higher	
Max. Output (EEC)	kW @ rpm (bhp @ rpm)		107 @ 6,000 (144 @ 6,000) *Target	
Max. Torque (EEC)	Nm @ rpm (kg-m @ rpm)		180/4,400 (18.4/4,400) *Target	
Fuel Consumption	TARGET figures	mpg	68.9* ⁴ , 65.7* ^{5, 14}	62.8* ⁴ , 58.9* ^{5, 14}
CO ₂ Emissions	for combined cycle (correlated NEDC)	g/km	96* ⁴ , 102* ⁵ , 103* ¹⁰	106* ⁴ , 113* ⁵ , 114* ¹⁰
Motor Generator			UX 250h FWD	UX 250h E-Four
Motor Type	Front		Permanent magnet motor	
Max. Output	Front	kW (bhp)	80 (108)	80 (108)
Max. Torque	Front	Nm (kg-m)	202 (20.6)	202 (20.6)
Battery Type			Ni-MH	Ni-MH
Nominal Voltage		V	216	216

Number of Battery Cells			180	180	
Total Max. Output* ⁷			kW (bhp)	130 (176)	130 (176)
Chassis			UX 250h FWD	UX 250h E-Four	
Transmission	Type		Electronic continuously variable transmission		
Layout			FF	AWD (E-Four)	
Motor Reduction Ratio			3.062	3.062	
Differential Gear Ratio (Front / Rear)			3.605 / -	3.605 / 10.487	
Brake Type	Front		Ventilated Disc		
	Rear		Solid Disc		
Brake Size	Front	Diameter/ Thickness	mm	305 / 28	
	Rear			281 / 12	
Parking Brake Type of Control and Location			Electrical Switch Type, Instrument Panel		
Suspension Type	Front		MacPherson Strut		
	Rear		Trailing Wishbone		
Lock to Lock			2.76		
Min. Turning Radius	Kerb to kerb		m	5.2	
	Wall to wall		m	5.6	
Power Steering Type			EPS		

*1: Unladen vehicles

*2: With roof rail / Without shark fin antenna

*3: With shark fin antenna

*4: Vehicles with 215/60R17 tyres

*5: Vehicles with 225/50RF18 tyres

*6: With sunroof

*7: The combined total power of the engine and electric motor (using the battery) exhibited as a hybrid system. (in-house measured figures)

*8: In-house measured figures

*9: 2nd to 10th

*10: Vehicles with 225/50RF18 tires (F Sport grade)

Ref:180903M