

THE ALL-NEW LEXUS NX

INTRODUCTION

- The all-new NX opens the next chapter for the Lexus brand
- Second generation of the mid-size luxury SUV introduces new design, new powertrains, new connectivity, safety and convenience technologies and comprehensively improved dynamic performance
- Introduction of Lexus' first plug-in hybrid electric model, the NX 450h+
- Significant performance and efficiency gains in the new NX 350h with fourth generation hybrid electric technology

The all-new Lexus NX is much more than a second generation of Lexus's mid-size luxury SUV, it opens the next chapter for the Lexus brand. It heralds new directions in design, new powertrains, including Lexus' first plug-in hybrid electric, and a leap forward in dynamic performance that delivers a greater and more rewarding connection between driver and machine with the Lexus Driving Signature.

The NX also debuts a new multimedia platform that takes connectivity, information and convenience to a higher level, and benefits from expansion of the scope and functionality of the next generation Lexus Safety System+ active safety and driver assistance systems to help guard against an even wider range of accident risks and reduce the burden on the driver.

Lexus is redefining the mid-size luxury SUV segment with a car that is comprehensively new – in fact no less than 95 per cent of the vehicle's parts are new.

THE ALL-NEW NX: MARKET PROFILE

The new NX will play a defining role in shaping the future of the Lexus brand in Europe and driving the company's growth ambitions.

The original NX, introduced in 2014, became Lexus' best-selling model in the region, with more than 175,000 units sold, most of them to customers new to the brand. Currently, the NX accounts for around one third of Lexus' European sales volume and it is also a core model globally, with cumulative worldwide sales already above one million units.

In the UK it has been Lexus's best-selling model since 2015 and amassed 27,000 sales up to the end of August 2021. In its last year of production, the first generation NX is on course

to achieve a record retail market share with sales rising to above 28,000 units by the time the all-new model arrives in early 2022.

The all-new model is equipped to do even better, with new and improved electrified powertrains with class-leading performance and efficiency and the introduction of a wealth of new technologies to make every journey safer, more connected and more enjoyable.

FEEL MORE IN EVERY MOMENT: THE DEVELOPMENT CONCEPT

- “Vital x Tech” concept combines dynamic agility with the use of advanced technologies
- New NX represents the first step in Lexus’s brand transformation, benefiting from new approaches to product development, design and testing
- *Feel More in Every Moment* – the slogan expressing the sensory and driving appeal of the new NX

“Vital x Tech” was the over-arching concept theme for the new NX – Vital expressing dynamic agility and Tech representing innovation with advanced technologies.

Chief Engineer Takeaki Kato explains: “The new NX is designed to meet the diverse lifestyles of customers around the world with a complete renewal of its key strengths, including electrification, design, driving performance and advanced technologies to broaden its appeal.”

This approach has delivered important advances, including a new design language; Lexus’s first plug-in hybrid electric model; a connected and rewarding driving experience with the Lexus Driving Signature; a focused and intuitive driver’s cockpit designed with the new Tazuna architecture concept; and the application of advanced, human-centred technologies for safety and convenience.

The NX programme has brought about a major change in Lexus’s approach to new vehicle development, applying digital modelling and computer techniques for smarter engineering that can achieve a higher level of quality assurance. At the same time, the *takumi*-led skills of the human hand, ear and eye remain essential to achieving the highest sensory quality.

There was also a focus on early adoption of new technologies for safety and comfort, while preserving value for customers.

The elements in the development concept are brought together in the spirit of *Feel More in Every Moment* – Lexus’s expression of the rich sensory and driving appeal of the new NX.

FEEL MORE SOPHISTICATED: A NEW DIRECTION IN LEXUS DESIGN

- New design approach, maintaining the foundation of the Lexus L-finesse design philosophy
- The NX's avant-garde quality is preserved, but with a more mature, sophisticated and muscular look
- "Functional beauty" blending design with performance to produce styling that delivers improved aerodynamics, noise reduction and fuel efficiency

Lexus design enters a new period of evolution with the launch of the new NX, while remaining true its core L-finesse philosophy – the application of leading-edge design and technology, with finesse.

The intention has been to preserve the avant-garde character that proved so attractive to customers with the first-generation model while using a more sophisticated, mature and dynamic design language. The result is "functional beauty," a blending of design with performance to produce styling that delivers improved aerodynamics, noise reduction and fuel efficiency.

The bodywork presents contrasting curved surfaces and sharp angles, with dynamic proportions that express agility and a road-gripping look. Optimum packaging has been achieved with the use of Lexus Global Architecture K (GA-K) platform, providing more cabin space and a generous load compartment. Compared to the previous generation NX, overall length has increased by 20mm, the wheelbase by 30mm, the width by 20mm and the height by 5mm. The GA-K platform allows for wider front (+35mm) and rear tracks (+55mm), which adds emphasis to the car's powerful stance, and accommodates larger diameter wheels and tyres (18 to 20-inch rims and 720-740mm diameter tyres).

At the front, the hallmark Lexus spindle grille plays a more integral role in the design. It has a more upright position, which helps improve airflow into the engine compartment, and dispenses with its chrome frame. Its lines flow back to accentuate the long bonnet and generate the overall form and volume of the body as it flares broadly through the muscular rear wings. The elegant shape of the bonnet also supports good forward visibility from the driver's seat.

The grille has a new mesh pattern comprising U-shaped blocks that create a stronger three-dimensional look (the same U-motif can be seen in the design of the Takumi grade alloy wheel).

High-grade (Premium Plus Pack, F Sport and Takumi) models are fitted with four-projector LED headlights, with Lexus's first slim Adaptive High-beam System (AHS). Each unit

contains 11 LED chips with light output controlled by a forward camera. L-shaped daytime running lights are positioned above the headlights and have seamless surface illumination with a fade-out function when the driver uses the turn indicators. The standard headlights are bi-beam LED-type with Automatic High Beam (AHB).

The long and sleek front-end contrasts with a condensed rear section with its short overhang and powerful haunches. The rear view is distinguished by new L-shaped all-LED light clusters, and Lexus's signature blade lighting which spans the width of the vehicle, a feature first seen on the UX compact luxury SUV. On the tailgate, the Lexus emblem has been replaced with the "LEXUS" name, creating a more modern and simpler look, strengthening the car's identity.

The new NX is available in 11 colours, including three shades that use Lexus's advanced sonic paint technology – Sonic White, Sonic Titanium and new Sonic Grey. Five ultra-thin layers of paint with compressed pigment particles are applied and hand polished to achieve striking light and shade contrasts and a deeper lustre across the bodywork.

The NX F Sport features dark chrome exterior details, a mesh grille and 20-inch alloy wheels with a 10-spoke design inspired by the wheels on Lexus's LC flagship coupe. There are also new front and rear bumper designs with larger side vents cut into the front bumper. Two colours are exclusive to the F Sport models – Azure Blue and F Sport White.

FEEL MORE IN CONTROL: A NEW CONCEPT IN CABIN ARCHITECTURE

- First model to feature Lexus's new Tazuna driver's cockpit concept
- Layout of controls and information sources optimised for "hands on the wheel, eyes on the road" with minimum hand and eye movement needed for operation
- Design adds to the quality of the driving experience, inspiring confidence and raising the driver's feeling of control and connection with their vehicle

The new NX is the first model to feature Lexus's Tazuna concept for the driver's cockpit, an approach that was first revealed in the Lexus LF-30 Electrified concept car.

Taking its name from a Japanese word describing a rider's use of the reins to control a horse, it focuses on giving the driver direct, intuitive control of the vehicle, following the principal of "hands on the wheel, eyes on the road". It also raises the quality of the driving experience, making the driver feel confident and in command of their vehicle and their surroundings.

Chief Engineer Takeaki Kato explains: “We have redefined the ideal cockpit space as the contact point between driver and vehicle, aiming for a cockpit that enables a deeper and more intuitive connection and allows for more faithful controllability of the vehicle.”

Information at-a-glance

To help keep the driver’s attention focused on the road ahead, the primary sources of information – the multi-information display, multimedia screen, gauges, meters and optional head-up display – are grouped so they can be read at-a-glance.

The head-up display can be used in three modes to show different levels of information: full mode includes the status of the Lexus Safety System+ safety and driver assistance features; standard mode summarises key information at the lower edge of the display; and minimum mode shows only the speed. It can be adjusted for position, rotation and brightness, with details saved on models with driver-personalised memory settings.

The meters on high grade (Premium Plus Pack, F Sport and Takumi) models are High Definition and their appearance can be customised with a choice of three layouts; there is an exclusive meter design for the NX F Sport, featuring a tachometer, hybrid system display and speedometer. Touch tracer switches on the steering wheel can be used to change or update the contents of the multi-information display without having to look away from the road ahead.

The steering wheel has a new design that will be adopted on other new generation Lexus models. Takumi craftspeople helped precisely determine its cross-section shape and the position and shape of the thumb rests to give the best grip feel and enhance the driver’s feeling of control and connection with the car. The shift lever – styled like that found in the Lexus LC and LS flagship models – was made as compact as possible, but with a snug fit in the hand and set at an ideal angle.

Lexus gathered data on the shoulder-to-fingertip distance of people around the world to ensure excellent control without disturbing the driver’s posture. Similarly, the length of the arm rest on the centre console has been increased by 84mm, improving comfort for both the driver and front seat passenger. The cockpit feeling is created by the shape of the driver’s space curving around from the door to the centre console.

Simplified switchgear

The number of switches has been reduced from 78 to 45 in the new NX and they have been grouped in defined zones according to their function. Physical buttons have been retained for the most frequently used functions, for quicker, more intuitive operation. Those used

when driving are arranged around the steering wheel; the audio and air conditioning controls have been consolidated in the central display screen; and driving controls that can be used when the vehicle is stationary are located in the centre console.

The ergonomic layout promotes smooth movement of the driver's hands through start-up, shift operation and drive mode selection.

Touch tracer switches

An example of the intuitive control that's central to the Tazuna concept is the touch tracer switches on the steering wheel. These can be customised to operate the driver's preferred functions, such as air conditioning controls or the Panoramic View Monitor. When a switch is used, it is replicated in the head-up display, so the driver doesn't have to look down at the wheel to confirm the function they want to operate. If the head-up display is switched off, the operation guide is shown in the multi-information display. Although they work by touch sensitivity, they have the "click" feel of physical controls. Their level of touch sensitivity can be adjusted to suit driver preference.

FEEL MORE LUXURIOUS: LIFE ON BOARD

- Passenger environment evokes the feeling of a luxurious lounge
- *Takumi* craftsmanship produces rich sensory appeal with fine-quality materials
- Lexus' *omotenashi* hospitality witnessed in welcome lighting, ambient cabin lighting with 64 colours and e-latch electronic door release system
- Functions can be operated remotely using the Lexus Link app

While the driver experiences the focused, engaging environment created by the new Tazuna cockpit design, passengers enjoy a greater sense of space with an elevated level of comfort, quality and attention to detail that are quintessentially Lexus, evoking the feeling of a luxurious lounge. Applying the Vital x Tech concept has created a cabin that is innovative, elegant and practical.

The design delivers a "tangible space" – a concept whereby areas of open space are integrated in the design, rather than simply being a void between different solid elements. This helps create a luxurious lounge feeling for the front seat passenger.

The design, quality and finish exemplify the Lexus traditions of *omotenashi* hospitality and *takumi* craftsmanship, using fine-quality materials and precision methods to ensure everything you see, touch and hear is perfect.

Seat design

Comfort is addressed in details such as the precise design of the front seats, with particular attention paid to the cross-section shape and the position of the side-supporting bolsters, with concave cut-out areas so there is room for unobstructed elbow movement when reaching for controls or using the console box. The “deep hung” seat construction sets the upholstery seams deeper in the structure, helping the occupant maintain a better posture and with producing less upward pressure during cornering.

Eight-way power adjustment, plus lumbar support, is available for the front seats on high grade models, while on F Sport models additional forward/back headrest adjustment is provided.

Performance of the integrated seat heating and ventilation has been improved with better temperature distribution across the seatback and cushion.

Welcome sequence

Lexus’s *omotenashi* hospitality is demonstrated by the welcome sequence as the driver approaches and enters the vehicle. The door handles, puddle lights and daytime running lights illuminate and as the door is opened, the instrument panel lights up. On closing the door, the NX side silhouette appears in the multi-information display and when the brake pedal is pressed, the power button pulsates. Switching the vehicle on initiates a start-up animation with graphics and sound.

Ambient lighting

Gentle, indirect cabin illumination can be adjusted using the Lexus Mood Selector to help create the right effect for every journey, with ambient lighting in the footwells, door panels and centre console. There are 64 different colours to choose from; of these, 14 have been pre-defined to reflect different moods inspired by nature.

Lexus’ first e-latch system

The NX is the first Lexus model to be fitted with an e-latch electronic door release system. This replaces the familiar internal door handle with a push-button switch positioned next to the arm rest in the door panel; on the outside, a small button is located on the inside of the fixed handle.

This allows the door to be opened with a smooth, simple and near-silent motion, inspired by the traditional *shoji* sliding room dividers in Japanese homes. The e-latch incorporates a

safety function, Safe Exit Assist, to prevent doors being opened into the path of vehicles approaching from the rear (details in the safety chapter below).

Climate Control system

The air conditioning system has been designed to deliver both more comfort and fuel-efficient performance. Both the hybrid electric NX 350h and plug-in hybrid electric NX 450h+ use a power-saving all-electric compressor.

The Climate Concierge ensures cabin temperature is precisely adjusted to suit each occupant, co-ordinating operation of the seat and steering wheel heaters as well as the air conditioning. With S-Flow control, the system recognises which seats are occupied, directing heating or cooling performance accordingly, while also taking into account the temperature setting, the cabin temperature, the ambient temperature and the effect of sunlight through the windows.

The system featured in the NX 450h+ uses an energy-saving heat pump which draws thermal energy from the air outside the car to heat the cabin, so there is less impact on the car's EV driving capability. It also has a humidity sensor, to help prevent the windscreen misting over, two-layer air control and a system for detecting and suppressing stale air in the cabin.

Using the Lexus Link app, owners can activate the car's heating and ventilation before setting out, for example cooling the cabin or de-icing the screen in preparation for a journey. In a planned future update to the app's functions, NX 450h+ owners will be able to set the time for operation in advance.

Load compartment

The "no compromise" packaging of the NX's interior allows for a generous load capacity: the load space height is the same as in the previous model but is 40mm longer. Thus, load space is 545 litres with the rear seats in place – more space for day-to-day use. This increases to a maximum 1,436 litres with the seats folded down. There is sufficient room to carry three golf bags or two large suitcases (77 and 63-litre), without the seats being lowered.

The deckboard divides three ways to allow for different arrangements of the boot space and is designed so that the storage area below can be reached without having to remove the entire board. The lower area can be used for storing tools and small items; notably on the NX 450h+ there is room for the charging cable, so that no space is lost in the principal load area. The boot is also equipped with a side storage net and a lightweight folding tonneau

cover that can be stored in a dedicated space in the boot floor. The rear seats are divided 60:40 for flexible organisation of the load area and are available with a power-folding function.

Power back door

A new low-speed/high-torque spindle-type electric motor makes operation of the power tailgate quicker, with no delay between operating the control switch and the door starting to move. Overall, opening and closing time has been reduced by half to around four seconds. The process is also quieter and, with a more compact motor, there is less intrusion in the driver's rearward view.

The back door can be opened and closed using a switch on the instrument panel or the button on the vehicle key; there is also a switch on the underside of the tailgate and an additional switch to close the door and lock the vehicle. The system is available with a kick sensor for hands-free opening. The opening height of the door can be set to a preferred level, for example to avoid hitting a low garage ceiling. An assist function will close the door fully when it is pulled down manually.

Upholstery and trims

According to model grade, seat upholstery is in high-quality Tahara man-made leather or genuine leather. NX and NX Premium Pack models are available with Black or Dark Rose Tahara, while NX Premium Plus Pack and Takumi versions offer the choice of Black, Black with Rich Cream, Dark Rose or Hazel leather. The NX F Sport models also feature leather, in Black, White or Flare Red, the latter two featuring contrasting black bolsters and inserts in the seatback and cushion.

The range of trim inlays includes Micro Dot, with a pattern expressing motion, on the entry NX grade and 3D Black Prism with a 3D carved look on the NX Premium Pack and Premium Plus Pack models. Takumi grade comes with Sumi Black Walnut which has a strong wood grain finish while for the F Sport the F Aluminium has a cool, sharp appearance.

Calm and quiet cabin environment

Lexus undertook noise risk mapping of the cabin during the initial development phase, to locate potential noise sources and suppress noise generation. This helped prevent noise caused by factors such as material compatibility and relative movement between components. Materials, surface treatments and the alignments of cross-sections were checked and the data gathered was evaluated.

To achieve class-leading cabin quietness, acoustic-quality glass is used for the windscreen and front side windows. Flush door mouldings and a new twin-latch system for securing the bonnet further contribute to reducing intrusive noise in the cabin, while the wheel arch liners reduce the noise from water splash. This is also the first Lexus to feature foam coating at the base of the front and centre pillars to reduce noise and vibration.

An example of the level of detail in the noise suppression measures is the low noise register design of the fins in the fascia air vents: noise from the airflow is reduced by small protrusions on the surface of the fins, arranged in a serrated pattern.

FEEL MORE RESPONSE – AND RESPONSIBLE: POWERTRAINS AND PERFORMANCE

- All-new electrified powertrains with class-leading performance
- NX 450h+, Lexus' first plug hybrid electric and halo model of the range, with 305bhp, combined CO₂ emissions between 20 and 26g/km* and 43 to 47 miles EV combined driving range – rising to 55 to 61 miles in the urban cycle
- NX 350h with fourth generation Lexus hybrid system, with 241bhp corresponding to a 24 per cent increase in power and 22 per cent reduction in CO₂ emissions compared to the previous system

The new NX's status as a transformative model for Lexus and its potential for greater market penetration is reflected in a wider range of powertrains, using new and significantly improved technologies to deliver best-in-class performance and wider market appeal. The line-up includes Lexus' first plug-in hybrid electric model, one that instantly becomes a reference point for the segment in terms of its combination of power and zero emissions EV driving capability.

The range also include a new hybrid electric model, with significantly enhanced performance and efficiency.

NX 450h+, LEXUS' FIRST PLUG-IN HYBRID ELECTRIC MODEL

Lexus has drawn on more than 15 years of hybrid technology expertise to produce its first plug-in hybrid electric vehicle (PHEV), the new NX 450h+.

The halo model in the new NX range, it features a four-cylinder, 2.5-litre hybrid Atkinson cycle engine, a 134kW front electric motor, a 40kW rear electric motor, a hybrid transaxle

and a lithium-ion battery with 18.1kWh capacity – one of the highest capacities in its class. The engine's high output and fuel efficiency are supported by a long, 103.4mm stroke and high 14.0:1 compression ratio, together with Dual VVT-i electrically controlled intelligent variable valve-timing and D-4S direct/indirect fuel injection with multi-hole injectors.

The full plug-in system, including electric motors and battery, produces a maximum 305bhp/227 kW, enabling acceleration from 0-62mph in 6.3 seconds. At the same time, CO₂ emissions between 20 and 26g/km* and fuel economy between 256.8 and 313.9mpg* are among the best in the new NX's class.

Thanks to its powerful battery and superior efficiency, NX 450h+ also provides a substantially higher EV range. At 43 to 47 miles * in the combined WLTP cycle, rising to 55 to 61 miles in the urban cycle, this is as much as twice the range offered by competitors in the NX's segment. The new battery's performance also enables all-electric driving at speeds up to 83mph. Using Lexus's new compact and lightweight hybrid transaxle, the plug-in hybrid electric system delivers best-in-class fuel efficiency and power.

The NX 450h+ is equipped as standard with Lexus's intelligent E-Four electric all-wheel drive system (details in the dynamic performance chapter below) and has a 1.5-tonne (braked) towing capacity.

*Depending on grades and equipment. All data for combined WLTP cycle. Target data, pending homologation.

High efficiency maintained after battery depletion

Lexus's plug-in hybrid electric technology has the crucial benefit of maintaining high efficiency when the battery is depleted. In many competitor systems, operation at this point defaults to an internal combustion engine, but in the NX 450h+ the default is to an efficient, self-charging hybrid system. Lexus's testing shows that its competitors' fuel consumption is on average 30 per cent higher than the NX 450h+ when the battery is depleted.

Battery recharging can be accomplished in around 2.5 hours using a 230V/32A connection and the 6.6kW on-board charger.

Lithium-ion battery

The addition of a boost converter to the hybrid system's power control unit increases the voltage, allowing more power to be sourced from the battery, which has 96 cells and a voltage rating of 355V.

Being more energy-dense, the battery unit is compact and can be accommodated in the vehicle's platform without intruding into the cabin or load space. Its location also contributes

to the car's low centre of gravity. The load compartment has the same volume as the NX 350h hybrid electric model, with no space lost to powertrain components. Acknowledging how customers in the NX's segment will typically use their vehicle for longer journeys, the fuel tank capacity is also unaltered, at 55 litres, one of the largest in the car's class.

Hybrid system drive modes

The driver can select from four drive modes for the plug-in hybrid electric system.

EV (electric vehicle) mode is the default: the NX 450h+ will run purely on electric power until the limit of its range is reached, no matter how hard the accelerator is pressed. When the battery is depleted, operation switches automatically to efficient HV (hybrid vehicle) mode.

The Auto EV/HV mode automatically brings the hybrid engine into play when extra power is needed, then returning to EV operation immediately afterwards. The driver can also select HV mode to maximise efficient operation, automatically maintaining the battery's state of charge.

Battery charging mode starts the engine to restore the battery charge level, helping ensure more battery power is available when EV driving is required, for example prior to entering a zero or low emissions zone.

Drive Mode Select

In addition, the driver can use Drive Mode Select to adjust the performance of vehicle systems to suit the journey, using a new-design control on the centre console. Normal mode gives a balance between driving performance and economy, while Eco mode adapts throttle response and air conditioning performance to support fuel economy. Sport mode adjusts steering feel and accelerator response for a sportier drive.

On F Sport models equipped with Adaptive Variable Suspension (AVS), Sport mode is replaced by Sport S and Sport S+. Selecting Sport S+ provides additional control of the AVS and electric power steering (EPS) to give more focused sporting, responsive performance. An additional Custom mode allows the user to apply their preferred settings for the powertrain, AVS, EPS and air conditioning.

Sequential Shiftmatic transmission

The driver can use paddle controls to operate the Shiftmatic transmission in a series of shift ranges, selecting "S" with the shift lever. This delivers engine braking force in six steps with a shift feel similar to a manual transmission. A low shift range enables high engine speed control for sharp acceleration response, increasing driver rewards.

NX 350h WITH FOURTH GENERATION LEXUS HYBRID ELECTRIC TECHNOLOGY

The new NX 350h uses fourth generation Lexus hybrid electric technology, achieving much higher performance and greater efficiency.

The hybrid electric system uses the same 2.5-litre Atkinson cycle engine as the NX 450h+ plug-in electric hybrid but 24 per cent more power than the previous NX 300h, with maximum output of 241bhp/179kW. This is reflected in a 16 per cent reduction in the 0-100mph acceleration time to 7.7 seconds.

The new hybrid transaxle delivers the best combination of fuel economy and power in its class, an achievement supported by its redesigned geartrain, more compact design, lighter weight and reduced friction losses. It also has a smaller and more efficient power control unit.

The NX 350h is equipped with E-Four electric all-wheel drive; from January 2022 front-wheel drive versions are available to order, ahead of production starting in summer 2022. Both versions have a towing capacity for braked trailers up to 1,500kg.

In common with the NX 450h+, the hybrid electric NX 350h features the Drive Mode Select and Shiftmatic system with paddle shift control. Its lithium-ion battery pack is located beneath the rear seats, positioned as low and close to the centre of the vehicle as possible to help maintain a low centre of gravity and optimum front/rear weight balance.

FEEL MORE CONFIDENT: DYNAMIC PERFORMANCE AND THE LEXUS DRIVING SIGNATURE

- Lexus Driving Signature combines ride comfort with steering, throttle and braking response perfectly faithful to the driver's intentions
- New NX built on Lexus's GA-K platform, gaining fundamental benefits in dynamic performance
- High body rigidity supported by use of advanced materials for construction and reinforcement
- Dynamic performance honed by professional racing drivers in the NX testing programme

Development of the new NX's dynamic performance focused on delivering the Lexus Driving Signature, an ideal combination of ride comfort and steering, throttle and braking performance that is faithful to the driver's intentions at every moment, inspiring confidence and a rewarding sense of control and connection with the car.

Central to achieving this is the use of Lexus's Global Architecture K (GA-K) platform. Dynamically superior to the previous generation NX, this secures a lower centre of gravity (-20mm), an increase in the front and rear tracks and an improved front/rear weight balance. It also provides the high level of rigidity required for dynamic, responsive and stable performance – 30 per cent greater than the previous NX – supported by new braking, steering and suspension systems.

The aim was to achieve seamless cornering performance, from deceleration towards the turn, steering into the corner and accelerating out, together with more linear and powerful acceleration and an increased sense of engagement, agility and control for the driver.

One of the innovations in the development programme was the use of professional racing drivers to help hone the car's dynamic performance and guarantee the Lexus driving "feel" – particularly steering and braking responsiveness – in track testing at Lexus's new Shimoyama vehicle development facility.

Highly rigid body

The new platform has helped enable the engineering of a significantly more rigid body. Innovative lightweight materials are used to add strength and compensate for the weight of extra bracing and reinforcements. The structure includes world-first use of 1180MPa steel for tailor-welded blanks in the rocker reinforcement and 1470MPa steel for the roof reinforcement.

New laser peening technology has been adopted, using pulsed laser beams to improve weld penetration, allowing thicker, stronger materials to be used, notably in the roof rails and sills. Further rigidity is gained from laser screw welding and more extensive use of body adhesive (an additional 6m), together with Lexus's first application of high-rigidity foam, used in the rear corners of the hatch, to suppress deformation.

A new twin-latch system has been designed for securing the bonnet. A transverse reinforcement between the two locks adds to the rigidity of both the bonnet and the car's body, and also suppresses vibration caused by air turbulence at higher speeds.

F Sport models further benefit from front and rear, transverse-mounted performance dampers to absorb body vibrations and improve the car's handling stability.

New suspension design

The NX uses a new front MacPherson strut suspension system, with double wishbones with trailing arms featured at the rear.

Throughout, the layout of the arms, bushes and shock absorbers has been refined to reduce shock and vibration when driving over rough surfaces. Measures include optimisation of the angle between the lower arms and upper supports; placement of the shock absorbers for a smooth stroke; and optimisation of the damping force control in the Adaptive Variable Suspension (AVS). Precise alignment of the strut bearing which connects the damper to the car helps produce natural steering response and straight-line stability. The shock absorbers themselves have redesigned bushes and seals and use a new fluid for improved performance.

Anti-roll bars are fitted front and rear, with a thin-wall, hollow construction that saves weight without detracting from performance. The rear bar on all-wheel drive models is shaped differently to accommodate the rear differential.

Axle rigidity is increased with the use of hub bolts in place of nuts to fasten the wheels, which also reduces the vehicle's unsprung weight; further weight savings are made with the adoption of a new aluminium axle carrier.

Adaptive Variable Suspension

The Adaptive Variable Suspension (AVS) featured on the NX F Sport models has an expanded operating range and adopts a linear solenoid for the actuator, giving finer damping adjustment and smoother response to changes in the road surface and driving conditions. The result is less roll, sharper handling, greater ride comfort and a reassuring feel for the driver.

There are two types of damping force control in the AVS – Normal and Sport – operating according to the drive mode selected.

Braking system

A new electronically controlled braking system has been designed for smooth feel and pedal operation.

The ventilated front discs have a 328mm diameter (340mm on NX 450h+) and use floating double-piston callipers; at the rear there are 317mm ventilated discs. Additional brake control systems have been introduced – Trail Mode for all-wheel drive models and a Secondary Collision Brake (SCB).

For the driver there's easier and more reassuring operation and feel with changes to the size and shape of the brake pedal and – for the first time on a Lexus model – a damping mechanism for the pedal return.

Steering

The electric power steering has a precise, rack-mounted motor, engineered to provide dynamic performance with a safe, confident and relaxed steering feel, making the car easy to drive and helping make longer journeys less tiring. Steering response is 20 per cent faster than on the previous NX.

The system has variable gearing which uses a low stroke ratio at steering angles up to 20 degrees, giving stability at high speeds; above 20 degrees the ratio is increased, giving better cornering agility.

Aerodynamics

Lexus designers and performance engineers collaborated closely to produce aerodynamic details that optimise stable performance without compromising the fundamental quality of the vehicle design, achieving a drag coefficient for the car of 0.34. This co-operation resulted in “functional beauty” – elements that control airflow around and over the vehicle, reducing drag while contributing to the car’s overall appearance.

Details include a flush belt moulding, profiling of the sides of the front bumper, openings in the corners of the rear bumper (these are larger on F SPORT models to support sportier performance) and a fin added to the lower part of the rear bumper. These help produce improved steering feedback, natural vehicle movement in response to steering inputs, straight-line stability and, for the driver, a strong sense of the vehicle gripping the road.

Beneath the vehicle, the engine under cover has a new dimpled surface, like a golf ball. This pattern generates micro-vortices that enhance the ground contact feel. The under cover area has been increased on all NX versions to reduce drag, improving stability and fuel economy.

E-Four all-wheel drive system

All-wheel drive is available across the new NX range in the UK at launch and is standard on all NX 450h+ models.

The lightweight and compact Lexus E-Four intelligent electric system uses an additional electric motor on the rear axle which provides automatic distribution of drive torque front/rear between 60:40 to 20:80, giving reassuring grip when pulling away or driving on snowy or slippery road surfaces.

Using the Trail Mode control – offered for the first time on a Lexus – integrates control of the AWD system, braking and drive force to help prevent wheelspin when travelling on rough or loose surfaces, enhancing off-road driving performance. For example, if one wheel loses

contact with the ground, Trail Mode will brake the spinning wheel and direct drive torque to the grounded wheel to gain traction, at the same time adjusting throttle response and shift pattern.

NX 350h with front-wheel drive

The addition of front-wheel drive versions to the NX 350h line-up extends the range available to include two further models that fall below the £40,000 threshold for higher vehicle excise duty charges and a lower, 29 per cent benefit-in-kind rate for company car tax payers.

FEEL MORE CONNECTED: MULTIMEDIA AND CONNECTIVITY

- All-new multimedia platform with faster, more intuitive operation and increased functionality
- Lexus Link Connect with 9.8-inch touchscreen and Lexus Link Pro with 14-inch High Definition touchscreen – one of the largest in the NX's class
- Up-to-the-moment route information with cloud navigation as standard
- Voice recognition system responds to conversational commands, including new “Hey Lexus” assistant
- Convenient over-the-air provision of system updates and new functions
- Four-year connectivity subscription offered as standard on all NX versions
- Bespoke 17-speaker Mark Levinson Premium Surround System available for the NX 350h

The new NX delivers seamless connectivity that is faster, better and stronger, providing the latest multimedia technology, “always connected” services and the convenience of over-the-air software and functionality updates.

Using smartphone, navigation, vehicle commands, multimedia functions and cloud connectivity, there are about 100 ways for the driver to interact with the vehicle.

All-new multimedia platform

The new model marks the debut of an all-new multimedia platform that transforms performance with increased computing power, quicker response and more intuitive operation. Using the new touchscreen is as smooth and simple as using a tablet.

The standard system, Lexus Link Connect, features a 9.8-inch screen with an anti-glare finish. The CPU (central processing unit) has 2.4 times the computing speed of Lexus's previous multimedia system. In addition to touchscreen operation, there are physical buttons

to short-cut to the most frequently used functions. Menus and controls are displayed as icons on the driver's side of the screen for easy access and the screen's layout is divided into sections according to the level of information detail.

Lexus Link Pro, available as an option with the Premium pack and provided as standard on higher grade models or as an option, features a 14-inch screen, one of the largest in the NX's class. Graphics are presented in High Definition for excellent visibility in all lighting conditions, while the CPU delivers even faster response – 3.6 times that of the current system; 1.5 times quicker than the “Connect” system. Colours and fonts can be changed with five different themes available.

Both systems can be customised for up to three different users; the system will automatically recognise when a specific device or key is used.

Cloud navigation

The new NX is the first car in its class to provide cloud navigation as standard. The car's DCM (data communication module) enables the navigation to be always connected, providing live information on traffic events, accidents and road conditions. Up-to-the moment information makes for more efficient journey planning and the avoidance of delays,

Voice recognition and the “Hey Lexus” assistant

The new multimedia system has improved voice recognition that responds to questions and commands given in a more natural style of language – Dynamic Voice Recognition. It can be used at the same time as the audio system and by both the driver and front seat passenger. It will recognise which seat the command has come from and respond accordingly, for example, opening the nearest window.

The user can speak in a conversational style, interrupting or changing their mind, and the system will understand. It will also understand context: for example, if you say “I'm hungry,” it will give details of nearby restaurants.

Voice recognition can be operated simply by calling up the new on-board assistant “Hey Lexus,” or by using switches on the steering wheel and multimedia display. “Hey Lexus” can interact directly with the vehicle, for example closing windows and adjusting the climate control. At launch, the voice recognition function will cover 19 different languages.

Smartphone connectivity

Easy smartphone integration is provided as standard from NX Premium Pack grade – wireless for Apple CarPlay and with a wired connection for Android Auto. A wireless

charging tray is available, with 50 per cent quicker charging performance; this can be slid forwards to access a handy small storage space, even when the unit is being used.

Convenience for everyone on board is addressed with four USB ports in the cabin, two on the front and two on the rear of the centre console. Of these, three are 15 W USB-C standard and can be used for device charging; the second port on the front of the console is USB-A, suitable for connecting a multimedia device. Accessory power sockets are provided on the centre console and in the load compartment.

Lexus Link

The DCM allows for an extended range of functions the owner can operate remotely using the Lexus Link app on their smartphone.

The connected services include locking and unlocking the vehicle, opening the tailgate, operating the steering wheel and seat heaters and adjusting the climate control to heat or cool the vehicle ahead of setting out on a journey. The car's hazard lights can also be illuminated, for example to help spot the car in a busy car park.

These are in addition to established Lexus Link services such as driving analytics, hybrid coaching, fuel level monitoring and a "find my car" function.

Additional functions are available for the NX 450h+: monitoring the level of battery charge, scheduling charging and a charging timer.

The DCM also allows for convenient over-the-air updates to adjust, improve and add services during the car's lifecycle.

Premium sound system

The NX's standard audio package is a 10-speaker system giving crisp sound throughout the cabin. A subwoofer uses the bass reflex structure of the rear speakers to give excellent low-frequency reproduction, and the system allows playback of high-resolution sound sources (96 kHz/24-bit).

Mark Levinson Premium Surround Sound System

The NX 350h can be specified with a new 17-speaker Mark Levinson Premium Surround Sound audio system.

Developed by Lexus's exclusive audio partners, the system is optimised for the car's interior architecture to deliver the finest sound reproduction quality. The NX is the first Lexus to use the Harman System for the playback of high-resolution sources.

The array of speakers, including a large-capacity 25cm subwoofer in a bespoke chamber beneath the deck board, is arranged to give the effect of a 360-degree stage setting. Pure Play technology gives distortion free performance and high-resolution sound source playback is also supported. Quantum Logic Surround (QLS) improves the clarity and sound stage, while ClariFi 2.0 technology recreates sound quality lost in lower quality compressed files.

Control sounds

Some of the most frequently used controls and functions trigger a musical sound to confirm operation, such as the seatbelt reminder, clearance sonars and multimedia system. Lexus worked with jazz musician Jiro Yoshida to define the sounds produced.

FEEL MORE REASSURED: ADVANCED SAFETY AND DRIVER ASSISTANCE

- Third generation Lexus Safety System+ provided as standard
- Significant increases in the scope and functionality of active safety and driver assistance systems
- Enhanced Pre-Collision System can detect significantly more accident risk scenarios
- Optional Extended Safety Package with Lane Change Assist and Front Cross-Traffic Alert
- Safe Exit Assist, combining the new e-latch system with the car's Blind Spot Monitor, helps avoid accidents caused by opening doors into the path of approaching vehicles, bicycles and motorcycles
- Digital rear-view mirror, giving the driver a wide, unobstructed field of vision, using real-time images from the car's reversing camera
- Panoramic View Monitor with underfloor see-through view
- Advanced Park system with Remote Parking*

The new NX is the first model to feature the third generation of Lexus Safety System+, equipping it with a comprehensive package of active safety and driver assistance features.

Lexus's safety leadership goes hand in hand with its commitment to making advanced accident risk detection and prevention measures accessible to more motorists. With this aim in view, Lexus Safety System+ is provided as standard on all new NX models, across all European markets.

The latest developments introduce new features and upgrades in the performance and functionality of others, with enhancement of the detection range of the millimetre-wave radar

and camera. Systems have also been tuned to operate in a way that feels natural to the driver and thus more reassuring, adding to the driving confidence inspired by the NX's new platform and powertrains.

With this evolution, Lexus Safety System+ moves to the next level as a personal driving partner.

Upgraded Pre-Collision System with Emergency Steering Assist

The Pre-Collision System's (PCS) capabilities have been extended so that it can now detect motorcycles and pedestrians in the car's path. It also gains a new function that identifies high collision risks with oncoming traffic or crossing pedestrians and cyclists when making a turn at an intersection.

The new Emergency Steering Assist function provides assistance, triggered by the driver's use of the wheel, to automatically control steering when there's a high risk of a collision, helping to keep the vehicle stable and within its traffic lane. A new acceleration suppression function helps prevent unintended sharp acceleration when travelling at low speed.

The improvements that have been made enable the PCS to detect significantly more accident risk scenarios than before.

Dynamic Radar Cruise Control

Performance of the Dynamic Radar Cruise Control (DRCC) has been improved so that it can more quickly recognise and adjust to traffic cutting in front the NX. Working in conjunction with the Lane Trace Assist, it will follow a more natural line through bends and decelerate earlier in accordance with the sharpness of the curve. This speed control function has been developed to give performance more in line with the driver's natural instincts.

A new indicator-linked pre-acceleration function automatically accelerates the car up to its target speed to shorten the distance to the vehicle ahead, in preparation for changing lane to overtake. Similarly, the system will slow the NX when the indicator is used to move into a lane behind a slower vehicle, giving a more natural feel to the driving assistance. Lexus's first overtake prevent function which will automatically reduce cruising speed to avoid undertaking vehicles in the adjacent lane.

The system's co-operation with the Road Sign Assist (RSA) has been expanded to respond to more signs and commands, including warning and STOP signs. When the RSA recognises a change in the speed limit, the system alerts the driver to adjust the car's cruising speed accordingly.

Lane Departure Alert and Lane Trace Assist

Refinement of the Lane Departure (LDA) has focused on co-operation with the driver, for example deactivating warning and restraint functions when it's judged that the driver is making a deliberate manoeuvre to avoid a person or parked vehicle. The system can now recognise some solid objects, such as kerbs, guard rails, walls and utility poles, giving more natural lane tracing performance.

The Lane Trace Assist has enhanced recognition performance, giving smoother and less abrupt steering support. For example, when overtaking a vehicle in an adjacent lane, or when driving close to a roadside structure, the tracing position is offset from the centre of the road to the avoidance side, again following a driver's natural instinct.

Extended Safety Package option

Owners can increase the NX's safety provisions with an optional Extended Safety Package, available on Takumi Grade and F Sport with Takumi Pack models.

It introduces Lane Change Assistance (LCA) which provides automatic lane change steering, when the turn indicators are used in motorway driving.

It also adds Front Cross Traffic Alert which uses radar monitoring to detect and warn the driver of traffic approaching from either side when emerging from a junction at low speed. An animation of the direction of the approaching vehicle is shown in the colour head-up display and if the system judges the driver is about to pull out, it will prompt them to slow down with a warning display and buzzer.

Safe Exit Assist

The NX's new e-latch electronic entry and exit system is linked to the car's Blind Spot Monitor to warn of any traffic approaching from the rear. If it detects a risk, it triggers a warning light and buzzer and, if an attempt is made to open the door, cancel the unlatching.

Lexus believes this innovative system can help prevent 95 per cent of the accidents caused by door opening.

Digital rear-view mirror

The NX can be specified with a Digital Rear-view Mirror (Takumi Pack and Takumi grade) which gives the driver a wide, unobstructed field of vision, using real-time images from the car's reversing camera. The view is not compromised by headrests, passengers or luggage inside the car, and excellent clarity is maintained in night driving or poor weather conditions.

The mirror also has a conventional optical setting, should, for example, the rear camera become obscured by mud or snow. Touch controls are integrated in the glass for adjusting the angle of rearward view left/right and up/down. Image brightness and scaling can also be adjusted to suit the driver's preference, or the driving conditions.

Panoramic View Monitor with underfloor see-through view

The Panoramic View Monitor (Premium Plus Pack, F Sport and Takumi grade) features a new see-through view which displays an image on the multimedia screen showing the area beneath the car, as though the seats and bodywork were transparent. This gives the driver extra information about the vehicle's immediate surroundings for even safer manoeuvring.

UK MODEL RANGE

- Three equipment grades for the NX 350h – NX, F Sport and Takumi, plus Premium Pack and Premium Plus Pack options for the NX grade and Takumi Pack for F Sport grade
- NX 450h+ available in NX Premium Pack, NX Premium Plus Pack, F Sport, F Sport Takumi Pack and Takumi versions
- Manufacturer's warranty up to 10 years/100,000 miles

The new NX is offered in three equipment grades for the NX 350h – NX, F Sport and Takumi; the NX grade can also be enhanced with Premium Pack and Premium Plus Pack versions. The same grade structure applies to the NX 450h+ plug-in hybrid, excepting the NX entry point version.

Equipment highlights for the **NX** include: 18-inch alloy wheels, Lexus Link Connect with 9.8-inch multimedia and cloud navigation system, Tahara synthetic leather upholstery, bi-LED headlights with Automatic High Beam and the new generation Lexus Safety System+.

The **Premium Pack** adds rear privacy glass, smart keyless entry, a wireless phone charger, LED front fog lights, Safe Exit Assist, Blind Spot Monitor and Rear Cross Traffic Alert.

Premium Plus Pack provides 20-inch alloy wheels, Lexus Link Pro 14-inch multimedia with navigation, leather upholstery, heated and ventilated front seats, heated rear seats (450h+ only), four-eye LED headlights with Adaptive High-beam System, LED cornering lights, a Panoramic View Monitor and ambient cabin lighting with 64 selectable colours.

The **F Sport** model builds on the Premium Plus Pack with F Sport 20-inch alloys and dedicated exterior design features including a piano black grille, black roof rails and F Sport badging. The cabin features an F Sport steering wheel, aluminium pedals and sports front seats. The package also equips the car with Adaptive Variable Suspension and front and rear lateral performance dampers.

A **Takumi Pack** can be added to the F Sport specification, introducing the 17-speaker Mark Levinson Premium Surround system (NX 350h only), extended safety package and digital rear-view mirror. A sunroof can be specified for the NX 450h+ and a panoramic roof for the NX 350h.

The epitome of Lexus's takumi craftsmanship, the **Takumi** model has 20-inch alloy wheels with a dedicated design, a Mark Levinson 17-speaker Premium Surround audio system, a digital rear-view mirror, remote and automatic parking functions, panoramic roof and additional Lexus Safety Sense+ features, including Front Cross Traffic Alert and Lane Change Assist.

The entry point to the NX 450h+ line-up is the NX Premium Pack version, which offers additional equipment features compared to the NX 350h version. The specification includes Tahara man-made leather upholstery, eight-way power adjustable front seats, rear privacy glass, smart keyless entry, a wireless phone charger, LED cornering and front fog lights, Blind Spot Monitor and Rear Cross Traffic Alert and Safe Exit Assist. The Premium Plus Pack for the NX 450h+ provides 20-inch alloy wheels, Lexus Link Pro 14-inch multimedia with navigation, leather upholstery, heated and ventilated front seats, heated rear seats, four-eye LED headlights with Adaptive High-beam System, LED Cornering Lights Panoramic View Monitor and ambient cabin lighting with 64 selectable colours.

Elsewhere, specification highlights are the same, excepting the NX 450h+ Takumi version, which is equipped with 20-inch Takumi alloy wheels, fully automated parking, a sunroof, wood trim inlays and the additional Lexus Safety Sense+ features in the extended safety package.

Up to 10 years/100,000 miles warranty

In common with every new Lexus, the UX 250h is eligible for Lexus warranty protection for up to 10 years or 100,000 miles (whichever comes first). This comprises an initial three-year manufacturer warranty, followed by up to a further seven years of service-activated warranty.

For the first three years of the car's life, owners can have it serviced at a place of their choice. When the new car warranty period expires, they can then benefit from an additional 12 months

(or 10,000 miles) warranty when they have their vehicle serviced at an authorised Lexus workshop, in line with its service schedule. The warranty is provided at no extra cost, up to a limit of 10 years/100,000 miles. Terms and conditions apply; full details are available at www.lexus.co.uk.

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.
2021	June	World premiere of the all-new NX, including the NX 450h+, Lexus's first plug-in hybrid electric model.
	September	UK order books open for the new NX.
2022	January	Lexus announces front-wheel drive version of the NX 350h.

NX sales in UK markets in 2021: 4,578

Cumulative sales since launch (2014): 31,553

LEXUS NX TECHNICAL SPECIFICATIONS

ENGINE	NX 350h		NX 450h+
Engine type	4 cylinders in-line		
Valve mechanism	16 valve DOHC		
Displacement (cc)	2,487		
Bore x stroke (mm)	87.5 x 103.4		
Compression ratio	14.0:1		
Total system output – motors and engine (bhp/DIN hp/kW)	241/244/179		305/309/227
Max. engine power (bhp/DIN hp/kW @ rpm)	187/190/140 @ 6,000		183/185/136 @ 6,000
Max. engine torque (Nm @ rpm)	239 @ 4,300-4,500		227 @ 2,000-3,700
HYBRID SYSTEM	NX 350h		NX 450h+
	FWD	AWD	
Electric motor (front)			
Type	Permanent magnet, synchronous motor		
Voltage	650		
Max. power (bhp/DIN hp/kW)	178/180/134		183/185/136
Max. torque (Nm)	270		270
Electric motor (rear)			
Type	-	Permanent magnet, synchronous motor	
Voltage	-	650	
Max. power (bhp/DIN hp/kW)	-	53/54/40	
Max. torque (Nm)	-	121	
Hybrid battery			
Type	Lithium-ion		
Nominal voltage	259		355.2
Number of cells	70		96
PERFORMANCE	NX 350h		NX 450h+
	FWD	AWD	
0-62mph (sec)	8.7	7.7	6.3
Max. speed (mph)	124		

DIMENSIONS		NX 350h		NX 450h+
Overall length (mm)		4,660		
Overall width – mirrors folded (mm)		1,865		
Overall height (mm)		1,660 – 18in wheels 1,670 – 20in wheels		
Wheelbase (mm)		2,690		
Track front (mm)		1,605		
Track rear (mm)		1,625		
Overhang front (mm)		1,007		
Overhang rear (mm)		963		
Coefficient of Drag (Cd)		0.34 – 18in wheels and F Sport 0.35 – 20in wheels		
INTERIOR DIMENSIONS		NX 350h		NX 450h+
Interior length (mm)		1,805		
Interior width (mm)		1,542		
Interior height (mm)		1,195 1,183 (with sunroof) 1,171 (with panoramic roof)		
Load space (l)	Rear seats up	525 521 NX 350h FWD		
	Max. with rear seats folded	1,436		
WEIGHTS		NX 350h		NX 450h+
		FWD	AWD	
Kerb weight (kg)		1,800-1,870	1,790-1,870	1,990-2,050
Gross vehicle weight (kg)		2,380	2,380	2,540
Towing capacity – braked (kg)		1,500		
Towing capacity – unbraked (kg)		750		
TRANSMISSION		NX 350h		NX 450h+
Type		E-CVT		
Differential Gear Ratio – rear		10.781		

Driven wheels	Front or all-wheel drive		All-wheel drive
FUEL CONSUMPTION (WLTP)	NX 350h		NX 450h+
	FWD	AWD	
Combined (mpg)	49.5	44.1-47.9	256.8-313.9
Fuel tank capacity (l)	55		
EMISSIONS (WLTP), INSURANCE, SERVICING & WARRANTY	NX 350h		NX 450h+
	FWD	AWD	
CO ₂ emissions* – combined (g/km)	129-130	133-146	20-26
Insurance groups	NX 350h – 31E-36E NX 450h+ - 38E-41E		
Service intervals	10,000 miles/annually		
Comprehensive warranty	3 years/60,000 miles		
Hybrid warranty	5 years/60,000 miles		
Corrosion & perforation	12 years/unlimited mileage		
Surface rust & paintwork	3 years/unlimited mileage		
SUSPENSION	NX 350h	NX 450h+	
Front	MacPherson strut		
Rear	Trailing arm, double wishbones		
BRAKES	NX 350h	NX 450h+	
Front (diameter x thickness, mm)	Ventilated discs, 328 x 34	Ventilated discs, 340 x 38	
Rear (diameter x thickness, mm)	Ventilated discs, 317 x 18	Ventilated discs, 317 x 18	
STEERING	NX 350h	NX 450h+	
Type	Rack and pinion, electric power steering		
Turns (lock to lock)	2.35	2.65	
Min. turning radius (m)	Tyre	5.8	
	Body	6.2	
WHEELS & TYRES	NX 350h	NX 450h+	
Wheel and tyre size	18in, 235/60R18 20in, 235/50R20		

LEXUS NX EQUIPMENT SPECIFICATIONS

SAFETY & DRIVER ASSISTANCE	NX	F SPORT	TAKUMI
3 rd generation 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)
Extended safety package with Front Cross Traffic Alert & Lane Change Assist	✘	Opt ³	✓
Driver & front passenger airbags	✓	✓	✓
Driver & front passenger side airbags	✓	✓	✓
Driver's knee airbag	✓	✓	✓
Front passenger cushion airbag	✓	✓	✓
Curtain Shield airbags front and rear	✓	✓	✓
Front centre airbag	✓	✓	✓
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 ^{1,2}	✓	✓
Fully Automated Parking	✘	✘	✓
Tyre Pressure Warning System	✓	✓	✓
High mounted rear stop light	✓	✓	✓
Emergency brake signal	✓	✓	✓
Seatbelt warning system	✓	✓	✓
ISOFIX child seat anchor points on outer rear seats (2)	✓	✓	✓
Adaptive Variable Suspension	✘	✓	✘
Sports suspension with lateral performance dampers	✘	✓	✘
Speed-sensitive electric power steering	✓	✓	✓
Electronic parking brake	✓	✓	✓
E-Latch with Safe Exit Assist	Opt ^{1,2}	✓	✓
eCall	✓	✓	✓
INSTRUMENTS & CONTROLS	NX	F SPORT	TAKUMI
Drive Mode Select – 4 modes	✓	✘	✓
Drive Mode Select – 5 modes	✘	✓	✘
Active Sound Control	✘	✓	✘
10in Head-up display	Opt ²	✓	✓
Power-adjustable steering wheel	✓	✓	✓

F Sport steering wheel	x	✓	x
Paddle shifts	✓	✓	✓
Touch tracer switches on steering wheel	Opt ²	✓	✓
AUDIO, NAVIGATION & INFORMATION	NX	F SPORT	TAKUMI
Lexus Link Connect multimedia system with four-year connected services subscription, cloud-based navigation, voice assistant, 9.8 VGA touchscreen	✓	x	x
Lexus Link Pro multimedia system with four-year connected services subscription, cloud-based navigation, embedded navigation, voice assistant, 14in HD touchscreen and faster CPU	Opt ²	✓	✓
10-speaker audio system with DAB	✓	✓	x
17-speaker Mark Levinson Surround Sound system	x	Opt ³ (NX 350h)	✓ (NX 350h)
USB x4 (2 front, 2 rear)	✓	✓	✓
Bluetooth	✓	✓	✓
Apple CarPlay (wireless)/Android Auto (wired) smartphone integration	✓	✓	✓
Lexus Link connected services with over-the-air updates	✓	✓	✓
7in information display in instrument binnacle	✓	✓	✓
COMFORT & CONVENIENCE	NX	F SPORT	TAKUMI
Dual-zone climate control	✓	✓	✓
Humidity sensor	Opt ²	✓	✓
Heated steering wheel	Opt ^{1,2}	✓	✓
Power windows with anti-jam protection	✓	✓	✓
Rain-sensing wipers	✓	✓	✓
Smart Entry	Opt ^{1,2}	✓	✓
E-Latch electronic door opening	✓	✓	✓
Push-button start	✓	✓	✓
Intelligent parking assist sensors (4 front, 4 rear)	✓	✓	✓
Auto-dimming rear-view mirror	✓	✓	x
Digital rear-view mirror	x	Opt ³	✓
Reversing camera	✓	✓	✓
Wireless smartphone charger	Opt ^{1,2}	✓	✓
360-degree Panoramic View Monitor	Opt ²	✓	✓
LED interior lighting	✓	✓	✓
LED ambient light (64 colours, 14 pre-sets)	Opt ²	✓	✓
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)	✗	✗	✓
Locking wheel nuts (Thatcham approved)	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	NX	F SPORT	TAKUMI
Tahara upholstery	✓	✗	✗
Leather upholstery	Opt ²	✗	✓
F Sport leather upholstery	✗	✓	✗
Heated front seats	✓	✓	✓
Ventilated front seats	Opt ²	✓	✓
Heated rear seats	Opt ² (450h+)	✓	✓
6-way manually adjustable front seats	✓	✗	✗
8-way power front seat adjustment	Opt ² (NX 350h) Opt ¹ (NX 450h+)	✓	✓
2-way power lumbar adjustment on driver's seat	✗	✓	✗
4-way power lumbar adjustment on driver's seat	Opt ²	✗	✓
Memory function for driver's seat	Opt ²	✓	✓
Tilt-adjustable rear seat back	✓	✓	✓
60:40 split-folding rear seats	✓	✓	✓
Front centre arm rest with storage	✓	✓	✓
2 cupholders in centre console	✓	✓	✓
2 cupholders in rear centre arm rest	✓	✓	✓
Black Micro-dot inlays	✓	✗	✗
3D prism inlays	Opt ^{1,2}	✗	✗
Aluminium inlays	✗	✓	✗
Sumi black wood inlays	✗	✗	✓
Leather shift lever trim	✓	✗	✓
F Sport shift lever with leather trim	✗	✓	✗
Aluminium sports pedals	✗	✓	✗
Carpet mats	✓	✓	✓
EXTERIOR	NX	F SPORT	TAKUMI
Auto-folding, auto-dimming, heated door mirrors with reverse tilt function and integrated turn indicators	✓	✗	✗
Auto-folding, auto-dimming, heated door mirrors with reverse tilt function, integrated turn indicators and Blind Spot Monitor	Opt ¹	✗	✗
Auto-folding, auto-dimming, heated door mirrors with reverse tilt function, integrated	Opt ²	✓	✓

turn indicators, Blind Spot Monitor and Panoramic View Monitor			
Rear privacy glass	Opt ^{1,2}	✓	✓
Power tailgate	✓	✓	✓
Power tailgate kick sensor	Opt ²	✓	✓
Bi-LED headlights with Automatic High Beam	✓	✗	✗
4-eye LED headlights with Adaptive High-beam System	Opt ²	✓	✓
LED daytime running lights	✓	✓	✓
LED front fog lights	✓	✓	✓
LED cornering lights	Opt ²	✓	✓
LED rear lights	✓	✓	✓
LED sequential turn indicators	✓	✓	✓
Illuminated doorhandles with puddle lights	Opt ^{1,2}	✓	✓
F Sport styling kit with F Sport badging, black mesh grille, F Sport side sills, metallic front bumper coating, black door mirror covers and black roof rails	✗	✓	✗
Integrated roof rails	✓	✓	✓
Sunroof	✗	Opt	Opt/✓ NX 450h+
Panoramic roof (NX 350h)	Opt ^{1,2}	Opt ³	✓
18in alloy wheels	✓	✗	✗
20in alloy wheels with run-flat tyres	Opt ²	✗	✗
20in machined alloy wheels with run-flat tyres	✗	✗	✓
20in F Sport alloy wheels with run-flat tyres	✗	✓	✗
Tyre repair kit (18in wheel)	✓	✗	✗
Metallic paint/premium metallic paint	Opt	Opt	Opt
OPTION PACKS	NX	F SPORT	TAKUMI
¹ Premium Pack: rear privacy glass, smart entry, ambient cabin lighting, heated steering wheel, wireless charger, 8-way power front seat adjustment, 2-way power lumbar support on driver's seat, LED front fog lights, Blind Spot Monitor, Rear Cross Traffic Alert with auto brake, E-Latch with Safe Exit Assist. NX 450h+ adds smart entry.	Opt	✗	✗
² Premium Plus Pack: Premium Pack contents plus LED cornering lights, 20-inch alloy wheels, Lexus Link Pro 14-inch multimedia with navigation, leather upholstery, heated and ventilated front seats, four-eye LED headlights with Adaptive High-beam System, Panoramic View Monitor and ambient cabin lighting with 64 colours/14 pre-sets.	Opt	✗	✗
³ Takumi Pack: Mark Levinson audio system (NX 350h), extended safety package, digital	✗	Opt	✗

rear-view mirror, head-up display and sunroof (NX 450h+) or panoramic roof (NX 350h)			
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ENDS

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