

*This press pack accompanied the launch of the revised first generation CT 200h in February 2014. The model range underwent some changes during its time on sale; these can be tracked using the Timeline feature on the CT 200h archive home page. Further assets and information can be obtained from the Lexus press office. The revised CT 200h remained on sale until November 2017 and the introduction of a further revised model.*

## **THE NEW LEXUS CT 200h**

The Lexus CT 200h compact luxury hatchback has undergone a raft of significant improvements that reinforce the concept of progressive luxury that defines the Lexus brand today.

The revised model adopts more sophisticated exterior styling, a more refined cabin with an emphasis on improved visual and tactile quality, new equipment features and greater comfort. Lexus has also moved to give the F Sport a stronger identity within the model range.

The new CT 200h is available to order now, with first deliveries to UK customers from March.

## **A KEY EUROPEAN MODEL**

The CT 200h plays a critical role for Lexus. Positioned in the largest and most competitive segment in the European premium car market, it is the entry point to the Lexus range. It has been very successful in introducing the Lexus brand to a new audience; in Europe 75 per cent of CT 200h customers previously owned a car from a rival manufacturer.

Although only introduced in 2011, it has quickly established itself as a core model and ranks as the top-selling Lexus in the UK, as well as a number of other European countries.

Lexus has committed significant resources to develop the new CT 200h, with more than 1,400 engineers and staff associated with the project. Their work has focused on two main objectives:

- To reinforce the CT 200h's progressive luxury image, using a stronger design that aligns with Lexus's new brand strategy.
- To deliver a better driving experience, both by improving the car's drivability and its traditional Lexus qualities of comfort, refinement and advanced technology.

## EXTERIOR DESIGN

The changes to the CT 200h's exterior design are intended to give the car a more dynamic and sophisticated appearance, with even stronger appeal to younger customers.

At the front this brings an evolution of Lexus's spindle grille design. The centre of the grille has been pushed further forward to create a more pronounced form, which generates the aerodynamic styling of the bonnet, lower bumper and front wings.

The bottom corners of the grille have been pushed out wider by 100mm compared to the previous model, and the spindle shape's "pinch-point" has been set lower down. These changes serve to reinforce the car's low front profile and wide track.

The spindle shape gains further emphasis from its dark finish and the contrast created by its upper chrome and lower metallic paint trim surrounds.

True to Lexus design tradition, the grille is set lower than the level of the headlamps to give a resolute look that's a hallmark of the brand.

The fog lamp housings, set far out to the edges of the front bumper, have new detailing to match the dark finish of the spindle grille. They also gain aerodynamic slits which, although small in size, play a role in helping smooth the airflow around the front of the vehicle and improving stability at high speed.

Viewed in profile, the new CT 200h can be identified by new 16 and 17-inch alloy wheel designs, and a new "shark fin" style roof antenna.

At the rear there is a new bumper, set 20mm lower and with stronger emphasis of its horizontal structure. It incorporates distinctive, L-shaped reflector housings and new black lower centre section that serves to emphasise the car's broad stance and low centre of gravity.

In the UK the new CT 200h is available in a choice of 11 colours, including a new Fuji Red solid shade. All paintwork now has a scratch-resistant, self-restoring top coat.

## **INTERIOR DESIGN AND EQUIPMENT**

The changes to the CT 200h's interior target greater comfort, higher equipment levels and improved visual and tactile quality.

One of the key changes is the introduction of a new steering wheel – the same 370mm-diameter wheel that's used in the new Lexus IS.

Where the Lexus Premium Navigation system is fitted, the Optitron instrument binnacle gains a new 4.2-inch TFT multi-information display.

There is a new remote dial on the centre console which can be used to adjust the climate control system, Bluetooth media display and, where fitted, control of the new Lexus Navigation system (an alternative to the Lexus Premium Navigation at a lower price point).

The CT 200h also gains twin USB ports and can display photo images stored on a USB.

The Remote Touch Interface (more details below) has a new push-entry control that is easier to use and the Lexus audio systems have adopted loudspeakers made using a lightweight bamboo technology.

A new lighting control system includes a welcome sequence which illuminates selected exterior and interior lights when the car is unlocked. The headlights have a follow-me-home function, which can be adjusted to provide lighting for between 30 seconds and two minutes after the car has been switched off. The interior lights will automatically be extinguished 20 minutes after the ignition is switched off.

## **LEXUS PREMIUM SOUND SYSTEMS**

The sound quality of the standard Lexus audio system has been improved with the adoption of bamboo loudspeaker technology.

A first for Lexus, the speaker diaphragms are made from a complex compound which combines bamboo charcoal, bamboo fibre and resin. This is injection moulded to a thickness of between 0.2 and 0.3mm. Thanks to this innovation the units weigh up to 15 per cent less than a conventional speaker diaphragm, but are 20 per cent stiffer and have a 10 per cent greater sonic speed. The result is clearer and more natural sound reproduction.

## **MARK LEVINSON PREMIUM SURROUND AUDIO SYSTEM**

The Mark Levinson Premium Surround Audio system, fitted as standard on the new CT 200h Premier, features 13 speakers and an eight-channel amplifier.

The audio system uses a number of unique features to deliver exceptional sound quality. These include a

centre channel coaxial speaker which widens the scope of supported frequencies to produce vocals and instrumentals with greater precision than a conventional system, while also matching harmonics between the front right and left channels.

Secondary 90mm coaxial speakers have been located in the centre and rear cabin pillars to expand the sound reproduction frequency range. Satellite speakers have been positioned at the top of the rear pillars to lift the rear mid to high range tones upwards, creating a more realistic sound. There is a 200mm Mark Levinson subwoofer, housed in a bespoke enclosure in the loadspace wall, producing extremely deep bass tones with ease.

## **NEW CLASS-LEADING LOW CO<sub>2</sub> EMISSIONS**

Lexus has achieved even lower CO<sub>2</sub> emissions from the CT 200h's full hybrid powertrain to secure class-leading performance.

The new CT 200h S model's 15-inch wheels are fitted as standard with Low Rolling Resistance Coefficient tyres and aerodynamic wheelcovers. The CO<sub>2</sub> emissions have fallen by 5g/km to just 82g/km.

Adjustments to the car's aerodynamics (detailed in the next section) have also helped models using 16-inch wheels gain a 6g/km reduction in emissions to 88g/km.

## **DRIVING COMFORT AND REFINEMENT**

The CT 200h has been developed to deliver superior handling and a dynamic driving experience, together with the kind of ride comfort expected of a Lexus.

The car's handling stability is supported by a series of effective construction elements: the bodyshell's high structural rigidity; the vehicle's lowest possible centre of gravity; and the minimising of yaw inertia movement by the use of an aluminium bonnet and tailgate and bumper reinforcements.

Ride comfort and handling are delivered by the combination of front L-arm-type MacPherson strut suspension and a fully independent rear double wishbone arrangement.

The CT 200h was also the first Lexus to benefit from lateral performance dampers – featured as standard with sports suspension on the F Sport model – which absorb body vibrations to give more linear steering feel and improve ride comfort.

The new CT 200h benefits from increased body rigidity, suspension and steering revisions and improved aerodynamics with comprehensive NVH measures to give a more agile and engaging drive and an even quieter cabin environment.

## **BODY RIGIDITY**

Body rigidity has been improved by adding an extra 20 weld spots around the tailgate aperture and extensive use of structural adhesives throughout the lower bodyshell.

## **SUSPENSION AND ELECTRIC POWER STEERING IMPROVEMENTS**

The increase in body rigidity has allowed Lexus to retune the CT 200h's suspension. Coil spring rates have been optimised; there is a new shock absorber valve; and the diameter of the rear anti-roll bar has been changed to improve ride comfort without diminishing handling agility.

The electric power steering has been optimised in line with the higher degree of body stiffness, and the steering column mount has been made more rigid, providing smoother steering feel and greater responsiveness.

## **AERODYNAMIC IMPROVEMENTS**

Lexus has added aero stabilising to the door frame covers and rear lamp clusters to streamline the flow of air close to the bodyshell, reducing vehicle vibration.

There are new aerodynamic fins on the engine and rear floor undercovers to increase downforce, improving grip and stability. A new roof spoiler design also supports better aerodynamic performance; the unit on the F Sport model also features cut-out sections designed to increase downforce further.

## **NVH MEASURES**

To complement the inherently quiet operation of the Lexus Hybrid Drive powertrain, no fewer than 94 separate measures have been taken to further reduce NVH and, specifically, the intrusion of mid to high-frequency noise into the cabin.

In another first for a Lexus hybrid, the inlet duct design uses a highly porous material with the world's first silencer plate. The result is quieter performance, but with a pleasing air intake note.

The rear engine mount damper's position and weight have been optimised and the holes in the thicker, expanded dashboard silencer have been filled in, reducing engine noise. Road noise intrusion has been suppressed by the use of sound-absorbing rear wheel arch liners and new front wing separators.

The lateral performance damper mounting brackets have been made more rigid, helping to suppress bodyshell vibrations.

## **CVT REMAPPING**

The CT 200h driving experience has been further refined by a remapping of the E-CVT intelligent electronic transmission. The result is a more linear build-up of revs, more closely matched to vehicle speed, like a conventional automatic transmission.

## **DRIVE MODE SELECT**

As well as the full hybrid powertrain's Normal drive mode, three on-demand drive modes – EV, Eco and Sport – can be selected, using the rotary selector or the EV switch next to it on the centre console, adapting the vehicle's performance to either a Dynamic or Relaxing driving mood. According to the mode chosen, priority is given to driving efficiency, fuel economy and emissions, or performance and dynamic handling.

EV, Eco and Normal modes place the emphasis on a relaxing drive, with particular attention paid to ride comfort, smooth acceleration and the minimisation of NVH in the body, chassis and powertrain.

From start-up and at speeds below 28mph, the CT 200h can operate automatically in EV mode, running solely on its electric motor. The driver can also select EV mode manually. This function is not available in weaker, mild hybrid systems, as it requires the full hybrid technology as used in Lexus Hybrid Drive.

In EV mode the car can be driven with zero tailpipe emissions and minimal noise for up to 1.2 miles, the range dependent on the level of charge in the hybrid battery. As the petrol engine is switched off, EV mode contributes to a significant reduction in overall fuel consumption.

In Eco mode, throttle response to aggressive use of the accelerator is reduced and control of the air conditioning is adjusted to achieve better fuel economy. Depending on driving conditions, Eco mode can promote a more relaxed driving style and achieve a perceptible reduction in fuel consumption.

Sport mode is tuned to deliver more power from the electric motor, creating a more dynamic driving mood to make the most of the CT 200h's performance and agility. The hybrid system PCU boosts supply voltage by 150V to 650V, increasing overall powertrain output. Engine revs are held higher and the throttle and electric power steering (EPS) settings are modified to give a faster response to driver inputs.

Sport mode also brings less intrusive operation of the Vehicle Stability Control and Traction Control.

The switch to Sport mode is also reflected in the instrument display. Backlit in hybrid blue in EV, Eco and Normal modes, the panel illumination, mode select switch and a central spotlight in the instrument cluster automatically change to red when Sport is selected and the Hybrid System Indicator changes function to become a tachometer.

## **LEXUS HYBRID DRIVE POWERTRAIN**

The CT 200h's Lexus Hybrid Drive powertrain features a 98bhp/73kW 1.8-litre Atkinson cycle petrol engine with a 81bhp/60kW electric motor and a unique energy management system.

Lexus engineers have used brand-specific engineering solutions and bespoke software tuning in their strategy to improve the environmental and driving performance of the full hybrid system, and its exceptionally low NVH levels.

Total system output of 134bhp/100kW enables the CT 200h to accelerate seamlessly from nought to 62mph in 10.3 seconds, and achieve a top speed of 112mph.

This performance is balanced by low fuel consumption, with official combined cycle figures from a new low of 78.5mpg for the CT 200h S. All CT models fall below the UK's 100g/km threshold for Vehicle Excise Duty, but detailed engineering adjustments have reduced the level even further: for the 2014 model range; emissions now start from a class-leading low of 82g/km for the S grade model. For business users this also secures a low 11 per cent benefit-in-kind tax rate for the first year (2014-2015 financial year).

The Lexus Hybrid Drive system generates significantly less NO<sub>x</sub> than equivalent diesel engines and, when running in EV mode, produces no CO<sub>2</sub>, NO<sub>x</sub> or particulate emissions. The new CT 200h meets Euro 6 emissions standards without the need for costly particulate filters or fuel additives.

The system's strong environmental credentials are reinforced by the car's numerous additional energy-saving and environmentally conscious measures. These include energy-saving air conditioning functions, pro-active seat heaters, LED lighting, an energy-efficient audio amplifier and extensive use of bio-sourced materials.

## **NEW CT 200h F SPORT**

The F Sport version of the new CT 200h makes a much stronger visual statement with new design features that more clearly differentiate it from the other models in the range.

A new interpretation of the spindle grille design introduces the same sporty mesh pattern as seen on the new IS F Sport, reversed between the grille's upper and lower sections. The fog lamp housings feature the same mesh and are underscored by a new black fin detail.

At the rear there is a new F Sport spoiler, distinguished by cut-out sections that help generate extra downforce, and the reflector housings have been reworked with the new F Sport mesh design.

The F Sport has new 10-spoke, 17-inch alloy wheels with a two-tone, machined-face finish. Nine exterior colours are available, including an F Sport White, exclusive to the model.

The special styling treatment continues in the cabin, with upholstery, trim and detailing that are F Sport-specific. F Sport sports seats are now available in a choice of black or new dark rose leather.

Other distinctive features include aluminium pedals and scuff plates, a perforated leather steering wheel trim, dimpled leather gear shift finish and F Sport badging.

As well as benefitting from all the driving performance enhancements introduced in other models in the range, the F Sport has its own specific spring settings and front/rear roll rigidity distribution to reinforce its sportier driving dynamics.

## **CLASS-LEADING SAFETY**

The CT 200h features a comprehensive range of active, passive and pedestrian impact safety features. Lexus's successful use of advanced technologies for preventive safety has helped secure the model's top-level ratings in independent crash testing in Europe (Euro NCAP), the USA (NCAP) and Japan (J-NCAP).

The top of the range CT 200h Premier can be equipped with Lexus's Pre-Crash Safety system, together with Adaptive Cruise Control. All versions feature eight airbags, Whiplash Injury-Lessening front seats and an upgraded Electronically Controlled Braking Regeneration system with ABS, brake assist, traction control and vehicle stability control.

### **PRE-CRASH SAFETY (PCS) SYSTEM**

The Premier version of the CT 200h can be optionally equipped with PCS and ACC. The PCS system can help the driver avoid a collision, and mitigate damage and injury should an impact happen.

It uses a front-mounted millimetre-wave radar that scans the area ahead of the vehicle to detect obstacles, even when cornering. The PCS computer analyses data from an array of sensors monitoring vehicle speed, steering angle and yaw rate inputs to determine whether a collision is imminent and unavoidable.

If there is a high probability of a collision, PCS will alert the driver by a buzzer and a warning light on the multi-information display and activate the front seatbelt pretensioners. When the driver begins to brake, PCS provides supplementary assistance; if the driver does not brake and an impact becomes inevitable, the system automatically applies the brakes to reduce collision speed.

ACC operates in tandem with the PCS, using the same radar technology. It works in two modes: constant speed control (in the same manner as conventional cruise control) and vehicle-to-vehicle distance control to maintain a safe distance from the vehicle ahead.

ACC can distinguish between vehicles immediately in front of the car and those travelling in adjacent lanes. Using the radar sensor and constant speed, decelerator, follow-up and accelerator controls, it will



automatically slow the CT 200h to match the speed of the vehicle in front, then accelerate to the pre-set cruising speed once the way ahead is clear.

## **THE FIRST LEXUS DEVELOPED BY A FEMALE CHIEF ENGINEER**

The new CT 200h has been developed under the stewardship of Chika Kako, the first woman to be appointed a Lexus Chief Engineer.

Kako-san is a material engineer who joined Toyota in 1989. She was responsible for developing materials used for vehicle exteriors, interiors and soundproofing, and for solving specific issues such as fogging or interior odour problems.

She was also the first female Toyota Motor Corporation employee to be posted overseas in an R&D capacity. From 2001 to 2004 she was based in Europe, working on a special project to improve the sensory quality of vehicle interiors.

On her return to Japan she transferred to the Lexus Brand Planning department before being assigned to Lexus Product Planning, where she assisted the chief engineers of both the RX and IS ranges.

## **UK MODEL RANGE, SPECIFICATIONS AND PRICES**

The CT 200h's range of six model grades – S, SE, Advance, Luxury, F Sport and Premier – is retained for the new model in the UK, with the addition of some new equipment features and options.

Across the board, the standard equipment has been upgraded with the provision of a DAB digital radio, twin USB ports, a tyre pressure warning system, Hill Assist Control, a space-saver spare wheel and a shark fin roof antenna on all models.

At the heart of the range the Advance model benefits from a comprehensive upgrade that introduces parking sensors, heated front seats and the new, fully integrated Lexus Navigation system as standard. This wealth of new features is provided with no increase in the model's on-the-road price.

Elsewhere in the CT 200h line-up a GPS-controlled clock is included in the Lexus Premium Navigation package. Additional features for the Premier grade include new aluminium scuff plates and LED front fog lamps.

## LEXUS MULTIMEDIA AND NAVIGATION SYSTEMS

Two multimedia and navigation packages are available for the new CT 200h: the established Lexus Premium Navigation and new Lexus Navigation, with a simplified range of features and a lower price point.

The new system is standard on the CT 200h Advance and available as an option on the S, SE, Luxury and F Sport grades.

The Lexus Premium Navigation pack is provided as standard on the Premier grade and can be added as an option to the F Sport model.

Both systems use a new, slimline seven-inch colour display monitor which also presents audio, climate control and phone information.

Key elements of the Lexus Navigation system include a remote rotary dial control, Bluetooth, full European mapping, speed limit notifications and speed camera alerts, RDS-TMC/TPEG traffic information, points-of-interest search and route planning that recognises UK postcodes and decimal location co-ordinates. The system also has a voice control function.

The Lexus Premium Navigation system introduces the Remote Touch Interface controller and a series of more sophisticated features for improved journey planning and on-board connectivity. These include access to connected services (via a compatible smartphone), the ability to send route information to the vehicle from an enabled computer, tablet or smartphone, ecological route guidance, access to Google Streetview and multi-lingual voice recognition. The package also includes a reversing camera and GPS clock and is Wi-Fi-ready.

Models that do not have a navigation system fitted still benefit from the new Lexus Media Display and rotary control dial.

## LEXUS CT 200h TECHNICAL SPECIFICATIONS

<b>HYBRID SYSTEM</b>	
Type	Lexus Hybrid Drive, series/parallel, full hybrid
Combined power (bhp/kW)	134/100
<b>ENGINE</b>	
Engine code	2ZR-FXE (Atkinson cycle)
Type	4 cylinders, in-line
Valve mechanism	4 valves per cylinder, DOHC with VVT-i
Bore x stroke (mm)	80.5 x 88.3
Displacement (cc)	1,798
Compression ratio	13.0:1
Fuel system	Intake port (multi-point)
Fuel type	95 octane petrol, or higher
Max. power (bhp/kW @ rpm)	98/73 @ 5,200
Max. torque (Nm @ rpm)	142 @ 2,800 – 4,400
<b>ELECTRIC MOTOR/GENERATOR</b>	

Type	AC synchronous, permanent magnet			
Max. power (bhp/kW)	81/60			
Max. torque (Nm)	207			
Max. voltage (V)	650			
<b>HIGH VOLTAGE BATTERY</b>				
Type	Nickel-metal hydride (NiMH)			
Nominal voltage (DC V)	201.6 (168 x 1.2V cells)			
Number of modules	28			
Max. voltage (V)	650			
Capacity (Ah)	6.5			
Max. output (bhp)	28			
<b>TRANSMISSION</b>				
Type	E-CVT			
Differential gear ratio	3.267			
<b>PERFORMANCE</b>				
0-62mph (sec)	10.3			
Maximum speed (mph)	112			
<b>FUEL CONSUMPTION</b>		<b>S</b>	<b>Other grades 16in wheel</b>	<b>Other grades 17in wheel</b>
Combined (mpg)		78.5	74.3	68.9
Extra urban (mpg)		80.7	74.3	70.6
Urban (mpg)		78.5	74.3	68.9
Fuel tank capacity (l)	45			
<b>EMISSIONS, VED &amp; INSURANCE</b>		<b>S</b>	<b>Other grades 16in wheel</b>	<b>Other grades 17in wheel</b>
CO <sub>2</sub>	Combined (g/km)	82	88	94
	Extra urban (g/km)	81	88	93
	Urban (g/km)	82	88	94
VED band	A			
Insurance groups	17E – 19E			
<b>SUSPENSION</b>				
Front	MacPherson strut			
Rear	Double wishbone			
<b>BRAKES</b>				
Brake type	Front	Ventilated discs (hydraulic, power assisted with ABS and regenerative braking system)		
	Rear	Solid discs (hydraulic, power assisted with ABS)		
Brake size	Front (diameter x thickness, mm)	255 x 25		
	Rear (diameter x thickness, mm)	259 x 9		
Parking brake	Pedal			
<b>STEERING</b>				
Steering gear type	Rack and pinion			
Ratio	14.6:1			
Turns lock-to-lock	2.7			
Minimum turning radius	Tyre (m)	5.2		
	Body (m)	5.6		
Power steering type	Electric power steering (EPS)			
<b>EXTERIOR DIMENSIONS</b>				
Length (mm)	4,350			
Width (mm)	1,765			
Height (mm)	1,455			
	S grade 1,445			
Wheelbase (mm)	2,600			

Track	Front (mm)	1,525 S grade 1,535
	Rear (mm)	1,520 S grade 1,530
Overhang	Front (mm)	940
	Rear (mm)	810
Ground clearance (mm)		140 S grade 130
Drag coefficient (Cd)		0.29 S grade 0.28
Luggage compartment capacity (l)		375
<b>INTERIOR DIMENSIONS</b>		
Length (mm)		1,735
Width (mm)		1,470
Height (mm)		1,135
Couple distance (mm)		835
Headroom	Front (mm)	989 With sunroof 974
	Rear (mm)	940
Legroom	Front (mm)	1,068
	Rear (mm)	835
Shoulder room	Front (mm)	1,370
	Rear (mm)	1,335
Hip room	Front (mm)	1,345
	Rear (mm)	1,315
<b>LUGGAGE COMPARTMENT</b>		
VDA capacity – rear seats up (l)		375
VDA capacity – rear seats down (l)		985
Floor to ground height (mm)		693
Length (mm)		665
Width (mm)		840
<b>WHEELS AND TYRES</b>		
Wheels		15, 16 or 17in alloy
Tyres		195/64R15 205/55R16 215/45R17
<b>WEIGHTS</b>		
Kerb weight (kg)		1,370 – 1,410
Gross vehicle weight (kg)		1,790 – 1,845

## LEXUS CT200h EQUIPMENT LIST

SAFETY & HANDLING	S	SE	ADVANCE	LUXURY	F SPORT	PREMIER
Driver & front passenger airbags	✓	✓	✓	✓	✓	✓
Driver & front passenger side airbags	✓	✓	✓	✓	✓	✓
Driver & front passenger knee airbags	✓	✓	✓	✓	✓	✓
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)	✓	✓	✓	✓	✓	✓
Hill Assist Control	✓	✓	✓	✓	✓	✓
Electronically Controlled Braking Regeneration	✓	✓	✓	✓	✓	✓
Electronic front seatbelt pretensioners with force limiters	✓	✓	✓	✓	✓	✓

Five three-point seatbelts and headrests	✓	✓	✓	✓	✓	✓
Isofix child seat anchors on outer rear seats	✓	✓	✓	✓	✓	✓
High mounted rear stop light	✓	✓	✓	✓	✓	✓
Seatbelt warning system	✓	✓	✓	✓	✓	✓
Tyre pressure warning system	✓	✓	✓	✓	✓	✓
Adaptive Cruise Control (ACC) and Pre-crash Safety (PCS)	x	x	x	x	x	Opt
Sport suspension and lateral performance damping system	x	x	x	x	✓	x
<b>INSTRUMENTS &amp; CONTROLS</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Electric headlamp levelling	✓	✓	✓	✓	✓	✓
Rain-sensing windscreen wipers	✓	✓	✓	✓	✓	✓
Front and rear parking sensors	x	Opt	✓	✓	✓	✓
Reversing camera (with Lexus Premium Navigation)	x	Opt	x	Opt	Opt	✓
Cruise control	x	x	✓	✓	✓	✓
Drive Mode Select	✓	✓	✓	✓	✓	✓
Push-button start	✓	✓	✓	✓	✓	✓
Keyless entry and push-button start	x	x	✓	✓	✓	✓
Speed-sensitive electric power steering (EPS)	✓	✓	✓	✓	✓	✓
Lateral performance damping system	x	x	x	x	✓	x
<b>AUDIO, NAVIGATION &amp; INFORMATION</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Multimedia display screen	✓	✓	✓	✓	✓	✓
2 x USB port and Aux-in	✓	✓	✓	✓	✓	✓
DAB radio	✓	✓	✓	✓	✓	✓
6-speaker audio system, CD/MP3 player, DAB tuner, remote rotary dial, Lexus Media Display	✓	✓	✓	✓	✓	x
10-speaker audio with DVD player, reversing camera, Remote Touch Interface and GPS clock (with Lexus Premium Navigation system)	x	Opt	x	Opt	Opt	x
Mark Levinson 13-speaker audio system	x	x	x	x	x	✓
Lexus Navigation	Opt	Opt	✓	Opt	Opt	x
Lexus Premium Navigation	x	Opt	x	Opt	Opt	✓
Bluetooth	✓	✓	✓	✓	✓	✓
<b>COMFORT &amp; CONVENIENCE</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Auto-dimming rear view mirror	x	x	x	x	✓	✓
Tilt and telescopic adjustable steering column	✓	✓	✓	✓	✓	✓
F-Sport steering wheel	x	x	x	x	✓	x
Remote fuel flap release	✓	✓	✓	✓	✓	✓
Electric front and rear windows	✓	✓	✓	✓	✓	✓
Dual zone climate control air conditioning	✓	✓	✓	✓	✓	✓
Sunroof	x	x	x	Opt	Opt	Opt
<b>SECURITY</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Intrusion sensor and alarm	✓	✓	✓	✓	✓	✓
Remote central locking with deadlocks	✓	✓	✓	✓	✓	✓
Two-step double locking	✓	✓	✓	✓	✓	✓
Speed-sensitive door locking	✓	✓	✓	✓	✓	✓
Locking wheelnuts	✓	✓	✓	✓	✓	✓
Transponder key engine immobiliser	✓	✓	✓	✓	✓	✓
<b>SEATING, UPHOLSTERY &amp; TRIM</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Manually adjustable front seats (6-way driver, 4-way passenger)	✓	✓	✓	✓	x	x
Electrically adjustable driver's seat with lumbar support and memory	x	x	x	x	✓	✓
Heated front seats	x	x	✓	✓	✓	✓
Front and rear armrests	✓	✓	✓	✓	✓	✓
Cloth upholstery	✓	✓	✓	x	x	x
Leather upholstery	x	x	x	✓	✓	✓

Sports seats, perforated leather upholstery	x	x	x	x	✓	x
Leather steering wheel trim	✓	✓	✓	✓	✓	✓
Aluminium pedal set	x	x	x	x	✓	x
Black scuff plates	✓	✓	✓	✓	x	x
Aluminium scuff plates	x	x	x	x	✓	✓
<b>EXTERIOR</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Halogen headlamps with LED daytime running lights	✓	✓	✓	✓	✓	x
LED low-beam headlamps with LED daytime running lights	x	x	x	x	x	✓
LED rear lamps and active brake lights	✓	✓	✓	✓	✓	✓
Front foglamps	x	✓	✓	✓	✓	✓
LED front fog lamps	x	x	x	x	x	✓
Shark's fin antenna	✓	✓	✓	✓	✓	✓
Rear spoiler	✓	✓	✓	✓	x	✓
F Sport rear spoiler	x	x	x	x	✓	x
F Sport bumpers	x	x	x	x	✓	x
F Sport honeycomb mesh grille	x	x	x	x	✓	x
Rear privacy glass	x	✓	✓	✓	✓	✓
Electrically adjustable, heated, folding door mirrors	✓	✓	✓	✓	✓	x
Electrically adjustable, auto-dimming, heated, folding door mirrors	x	x	x	x	x	✓
15in alloy wheels with wheel covers	✓	x	x	x	x	x
16in alloy wheels	x	Opt	Opt	Opt	x	Opt
17in alloy wheels	x	✓	✓	✓	x	x
17in alloy wheels– two-tone, machined-face	x	x	x	x	✓	x
Space saver spare wheel	✓	✓	✓	✓	✓	✓
<b>OPTION PACKS</b>	<b>S</b>	<b>SE</b>	<b>ADVANCE</b>	<b>LUXURY</b>	<b>F SPORT</b>	<b>PREMIER</b>
Protection Pack (boot liner, bumper protection plate, cargo net and rubber floor cover)	✓	✓	✓	✓	✓	✓
Sport Pack (17in Zenga alloys and carbon inlays)	x	✓	✓	✓	✓	✓
Rear Seat Entertainment Pack (combination of DVD players and/or iPad2 holders for rear seat passengers)	Opt	Opt	Opt	Opt	Opt	Opt