

THE ALL-NEW LEXUS RX

- All-new, fifth generation of the Lexus RX – the car that pioneered the global luxury SUV market
- A completely reinvented model that delivers a step-change in dynamic performance
- A wider choice of electrified powertrains
 - RX 500h, Lexus’s first performance-focused turbocharged hybrid with six-speed automatic transmission and Direct4 all-wheel drive torque control system
 - RX 450h+, the first plug-in hybrid electric RX
 - RX 350h, a new self-charging hybrid electric model
- Lexus “Next Chapter” design, with new “spindle body” frontal treatment
- Open and spacious cabin environment with focused *tazuna* driver’s cockpit design
- New-generation multimedia system with 14-inch touchscreen
- Lexus Driving Signature gives the driver a constant sense of connection with the vehicle with confidence, comfort and control

INTRODUCING THE ALL-NEW LEXUS RX

Lexus has undertaken a complete reinvention of the RX large luxury SUV, building on the model’s great heritage and breaking new design and technology boundaries to increase the breadth of its capabilities and its appeal to an even wider customer base.

In 1998, the original RX model founded the market segment for luxury-focused SUVs. Since then, it has continuously evolved, notably becoming the first electrified model in the premium market with the launch of the RX 400h in 2005. Today, it is firmly established as a global core model for Lexus with 3.5 million sales – 300,000 of these in Europe, almost 58,000 in the UK. The all-new fifth generation model range will strengthen this position and Lexus’s reputation for design and technology excellence.

Together with the all-new NX and the upcoming RZ all-electric model, the RX will help build the “Next Chapter” of the Lexus brand. These three models will give the company its most comprehensive coverage yet of the D/E premium SUV market, the heart of Lexus’s business.

Lexus has developed its new Next Chapter design language for the new RX, including a new ‘spindle body, achieved by integrating the signature spindle grille concept into

the entire front of the vehicle. The RX team also drew inspiration from the model's rich design heritage to produce a car that is instantly recognisable as RX, but with a more dynamic, elegant and confident character.

Inside, the driver-centred *tazuna* cockpit 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 improves the driving experience, with its intuitive and clean layout, enhanced by the new Lexus Link Pro multimedia system with the "Hey Lexus" onboard assistant, a 14-inch touchscreen and remote functions that can be accessed using the Lexus Link smartphone app.

To craft the new RX's Lexus Driving Signature, Lexus optimised the SUV's fundamentals such as the centre of gravity, inertia specifications, weight reduction, rigidity, and powertrain to create a more natural dialogue between car and driver. The improved handling and responsiveness are founded on a development of Lexus's GA-K platform that delivers excellent body rigidity and a low centre of gravity.

The new RX comes with a line-up of three different electrified powertrains. At the core of the brand's offering in Western Europe, the RX 450h+ is the first RX to adopt Lexus's plug-in hybrid technology. The RX 350h hybrid electric is positioned as an efficient alternative to lower displacement diesel and petrol powertrains. And for customers seeking more exhilarating performance, Lexus is introducing its first performance-focused turbocharged hybrid, the RX 500h, which comes with Direct4 drive force control.

Leveraging Lexus's world-class safety technology, the RX benefits from the third generation Lexus Safety System+, with an improved Pre-Collision System, new Proactive Driving Assist and an Extended Safety Package (Premium Plus Pack grade and higher). It is also available with Lexus's Safe Exit Assist; linked to an electronic door release system, this prevents doors being opened into the path of vehicles or cyclists approaching from the rear.

DESIGN AND PACKAGING

- Sleek and powerful Next Chapter design gives the RX stand-out road presence
- New global architecture platform allows for a longer wheelbase and more spacious cabin within the same overall length as the current model
- Luxury expressed in simplicity of interior design
- Focused driver's cockpit, using Lexus's *tazuna* design concept
- Exclusive styling features for F Sport models

Next Chapter Lexus design

The mission for the exterior design team was to give the new RX a unique identity with proportions born from its dynamic driving experience. This approach marks further development of the Next Chapter Lexus design, introduced with the new generation NX model, through which the styling directly communicates the car's performance and the quality of the driving experience.

At the same time as the designers could look to the future, there was also a requirement to project the quality of Lexus as a global luxury brand and for the model to be recognisably an RX, with details that reference its heritage.

These diverse qualities are witnessed in a car that projects a powerful road presence and performance potential, with a bold appearance and firmly planted stance. The sense of "newness" is immediate and strong, giving the car visual impact to match the quality of its three new electrified powertrains.

Next Chapter design has taken the spindle shape from the signature Lexus grille to create a new spindle body effect, integrating the shape into the entire front of the vehicle. The grille itself has been reinterpreted as a seamless unit that merges into the body along its edges. The slim headlight units and a front track that is wider by 15mm add emphasis to the car's lower centre of gravity and planted look.

In side-on view, a horizontal posture was created by raising the front of the bonnet and lowering the bottom edge of the rear window, compared to the current RX. This compresses the area above the wheels, creating a solid, well-grounded look.

While the new RX has the same overall length as the current model, the bonnet has been elongated, with the A-pillar moved further back, and the wheelbase has been extended by 60mm. Sculpted surfaces on the door panels, flared rear wings and up to 21-inch wheels add a sense of powerful traction and dynamism.

The RX's characteristic "floating roof" effect created by blacked-out rear-pillars is retained but given a stronger three-dimensional appearance. The rear of the car communicates a sense of power with a shorter overhang, wider track (+45mm) and a sweeping transition from the wings round to the tail lights. The rear combination lights are set in a light bar that spans the width of the car and wraps around the corners to heighten the wider look.

Nine exterior colours are available, including a new Sonic Copper – one of several options using Lexus's advanced sonic paint technology for a more lustrous finish with deep contrasts. The wheel choices include new 21-inch alloys – larger rims than previously for the RX, adding to the model's dynamic look and powerful stance.

Lighting

Slim, three-projector LED headlights are featured on the new RX Takumi grade and, with a BladeScan Adaptive High-beam System (AHS), on the RX 500h F Sport model; other versions use a three-projector LED system with Automatic High Beam (AHB). The headlights sit above daytime running lights with surface illumination that have a stronger three-dimensional look and silhouette; those on higher grade models have elegant "fade-in" illumination. Quality is further expressed in turn indicators with light guides, giving a seamless lighting effect.

The front fog lights and cornering lights are discreet units, incorporated in bezels set low in the front bumper.

At the rear, the combination lights are set in an L-shaped light bar with a single lens that spans the full width of the vehicle and wraps around the corners, emphasising the powerful design and underlining the new LEXUS logo.

Aerodynamics

The visual appeal of the exterior design is matched by its aerodynamic efficiency. Effective details include the precise calculation of the rear spoiler shape and position, a belt moulding that is flush with the bodywork and the addition of a fin on the bottom edge of the rear bumper which suppresses air flow turbulence behind the rear wheels.

Beneath the car there is an engine undercover with a dimpled surface that creates air vortices as the car moves, enhancing the feeling of it being in firm contact with the road. Across the range, each model has a larger area of flat undercover and flat-surfaced heat insulators, creating a flat floor for smoother air flow.

F Sport design features

The RX 500h is introduced exclusively as an F Sport model, with additional performance engineering features (details in the powertrain and dynamic performance sections below).

In design terms, the F Sport model is distinguished by exclusive styling touches inside and out. The exterior details include dedicated 10-spoke 21-inch alloy wheels with a matt black finish, black roof rails and door mirrors, a seamless grille with a specific piano black mesh pattern, F Sport front and rear bumpers, black F Sport badging on the front wing and additional black stainless steel mouldings on the doors and bumpers. Six exterior colours are available, including the new Sonic Copper; F Sport White and Azure Blue are exclusive to the model.

As well as style additions there are also extra aero features: the lower edge of the front bumper is shaped to generate higher downforce and additional wheel arch mouldings serve to release the pressure inside the bumper and to regulate air flow around the front wheels.

Inside, the F Sport features include the steering wheel and shift lever with perforated leather trim, the meter display, aluminium sports pedals and trim details, F Sport-branded scuff plates and sports front seats upholstered in Black or Dark Rose leather with Ultrasuede bolsters. Trim inserts are in a new Dark Spin aluminium with a horizontal line pattern that gives the surface shading and texture.

Interior design

The RX's interior expresses luxury through simplicity. This "less is more" approach dispenses with superfluous details in favour of a cool, contemporary look with clean, uncluttered surfaces. The effect of this Lexus design evolution is an immediate sense of space, well-being, refinement and comfort.

The cabin retains elements that display Lexus's *takumi* hand-crafted luxury and appeal to all the senses. Even the opening and closing feel and sound of the doors came under close scrutiny.

The new design simplicity can be seen in the way the dashboard sweeps in a clean, continuous form, taking in the meter hood, instrument panel and the door trims. Equipping the car with the new e-latch electronic door release system has allowed the interior handles to be moved lower down and the upper section of the door panels to be carved out, creating a natural extension of the instrument panel.

The RX is available with a new, larger panoramic roof with an opening front section. To give the best possible view from the rear seats, the centre frame has the thinnest possible cross-section without compromising collision safety.

***Tazuna* driver's cockpit**

The theme of simplicity complements Lexus's *tazuna* concept for the driver's cockpit, which rationalises the location and ease of use of the controls and information sources, so that attention is focused on the job of driving.

The design allows the driver to have a deeper, more intuitive connection with the car, making it easier for them to control it as they intend. The *tazuna* approach can be seen in details such as the soft-touch steering wheel controls, head-up display (Premium Plus Pack grade and higher) and new multimedia system. The large, 14-inch touchscreen and the provision of physical buttons for frequently used functions help minimise driver head movement. The modular design and positioning of the principal information sources – the meters, centre console display and optional head-up display – mean only smooth, small changes in the driver's line of sight are required to view them.

SUV packaging

The interior packaging is that of a true SUV, delivering the necessary practicality, convenience and flexibility. Basic advantages are drawn from the GA-K platform, including the lower centre of gravity (-15mm), increased wheelbase (2,850mm, +60mm) and wider tracks (front +15mm, rear +45mm), achieved within an overall length that is the same as the current RX (4,890mm).

The driver's field of view is increased to provide top-class visibility for safer and more comfortable driving. This is helped by a new ergonomic design for the area around the front pillars to give a better sight-line when cornering. Accurate line-tracing is also helped by raising the front edge of the bonnet, so that it is easier to judge the vehicle's corners, and optimising the height of the central bonnet bulge. Similarly, thinner rear quarter pillars give the driver a better rearward view, for example when merging onto a motorway.

The design provides more knee room for rear seat passengers and a better view both to the side and ahead, helped by the car's lower belt line and the wider forward field of vision. Access has been made easier with a lower hip-point and adjustment of the easy access power adjustment.

The rear load compartment matches the current RX for capacity, despite the new model having a shorter rear overhang. This is thanks to clever design solutions, including a thinner

back door and a lower loading height. The VDA volume is 612 litres with the rear seats in place, above the deckboard. This gives enough space to carry four 9.5-inch golf bags or two 77-litre and two 63-litre suitcases. There is extra space beneath the deck for tools and smaller items and roof rails are available so that accessories such as roof boxes and cycle carriers can be fitted. The roof bars are compatible for use with the optional panoramic roof.

Upholsteries and trims

The new RX is Lexus's first model to be offered with a leather-like upholstery – Tahara – that uses no animal products, featured on the seats and, for the first time, steering wheel and shift lever in the Premium Pack models. Colour choices are Black or Ammonite Sand.

Smooth leather colour options for Premium Plus Pack include new Dark Sepia, Ammonite Sand, Hazel and Black with black inlays. The semi-aniline leather on Takumi models can be specified in Black, Dark Sepia or Ammonite Sand, with Ash Sumi Black or new Bamboo wood grain trim detailing.

The door panels and seat shoulders have a new embossed L-motif pattern that creates a shadow effect, inspired by the traditional Japanese *kageri* (dark shadow) aesthetic.

DYNAMIC PERFORMANCE AND THE LEXUS DRIVING SIGNATURE

- New model marks a major leap forward in terms of dynamic performance
- Lexus Driving Signature strengthens the driver's connection with the vehicle, giving confidence, comfort and control at all times
- Handling, responsiveness and comfort supported by increased body rigidity, a lower centre of gravity, weight-saving measures and improved inertia specifications

An essential element in the Lexus "Next Chapter" is the enabling of a natural connection between driver and car, a "dialogue" in which the vehicle responds exactly as the driver intends and the driver always feels confident, comfortable and in control. This is the Lexus Driving Signature, a dynamic performance hallmark of all new Lexus models which the RX achieves through the strengthening of its fundamental qualities and refinement of its drive control.

The adoption of Lexus's Global Architecture GA-K platform is the foundation for achieving lower centre of gravity, improved inertia specifications, weight reduction (by up to 90kg compared to the current model) and increased body rigidity – elements that play a central role in taking the model's dynamic performance to a higher level.

Body rigidity

The inherent rigidity of the GA-K platform translates directly into ride quality, reassuring responsiveness, faithful, agile handling and comfort.

Although this platform also underpins the new Lexus NX, it has been significantly redesigned for use in the RX. The changes have allowed for an increase in the wheelbase and the installation of an additional cross-member and suspension braces. This strengthens the body rigidity and allows for more accurate suspension tuning.

Measures to secure a greater torsional stiffness also include a seamless ring frame at the rear. Structural joints have been strengthened with more extensive use of adhesives (an extra 2.6m compared to the current RX), laser screw welding and new short pitch welding. In total the welding length has been increased by 7.4m. Using high-rigidity foam around the back door aperture provides lightweight but effective reinforcement.

Adopting the innovation introduced on the all-new NX, the RX has a twin-latch mechanism for the bonnet. This allows the bonnet to contribute to the overall rigidity of the car's front end, while also giving quieter performance with less vibration when travelling at speed.

Weight-saving measures

Lexus has introduced new materials into the car's construction to reduce vehicle weight without compromising the integrity of the structure or performance.

Notably, the thickness of the side members and the door assemblies has been reduced and high tensile strength and hot-stamped steels have been adopted for certain components, including the centre pillar.

Further weight savings have been achieved by changing the front wings from steel to aluminium – a measure that has helped improve the car's front/rear weight distribution. No detail is too small: the covers for the fuel filler and the RX 450h+ charging port have been switched from steel to resin.

Noise and vibration countermeasures

Producing a cabin that's comfortable and quiet at all times was a priority development goal. Particular targets were to achieve a pleasant door closing sound, with no unwanted noise; a reduction in booming when the drivetrain is idling; and less transmission of road noise, particularly when there is a change in surface.

To produce the ideal door closing sound, unwanted high frequency noise has been eliminated through detailed design changes and the use of high-damping material. Booming

has been controlled by measures to suppress vibration of the windscreen and back door, while the use of high-damping mastic on the roof and side door panels has reduced the level of road noise experienced inside the vehicle.

Further use of noise-proofing material to absorb and insulate sound has contributed to a quieter interior where conversation can be enjoyed with clarity during cruising. Elsewhere, steps have been taken to reduce wind noise generated around the front pillars and door mirrors.

Suspension

The aim of the suspension design was to support delivery of good steering feel, stability and a ground-hugging, flat vehicle posture that isn't affected by external disturbances.

The new MacPherson system at the front is optimised for ride comfort and linear response to the driver's steering inputs, with better absorption of shock and vibration from uneven road surfaces. This entailed a comprehensive refinement of all the key components, including the layout and performance characteristics of the arms, bushes and shock absorbers.

At the rear there is a new multi-link set-up that is engineered for better lateral stability and handling higher levels of torque. A focus on improved component rigidity has contributed to better steering response and giving the driver a sense of the rear of the car having a secure, planted feel at all times.

Adaptive Variable Suspension

The Adaptive Variable Suspension (AVS), featured as standard on Takumi and F Sport Performance grades, provides independent damping control at each wheel, giving a more comfortable ride on uneven surfaces, higher damping force when turning and flat ride stability.

Compared to the system on the current RX, the damping force range has been increased, so AVS is effective on an even wider range of surface quality and in different driving situations. Finer adjustment of the damping force gives smoother response to changes in road quality and response is quick, giving better control and reducing body roll.

The driver can choose between two damping force control modes. Normal gives a high balance between steering response and ride comfort while Sport prioritises steering response and a flat ride, with more frequent use of hard/high damping force.

Braking system

The RX adopts a new AHB-G electronically controlled braking system, a pressure-on-demand system that uses a high-performance pump motor, giving a natural feel, controllability and responsiveness. Front-rear brake force distribution is controlled by independent pressure regulation, helping the vehicle maintain a stable posture. The system's refinement is also reflected in a new damping mechanism for the brake pedal, giving smooth operation and controllability.

The RX 500h F Sport is equipped with larger, 400mm diameter ventilated front discs and opposed six-piston aluminium monoblock callipers. The new callipers – painted black and bearing the Lexus logo – are highly rigid and provide a greater brake pad surface area and uniform pressure. The driver will notice the benefits in linear, direct and stable braking and fade-resistant performance.

Vehicle Braking Posture Control

Vehicle Braking Posture Control is a Lexus world-first, providing reassuring performance that communicates a linear braking feel to the driver and a sense of all four wheels being in secure contact with the road.

Provided on the RX 450h+ and RX 350h, this varies the front/rear brake force distribution, according to the driver's pressure on the brake pedal and the vertical suspension movements. This reduces pitching to maintain a stable vehicle posture.

On the RX 500h, the Direct4 drive force control system is used to control vehicle posture as well.

Dynamic Rear Steering

The RX 500h F Sport Performance uses a Dynamic Rear Steering (DRS) system which automatically calculates the optimum steering angle for the rear wheels, in line with vehicle speed and direction.

The maximum rear wheel turning angle has been increased to four degrees, improving low-speed manoeuvrability and helping maintain stability at high speeds.

At low and mid-speeds, the rear wheels turn counter to the front wheels, while at high speeds they turn in phase with the front axle. The DRS angle is also optimally controlled as part of the Vehicle Dynamics Integrated Management (VDIM) operation.

POWERTRAINS AND PERFORMANCE

- New electrified powertrains give Lexus complete coverage of the large premium SUV segment
- Ground-breaking new RX 500h turbocharged performance hybrid with Direct4
- RX 450h+, the first plug-in hybrid electric RX model
- RX 350h the new entry point to the electrified RX range

The all-new RX provides more comprehensive segment coverage in terms of powertrain choice than any previous generation. Lexus has brought to bear more than 15 years' experience in electrified powertrain technology to embrace the evolution of the sector and provide a choice that includes the first plug-in hybrid electric RX, an accessible and efficient full hybrid electric model and, for the first time, a completely new turbocharged performance hybrid, aimed at customers seeking a higher level of dynamic performance.

Alongside the new, all-electric RZ 450e battery electric model, this expansion of the RX line-up gives more large SUV customers the chance to choose their ideal electrified option.

RX 500h: a game-changing performance hybrid with Direct4

- 2.4-litre turbo hybrid engine with six-speed automatic transmission and Direct4
- Total system output 366bhp/273kW
- 0-62mph in 6.2 sec
- CO₂ emissions 182-189g/km
- Fuel consumption: 34.0-35.3mpg

The RX 500h marks a breakthrough in hybrid electric technology that sets it apart from any Lexus hybrid model that has gone before. Lexus has successfully shifted the focus from optimum efficiency to produce a model with a genuine performance edge, raising the RX's appeal with customers who want high-end electrified performance.

It uses a completely new parallel hybrid architecture, featuring a turbocharged 2.4-litre turbo petrol engine and six-speed automatic transmission, integrated front motor and power control unit, hybrid battery and a compact 76kW rear e-axle. Total system output is 366bhp/273kW with 550Nm of torque, giving 0-62mph acceleration in 6.2 seconds.

Parallel hybrid system

The front electric motor is positioned between the engine and the transmission (which has a clutch on both sides), enabling great flexibility in power delivery and the ability for the vehicle to run in all-electric EV mode. The hybrid control system automatically switches between

parallel and EV modes according to the driving situation, giving both powerful acceleration and fuel efficiency. While performance is at a level typical for a 3.0-litre V6 petrol model, the RX 500h's hybrid system can deliver around a 20 per cent improvement in fuel economy.

The driver experiences powerful performance and drivability characterised by a direct, "torqueful" feel with minimal delay between pressing the accelerator and drive force being delivered to all four wheels.

Battery technology

The RX 500h uses a new low-resistance nickel-metal hydride (Ni-MH) battery unit that delivers faster and stronger power output while supporting fuel economy. It has a bipolar structure and adopts new high-output components. It is installed beneath the car's rear seat, avoiding loss of cabin or load space and is quieter, thanks to refinement of its air cooling system.

Direct4

Power delivery is controlled by Direct4, an exclusive new Lexus drive force technology that is also featured in the new RZ 450e battery electric SUV.

This intelligent all-wheel drive system uses a separate electric motor and inverter to constantly balance the power and torque between the front and rear axles in any driving situation. It automatically and seamlessly adjusts the level the drive force between the two axles – more quickly and precisely than any mechanical system could.

Direct4 communicates a better feel between the road and steering wheel and delivers improved handling stability and driving dynamics at high speed. Importantly for the RX 500h, it also enhances ride comfort with instant torque that helps control body movement.

Its benefits are experienced in different driving scenarios:

- Starting off – drive force is securely delivered to all four wheels
- Straight line driving – vehicle remains steady at all times
- Entering a bend – change of direction is smooth
- Steering through a bend – steering provides good feedback
- Accelerating out of a bend – easy for the driver to trace a faithful line
- Exiting a bend – confident, direct acceleration

The balance of front/rear drive torque is adjusted to achieve ideal performance, with the front/rear balance adjusting between 100:0 and 20:80, according to the driving scenario. When pulling away and in straight-line driving the system controls the ratio at between 60:40 and 40:60, suppressing pitching and giving a direct acceleration feel. When cornering, the system

uses information such as vehicle speed and steering angle to determine the drive force distribution and secure handling stability. Drive force is weighted towards the front axle (70:30 to 50:50) at the start of a turn, then more biased to the rear (50:50 to 20:80) when exiting the corner, giving good traction and maintaining stability.

RX 450h+: the first plug-in hybrid electric RX

- 2.5-litre plug-in hybrid electric powertrain
- Total system output 304bhp/227kW
- 0-62mph in 6.5 sec
- CO₂ emissions 25-26g/km
- Fuel economy 235.4-256.8mpg

The plug-in hybrid system deployed in the RX 450h+ is the same as that which Lexus debuted to great success in the all-new NX.

It features a four-cylinder Atkinson cycle 2.5-litre hybrid engine and a rechargeable lithium-ion battery with 18.1kWh capacity. An additional rear electric motor enables Lexus E-Four full-time all-wheel drive.

While it offers similar power to the outgoing RX 450h, it produces more torque and faster acceleration. Total output is 304bhp/227kW, which enables 0-62mph acceleration in 6.5 seconds.

The battery's size and capacity and Lexus's electrification know-how combine to deliver significantly lower fuel consumption and emissions. CO₂ emissions (WLTP combined cycle) are below 26g/km with fuel economy of more than 235mpg. The homologated EV driving range is 42 miles, with all-electric driving possible at speeds up to 80mph.

The Lexus plug-in hybrid system offers a critical benefit that sets the RX 450h+ apart from its rivals. When the battery charge is depleted, the vehicle switches seamlessly to its self-charging hybrid system, maintaining high fuel and emissions efficiency. This is in contrast to most other manufacturers' systems, where the powertrain defaults to its internal combustion engine.

Lexus expects the RX 450h+ will be its core RX model, a logical step-up for many of its current RX 450h customers and consequently the best-selling RX in Western and Central Europe.

Hybrid system drive modes

EV electric running is the default mode – the car will run on electric power to the limit of its range, regardless of how hard the driver uses the accelerator. With the contribution of the

lithium-ion battery maximised and more power coming from the electric motors, driving feels effortless yet refined.

The driver also has the option of Auto EV/HV mode, which 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.

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.

Hybrid system components

The plug-in hybrid system uses a new transaxle that achieves a top-level balance of fuel economy and driving performance. The inclusion of a rear transaxle, with E-Four all-wheel drive, adds to driver confidence with stable performance assured in day-to-day driving.

The front transaxle is a compact unit thanks to a multi-axis design that locates the electric motor/generators side by side instead of in line with each other. The rear transaxle is a three-axis, two-stage reduction system, which reduces weight and operating losses. The gear train is engineered to be quieter and to give good pulling-away and acceleration performance on low-friction, slippery road surfaces.

The power control unit (PCU) is also new, designed to handle the higher output of the PHEV system while still supporting efficient fuel consumption. It is mounted in the same way as in the full hybrid electric system in the RX 350h, and is only slightly larger in size. It includes a boost converter, while the DC/DC converter is relocated beneath the rear seat.

The new, high-capacity lithium-ion battery is compact and housed beneath the cabin floor, avoiding intrusion in cabin and load space. Its reliable performance and high output – qualities secured through Lexus's long experience in battery technology – are central to the car's good EV driving range. Using a boost converter increases the voltage, so the hybrid system can draw more power from the battery.

The RX 450h+ is fitted with a 6.6kw/h on-board charger. With a 230V/32A connection, a full battery recharge can be accomplished in about two hours 45 minutes.

RX 350h: efficient fourth generation self-charging hybrid

- 2.5-litre self-charging hybrid electric powertrain
- Total system output 247bhp/184kW
- 0-62mph in 7.9 sec
- CO₂ emissions 143-149g/km
- Fuel consumption: 42.8-44.8mpg

The new RX 350h is characterised by the improved smoothness and efficiency of its fourth-generation self-charging hybrid electric system. This 2.5-litre petrol drivetrain provides 247bhp/184kW and 0-62mph acceleration in 7.9 seconds, performance comparable with the current RX 450h, while at the same time producing lower emissions.

It benefits from the same programme of hybrid component improvements featured in the RX 450h+, including a new hybrid transaxle with a more compact design, lighter weight (~22 per cent mass reduction) and reduced friction losses and a smaller (~9 per cent volume reduction) and more efficient PCU. It is equipped with E-Four electric all-wheel drive as standard.

The RX 350h is a strong alternative to competitor models powered by small-displacement engines and ideal for customers who prioritise comfort and efficiency.

Battery technology

Like the RX 500h, the RX 350h uses a new low-resistance nickel-metal hydride (Ni-MH) battery unit, designed to give good drivability and a high level of both output and fuel economy. Compared to the battery featured in the previous RX 450h, it has fewer cells (216 vs 240), but delivers equivalent output. These are arranged in a more compact, integrated unit, replacing the previous three-part unit, installed beneath the car's rear seat.

MULTIMEDIA AND CONNECTIVITY

- New Lexus Link Pro multimedia system with “always connected” services
- 14-inch touchscreen
- Smartphone integration – Apple CarPlay (wireless) and Android Auto
- Bespoke 21-speaker Mark Levinson Premium Surround Sound audio
- Remote services accessed via Lexus Link

New Lexus Link Multimedia system

The new RX delivers advanced connectivity that is both faster and more stable, providing the latest multimedia technology, “always connected” services and the convenience of over-the-air updates. With smartphone, navigation, vehicle commands and multimedia functions, there are about 100 ways for the driver to interact with their vehicle.

A 14-inch touchscreen, one of the largest in the RX’s class, is fitted as standard. As well as the anti-glare screen there are physical buttons to access the most frequently used functions. Graphics are presented in HD for excellent visibility in all lighting conditions, while the system’s CPU operates 3.6 times faster than that in the previous system, giving a much quicker response to user inputs.

All RX versions are equipped with an embedded navigation system and come with a four-year data subscription package as standard; there are no additional charges and no phone pairing is required to access cloud-based services.

The data communications module (DCM) allows software updates for the car’s multimedia and safety systems to be conveniently delivered over-the-air, avoiding the need for a service appointment.

Audio system

The standard audio system for the new RX is a premium 12-speaker package that is engineered for smoothly resonant high tones and rich, crisp low tones, to give a realistic live performance atmosphere. The array includes a 20cm box subwoofer, set in the side of the luggage deck.

The amplifier enables playback of high-resolution sound sources that contain more audio information than a standard compact disc. Compressed sound sources are converted to produce playback quality equivalent to high-resolution audio.

Mark Levinson Surround Sound system

Lexus's exclusive audio partner Mark Levinson has produced a new 21-speaker Premium Surround Sound system, designed and engineered specifically for the RX. It is optimised for the car's internal architecture and takes into account any transmission of external noise that occurs during driving.

The system, fitted to Takumi grade and F Sport models with the optional Takumi Pack, uses Mark Levinson's Pure Play concept to produce an accurate, full-bodied sound stage, with sound reproduction that is as close to the original as possible. The design brings the speakers as close as possible to the listeners' ears, to there is the least obstruction in the flow of sound.

Smartphone integration

Easy smartphone integration is provided as standard – wireless for Apple CarPlay and with a wired connection for Android Auto. A wireless charging tray is provided as standard, with charging performance that's 50 per cent stronger than before.

Connections

A USB-A port is provided for high-resolution audio playback, located in the front console box and illuminated for easy access. There are two USB-C charging ports on the front console, two on the console's rear end panel and a further one inside the console box.

My Setting

The vehicle can store the preferred multimedia settings for up to three different users, including audio and navigation functions. This is in addition to personalised settings for the driving position, cabin illumination, meter display and Lexus Safety System+ functions.

Lexus Link App

RX owners can use the Lexus Link app on their smartphone for a number of useful functions, including remote locking and unlocking of their car – useful, for example, if they want the vehicle to be used for a delivery drop-off. It can also activate the air conditioning system to warm or cool the cabin prior to a starting a journey.

On the RX 450h+, Lexus Link can help the driver programme charging operations and check the battery level. It also provides access to the Lexus Charging Network and comes inclusive with one month's subscription to the network, which provides access to thousands of public charging points across the UK and mainland Europe.

Lexus Link can also be used to organise servicing and maintenance appointments and to monitor the owner's hybrid driving performance.

LIFE ON BOARD

- Lexus *omotenashi* principles deliver highest levels of comfort and ease of use
- Driver's instrumentation designed for quick, intuitive use, true to the *tazuna* cockpit concept
- An even quieter and more refined cabin environment

***Omotenashi* hospitality**

Lexus's *omotenashi* hospitality embraces the basic principles that define how the RX cares for everyone on board, making them feel welcome, safe and comfortable at all times. This extends from a welcoming illumination sequence as you approach the vehicle and the animation graphics on the multimedia and multi-information displays as you prepare to drive off. Once the driver's key has been registered, the sequence can be personalised with their name.

Meters, touch tracer switches and head-up display

The driver can customise the RX's meter display to suit their preference, prioritising the tachometer, hybrid system indicator or speedometer. The design also changes in line with the drive mode that has been selected (Normal, Eco or Sport). F Sport models have an exclusive racing-style read-out that adds to the performance-focused feel.

Using technology first applied in the new Lexus NX, the RX has touch tracer switches on the steering wheel (all versions excepting Premium Pack). A key part of the *tazuna* cockpit concept, these can be used to change or update the contents of the multi-information display, without the driver having to look away from the road. They can be customised to operate the driver's preferred functions, with details of operation confirmed in the head-up display or multi-information display. Although the switches use touch sensors, they have the haptic "click" feel of physical controls.

The colour head-up display has three modes showing different levels of information: the full mode includes the status of 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.

Heating and ventilation

The RX uses a new air conditioning unit that is more energy efficient and more compact and lightweight, helping Lexus design a slimmer instrument panel.

The RX 450h+ uses an energy-saving heat pump which draws thermal energy from air outside the car to heat the cabin, so there is less impact on the car's EV driving range when using the air conditioning system. This is particularly valuable in very cold weather, where it is likely to help the RX retain 75 per cent or more of its driving range. It also has a humidity sensor, to help prevent windscreen misting.

On all RX models, the Lexus Climate Concierge ensures each occupant enjoys their ideal temperature, co-ordinating operation of the front seat heaters, heated steering wheel and triple-zone climate control. Lexus's S-FLOW control detects which seats are occupied and adjusts air conditioning performance accordingly, saving fuel while ensuring those on board are comfortable. The RX F Sport and Takumi additionally feature the Nanoe-E system to maintain optimal air quality in the cabin.

Using the Lexus Link smartphone app, RX owners can operate their vehicle's climate control system remotely, warming up or cooling their vehicle before starting a journey.

Seating

The front seats have been redesigned to offer easy access, excellent support and heating and ventilation. A "deep hung" seat upholstery and a new global architecture seat frame improve body holding performance and the seat sides have a concave shape that improves support for the occupant's waist. The shape of the seat cushion has been revised so that it is comfortable for a wider range of body shapes and sizes. Comfort is further increased on Takumi grade models with an increase in the range of front cushion extension, and elimination of any gap between the front of the seat and main part of the cushion.

The integrated seat heaters now provide warmth across the entire seats rather than at specific points and the memory system for power seat adjustment has a new control which provides simultaneous adjustment of the slide, lift and recline position, giving quicker operation and avoiding any uncomfortable knee contact or torso compression.

The easy access system has also been revised, adding an automatic lift-down function in addition to the previous slide away and return, making it easier to enter and exit the front seats.

According to model grade, the rear seats have manual or power reclining and folding functions and integrated heating.

Ambient lighting

An expression of the Lexus *omotenashi* hospitality, the Lexus Mood Selector allows the RX's ambient interior lighting to be adjusted to suit the mood or the drive from a palette of 64 colours and 14 bespoke themes that evoke different emotions and atmospheres.

The indirect lighting is featured across the instrument panel, the door switches, footwells and door pockets and creates an embracing feel when travelling at night. It is provided as standard on Premium Plus Pack, Takumi and F Sport grades.

SAFETY AND DRIVER ASSISTANCE

- Latest generation of Lexus Safety System+, with even greater functionality to detect accident risks and support the driver in avoiding them
- Extended Safety Package featuring Lane Change Assistance, Front Cross-Traffic Alert and Emergency Steering Assist with Active Support
- Lexus's e-latch with Safe Exit Assist

The new RX benefits from next-level active safety and driver assistance systems featured in the latest generation of Lexus Safety System+ with upgraded functions and increased scope for accident risk detection and prevention. Moreover, their functionality can be kept up-to-date with convenient over-the-air software updates, with no need for the customer to take their vehicle to a Lexus workshop. The model has achieved the top five-star rating in independent Euro NCAP safety testing.

Pre-Collision System

Further expansion of the Pre-Collision System enables it to detect motorcycles during daytime, and other objects in the car's path. It can also recognise head-on collision risks with oncoming traffic or crossing pedestrians when making a left or right turn at a junction.

Its detection response is quicker, and it now provides Emergency Steering Assist. When the driver initiates an evasive steering manoeuvre to avoid another vehicle or obstacle in the RX's traffic lane, this system provides extra steering torque to help maintain vehicle stability and prevent the car from leaving its lane.

Adaptive Cruise Control

Enhancements have been made to the Adaptive Cruise Control so that it now more quickly recognises traffic cutting in in front and (in conjunction with upgrades to Lane Trace Assist)

follows a more natural line through bends. The ACC has also been expanded to respond to more signs and commands, including warning signs and STOP signs.

Proactive Driving Assist

Proactive Driving Assist (PDA) improves safety and reduces the burden on the driver when travelling at lower speeds in urban traffic. It provides three functions: Obstacle Anticipation Assist, Deceleration Assist and Steering Assist.

Using the car's front camera, Obstacle Anticipation Assist will spot a hazard such as pedestrians about to cross the road or walking along the road margin, cyclists and parked cars. If there is a collision risk, it will provide braking and steering to avoid the obstacle, while keeping within the traffic lane. It differs from the RX's Pre-Collision System in recognising an accident risk earlier and initiating assistance so that the risk does not increase.

Deceleration Assist supports smooth slowing of the car when the driver takes their foot off the accelerator, for example when approaching another vehicle or a bend ahead*. If the system determines that normal engine braking will not slow the car sufficiently, it applies extra conventional/regenerative braking.

Steering Assist helps keep the vehicle in its traffic lane when driving through a bend. The system will detect road markings for a curve ahead, calculate the radius and adjust the steering assistance for a correct line. If the steering angle is insufficient, extra steering assistance is provided to make it easier for the driver to turn the wheel in the right direction. In straight-line driving, the system reduces the level of steering assistance, making it easier to keep the car in a neutral position.

*At speeds above 12mph.

Driver Monitor

The Driver Monitor (provided on Premium Plus Pack and higher grade models) uses a camera mounted above the steering wheel to constantly check the condition of the driver, recognising if they have become distracted, or lost concentration through tiredness or being unwell and triggering light and buzzer alerts. If the driver fails to respond, the system will bring the car gently to a halt and call for help.

Other Lexus Safety System + features

The Lexus Safety System + package also equips the car with Automatic High-beam or Adaptive High-beam System, Lane Tracing Assist with Lane Departure Alert and Road Sign Assist.

Extended Safety Package

In addition to Lexus Safety System+, Premium Plus Pack, Takumi and F Sport models also benefit from an Extended Safety Package as standard.

This introduces Lane Change Assistance (LCA) which provides automatic lane change steering, when the turn indicators are used in highway 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 that the driver is about to pull out, it will prompt them to slow down with a warning display and buzzer.

The Extended Safety Package includes Emergency Steering Assist with Active support. With the additional active support function, if the driver doesn't steer the car in avoidance after the pre-collision warning, the system will apply gentle braking and steer around the hazard, while keeping the car within its lane.

Lexus e-latch with Safe Exit Assist

The RX's e-latch electronic door release system is linked to the car's Blind Spot Monitor to provide a Lexus-exclusive Safe Exit Assist function. This prevents the door from being opened if cars or cyclists are detected, approaching from the rear.

Lexus estimates this system can help prevent more than 95 per cent of the accidents caused by inadvertent door opening.

Advanced driver support

Lexus introduces many advanced human-centred technologies in the new RX to enhance comfort, convenience and life on board, reinforcing the spirit of *omotenashi* hospitality.

The RX can be specified with a digital rear-view mirror which gives the driver a wide, unobstructed field of vision, using real-time images from the car's reversing camera.

For easier driving in confined spaces, the Digital Panoramic View Monitor uses cameras to capture a live 360° view around and a pre-recorded view under the car (the cameras now benefit from automatic cleaners). It also creates a virtual 3D image of the RX, showing the vehicle as if seen from above.

An Advanced Park system is also available, which provides automated control of the steering, shift operation and braking. It uses the car's array of four cameras and 12 ultrasonic sensors to gain an all-round picture of the immediate surroundings. It will also recognise up to three regularly used parking spots.

Passive safety

A full complement of SRS airbags is provided in the RX, including front centre and front passenger seat cushion airbags. The vehicle's robust structure is engineered to safely absorb and channel impact forces in a collision while maintaining the integrity of the cabin. Performance has been improved with enlarged front side members; the addition of a second member below the side members; and a new cross member in the floor, connecting the centre pillar and transmission tunnel. The new high-tensile steel frame at the rear of the vehicle gives better performance in a rear impact.

UK MODEL RANGE AND SPECIFICATIONS

- RX 350h and RX 450h+ available in four versions – Premium Pack, Premium Plus Pack, F Sport Design and Takumi
- RX 500h launched exclusively in F Sport specification with optional Takumi Pack

The RX 350h and RX 450h+ are available in four versions: Premium Pack, Premium Plus Pack, F Sport Design and Takumi; the RX 500h is offered exclusively in F Sport specification.

Standard features of the **Premium Pack** models include: -

19-inch alloy wheels

LED headlights with Automatic High Beam

Lexus Safety System+

Blind Spot Monitor

E-latch door release with Safe Exit Assist

Rear Cross Traffic Alert

Intelligent Clearance Sonars

Lexus Link Pro multimedia with 14-inch touchscreen

Five USB ports

12-speaker audio

Wireless smartphone charger
Heated, power-adjustable front seats
Tahara seat and steering wheel upholstery
Ambient cabin lighting (single colour)
Triple-zone air conditioning
Smart entry
Roof rails
Power back door
Rear privacy glass
Roof rails
Scuff plates
6.6kW on-board charger (RX 450h+)
Option: sunroof

The **Premium Plus Pack** builds on this specification with: -

21-inch alloy wheels
Extended safety package with Lane Change Assist and Front Cross Traffic Alert
Smooth leather seat upholstery
Front seat ventilation
Leather steering wheel trim
Driver's side memory function
Power back door with kick sensor
Head-up display
Panoramic View Monitor
64-colour ambient cabin lighting
Driver monitor
Option – Panoramic roof

Introduced in summer 2023, the **F Sport Design** grade adopts some of the exterior styling features of the RX 500h Sport; in other respects, the specification mirrors that of the Premium Plus Pack grade. Details include: -

Matt black 21-inch F Sport alloy wheels
F Sport mesh spindle grille
F Sport front and rear bumpers with silver inserts
Black door mirrors with silver inserts
Silver F Sport badging

At the top of the range, the **Takumi** specification includes: -

Automatic and remote parking

Adaptive Variable Suspension

Wood and leather steering wheel

Semi-aniline leather upholstery

10-way/four-way lumbar power front seat adjustment

Heated, power-adjustable rear seats

21-speaker Mark Levinson Premium Surround Sound system

Triple-zone air condition with Nanoe-E air quality function

Rear sunshade

Panoramic roof

220V AC inverter

The **F Sport** specification for the RX 500h includes (in addition to the Premium Plus Pack features): -

21-inch F Sport alloy wheels

F Sport exterior and interior styling

F Sport smooth leather upholstery

Black brake callipers

Adaptive Variable Suspension

Active Sound Control

Automatic and remote parking

Triple-zone air condition with Nanoe-E air quality function

The **Takumi Pack** for the F Sport Performance model includes: -

Automatic and remote parking

Heated and ventilated power adjustable rear seats

21-speaker Mark Levinson Premium Surround Sound system

Panoramic roof

Digital rear-view mirror

220V AC inverter

Up to 10 years/100,000 miles warranty

In common with every new Lexus, the all-new RX 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 their vehicle has a qualifying service at an authorised Lexus workshop. 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.

LEXUS RX TIMELINE

YEAR	MONTH	EVENT
1999		The first generation RX 300 is launched in North America and quickly becomes the best-selling model in its class.
2000	October	RX 300 goes on sale in the UK.
2003	January	New RX 300 revealed at the Detroit motor show. Lexus also announces it will build a hybrid version of its luxury SUV.
	May	New generation RX goes on sale in the UK.
2004	May	The full hybrid RX 400h makes its UK debut at the British motor show.
2005	June	UK sales of the RX 400h begin.
2006	April	Power is increased with the introduction of the RX 350, fitted with a new 3.5-litre V6 petrol engine. RX 300 is discontinued.
2007	January	The RX 350 Limited Edition is launched.
	August	Introduction of the RX 400h SR
2008	November	Third-generation RX, the RX 450h, is unveiled at the Los Angeles motor show.
2009	June	The RX is the top-ranked model in the 2009 J.D. Power and Associates UK customer satisfaction survey.
	July	The RX 450h is launched in the UK, and the RX 350 and 400h are discontinued.
2010	June	The RX is the top-ranked model in the 2010 J.D. Power and Associates UK customer satisfaction survey.
2011	January	The RX SE-I Lifestyle is introduced, with additional features designed for winter weather driving.

	October	The Advance grade is added to the RX line-up.
2012	May	Revised RX range introduced with new F Sport grade and revised styling, including new spindle-shaped front grille
2013	November	Introduction of the RX 450h Advance
2014	August	A new-specification Advance model is introduced to the range.
2015	September	UK prices and specifications are announced for the all-new RX. The range includes both full hybrid RX 450h and turbocharged petrol-powered RX 200t.
	December	The RX achieves the highest score yet for a large SUV in Euro NCAP safety testing.
2016	January	First RX deliveries to UK customers.
2017	September	RX 200t is deleted from the range
2018	May	Addition of the RX Sport model to the UK range. The seven-seat RX L is introduced.
	December	Introduction of the 2019 RX with new three-grade model range.
2019	November	Significant updates announced for the 2020 RX and RX L, including first use of BladeScan Adaptive High-beam System.
2020	January	Start of UK sales of the updated RX and RX L.
2021	November	Premium Sport Edition model is added to the RX and RX L ranges.
2022	September	World premiere of the fifth generation RX.
	December	New RX gains five-star Euro-NCAP safety rating.
2023	February	The all-new RX has its UK launch with RX 350h hybrid electric, RX 450h+ plug-in hybrid electric and RX 500h turbocharged hybrid electric versions.
2023	August	F Sport Design grade introduced for RX 350h and RX 450h+.

LEXUS RX TECHNICAL SPECIFICATIONS

ENGINE		RX 350h	RX 450h+	RX 500h
Engine type		4 cylinder in-line	4 cylinder in-line	Turbocharged 4 cylinder in-line
Valve mechanism		16-valve DOHC with VVT-iE & VVT-i	16-valve DOHC with VVT-iE & VVT-i	16-valve DOHC with Dual VVT-i
Displacement (cc)		2,487	2,487	2,393
Bore x stroke (mm)		87.5 x 103.4	87.5 x 103.4	87.5 x 99.5
Compression ratio		14.0:1	14.0:1	11.0:1
Full system power – engine & electric motors (bhp/DIN hp/kW)		247/250/184	304/309/227	366/371/273
Full system torque (Nm)		n/a	n/a	550.8*
Max. engine power (bhp/DIN hp/kW @ rpm)		188/190/140	182/185/136	268/272/200
Max. engine torque (Nm @ rpm)		239 @ 4,300-4,500	227 @ 3,600-3,700	460 @ 2,000-3,000
HYBRID SYSTEM		RX 350h	RX 450h+	RX 500h
Electric motor (front)				
Max. power (bhp/DIN hp/kW)		180/182/134	180/182/134	86/87/64
Max. torque (Nm)		270	270	292
Electric motor (rear)		RX 350h	RX 450h+	RX 500h
Max. power (bhp/DIN hp/kW)		54/54/40	54/54/40	102/103/76
Max. torque (Nm)		121	121	168.5
Hybrid battery		RX 350h	RX 450h+	RX 500h
Type		Nickel-metal hydride	Lithium-ion	Nickel-metal hydride
Capacity (kWh)		n/a	18.1	n/a
Capacity (Ah)		5.0	5.1	5.0
Number of cells		216	96	240
PERFORMANCE		RX 350h	RX 450h+	RX 500h
0-62mph (sec)		7.9	6.5	6.2
Max. speed (mph)		124	124	130
FUEL CONSUMPTION & EMISSIONS		RX 350h	RX 450h+	RX 500h
Combined WLTP fuel consumption (mpg)		42.8-44.8	235.4-256.8	34.0-35.3
Fuel tank capacity (l)		65	55	65
Combined WLTP CO ₂ emissions (g/km)		143-149	25-26	182-189
INSURANCE, SERVICING & WARRANTY		RX 350h	RX 450h+	RX 500h
Insurance groups	Premium Pack	42E	44E	-
	Premium Plus Pack	42E	44E	-
	Takumi	43E	45E	-

	F Sport	-	-	46E
Service intervals		10,000 miles/annually		
Manufacturer's warranty		3 years/60,000 miles		
EXTERIOR DIMENSIONS		RX 350h	RX 450h+	RX 500h
Overall length (mm)		4,890		
Overall width – without mirrors (mm)		1,920		
Overall height (mm)		1,695		
Wheelbase (mm)		2,850		
Track front (mm)		1,655		
Track rear (mm)		1,695		
Overhang front (mm)		1,080		
Overhang rear (mm)		960		
Min, running ground clearance (mm)		183	182	183
Angle of approach (deg)		15		
Angle of departure (deg)		24		
INTERIOR DIMENSIONS		RX 350h	RX 450h+	RX 500h
Interior length (mm)		2,053		
Interior width (mm)		1,522		
Interior height (mm)		1,204		
Couple distance (mm)		1,012		
Seating capacity		5		
Luggage capacity (VDA, litres)	Rear seats up, loaded to tonneau cover	461		
	Rear seats up, loaded to roof	612		
WEIGHTS		RX 350h	RX 450h+	RX 500h
Kerb weight (kg)		1,965 – 2,065	2,110 – 2,240	2,100 – 2,190
Gross vehicle weight (kg)		1,235	1,330	1,285
Towing capacity – braked (kg)		2,000		
Towing capacity – unbraked (kg)		750		
TRANSMISSION		RX 350h	RX 450h+	RX 500h
Type		Hybrid transaxle	Hybrid transaxle	6AT
Drivetrain		E-Four	E-Four	Direct4
Gear ratios	1 st	n/a	n/a	4.475
	2 nd			2.517
	3 rd			1.561
	4 th			1.143
	5 th			0.851
	6 th			0.672
	Reverse			3.196
Differential gear ratio (front/rear)		3.638/10.781	3.638/10.781	3.737/10.755
Final drive ratio		3.638	3.638	3.737
SUSPENSION		RX 350h	RX 450h+	RX 500h
Front		MacPherson strut		
Rear		Multilink		
BRAKES		RX 350h	RX 450h+	RX 500h

Front – diameter x thickness (mm)	Ventilated discs, 340 x 38		Ventilated discs, 400 x 28
Rear- diameter x thickness (mm)	Ventilated discs, 340 x 18		Ventilated discs, 340 x 18
Parking brake	Electric		
STEERING	RX 350h	RX 450h+	RX 500h
Type	Rack and pinion, electric power steering		
Ratio	14.4		
Turns lock-to-lock	2.76		
Min. turning radius (m)	Tyre	5.9	5.5
	Body	6.3	5.9
WHEELS & TYRES	RX 350h	RX 450h+	RX 500h
Wheel sizes	19 x 8J 21 x 8J		21 x 8J
Tyre sizes	235/60R19 235/50R21		235/50R21

*System torque has been calculated using values comparable to maximum torque values for an internal combustion engine of similar output (in-house measurement). The torque characteristics of the RX 500h are equivalent to a petrol-engine-only vehicle that has a maximum 550.8Nm of torque.

These specifications are intended as a guide for media only. Customers should confirm the specification of specific models with their Lexus Centre or at www.lexus.co.uk.

LEXUS RX EQUIPMENT SPECIFICATIONS

SAFETY & DRIVING ASSISTANCE	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Lexus Safety System+ with Pre-Collision System, Dynamic Radar Cruise Control, Lane Tracing Assist, Sway Warning System, Road Sign Assist	✓	✓	✓	✓	✓
Automatic High Beam	✓	✓	✓	✗	✗
Adaptive High-beam System with BladeScan	✗	✗	✗	✓	✓
Extended Lexus Safety System+ with Lane Change Assist and Front Cross Traffic Alert	✗	✓	✓	✓	✓
Driver & front passenger airbags	✓	✓	✓	✓	✓
Driver & front passenger side airbags	✓	✓	✓	✓	✓
Driver's knee airbag	✓	✓	✓	✓	✓
Front centre airbag	✓	✓	✓	✓	✓
Front and rear curtain Shield airbags	✓	✓	✓	✓	✓
Front passenger airbag cut-off switch	✓	✓	✓	✓	✓
Child proof locks on rear doors	✓	✓	✓	✓	✓
ABS	✓	✓	✓	✓	✓
Electronic Brakeforce Distribution (EBD) with Brake Assist System (BAS)	✓	✓	✓	✓	✓
Vehicle Stability Control (VSC+)	✓	✓	✓	✓	✓
Traction Control (TRC)	✓	✓	✓	✓	✓
Hill-start Assist Control (HAC)	✓	✓	✓	✓	✓
Blind Spot Monitor and Rear Cross Traffic Alert with automatic braking	✓	✓	✓	✓	✓
E-latch with Safe Exit Assist	✓	✓	✓	✓	✓
Tyre Pressure Warning System	✓	✓	✓	✓	✓
Emergency brake signal	✓	✓	✓	✓	✓
Seatbelt warning system	✓	✓	✓	✓	✓
ISOFIX child seat anchor points on outer rear seats	✓	✓	✓	✓	✓
Adaptive Variable Suspension	✗	✗	✗	✓	✓
Automatic & remote parking	✗	✗	✗	Opt ¹	✓
Four-wheel steering	✗	✗	✗	✓	✗
Direct4 all-wheel drive	✗	✗	✗	✓	✗
INSTRUMENTS & CONTROLS	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Active Sound Control	✗	✗	✗	✓	✗
Speed-sensitive electric power steering	✓	✓	✓	✓	✓
Colour head-up display	✗	✓	✓	✓	✓

Tahara-trimmed steering wheel with paddle shifts	✓	✗	✗	✗	✗
Leather-trimmed steering wheel with paddle shifts and touch-tracer switches	✗	✓	✓	✗	✗
F Sport steering wheel with paddle shifts and touch-tracer switches	✗	✗	✗	✓	✗
Wood/leather steering wheel with paddle shifts and touch-tracer switches	✗	✗	✗	✗	✓
F Sport aluminium pedals	✗	✗	✗	✓	✗
F Sport shift lever	✗	✗	✗	✓	✗
AUDIO, NAVIGATION & INFORMATION	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Lexus Link Pro multimedia with cloud-based and embedded navigation, voice assistant and 14in touchscreen	✓	✓	✓	✓	✓
Over-the-air software updates	✓	✓	✓	✓	✓
12-speaker audio system	✓	✓	✓	✓	✗
21-speaker Mark Levinson Premium Surround Sound system	✗	✗	✗	Opt Pack ¹	✓
USB x6 (3x USB-C and 1x USB-A front; 2x USB-C rear)	✓	✓	✓	✓	✓
Bluetooth	✓	✓	✓	✓	✓
Apple CarPlay (wireless) and Android Auto (wired) smartphone integration	✓	✓	✓	✓	✓
Lexus Link connected services	✓	✓	✓	✓	✓
4 years' connected services subscription	✓	✓	✓	✓	✓
COMFORT & CONVENIENCE	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Triple-zone climate control with S flow	✓	✓	✓	✓	✓
Triple-zone climate control with S flow and nanoe-E air quality system	✗	✗	✗	✓	✓
Power windows	✓	✓	✓	✓	✓
Rain-sensing wipers	✓	✓	✓	✓	✓
Smart entry and push-button start	✓	✓	✓	✓	✓
Front and rear parking sensors	✓	✓	✓	✓	✓
Wireless smartphone charger	✓	✓	✓	✓	✓
360-degree Panoramic View Monitor	✗	✓	✓	✓	✓
Auto-dimming rear-view mirror	✓	✓	✓	✓	✓
Digital rear-view mirror	✗	✗	✗	Opt ¹	✓
Power steering wheel adjustment	✓	✓	✓	✓	✓
Heated steering wheel	✓	✓	✓	✓	✓

220V AC inverter	x	x	x	✓	✓
12V power outlets in front console and load compartment	✓	✓	✓	✓	✓
SECURITY	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Thatcham Cat1 alarm and immobiliser system	✓	✓	✓	✓	✓
Customisable double door locking	✓	✓	✓	✓	✓
Motion sensor key	✓	✓	✓	✓	✓
VIN etching	✓	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Tahara synthetic leather upholstery	✓	x	x	x	x
Smooth leather upholstery	x	✓	✓		x
F Sport smooth leather upholstery	x	x	x	✓	x
Semi-aniline leather upholstery	x	x	x	x	✓
Heated front seats	✓	✓	✓	✓	✓
Ventilated front seats	x	✓	✓	✓	✓
8-way power front seat adjustment	✓	✓	✓	✓	x
10-way power front seat adjustment	x	x	x	x	✓
2-way driver and passenger seat lumbar adjustment	✓	✓	✓	✓	x
4-way driver and passenger seat lumbar adjustment	x	x	x	x	✓
Memory function for driver's seat, steering wheel & door mirrors	x	✓	✓	✓	x
Memory function for driver and front passenger seats, steering wheel & door mirrors	x	x	x	x	✓
40:20:40 split-folding/adjustable rear seats	✓	✓	✓	✓	✓
Heated and ventilated rear seats	x	x	x	Opt Pack ¹	✓
Power-adjustable rear seats	x	x	x	Opt Pack ¹	✓
Ambient interior illumination – single colour	✓	x	x	x	x
Ambient interior illumination – 64 colours	x	✓	✓	✓	✓
EXTERIOR	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
Auto-folding, auto-dimming heated door mirrors with reverse tilt function, blind spot monitor and integrated turn indicators	✓	x	x	x	x
Auto-folding, auto-dimming, heated door mirrors with reverse tilt function,	x	✓	✓	✓	✓

blind spot and panoramic view monitors and integrated turn indicators					
Rear privacy glass	✓	✓	✓	✓	✓
Power back door	✓	✗	✗	✗	✗
Hands-free power back door with kick sensor	✗	✓	✓	✓	✓
3-projector bi-beam LED headlights with Automatic High Beam	✓	✓	✓	✗	✗
3-projector bi-beam LED headlights with Adaptive High-beam system and BladeScan	✗	✗	✗	✓	✓
LED daytime running lights	✓	✓	✓	✓	✓
LED fog lights	✓	✓	✓	✓	✓
LED cornering lights	✓	✓	✓	✓	✓
LED rear lights	✓	✓	✓	✓	✓
LED turn indicators	✓	✓	✓	✓	✓
F Sport spindle grille	✗	✗	✓	✓	✗
F Sport bumpers	✗	✗	✓	✓	✗
Black brake callipers	✗	✗	✗	✓	✗
Black window mouldings	✗	✗	✗	✓	✗
Panoramic roof	✗	Opt	Opt	Opt pack ¹	✓
19in alloy wheels	✓	✗	✗	✗	✗
21in F Sport alloy wheels	✗	✗	✓ (gloss black)	✓ (matt black)	✗
21in alloy wheels	✗	✗	✗	✗	✓
Metallic/special paint finishes	Opt	Opt	Opt	Opt	Opt
OPTION PACKS	PREMIUM PACK	PREMIUM PLUS PACK	F SPORT DESIGN	F SPORT	TAKUMI
¹ Takumi Pack: Automatic and remote parking, power rear seat adjustment, heated and ventilated rear seats, Mark Levinson 21-speaker Premium Surround Sound, 220V AC inverter, digital rear-view mirror, panoramic roof.	✗	✗	✗	Opt	✗

These specifications are intended as a guide for media only. Customers should confirm the specification of specific models with their Lexus Centre or at www.lexus.co.uk.

ENDS

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