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THE LEXUS RZ: MORE POWER, EFFICIENCY AND DRIVING REWARDS

- New RZ evolves driving pleasure and day-to-day ease of use with fundamental improvements in performance, enhanced power and efficiency, and the introduction of new electrification technologies
- Dynamic performance honed to reinforce the Lexus Driving Signature with higher body rigidity, suspension tuning and evolution of the DIRECT4 all-wheel drive system
- Unique driving experience with the debut of Lexus's steer-by-wire system
- Comprehensive revision of the BEV powertrain, including new high-capacity battery and revised eAxles, increasing power output and efficiency
- Strategic measures deployed to reduce noise and vibration, creating an even more refined cabin environment
- New model range comprises RZ 350e with front-wheel drive, RZ 500e with all-wheel drive and the first RZ F Sport, the RZ 550e F Sport with all-wheel drive
- RZ 550e F Sport debuts Lexus's Interactive Manual Drive with virtual manual gear-shifting

INTRODUCTION

The introduction of the new Lexus RZ demonstrates Lexus's commitment to maximising the benefits of battery electric vehicle technologies, not just in terms of power and energy efficiency, but importantly in delivering a more rewarding experience for the driver and an enriched journey for every on board.

The changes introduced in the RZ's significant update programme include improvements in battery and motor output and the detailed construction of components and vehicle structure. Charging performance has been enhanced, benefiting from Lexus's long-established expertise in electrified technologies.

The RZ also reinforces Lexus's status as a technology pioneer, being the first model to offer the combination of a full steer-by-wire system with a radical new-design steering wheel. This provides intuitive operation, good visibility, and ease of handling with responsive performance and reassuring feedback to the driver.

Furthermore, the new RZ F Sport marks the debut of Lexus's Interactive Manual Drive, a virtual gear shift system that replicates the performance, sound and feel of a manual transmission in a fully electric vehicle.

As well as delivering more power across all models in the new range, the RZ also achieves higher efficiency, reflected in increased driving ranges and reduced charging times.

At heart, the RZ remains a vehicle that is rich in Lexus craftsmanship with details that reflect the brand's *omotenashi* approach to on-board hospitality, making life as comfortable, safe, and convenient for driver and passengers alike. Dynamically, the latest enhancements reinforce the Lexus Driving Signature, giving the driver confidence, control and comfort at all times.

The new RZ is part of a Lexus BEV programme that is delivering three model reveals by March 2026, including the all-new ES saloon, unveiled in April, and an all-new model, details of which will be announced later. Together, these models will strengthen Lexus's multi-path approach to electrified powertrains, providing customers with technology choices appropriate for the personal needs and their local market conditions and infrastructure.

Sales of the new RZ range will begin in October 2025 ahead of first deliveries to customers in early 2026.

NEW RZ DEVELOPMENT GOALS: CHIEF ENGINEER SHINYA ITO

Shinya Ito, Chief Engineer of the new RZ, has given a personal insight into the development goals for the new RZ and the ambitions behind its introduction of advanced EV performance and handling technologies.

The project had three principal goals: to use electrification technologies to create an enjoyable driving experience; to focus on basic BEV performance to enhance the RZ's usability; and to build anticipation for what lies ahead for Lexus.

Explaining Lexus's mission for the new RZ, he said: "We want to show that electric vehicles are not just about selling new cars, but also offering various experiential values through electrification technology."

He emphasised the need to deliver significant improvements in range and to adapt the vehicle platform to accommodate more batteries. The Lexus brand is at the forefront of Toyota's electrification technology, enabling it to explore new values not only in cars but also in the wider mobility experience.

DRIVING DYNAMICS

- New RZ engineered to deliver the rewarding, confident and exhilarating performance of the Lexus Driving Signature
- Detailed adjustment of the suspension and enhanced body rigidity produce responsiveness, stability and comfort
- Evolution of Lexus's intelligent DIRECT4 all-wheel drive system

Delivering the Lexus Driving Signature

Lexus engineers every model in its range to deliver the Lexus Driving Signature, a unified driving experience in which the driver enjoys comfort, confidence and control at all times. Strategic measures applied to the new RZ reinforce this quality, with the dynamic performance characteristics that can be achieved with battery electric vehicle technology and engineering.

Structural rigidity has been increased with improvements around the front radiator support: increased plate thickness and strengthened joints. Meanwhile, the addition of a rear brace helps reduce localised torsional deformation. These measures support clean and linear response to steering inputs.

Suspension

The suspension system – front MacPherson struts and rear double wishbones – benefits from fine adjustment to the front and rear dampers and springs to promote dynamic performance and achieve a good balance between handling stability and ride comfort. The front bushing has been optimised to obtain more direct steering response.

Other new details include a weight-saving reshaping of the lower front suspension arm and new internal parts in the hub bearing, measures which contribute to the driving range. The steering gearbox mount has also been adjusted to render the system more rigid and responsive.

Evolution of Lexus DIRECT4

The performance of Lexus's DIRECT4 vehicle motion control technology has been revised, further enhancing the traction and stability performance of the new RZ all-wheel drive models.

The intelligent system automatically controls the distribution of power delivery to the front and rear eAxles, according to the driving conditions and driver inputs.

The range of torque distribution has been extended by increasing the output of the BEV system, so that at start-off and in straight-line acceleration, front/rear power distribution is controlled between 60:40 to 0:100, suppressing pitching and producing a direct acceleration feel. During cornering, the distribution ratio is optimised between 80:20 and 0:100, according to vehicle speed and steering angle, to match the driving conditions.

During turn-in, more power is directed to the front axle to achieve a smooth turn. When exiting a corner, torque distribution is in line with the load on each wheel, to maintain vehicle balance and allow for smooth acceleration. The result is a rewarding feel when cornering and precise line tracing.

When the driver selects Range mode to maximise efficiency, the front/rear balance is maintained at 50:50.

The adoption of Lexus's Vehicle Dynamics Integrated Management (VDIM, an option on Luxury AWD model and standard on F Sport) contributes to a flatter, more comfortable ride, together with enhanced driving stability and emergency hazard avoidance handling.

Body rigidity

A high level of rigidity and connection throughout the entire vehicle body is key to achieving responsive performance, faithful to the driver's inputs. Original development of the RZ ensured a very rigid structure, helped by the placement of the battery low down, within the wheelbase, and making the battery unit itself part of the vehicle's frame.

Advanced construction techniques, including laser peening and laser welding technology, contributed to the rigidity, together with extensive use of high-strength adhesive and high-rigidity foam. Tower bracing and performance dampers further contribute to the car's tight and stable feel.

Lexus has taken the opportunity to refine the degree of rigidity with additional bracing between the lower rear body and the rear wheel houses. The strength and rigidity of the radiator support at the side has also been increased, benefiting handling stability.

Development and testing at Shimoyama

Lexus uses its purpose-built facilities at its new Shimoyama base in Japan to test all aspects of the RZ's performance. Here, the different product development teams work in close collaboration to produce effective, co-ordinated enhancements. As well as using advanced digital, computerised techniques, the teams fine-tune vehicle performance and ensure delivery of the Lexus Driving Signature using the extensive on-site test tracks.

A UNIQUE DRIVING EXPERIENCE WITH LEXUS'S FIRST STEER-BY-WIRE SYSTEM

- First application of new Lexus technology
- No mechanical link between steering wheel and wheels - steering inputs are relayed by electric signals
- Responsive, safe and controllable performance, adapting automatically to the driving conditions
- New steering wheel shape provides comfortable, intuitive operation, increases the driver's field of forward vision and opens up more space in a new-look cockpit

The new RZ is the first model to adopt Lexus's new steer-by-wire system. Intuitive, easy and comfortable to use, it creates a stronger connection between driver and vehicle. It also transforms the traditional cockpit lay-out with a new-shape steering wheel that creates more space around the driver.

Steer-by-wire operation

The new system differs fundamentally from a conventional steering system in having no mechanical link between the steering wheel and front wheels. Instead, the driver's steering inputs are relayed by electric signals from a torque actuator to a control actuator.

Performance is safe, confidence-inspiring and highly responsive, with dynamic steering gear adjustment according to the vehicle's speed. This makes for easier manoeuvring at low speed; agile response for smooth driving on winding roads; and confidence-inspiring stability in high-speed motorway cruising.

On a conventional system, the driver may need to make two or three full turns of the wheel to move from lock to lock. On the new Lexus system, only a 200-degree turn of the new-shape steering wheel (details below) is needed to move from neutral to full left or right lock, so hand-over-hand/crossed arm movements are almost eliminated.

Although there is no physical connection between the steering wheel and the wheels, the driver enjoys appropriate and rewarding steering feedback – communicated by electric signals – with unpleasant vibrations filtered out. Performance ensures the driver receives important road information is still communicated to the driver. Safety is designed-in, with a full redundancy system in which each component is duplicated. An extra back-up power supply is also in place.

On RZ models which use the conventional electric power steering system, the unit's construction has been made more rigid to improve feedback. Measures have also been taken to reduce weight and operating noise.

New-shape steering wheel

The steer-by-wire system is intuitive, comfortable and easy for drivers to adapt to using a new-shape steering wheel. This dispenses with the upper and lower sections of the traditional “ring” and has a flat bottom, with curved finger grips to the left and right. This radical new design gives the driver a more open field of view and strengthens their dialogue with the car.

Being more compact in size – measuring 360mm across and 197mm high – it frees up more knee room for easier entry and exit to the car. An integrated heater is provided as standard.

The steering wheel switches are vertically arranged and include new combination switches for less frequently used light and wiper functions. This includes light control, fog light operation and auto wiper sensitivity adjustment. The steer-by-wire system is provided as standard on the RZ 550e F Sport and F Sport Takumi models.

COMPREHENSIVELY REVISED AND ENHANCED BEV SYSTEM

- All elements of the BEV powertrain revised for greater performance and efficiency
- New high-capacity 77kWh lithium-ion battery pack

- Battery water cooling and pre-conditioning optimise charging times in all conditions, including challenging low temperature environments
- Revised eAxles with reduced losses and higher output

The RZ's battery electric powertrain has undergone a complete revision, with a focus on enhancing performance, practicality and driving pleasure to take BEV performance to the next level.

The key changes include the introduction of a new high-capacity lithium-ion battery and revised eAxles with improved electric motor output and inverter efficiency, and a significant reduction in internal losses. There is also a new 22kW onboard charger.

In combination, these elements are featured in a new RZ range with three different power output options, detailed in the table below. All data remain provisional prior to official homologation.

MODEL	RZ 350e FWD	RZ 500e AWD	RZ 550e AWD
Max. output (bhp/DIN hp/kW)	221/224/165	376/380/280	402/408/300
0-62mph (sec)	7.5	4.6	4.4
Max. speed (mph)	99	112	112
Driving range (WLTP, miles)	353 (18in wheel) 316 (20in wheel)	311 (18in wheel) 283 (20in wheel)	280

New high-capacity battery

The introduction of a new, high-capacity lithium-ion battery pack is a key contributor to the enhanced performance of the new RZ. Capacity has increased to 77kWh.

The construction of the battery cells has been revised and their number has been increased to enable higher output from the eAxles. This has been achieved without changing the pack's external dimensions, so it's still located wholly beneath the vehicle floor.

The battery benefits from a new water-cooling system that helps maximise output and suppress cell deterioration, even under high-load conditions. This would include, for example, rapid charging after repeated or lengthy fast acceleration, uphill driving, heavy trailer towing* and off-road driving.

The cooling system's controls are efficiently co-ordinated with the RZ's air conditioning system, so that refrigerant or radiator cooling sources are used, in line with the external temperature. The cooler is placed in close contact with the battery and cools from the bottom to achieve efficient, uniform performance.

*Towing capacity: RZ 350e 750kg; RZ 500e and RZ 550e 1,500kg.

Reduced charging times

Charging performance has been improved thanks to the introduction of the new battery pack and the adoption of a more powerful 22kW onboard charger as standard, replacing the previous 11kW unit. This anticipates the wider availability of public fast-charging infrastructure.

To improve charging times in cold climates, the new RZ is equipped with a new battery pre-conditioning system. This can be used to bring the battery up to optimum temperature before charging starts. This is of particular value in cold temperatures, where a significant reduction in charging time can be achieved. Lexus estimates a 10 to 80 per cent charge can be accomplished in 30 minutes using the pre-conditioning function, compared to 55 minutes without (at -10°C).

It can be operated manually, using a control in the multimedia system, or automatically when a charging location has been set as route waypoint or destination in the navigation system. A timer setting can also be used so that heating can be scheduled for a specific journey.

The battery heater's performance has been improved by adjusting the location of the coolant heater and heat exchanger, helping reduce charging times in cold weather.

Enhanced eAxle performance

Detailed changes have been made to the RZ's eAxle to reduce internal losses and deliver higher motor output with quieter performance.

The unit's compact proportions help optimise the car's packaging, ensuring generous interior space. At the front, its shortened length provides better protection in a collision, while in the Direct4 all-wheel drive models, the lower height of the rear unit allows for more load space and a flat floor. Its proportions also helped the RZ's designers ensure the battery could be fully accommodated beneath the vehicle floor. In the new RZ, the height of the rear eAxle has been further lowered by relocating the number two shaft.

Other new measures include using a ball-type bearing, allowing for a more compact three-shaft gear module, which helps reduce internal losses. Surface polishing of the gear teeth has also reduced energy losses while giving more precise and quieter operation.

Both front and rear eAxles have a revised lubrication system which has dispensed with the need for a mechanical pump.

The inverter adopts silicon carbide (SiC) semiconductors, which help deliver both higher output and improved efficiency.

Equal scrutiny has been paid to the electric motor construction. The rotor's size and weight have been reduced while adjusting its magnet locations has enabled both high rpm and output to be achieved. Fine-tuning of the stator coil has enhanced torque and reduced losses and power consumption.

Driving range

The comprehensive technical revisions to the BEV system also deliver an increase in the new RZ driving range. The reduction of losses within the eAxle, the increase in the battery capacity and optimisation of the control systems make key contributions to the improved range capability.

Lexus's predicted performance figures show substantial increases compared to the current RZ's performance – up to an additional 58 miles in the case of the FWD model with 18-inch wheels (full provisional data in the table above).

LIFE ON BOARD: QUIETNESS AND COMFORT

- Additional sound insulation and soundproofing measures make all parts of the cabin even quieter than before
- Cabin quality enhanced with Lexus-first laser-cut Ultrasuede graphics and ambient lighting with new Dynamic Shadow moving pattern effect

Quieter than ever before

As a BEV, the RZ is a fundamentally quiet vehicle, but Lexus goes further to ensure the cabin is as well insulated as possible from noise and vibration to provide a calm, comfortable and cocooning environment.

Extra, detailed measures have reduced not only has the sound pressure level been reduced, but the texture and balance of the tone have also been improved, in both the front and rear cabin and the load compartment.

Details include a new floor silencer behind the rear seats and the use of a new high-damping adhesive in the floor to reduce vibrations. There is also a new resin cover under the front moulding and higher-performance soundproofing material in the trims, garnishes and back door.

The detailed scrutiny of all the interior elements has also produced a change to the tonneau cover, which has gained an additional soundproofing felt layer.

These are in addition to the RZ's existing measures to combat noise and vibration, including an all-round bonnet seal, vibration-damping foam around the front and centre pillars and acoustic glass in the front and rear doors. The front-wheel drive models further benefit from a dedicated rear subframe design.

Vibration from the powertrain has been reduced with a new motor mount design with high damping characteristics.

Laser-patterned upholstery

Lexus has created the first interior trim to feature graphics applied by laser to Ultrasuede, an upholstery textile made from sustainable, 30 per cent plant-based material. The technique is used to produce a new luxury expression with a pattern of flowing contours on the door cards.

Ultrasuede is provided on Takumi and F Sport models with other versions featuring a soft, supple high-quality synthetic leather.

Dynamic shadow illumination

Lexus has extended the function of the 64-colour ambient cabin lighting to combine light and shade in a dynamic shadow illumination effect. Three LED light sources are used to create overlapping lighting and dimming. This produces a relaxing effect with moving patterns playing across the door panels.

THE NEW RZ 550e F SPORT WITH MANUAL VIRTUAL GEAR SHIFTING

- Introduction of first RZ F Sport grade
- RZ 550e F Sport is the performance flagship of the range
- Maximum output 402/408 DIN hp/300 kW
- Lexus-first Interactive Manual Drive virtual manual gear shifting
- Direct4 all-wheel drive as standard

The new RZ introduces Lexus F Sport performance and design to the range for the first time.

The RZ 550e F Sport is the flagship of the line-up, its battery electric powertrain delivering an exhilarating and authentically sporty driving experience. A maximum power output of 402bhp/408 DIN hp/300 kW enables acceleration from rest to 62mph in just 4.4 seconds and a top speed of 112mph. The expected driving range is up to 280 miles (all performance data remain provisional prior to official homologation).

As standard, it is equipped with the latest, enhanced Lexus Direct4 intelligent all-wheel drive system (details above).

Interactive Manual Drive – the sensations of manual gear shifting in a BEV

The RZ 550e F Sport is the first model to be equipped with Lexus's new Interactive Manual Drive, a technology first that gives the driver the sensations and rewards of manual gear selection in a battery electric vehicle. They can enjoy a deeper dialogue and connection with their car, controlling drive force by using paddle shift controls on the steering wheel to select virtual gears.

The experience is heightened with real-time feedback through the throttle, G forces, reproduced motor sounds and a tachometer display with a curving bar read-out to indicate the virtual rpm.

The system is engaged simply by pressing an "M mode" switch on the centre console. The operation can also be used in conjunction with drive mode selection. When Sport mode is selected, acceleration is more agile in response to accelerator inputs than in Normal mode.

Drive force output has an eight-speed virtual gear set up, which allow swift and pleasing virtual shifting using the paddle controls. Virtual power source torque is calculated according to the driver's pressure on the accelerator and the vehicle speed; this is then multiplied by the virtual gear that has been selected.

A shift guide meter that combines information from the tacho and power meters helps the driver intuitively understand the vehicle's state at any time and optimise their up and down shifts, in line with their use of the accelerator.

Performance handling

Specific measures have been applied to ensure the F Sport's extra power translates into rewarding handling and performance.

In addition to the steps taken to enhance the RZ's body rigidity (details above), the F Sport has additional bracing around the radiator support and an extra brace in the rear end structure. The sides of the radiator support are also more rigid with the use of a thicker panel and additional welding points, creating a strong joint between the support and the upper member. These measures strengthen the body and suppress deformation, helping sharpen steering and chassis response.

The suspension has been revised for sportier performance, with retuning of the shock absorber damping force and the spring rates.

The model also benefits from Lexus's Vehicle Dynamics Intelligent Management (VDIM). This co-ordinates operation of the ABS, brake assist, vehicle stability control, traction control and other braking control functions so the driver can enjoy the car's full handling potential.

Exterior styling

The F Sport stands apart from other models in the RZ range with powerful exterior styling details that express its performance profile while also enhancing aero performance, stability and cooling.

The functional features include air ducts in the lower front bumper that direct cooling air towards the brake callipers. The bumper moulding gains a fin-shape section, which feeds air flow down the side of the vehicle, benefiting stability and steering response.

At the rear, there is an additional spoiler along the bottom edge of the back window, a dedicated rear diffuser design and pontoon shapes in the bumper. These combine to generate a rewarding feel of the car being firmly in contact with the ground, stable handling and prompt steering responses.

The F Sport rides on 20-inch aero wheels that have an alloy frame and a resin cover. Their lightweight construction is also aerodynamically efficient, helping maximise the car's power efficiency. Striking blue-finished F Sport brake callipers are visible through the spokes of the wheels.

Colour options for the F Sport will include a new Neutrino Grey, in both bi-tone and monotone finishes.

Interior features

The F Sport cabin is finished in black, evoking a sporty feel and quiet strength. The Ultrasuede upholstery has bright blue contrast quilt stitching, the signature colour of Lexus Electrified.

The sports front seats are made using an integrated foaming technique which creates more solid bond between the upholstery and frame, giving superior body holding performance. Both seats have eight-way power adjustment and lumbar support.

F Sport detailing includes stainless steel tread plates, steering wheel badging and aluminium sports pedals and footrest. The laser-processed pattern on the Ultrasuede door cards has a geometric design, contrasting with the flowing contours on other RZ models. The trim finish is also specific to the model, a film with a micro-geometric pattern.

UK MODEL GRADES AND EQUIPMENT HIGHLIGHTS

- Five equipment grades – Premium, Premium Plus, Takumi, F Sport and F Sport Takumi
- LexusLink multimedia system with 14-inch display and power-adjustable, heated seats provided as standard
- All versions equipped with comprehensive Lexus Safety System + active safety and driver assistance systems
- Navigation system gains more sophisticated dynamic BEV route planning, updated in line with real-time battery charge levels
- Prices to be announced later in 2025; customer deliveries from early 2026

In the UK the new RZ range is available in five equipment grades, all benefiting from new technology features, sustainable and leather-alternative upholsteries and the LexusLink multimedia system.

Highlights of the **Premium** grade specification for the RZ 350e FWD and 500e AWD include new 18-inch alloy/resin wheels, single-LED headlights, radiant front cabin heaters, ambient interior lighting (one-colour), panoramic roof, high-quality synthetic leather upholstery, power-adjustable heated front seats and steering wheel, power back door, LexusLink multimedia with 14-inch display, 10-speaker audio system, 22 kW on-board charger, front and rear parking sensors and Lexus Safety System + active safety and driver assistance functions. These models can also be specified with 20-inch alloy/resin wheels.

The **Premium Plus** grade, available with the same two powertrains, builds on this specification with a head-up display, 360-degree Panoramic View Monitor, ventilated front seats and a memory function for the driver's seat. A bi-tone body paint finish is available as an option, with gloss back wheel arches.

The **Takumi** trim exclusively available on the RZ 500e introduces 20-inch alloy/resin wheels, a 13-speaker Mark Levinson surround sound audio system, a dimmable panoramic roof, gloss black exterior styling details, digital rear-view mirror, LED front fog lights and cornering lights, single LED headlights with Adaptive High-beam System, front performance dampers, 64-colour ambient cabin lighting, Ultrasuede upholstery and heated rear seats. The bi-tone paint finish is optionally available.

The performance-focused **F Sport** (550e AWD) adds to the Premium Plus specification with 20-inch F Sport aero wheels, additional front and rear spoilers, steer-by-wire, Interactive Manual Drive, Active Sound Control, Vehicle Dynamics Integrated Management, F Sport front seats, interior trim and tread plates, aluminium sports pedals and Ultrasuede upholstery with blue accent stitching. Again, customers can specify a bi-tone paint option.

The **F Sport Takumi** model further adds the 13-speaker Mark Levinson audio package and dimmable panoramic roof.

New interior colours

Two new interior colour combinations have been added to the RZ range: Hazel with Solis White, which gives the cabin a clean and open feel, and Orange and Black, which has modern mature and luxurious look. These join the existing Grey/Black option and an all-Black finish that is exclusive to the F Sport and F Sport Takumi.

New exterior colours

In addition to the new Neutrino Grey for the RZ F Sport models, Sonic Platinum has been added to the bi-tone options.

Panoramic roof

The RZ is available with a panoramic roof (Takumi and F Sport Takumi grades) made from a new blue glass with a dark-dimming quality. This provides greater shading than the previous roof when dimmed and clear, sharp view out when switched to transparent. A non-dimming roof is fitted to the Premium, Premium Plus and F Sport models.

Navigation with advanced BEV route planning

The Lexus RZ gains more sophisticated navigation capabilities that combine route planning with monitoring of the state of charge of the car's battery. As well as being provided on the new model, the functionality is being added to existing vehicles, seamlessly by using over-the-air software updating.

When programming a journey, charging locations are clearly shown as way points with a blue flash icon. Routes are planned with required stops for charging and an indication of the impact on the time for the complete journey to be completed. The system can also show alternative charging locations, with details of likely waiting time and a revised arrival time. These are prioritised by straight-line distance from the car's location.

The driver can choose "replace" to reroute to a selected charge point or return to the list to consider another alternative. For each charging location, the system can show the address, charging power, opening times, connector compatibility and real-time availability ratio (likelihood of being quiet or busy) and operational status.

The route planning is dynamic, so if the system detects charging is required, it will alert the driver with a "range to low" message on the map display and provide a re-routing option, with a new charging location included. The driver can confirm the re-routing manually. If the driver has selected automatic re-routing, the system will simply indicate that this is taking place.

LEXUS RZ TECHNICAL SPECIFICATIONS

POWERTRAIN		RZ 350e	RZ 500e	RZ 550e
Type		Permanent magnet synchronous motor		
Full system max. power (bhp/DIN hp/kW) ¹		221/224/165	376/380/280	402/408/300
Front motor output (bhp/DIN hp/kW)		224/227/167		
Rear motor output (bhp/DIN hp/kW)		-	224/227/167	
Max. front motor torque (Nm)		269	269	
Max. rear motor torque (Nm)		-	269	
BATTERY		RZ 350e	RZ 500e	RZ 550e
Type		Lithium-ion		
Capacity (kWh)		77		
BATTERY CHARGING		RZ 350e	RZ 500e	RZ 550e
Max. charging power AC (kW) ²		22		
AC charging time 10-100% ³		3h 30min		
Max. charging power DC (kW) ⁴		150		
DC charging time 10-80%		30min		
TRANSMISSION		RZ 350e	RZ 500e	RZ 550e
Type		Single speed		
Differential gear ratio (front/rear)		13.786/-	13.786/13.786	
Driven wheels		Front Wheel Drive	Direct4 all-wheel drive	
PERFORMANCE		RZ 350e	RZ 500e	RZ 550e
Max. speed (mph)		99	112	
0-62mph acceleration (sec)		7.5	4.6	4.4
	18in wheels	4.3	3.7	-

Energy consumption (miles/kWh)	20in wheels	3.8	3.4	3.4
Driving range ⁵ (miles, WLTP combined cycle)	18in wheels	353	311	280
	20in wheels	316	283	-
Driving range ⁵ (miles, WLTP city cycle)	18in wheels	478	410	280
	20in wheels	432	373	367
SUSPENSION		RZ 350e	RZ 500e	RZ 550e
Front		MacPherson strut		
Rear		Double wishbones, trailing arms		
BRAKES		RZ 350e	RZ 500e	RZ 550e
Front		Ventilated discs		
Rear		Ventilated discs		
Parking brake		Electronic		
STEERING		RZ 350e	RZ 500e	RZ 550e
Type		Electric-assisted rack and pinion		Lexus steer-by-wire
Turns lock-to-lock		2.81		-
Minimum turning radius – body (m)		5.6		
Minimum turning radius – tyre (m)		6.0		
EXTERIOR DIMENSIONS		RZ 350e	RZ 500e	RZ 550e
Overall length (mm)		4,805		
Overall width (mm)		1,895		
Overall height (mm)		1,635		
Wheelbase (mm)		2,850		
Front track (mm)		1,610		

Rear track (mm)	1,620		
Front overhang (mm)	975		
Rear overhang (mm)	980		
Min. ground clearance (mm)	200		
Drag coefficient (Cd)	0.28		
INTERIOR DIMENSIONS	RZ 350e	RZ 500e	RZ 550e
Interior length (mm)	1,845		
Interior width (mm)	1,520		
Interior height	1,200		
Load compartment volume – rear seats up (VDA I) ⁷	522		
Load compartment volume – rear seats down (VDA I) ⁷	1,451		
WEIGHTS	RZ 350e	RZ 500e	RZ 550e
Kerb weight (kg) ⁶	1,995 – 2,050	2,100 – 2,165	2,135- 2,180
Gross vehicle weight (kg)	2,520	2,640	
Towing capacity – unbraked (kg)	750	1,500	No towing
Towing capacity – baked (kg)	750	1,500	No towing
WHEELS & TYRES	RZ 350e	RZ 500e	RZ 550e
Wheel and tyre sizes	18in: 235/60R18 front, 255/55R18 rear 20in: 235/50R20 front, 255/45R20 rear		

1: Combined electric motors; 2: For charging at 22 kW, an AC charger with a three-phase supply of 32A or greater is required. When charging at an AC electrical socket with an AC charging cable, the maximum charging power will be lower, depending on the specifications of the power supply available. The charging current setting enables the user to select a maximum charge current available to prevent the breaker inside the house being tripped during charging. 3: Approximate charging time based on internal measurements and predicted values, intended solely for comparison between different models. The time required until completion of charging may vary due to factors such as the age, type, condition and temperature of the charging unit, the age, type, condition, charge level and temperature of the drive battery, the outside air temperature, and the specifications of the power supply. DC charging time is an indicative value with 20°C battery temperature at the start of charging and utilising the maximum charging power. 4: For charging at 150kW a DC charger stand conforming to the CCS2 standard with a maximum output of 150kW (400A) or greater is required. 5: The electric range and electric energy consumption values are measured in a controlled environment on a representative production model, in accordance with the requirements of the new WLTP European Regulation EC 2017/1151 and its applicable amendments. For each individual vehicle configuration, the electric range and electric energy consumption values may be

calculated based on the ordered optional equipment. The electric range and electric energy consumption values of your vehicle may vary from those measured or calculated values, as driving behaviour as well as other factors (such as road conditions, traffic, vehicle condition, tyre pressure, load, number of passengers, etc) have an influence on a car's electric range and electric energy consumption. For more information regarding the new WLTP test method, please visit: www.lexus.eu/wltp#nedc. 6: The kerb weight differs by grade, alloy wheel size and towing capacity.. 7: Luggage volume figures are as per the VDA method. All figures quoted include the maximum under floor storage area in the luggage compartment.

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LEXUS RZ EQUIPMENT SPECIFICATIONS

SAFETY & DRIVING ASSISTANCE	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Lexus Safety System+ including Lane Change Assist and Driver Monitor	✓	✓	✓	✓	✓
Automatic High Beam	✓	✓	✗	✗	✗
Adaptive High-beam system	✗	✗	✓	✓	✓
Blind Spot Monitor	✓	✓	✓	✓	✓
Rear Cross Traffic Alert	✓	✓	✓	✓	✓
Front Cross Traffic Alert	✓	✓	✓	✓	✓
Over-The-air safety system updates	✓	✓	✓	✓	✓
SRS airbags (9)	✓	✓	✓	✓	✓
Passenger airbag cut-off switch	✓	✓	✓	✓	✓
Isofix rear child seat anchors (x2)	✓	✓	✓	✓	✓
e-Latch with Safe Exit Assist	✓	✓	✓	✓	✓
Front and rear performance dampers	✗	✗	✓	✓	✓
Performance rod	✗	✗	✓	✓	✓
ABS with electronic brakeforce distribution (EBD)	✓	✓	✓	✓	✓
Electronically controlled braking system	✓	✓	✓	✓	✓
Traction Control (TRC)	✓	✓	✓	✓	✓
Vehicle Stability Control (VSC)	✓	✓	✓	✓	✓
Hill Assist Control (HAC)	✓	✓	✓	✓	✓
Vehicle Dynamics Integrated Management	✗	✗	✗	✓	✓
eCall	✓	✓	✓	✓	✓
Direct4 all-wheel drive (not available on RZ 350e)	✓	✓	✓	✓	✓
Tyre pressure warning system	✓	✓	✓	✓	✓

Lexus steer-by-wire system	X	X	X	✓	✓
Interactive Manual Drive system	X	X	X	✓	✓
INSTRUMENTS & CONTROLS	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Power-adjustable heated steering wheel revering	✓	✓	✓	✓	✓
Steer-by-wire dedicated steering wheel	X	X	X	✓	✓
Reversing camera	✓	✓	✓	✓	✓
Four selectable drive modes	✓	✓	✓	✓	✓
Head-up display	X	✓	✓	✓	✓
Panoramic View Monitor	X	✓	✓	✓	✓
Electronic parking brake	✓	✓	✓	✓	✓
Touch tracer switches on steering wheel	X	✓	✓	✓	✓
22kW on-board charger	✓	✓	✓	✓	✓
AUDIO, NAVIGATION & INFORMATION	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Lexus Link Pro multimedia system with 14in touchscreen	✓	✓	✓	✓	✓
10-speaker audio system with AM/FM/DAB radio	✓	✓	X	✓	X
13-speaker Mark Levinson Premium Surround Sound audio system	X	X	✓	X	✓
Bluetooth	✓	✓	✓	✓	✓
Wireless smartphone integration via Apple CarPlay and Android Auto	✓	✓	✓	✓	✓
USB-C charging ports (x2 front, x2 rear)	✓	✓	✓	✓	✓
12v outlet in centre console	✓	✓	✓	✓	✓
12v outlet in load compartment	✓	✓	✓	✓	✓
Remote services connection via Lexus Link app	✓	✓	✓	✓	✓
Wireless smartphone charger	✓	✓	✓	✓	✓

COMFORT & CONVENIENCE	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Dual-zone climate control with nanoe-X air quality system	✓	✓	✓	✓	✓
Front radiant heaters	✓	✓	✓	✓	✓
Intelligent Clearance Sonars – front and rear	✓	✓	✓	✓	✓
Rain-sensing wipers	✓	✓	✓	✓	✓
Keyless entry	✓	✓	✓	✓	✓
Push-button start	✓	✓	✓	✓	✓
Auto-dimming rear-view mirror	✓	✓	✗	✗	✗
Digital rear-view mirror	✗	✗	✓	✓	✓
Ambient interior lighting	✓	✓	✗	✗	✗
Ambient interior lighting – 64 colours	✗	✗	✓	✓	✓
<i>In-ei</i> LED cabin illumination	✓	✓	✓	✓	✓
Lashing hooks in load compartment (x4)	✓	✓	✓	✓	✓
Shopping bag hooks in load compartment (x2)	✓	✓	✓	✓	✓
Carpet mats	✓	✓	✓	✓	✓
2-way opening centre arm rest with storage	✓	✓	✓	✓	✓
SECURITY	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Thatcham Cat1 alarm and immobiliser	✓	✓	✓	✓	✓
Customisable auto door locking	✓	✓	✓	✓	✓
VIN glass etching	✓	✓	✓	✓	✓
Motion sensor key	✓	✓	✓	✓	✓
SEATING, UPHOLSTERY & TRIM	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
Synthetic leather seat upholstery, trim and steering wheel finish	✓	✓	✗	✗	✗

Ultrasuede seat upholstery and trim finish	X	X	✓	✓	✓
8-way power-adjustable front seats	✓	✓	✓	✓	✓
Driver's seat memory setting	X	✓	✓	✓	✓
Heated front seats	✓	✓	✓	✓	✓
Ventilated front seats	X	✓	✓	✓	✓
Heated rear seats	X	X	✓	✓	✓
60:40 split-folding rear seats	✓	✓	✓	✓	✓
Adjustable rear seat back rests	✓	✓	✓	✓	✓
EXTERIOR	PREMIUM	PREMIUM PLUS	TAKUMI	F SPORT	F SPORT TAKUMI
LED headlights with Automatic High Beam	✓	✓	X	X	X
LED headlights with Adaptive High-beam System	X	X	✓	✓	✓
LED front fog lights	X	X	✓	✓	✓
LED cornering lights	X	X	✓	✓	✓
Heated- auto-dimming, auto-folding door mirrors with reverse tilt function	✓	✓	✓	✓	✓
Rear privacy glass	✓	✓	✓	✓	✓
Panoramic roof	✓	✓	X	✓	X
Dimmable panoramic roof	X	X	✓	X	✓
Black wheel arch mouldings	✓	✓	X	X	X
Gloss black wheel arches	X	Opt	✓	✓	✓
Bi-tone paint finish	X	Opt	Opt	Opt	Opt
18in alloy wheels	✓	✓	X	X	X
20in alloy wheels	Opt	Opt	✓	✓	✓
Tyre repair kit	✓	✓	✓	✓	✓
Power back door	✓	✓	✓	✓	✓
Hands-free power back door operation	✓	✓	✓	✓	✓

Charging cables 3-pin Type 2 10A & Type 2 Mode 3 32A	✓	✓	✓	✓	✓
Cable bag, gloves and towel	✓	✓	✓	✓	✓

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