

THE LEXUS NX 300h

INTRODUCTION

The NX mid-size SUV quickly established itself as a key player in the Lexus range, and has accounted for more than 30 per cent of Lexus European sales since its launch in 2014. It has been successfully attracting customers – many of them new to the brand – with its combination of luxury, cool and contemporary design, intelligent packaging and enjoyable driving dynamics. Its sales success has been further supported by its smooth and efficient self-charging hybrid electric powertrain and a choice of front and all-wheel drive options.

Its performance has been stronger than even Lexus anticipated, breaking sales forecasts in all the world markets where it is available, including Europe and the UK. To build on that momentum and maintain the NX's strong appeal, Lexus initiated a package of revisions and improvements, covering exterior and interior styling, safety, driving dynamics and equipment features. The revised NX made its European debut at the 2017 Frankfurt International Motor Show (IAA).

Exterior styling refinements

The design essence of the NX has been preserved but given stronger visual impact with a new-look spindle grille, reshaped front bumper and LED headlamp units with sequential LED turn indicators. At the rear, there are adjustments to the form and finish of the lower rear bumper and new lamp clusters. New alloy wheel designs have also been produced.

Interior: an authentic driver's environment with added convenience

The NX's cabin has a sportier and more luxurious feel, while a reappraisal of some of the equipment features, including larger multimedia displays and a revised air conditioning control panel, delivers improved ease of use and a smarter appearance. There is a wide range of interior upholstery colour and trim options, including Lexus's Tahara, a durable and supple alternative to leather that does not use animal products.

Lexus Safety System+

Lexus Safety System+ is provided as standard equipment across the range, in line with Lexus's commitment to making useful advanced technologies accessible to as many customers as possible.

Lexus Safety System+ includes a Pre-Collision System, Adaptive Cruise Control, Automatic High Beam/Adaptive High-beam System, Lane Keep Assist with Sway Warning and Traffic Sign Recognition. Intelligent Parking Sensors are also available. More information can be found in the separate Lexus Safety System+ chapter.

For the 2021 model year, Intelligent Parking Sensors were added to the NX entry level model specification, making them standard across the range. A Blind Spot Monitor and Rear Cross Traffic Alert were made standard on the F Sport model.

Front-wheel Drive Option

In spring 2020, the entry-level NX was made available with the option of 17-inch wheels and front-wheel drive. This model's lower CO₂ emissions (161g/km) attracted lower Vehicle Excise Duty and a lower benefit-in-kind rating for company car tax.

DESIGN AND PACKAGING

- Muscular and edgy exterior design demonstrating a strong SUV character
- Bold yet luxurious interior design with driver-focused cockpit
- Ample interior space, combining SUV functionality with Lexus luxury and comfort

EXTERIOR

The NX combines a low roofline with a strong, cab-forward silhouette. Powerfully flared front and rear wings are fused to a diamond-shaped body, with defining lines generated from the spindle grille.

These fundamental elements have been preserved in the revised NX, but changes have been made to amplify the qualities that have helped make the vehicle so popular with customers. Most notably the design of the spindle grille is more closely aligned with other Lexus SUVs – the RX and (non-UK) LX with a series of horizontal bars that extend down to the grille's lower edge. Those below the central pinch-point in the spindle are spaced wider apart, which emphasises the car's width and adds visual strength to its frontal styling. This effect is heightened by the addition of new, deeply recessed and angled lateral air intakes.

Internal changes to the LED headlamps accommodate the Automatic High Beam or Adaptive High-beam System that are part of the NX's Lexus Safety System+ package.

The upper part of the front bumper is shaped so that its line blends with the styling of the bonnet and front doors, resulting in an overall sleek shape with improved aerodynamics. The side profile is accentuated by a roofline which falls towards the back of the vehicle. The flared wheel arches, housing 18-inch wheels, give the car a crouching, muscular stance.

Echoing the spindle grille design of the front, the rear of the NX features L-shaped combination lamps with seamless LED lighting.

Aerodynamics

The NX achieves an ideal balance of aerodynamics and design, having a 0.32Cd coefficient of drag. Using a rear spoiler creates a smooth airflow from the back of the vehicle, helped by the trailing edge of the fin being given a slightly upturned lip.

Lights and lamps

Low energy consumption LED lights play a central role in defining the NX's design. Each headlamp cluster has up to six high-brightness LEDs, including three L-shape low beam lamps. There are 23 LEDs in the daytime running lights and another 16 in each sequential turn indicator.

The entry-level NX has single bi-LED units with Automatic High Beam function; F Sport and Takumi grade versions have a design that follows the ultra-compact triple LED arrangement first seen in the Lexus LC flagship coupe, with the Adaptive High-beam system.

F Sport and Takumi models feature adaptive low-speed cornering LED fog lights: when the turn indicators are operated, two LED lamps automatically adjust to give better illumination of the bend or junction ahead.

The NX has a unique rear lamp signature, an uninterrupted flow of light crossing seamlessly from the tailgate to the body.

Wheel designs

The NX has three 18-inch alloy wheel designs: 10-spoke silver for the entry-level NX and different dark and machined finish rims for the F Sport and Takumi. A 17-inch alloy wheel is available as an option, with front-wheel drive, for the entry-level NX.

Interior

In the cabin, the cockpit is designed to help keep the driver alert and comfortable, supported by HMI technology that minimises distraction by making switches and controls fast and simple to use.

The centre console has a prominent silver frame that's embedded in the instrument panel and flanked by contrasting soft and supportive leather kneepads. The Takumi grade model features Shimamoku or bamboo wood inserts, while carbon fibre-look and aluminium trims are used in the F Sport and F Sport Takumi Pack versions respectively.

The NX provides ample room for everyone, with best-in-segment space in critical areas. The high roofline gives exceptional head clearance and rear knee-room is even greater than in some larger SUV models.

Luggage space is generous and practical, wide enough for golf bags to be stowed sideways. The load capacity (VDA measurement) is 475 litres. Ease of loading is further improved with a power tailgate on the new NX (F Sport grade and above). A close-and-lock button next to the tailgate grab handle automatically closes the tailgate and locks the vehicle.

Meters and switches

Attention has been paid to improving the appearance and ergonomic quality of the new NX's switchgear and controls.

The climate control panel in the centre console has been rationalised with several of the buttons being replaced by a series of four toggle switches, finished with a tactile pattern of small, metallic Lexus "L" motifs.

The NX's instrumentation includes a hybrid system indicator which shows power output and regeneration in real time, with the dial switching automatically to a tachometer when Sport drive mode is selected. An Eco Driving Indicator supports environmentally efficient driving, by showing the range of acceleration for Eco driving and the status of acceleration in real

time.

The 4.2-inch TFT LCD full-colour multi-information display is centrally positioned in the instrument cluster, with ambient illumination linked to the Drive Mode Select switch, changing colour for each mode. There are also electrostatic touch switches in the headlining to operate the interior lights.

A welcoming light sequence is all part of the attention to detail: when you approach the NX (F Sport and Takumi models) carrying the key, the door handles are automatically illuminated, along with the Remote Touch Interface inside the car.

ON-BOARD TECHNOLOGY

- Wireless charging tray increased in size to accommodate new-generation smartphones
- 360-degree Panoramic View Monitor
- 6.2-inch head-up display, seamlessly integrated into the instrument panel
- Improved Remote Touch Interface with touchpad
- Mark Levinson Surround Sound system with ClariFi™

The Lexus NX has many technology features that make life on board easier, better informed and more enjoyable.

NX owners can recharge their smartphones and other compatible items simply by placing them in a dedicated charging tray located handily between the front seats, with no need for a cable connection. The tray has been made larger, so that new-generation handsets can be accommodated. It is a standard feature on F Sport and Takumi grades.

To improve connectivity, the USB ports are located in a convenient central position and have a high amperage so that devices can be charged more quickly. Smartphones can be wirelessly integrated with the car's multimedia system via Apple CarPlay or Android Auto, and useful connected services can be accessed using Lexus Link – which also offers the option of in-car WiFi.

A 360-degree Panoramic View Monitor is standard on the NX Takumi, helping the driver gain an all-round view of the vehicle when making low-speed manoeuvres or when driving off-road at slow pace. The monitor lets the driver see obstacles that would remain concealed in blind

spots when using conventional front and rear-view cameras; it also works in conjunction with the NX's parking assist system and Rear Cross Traffic Alert.

F Sport Takumi Pack and Takumi grade models are fitted with a 6.2-inch head-up display, integrated seamlessly into the top of the dashboard. This projects a range of information onto the bottom part of the windscreen, including vehicle speed, engine rpm, navigation guidance and audio settings. The NX also benefits from the improved Lexus Remote Touch Interface touchpad (included with the 12.3-inch Lexus Navigation), a design first introduced in the LC and LS flagship coupe and saloon models. The pad surface has been made larger so that it is easier to use, and the palm rest has been reprofiled so that it provides better wrist support.

Two audio systems are available: a 10-speaker Pioneer Premium sound system and a 14-speaker Mark Levinson Surround Sound system, supplied as standard on the F Sport Takumi Pack and Takumi grade models. Designed specifically for the vehicle, this uses advanced Clari-fi™ technology which improves the playback sound quality of compressed digital music files.

DRIVING DYNAMICS

- Detailed suspension adjustments to achieve higher rigidity for enhanced vehicle stability and responsiveness
- Adaptive Variable Suspension features new continuously variable control, increasing the number of control levels from 30 to 650 for smooth, precise control, reduced roll and greater ride comfort
- High body rigidity and suspension characteristics deliver stability, agility, responsive handling and ride comfort
- Drive Mode Select lets the driver adjust vehicle behaviour to suit road conditions and driving style

The NX has been designed to deliver an engaging and agile drive, and a high level of ride comfort. Detailed changes have been made to the suspension, primarily to achieve greater rigidity, helping deliver even better vehicle stability and responsiveness. The Adaptive Variable Suspension system, exclusive to the F Sport Takumi Pack model, has been upgraded, benefiting from new continuously variable control to provide higher levels of controllability and ride comfort with reduced roll.

Suspension

Lexus made a thorough re-assessment of the new NX's suspension, introducing detailed adjustments to the spring rates, bushing material and component mounts to optimise performance and achieve even higher stability, both in straight-line driving and cornering.

The rear anti-roll bar has been revised, with a spring rate increased by 22 per cent. The roll angle has been suppressed to secure an excellent turning posture, while optimising front and rear roll distribution has resulted in improved line traceability, so the vehicle responds faithfully to the driver's inputs.

In pursuit of the most comfortable ride, even the oil and oil seals in the front shock absorbers have been changed to reduce friction, eliminating fine vibrations provoked by the road surface.

The NX has MacPherson strut front suspension and a trailing arm double wishbone system at the rear, optimised for agility, stability and ride comfort. By separating the rear coil springs and dampers, intrusion into the luggage compartment has been minimised, also allowing for a low loadspace floor.

Chassis rigidity is key to suspension performance, and hence, agility. Thanks to the particularly high rigidity of the NX's bodyshell, it has been possible to increase the spring rate of the front upper support bushings, above the level that would have been possible with a softer platform, further optimising the suspension for agility.

Even the rigidity of the steering column installation goes beyond normal parameters. Friction between the dampers' moving parts has been minimised to overcome the feeling of road shock when cornering.

Adaptive Variable Suspension

Lexus has comprehensively upgraded the Adaptive Variable Suspension, available in the NX F Sport Takumi Pack.

By introducing a continuously variable control, the system's control levels have been increased from 30 to 650, helping secure smooth and precise vehicle control. Excellent damping force control response has also been achieved, which contributes to even better ride comfort and a reassuring driving feel with reduced roll.

The AVS controls shock absorber damping force on all four wheels in response to the way the vehicle is being driven and road surface conditions. For example, when travelling on a rough surface, a lower damper rating is set to maintain a comfortable ride. Damping force is controlled when the vehicle is cornering, to optimise its posture and maintain stability.

The system provides control in five distinct areas: -

- Vehicle Speed-sensing Control, adjusting control in line with vehicle speed to enhance comfort at low speed and stability at high speed.
- Roll Attitude Control, maintaining the optimum vehicle attitude when cornering through control of damping force on all four wheels.
- Anti-dive Control, maintaining a higher damping force in line with brake master cylinder pressure, to moderate the speed at which the vehicle pitches forward under braking.
- Anti-squat Control, reducing the change in vehicle attitude under acceleration to maintain comfort and stability.
- Rebound control, providing fine control of damping force on all four wheels, based on signals from a vertical G-sensor to provide smooth and natural damping of even small amounts of vehicle sway.

High body rigidity

The NX's bodyshell is both highly rigid and light, making extensive use of high tensile strength sheet steel, combined with aluminium.

Advanced production techniques, in particular body adhesives, laser screw welding and additional spot welds, have been used to strengthen the panel joints. Laser screw welding around the door apertures is supplemented by body adhesive techniques and reinforcements in key areas.

Drive Mode Select

Lexus Drive Mode Select gives drivers the choice of Normal, Eco and Sport driving modes, selected using a dial control on the centre console. A button next to the dial lets the driver engage an additional EV all-electric mode.

In each mode, throttle action is adjusted according to whether economy or performance is prioritised. Drive Mode Select also simultaneously modifies the power steering assistance and suspension damping force setting.

Where Adaptive Variable Suspension is specified (on the NX F Sport Takumi Pack model), additional Sport S and Sport S+ modes are added to the system.

ENGINE AND POWERTRAINS

- Self-charging hybrid system features 2.5-litre Atkinson cycle engine and an electric motor
- All-wheel drive with Lexus E-Four system as standard
- Optional front-wheel drive for entry-level NX

Self-charging hybrid powertrain

The NX 300h uses a proven Lexus Hybrid Drive system featuring a 2.5-litre Atkinson cycle petrol engine, a generator, electric motor and hybrid battery with a sophisticated HV control unit developed specifically for the model.

Total system output is 195bhp/145kW; combined cycle fuel consumption is from 36.6 to 37.1mpg; and combined cycle CO₂ emissions are from 171g/km.

Fine-tuning of the engine has produced greater responsiveness and fuel efficiency.

Upgrades include a water-to-oil cooler for the electric drive motor and a revised front drive reduction ratio, improving fuel economy and hill-climbing capability.

The HV transaxle provides a kick-down function for sharper acceleration. The unit comprises an electric motor generator and an electric drive motor, linked by a double set of planetary gears.

Torque control

The NX has a unique torque control to reduce pitching motion when driving on an uneven road surface. A pre-loaded front differential is also featured, as part of the E-Four system.

Acceleration feel

HV control software minimises engine flare during acceleration, increasing the sensation of linear acceleration. Engine speed has been increased relative to the accelerator pedal angle, creating the feeling of a downshift. The NX adjusts to the target engine speed and to the G-force applied to the vehicle, giving a more natural feeling of acceleration, without excessive

adjustment of the engine speed and gear ratio.

E-Four AWD

Lexus's E-Four system uses an additional electric motor to drive the rear axle, while the front axle is propelled by power from the petrol engine, electric motor, or a combination of both.

The sophisticated system varies torque distribution to the rear wheels, according to driving dynamics and road conditions, providing the kind of stability when pulling away and acceleration performance on slippery roads that are appropriate for an AWD vehicle.

E-Four saves energy and fuel, as all-wheel drive is only engaged when needed. When the system detects a loss of traction to the front wheels, it reduces the electricity supply to the traction motor in the transaxle and increases the supply to the rear axle motor. The rear motor also acts as a generator when the vehicle is in regenerative braking mode, increasing the amount of kinetic energy that can be recovered.

NX with front-wheel drive

Customers can specify front-wheel drive as an option (together with 17-inch wheels) for the entry-level NX. This gives lower combined cycle CO₂ emissions of 161g/km, moving the NX into a lower band for Vehicle Excise Duty and gaining a lower rating for benefit-in-kind company car tax.

Engine mounts

The engine mounts are tuned to suppress engine vibration at start up, reducing fuel consumption and contributing to ride comfort. The mounts allow for only 10 per cent of conventional deviation from the engine's normal axis away from its centre of gravity – the cause of vibration.

LEXUS SAFETY SYSTEM+

The Lexus Safety System+ fitted to all versions of the NX includes features which monitor the car's surroundings and the driver's responses, recognising certain collision risks and providing support to help prevent a collision happening, or lessening the consequences should an impact be unavoidable.

Pre-Collision System

Lexus's Pre-Collision system (PCS) can help the driver avoid a collision, or lessen the consequences of an impact, even at high speed.

PCS uses a millimetre-wave radar and camera mounted on the front of the car to scan the road ahead to detect obstacles or hazards. It functions both when driving straight ahead and when cornering. It also computes data collected from sensors around the car monitoring factors such as vehicle speed, steering angle and yaw rate inputs. This information helps the PCS determine the risk of a rear-end collision with a vehicle ahead.

If it calculates a high risk of an impact, it will trigger a warning buzzer and light up a "BRAKE" command in the multi-information display to alert the driver to take action. The moment the brake pedal is pressed, the system initiates a Pre-Collision Brake to provide optimum braking force. This can achieve deceleration of up to 25mph, slowing the vehicle to reduce the severity of any impact, or potentially bringing the car to a stop before an impact occurs.

If the driver fails to respond to the alerts and does not apply the brakes, the Pre-Collision Brake will automatically deploy to reduce the vehicle's speed.

PCS also provides a pedestrian protection function. If a pedestrian is detected in the vehicle's path, automatic braking will be activated. This operates when the Lexus is travelling at between 6 and 50mph.

Dynamic Radar Cruise Control

The PCS' radar is also used to provide Dynamic Radar Cruise Control (DRCC), which helps the driver maintain a safe distance from the vehicle in front. On the new NX it operates as an all-speed, dynamic system, down to very low speeds and standstill.

Once the way ahead is clear, the DRCC will automatically and smoothly accelerate the vehicle back to its pre-selected cruising speed. If the car has been brought to a halt, the driver simply has to press the accelerator briefly for the system to be reactivated.

The DRCC can operate in two modes: constant speed control, like a conventional cruise control system, or vehicle-to-vehicle distance control. With the latter mode, the driver can set long, medium or short vehicle-to-vehicle distances, according to preference or traffic conditions. The control settings selected are shown on the multi-information display.

Lane Keep Assist

Lane Keep Assist uses the PCS camera, mounted on the windscreen behind the rear-view mirror, to track the vehicle's course between lane markings painted on the road surface. If it detects that car is moving out of its lane without the turn indicators being used, it will light up a warning on the multi-information display and sound a buzzer, prompting the driver to steer back to the correct path. In addition to the alert function, the system will also apply force to the steering to help the driver keep the car from departing from its lane.

Lane Keep Assist also provides a Sway Warning function. This monitors the car's position in its lane on the highway and the driver's steering inputs. If it detects degrees of vehicle swaying, caused by driver distraction or drowsiness, it will sound an alert and display a warning on the multi-information display, recommending the driver takes a break.

Lane Trace Assist

Lane Trace Assist uses steering control to provide lane-keeping support when the car's Dynamic Radar Cruise Control is in operation. As well as using a camera to detect lane demarcation lines on the road, it traces the path of the vehicle ahead to provide assistance when the lines cannot be recognised. This can happen, for example, in low-speed traffic when there little space between the NX and the vehicle ahead.

Adaptive High-beam System

On the NX F Sport Takumi Pack and Takumi models, an adjustable LED Adaptive High-beam System (AHS) maximises illumination in night-time driving. Eleven independent LED chips in each headlight are enabled or disabled to give precise control of the illuminated and non-illuminated areas in front of the vehicle. This means the driver can enjoy maximum, safe use of high beam lighting, improving their field of vision without the risk of dazzling other road users.

Automatic High Beam system

On NX and F Sport models, Automatic High Beam improves the driver's night-time visibility by automatically switching the headlights to low beam when the lights of oncoming traffic or vehicles ahead are detected. This means the headlights high beam is used for the maximum amount of time, but with no risk of dazzling other motorists.

Road Sign Assist

Road Sign Assist detects traffic signs using the windscreen-mounted camera, repeating the information on the multi-information display. This helps prevent the driver failing to notice

important warnings or commands on major routes, including speed limits and lane closures. The system recognises signs that are designed according to the international standards of the Vienna Convention on Road Signs and Signals.

NX grade structure

Lexus introduced a simplified grade structure for the 2019 model year, starting the line-up with NX, followed by F Sport and Premier. Customers can upgrade the specification of their vehicle with a choice of option packs – Premium, Premium Sport Edition, Premium Plus, and Takumi. Full specification and option pack details are provided in the table below.

NX Timeline and sales figures

2014	March	Lexus announces the NX , its first compact crossover.
	April	The NX makes its world debut at the Beijing motor show.
	May	NX prices and specifications are released.
	October	The NX 300h is launched in the UK .
2015	January	The NX 200t is confirmed for the UK.
	March	First deliveries of the NX 200t to British customers.
2016	October	Sport grade is added to the NX line-up.
2017	September	The NX 200t models are discontinued in the UK.
	November	The new NX is launched, with styling and dynamic adjustments, Lexus Safety System+ and a revised grade structure.
2018	May	Sport grade is added to the range.
	December	2019 NX is launched with new grade structure. All models now equipped with E-Four all-wheel drive.
2020	February	A new Premium Sport Edition model is added to the range.
	April	NX entry grade available with optional front-wheel drive and 17-inch wheels.
	September	Introduction of 2021 NX with Intelligent Parking Sensors as standard.

NX sales in UK markets in 2020: 4,300

Cumulative sales since launch (2014): 26,975

NX 300h EQUIPMENT SPECIFICATIONS

SAFETY & DRIVER ASSISTANCE	NX	F SPORT	TAKUMI
Lexus Safety System+ with Pre-Collision System, Dynamic Radar Cruise Control, Lane Keep Assist, Lane Trace Assist, Road Sign Assist & Automatic High Beam/Adaptive High-beam System	✓ (with Automatic High Beam)	✓ (with Adaptive High-beam System)	✓ (with Adaptive High-beam System)
Driver & front passenger airbags	✓	✓	✓
Driver & front passenger side airbags	✓	✓	✓
Driver's knee airbag	✓	✓	✓
Front passenger cushion airbag	✓	✓	✓
Curtain Shield airbags	✓	✓	✓
Front passenger airbag cut-off switch	✓	✓	✓
ABS	✓	✓	✓
Electronic Brakeforce Distribution (EBD) with Brake Assist System (BAS)	✓	✓	✓
Vehicle Stability Control (VSC)	✓	✓	✓
Traction Control (TRC)	✓	✓	✓
Vehicle Dynamics Integrated Management	✓	✓	✓
Hill Assist Control (HAC)	✓	✓	✓
Blind Spot Monitor and Rear Cross Traffic Alert	Opt Pack ²	✓	✓
Tyre Pressure Warning System	✓	✓	✓
Electronic front seatbelt pretensioners with force limiters	✓	✓	✓
Five three-point seatbelts	✓	✓	✓
High mounted rear stop light	✓	✓	✓
Emergency brake signal	✓	✓	✓
Seatbelt warning system	✓	✓	✓
ISOFIX child seat anchor points on outer rear seats	✓	✓	✓
Adaptive Variable Suspension	✗	Opt Pack ³	✗
Sports suspension with lateral performance dampers	✗	✓	✗
Speed-sensitive electric power steering	✓	✓	✓
All-wheel drive	✓	✓	✓
Electronic parking brake	✓	✓	✓
E-CVT with 6-stage sequential shift and kick-down switch	✓	✓	✓
INSTRUMENTS & CONTROLS	NX	F SPORT	TAKUMI
Drive Mode Select – 4 modes	✓	✓	✓
Drive Mode Select – 5 modes	✗	Opt Pack ³	✗
Active Sound Control	✗	✓	✗
Head-up display	✗	Opt Pack ³	✓

AUDIO, NAVIGATION & INFORMATION	NX	F SPORT	TAKUMI
Lexus Media Display with 10-speaker audio, CD player, DAB and remote dial control	✓	✘	✘
8in Lexus Navigation with 6-speaker audio, CD, DAB, voice recognition, connected services and remote touchpad control	Opt/Opt pack ¹	✘	✘
10.3in Lexus Navigation with 10-speaker audio, DAB, DVD player, connected services and Remote Touch controller	Opt/Opt Pack ^{2,4}	✓	✓
14-speaker Mark Levinson Surround Sound system	✘	Opt Pack ³	✓
USB x2 and Aux socket (VTR compatible)	✓	✓	✓
Bluetooth	✓	✓	✓
Apple CarPlay/Android Auto wireless smartphone integration	✓	✓	✓
Lexus Link connected services and optional WiFi	✓	✓	✓
COMFORT & CONVENIENCE	NX	F SPORT	TAKUMI
Dual-zone climate control	✓	✓	✓
Rear cabin air vents	✓	✓	✓
Power windows with anti-jam protection	✓	✓	✓
Rain-sensing wipers	✓	✓	✓
Smart Entry	Opt ^{1,2,4}	✓	✓
Push-button start	✓	✓	✓
Intelligent parking assist sensors (4 front, 4 rear)	✓	✓	✓
Reversing camera	✓	✓	✓
Wireless smartphone charger	Opt Pack ^{1,2,4}	✓	✓
360-degree panoramic view monitor	✘	Opt Pack ³	✓
Adjustable turn indicator flash sequence (3, 5, 7 or 11)	✓	✓	✓
LED interior lighting	✓	✓	✓
Auto-dimming rear-view mirror	✓	✓	✓
Power-adjustable steering wheel with leather trim and paddle shifts	OptPack ^{2,4}	✘	✓
Power-adjustable F Sport steering wheel with leather trim and paddle shifts	✘	✓	✘
Heated steering wheel	Opt ^{1,2,4}	✓	✓
Analogue clock	✓	✓	✓
12v accessory socket x2 (centre console and luggage compartment)	✓	✓	✓

SECURITY	NX	F SPORT	TAKUMI
Anti-theft system with alarm, intrusion, tilt and glass breakage sensors, engine immobiliser	✓	✓	✓
Two-motion double door locking	✓	✓	✓
Speed-sensitive auto door locking	✓	✓	✓
VIN etching	✓	✓	✓
Card key (in addition to standard key)	x	x	✓
Locking wheel nuts (Thatcham approved)	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	NX	F SPORT	TAKUMI
Tahara upholstery	✓	x	x
Leather upholstery	Opt ⁴	x	✓
F Sport leather upholstery	x	✓	x
Heated front seats	✓	✓	x
Ventilated front seats	x	x	✓
Heated rear seats	x	x	✓
8-way power front seat adjustment	✓	✓	✓
2-way power lumbar adjustment on driver's seat	x	✓	✓
Memory function for driver's seat	x	x	✓
Adjustable rear seat back rest tilt	✓	✓	✓
60:40 split-folding rear seats	✓	✓	✓
Front centre arm rest with storage	✓	✓	✓
2 cupholders in centre console	✓	✓	✓
2 cupholders in rear centre arm rest	✓	✓	✓
Map pockets on front seat seatbacks	✓	✓	✓
Silver trim inlays	✓	x	x
Carbon fibre-effect inlays	x	✓	x
Shimamoku wood inlays	Opt ⁴	x	✓
Bamboo wood inlays (with Rich Cream interior option)	x	x	✓
Leather shift lever trim	✓	x	✓
F Sport shift lever with leather trim	x	✓	x
Aluminium sports pedals	x	✓	x
EXTERIOR	NX	F SPORT	TAKUMI
E-Four all-wheel drive	✓	✓	✓
Front-wheel drive	Opt	x	x
Auto-folding, heated door mirrors with integrated turn indicators	✓	x	x
Auto-folding, auto-dimming, heated door mirrors with reverse tilt function and integrated indicators	Opt Pack ²	x	x
Auto-folding, auto-dimming, heated door mirrors with memory setting, reverse tilt function and integrated turn indicators	x	✓	✓
Rear privacy glass	Opt Pack ^{1,2,4}	✓	✓
Power tailgate	Opt Pack ^{1,2,4}	✓	✓

LED headlights with Automatic High Beam	✓	✗	✗
Triple-beam LED headlights with Adaptive High-beam System	✗	✓	✓
LED daytime running lights	✓	✓	✓
LED front fog lights	Opt Pack ^{1,2,4}	✓	✓
LED cornering lights	Opt Pack ^{1,2,4}	✓	✓
LED rear lights	✓	✓	✓
LED sequential turn indicators	✓	✓	✓
Illuminated doorhandles with puddle lights	Opt ^{1,2,4}	✓	✓
Black front grille	Opt Pack ²	✗	✗
Black door mirror covers	Opt Pack ²	✗	✗
F Sport black spindle grille	✗	✓	✗
F Sport side sills	✗	✓	✗
F Sport bumpers with metallic coating	✗	✓	✗
Black door mirror covers	✗	✓	✗
Integrated roof rails (not available with panoramic roof)	✓	✓	✓
Sunroof	✗	Opt Pack ³	Opt
Panoramic roof (with Premium Pack on NX grade)	Opt	Opt Pack ³	✓
17in alloy wheels	Opt (with FWD)	✗	✗
18in alloy wheels	✓	✗	✗
18in F Sport alloy wheels	Opt Pack ²	✓	✗
Space saver temporary spare wheel	✓	✓	✓
OPTION PACKS	NX	F SPORT	TAKUMI
¹ Premium Pack: smart entry and start, wireless charger, power tailgate, LED fog lights, LED cornering lights, rear privacy glass, heated steering wheel	Opt	✗	✗
² Premium Sport Edition: Premium Pack contents plus black front grille, door mirror covers and lower rear bumper, 18in F Sport alloy wheels, 10.3in Lexus Navigation, 10-speaker audio, DVD player, Blind Spot Monitor, Rear Cross Traffic Alert, auto-dimming door mirrors with reverse tilt function and power-adjustable steering wheel.	Opt	✗	✗
³ Takumi Pack: Mark Levinson audio system, 360-degree panoramic view camera, Adaptive Variable Suspension, head-up display, panoramic roof or sunroof	✗	Opt	✗
⁴ Premium Plus Pack: 10.3in Lexus navigation, smooth leather upholstery. Shimamoku inlays, 10-speaker audio system with DVD player	Opt	✗	✗

NX 300h TECHNICAL SPECIFICATIONS

ENGINE	
Engine code	2AR-FXE
Engine type	4 cylinders in-line, aluminium alloy block and heads
Valve mechanism	16 valve DOHC, VVT-i
Displacement (cc)	2,494
Bore x stroke (mm)	90.0 x 98.0
Compression ratio	12.5.0:1
Total system output – front electric motor and hybrid engine (bhp/DIN hp/kW)	195/197/145
Max. engine power (bhp/DIN hp/kW @ rpm)	153/155/114 @ 5,700
Max. engine torque (Nm @ rpm)	210 @ 4,200-4,400
HYBRID SYSTEM	
Electric motor (front)	
Type	Permanent magnet, synchronous motor
Max. voltage	650
Max. power (bhp/DIN hp/kW)	141/143/105
Max. torque (Nm)	270
Hybrid battery	
Type	Nickel metal-hydride
Nominal voltage	244.8
Number of cells	204
System voltage	650
PERFORMANCE	
0-62mph (sec)	9.2
Max. speed (mph)	112
DIMENSIONS	
Overall length (mm)	4,640
Overall width –mirrors folded (mm)	1,845
Overall width – including mirrors (mm)	2,130
Overall height (mm)	1,645
Wheelbase (mm)	2,660
Track front (mm)	1,580
Track rear (mm)	1,580
Overhang front (mm)	995
Overhang rear (mm)	975
Coefficient of Drag (Cd)	0.32

INTERIOR DIMENSIONS		
Interior length (mm)		2,080
Interior width (mm)		1,520
Interior height (mm)		1,180 1,165 (with panoramic roof)
Luggage capacity (VDA, litres)	Rear seats up	475
	Rear seats folded	1,520
WEIGHTS (kg)		
Kerb weight		1,785 – 1,905
Gross vehicle weight		2,395
Towing capacity – braked		1,500
Towing capacity – unbraked		750
TRANSMISSION		E-CVT
Gear ratios	Forward	3.750
	Reverse	3.542
Differential Gear Ratio		6.859
Driven wheels		All-wheel drive
FUEL CONSUMPTION (WLTP)		
Combined (mpg)		36.6 to 37.1 (AWD) 39.7 – 39.7 (FWD)
Fuel tank capacity (l)		56
EMISSIONS (WLTP), INSURANCE, SERVICING & WARRANTY		
CO ₂ emissions - combined (g/km)	NX (AWD)	171
	NX (FWD)	161
	NX Premium Pack	172
	NX Premium Pack Sport Edition	173 174 with panoramic roof
	NX Premium Plus Pack	172 173 with panoramic roof
	F Sport Premium Pack	173
	F Sport Takumi Pack	174 175 with panoramic roof
	Takumi	172
Insurance groups		29E to 30E
Service intervals		10,000 miles/annually
Service intervals		10,000 miles/annually
Comprehensive warranty		3 years/60,000 miles
Hybrid warranty		5 years/60,000 miles (whichever first)
Corrosion & perforation		12 years/unlimited mileage
Surface rust & paintwork		3 years/unlimited mileage

SUSPENSION		
Front		MacPherson strut
Rear		Trailing arm, double wishbones
BRAKES		
Front (diameter x thickness, mm)		Ventilated discs 328 x 28
Rear (diameter x thickness, mm)		Discs 281 x 12
STEERING		
Type		Rack and pinion, electric power steering
Ratio		14.7:1
Turns (lock to lock)		2.68
Min. turning radius (m)	Tyre	5.7
	Body	6.05
TYRES & WHEELS		
Wheel and tyre size		17in, 225/65R17 (FWD) 18in, 225/60R18 (AWD)

ENDS

Ref:210201M