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THE ALL-NEW LEXUS ES: REDEFINING THE LUXURY SALOON

- Eighth generation of the luxury saloon introduces a new direction in Lexus design and technology
- A larger, more advanced ES that reinterprets classic saloon style and luxury for the electrified era
- Clean Tech x Elegance design delivers a sleek, elegant exterior and open, uncluttered and luxurious interior
- Available in the UK exclusively as a battery electric model – ES 350e – with front-wheel drive
- First Lexus to adopt a new multimedia platform, giving access to a new and enhanced functions and services for information, entertainment and convenience
- New generation Lexus Safety System+ advanced active safety and driving assistance systems with enhanced and additional functions to avoid accidents and reduce the burden of driving
- Full equipment and technical specifications to be announced

INTRODUCTION

The significance of the all-new ES goes beyond being the latest evolution of the Lexus luxury saloon. Inspired by the Lexus LF-ZC concept car, first revealed at the 2023 Japan Mobility Show, it presents new directions in design and technology and captures the essence of what luxury means to today's customers.

The eighth generation of a model that has been part of Lexus since the founding of the brand, the all-new ES is more spacious than ever before. It is designed to deliver greater driving rewards and unprecedented comfort, supported by Lexus's unique *omotenashi* hospitality principles. The debut of a new, more powerful and responsive software platform opens up a wealth of new features and functions, including more sophisticated and wide-ranging information and entertainment, enhanced instrumentation and augmented safety functions.

In the UK, the all-new ES is available exclusively as a battery electric model, the ES 350e with front-wheel drive.

A Lexus original

The ES is an “original Lexus”. Its history goes back to the start of the Lexus brand, first introduced alongside the LS limousine in 1989. Since then, it has achieved global sales well in excess of three million units.

The ES’s European heritage is more recent. It arrived here in 2018 with the launch of the full hybrid seventh generation, ensuring Lexus continues to have a desirable saloon proposition in the marketplace.

Although the all-new ES is a larger car in every dimension than its predecessor, its Clean Tech x Elegance design delivers a sleek and elegant look, both inside and out. The investment made in comfort, refinement and luxury moves it closer to the quality, spaciousness and specifications associated with larger F-segment models. At the same time, its performance and handling delivers the high levels of comfort, confidence and control that define the Lexus Driving Signature.

The development programme was based at Lexus’s Shimoyama technical centre in Japan, where planning, design, engineering and evaluation teams were able to collaborate under one roof to systematically test and refine the car.

DESIGN: “CLEAN TECH x ELEGANCE”

- Clean Tech x Elegance concept for exterior and interior design, inspired by the Lexus LF-ZC Concept
- A larger car in every dimension than its predecessor, but retaining elegant saloon proportions
- Extensive aerodynamic detailing helps maximise BEV driving range
- Clean, minimalist yet comfortable interior with craftsmanship luxury and Lexus’s *omotenashi* hospitality
- Human-centred cockpit and introduction of new Hidden Switch technology

Across seven generations, the ES has distinguished itself as an elegant luxury saloon in the best traditions. Lexus designers were challenged to reinterpret these qualities as they worked on producing not just an all-new model, but the first ES to adopt a fully electric powertrain.

Exterior design

The design concept was defined by the term “Clean Tech x Elegance,” signifying a harmonious combination of functional, technology-inspired design with styling that expresses the premium quality and hand-crafted luxury that are fundamental to the ES and the Lexus brand. Inspiration was drawn from the Lexus LF-ZC Concept, which previewed Lexus design thinking at the 2023 Japan Mobility Show.

Designed on a new platform for new powertrains

The all-new ES is built on Lexus’s global architecture K-platform, redesigned to accommodate the model’s electrified powertrains. The design team applied the “golden ratio” principle to achieve an ideal relationship between the car’s dimensions (wheelbase, length, height and width) to create a saloon that is both elegant and visually striking and which has a spacious cabin.

Sporty and elegant frontal design

Viewed from the front, the all-new ES displays the signature Lexus spindle body, extending across the bonnet to the edges of the bumper. Chief Designer Kumai wanted to retain a wide and low “face” and to keep the height of the front wings low to preserve the characteristic look of a premium saloon. The height difference adds a sporty touch while keeping a suitably dynamic saloon-style expression. The low-set bonnet contributes to giving the driver an improved forward view.

The car’s spindle body rises from the low-set nose: the distinctive shape expresses its electrified power and makes the car instantly recognisable on the road as a Lexus. Details include a new front light arrangement that creates a twin L-shape with outward-facing turn indicators and inward-facing daytime running lights, a new signature for Lexus’s electrified models.

Sleek and elegant side view

The side view is a key factor in capturing the elegant look of a saloon. Taking the height increase into account, the desired result was achieved by introducing a black side moulding. The effect is a reduction in the perceived height of the car, creating a slimmer, longer and sleeker appearance. The moulding is also used as design feature to link the front and rear sections of the vehicle.

The flowing silhouette produces a “trunkless” look with the cabin tapering to the rear. The contrasting lower body comprises both planar and sculpted surfaces and muscular,

aerodynamically efficient shoulders that are powerfully contoured and give the ES a “leap forward” profile.

A sweeping rear end

The rear end design has a smooth, flowing, rearward sweep, styling that has been a characteristic of successive ES models.

Chief Designer Yahiko Kumai explains: “The shape that cuts through the rearmost volume is a dynamic surface, unprecedented on a saloon. We were very particular about its appearance and have produced a beautiful broad surface. It gives the car an incredibly well-planted silhouette and while we have retained ample space in the cabin, it is strongly tapered to control airflow.” This tapering also emphasises the car’s low centre of gravity, generating a sporty and athletic look.

The rear illumination features a single, seamless light bar that integrates the LEXUS logo and incorporates the tail and stop lights. As well as amplifying the wide stance and enhancing the sculpted rear profile, the light bar also contributes to aerodynamic performance. In design-first for a Lexus, the rear combination lights are housed in signature L-shaped units located towards the lower rear corners, further emphasising the saloon’s wide stance.

Vehicle dimensions

The new ES is larger in all principal dimensions than its predecessor, increases that contribute to significantly more cabin and load compartment space.

At 5,140mm, the overall length is greater by 165mm; within that length, the wheelbase has been extended by 80mm to 2,950mm. Vehicle width is 1,920mm (+55mm) and height 1,560mm (+115mm).

Aerodynamic efficiency details

In addition to the ES’s smooth, tapering exterior design, the model incorporates many detailed elements to manage air flow over, under and around the car and achieve excellent aerodynamic performance. This contributes to a comfortable, quiet and stable ride and overall fuel and energy efficiency.

The car has a full, dimpled undercover to smooth air flow beneath the vehicle. In a Lexus first, fins have been added to the undercover to suppress turbulence in the air flow away from the rear of the car, promoting a refined and stable drive. Further aero-stabilising fins are

featured on the sills, to suppress body roll, and on the rear light clusters and rear bumper, again to enhance stability.

Other details include a revised bonnet front tip profile; door mirror covers shaped to improve airflow convergence; positioning of the wiper arm mounting system below the windscreen glass, reducing noise; flush belt mouldings; and semi-flush door handles.

Grille shutters which open and close automatically to control air flow to the motor, reducing aerodynamic drag and helping maximise driving range.

Wheels and tyres

The ES is fitted as standard with 19-inch wheels with a two-layer construction comprising a frame and a resin aero cover with a multi-spoke design. Optional 21-inch aero wheels have a dynamic lightweight design. On higher grade models these have a thin-wall casting that reduces weight and allows for a finer multi-spoke design.

Colour options

The exterior paintwork options* include a new Glacier Blue, a sophisticated, solid-looking colour that perfectly complements the ES's styling. Other choices include four sonic finishes – Sonic Copper, Sonic Titanium, Sonic Platinum and Sonic Grey – using advanced Lexus paint technology to achieve a deeper lustre and interplay of light and shade across the bodywork. The palette is completed with Nova White and Graphite Black.

*UK naming and availability to be confirmed.

Interior design – simple and modern luxury

The interior follows the same Clean Tech x Elegance concept which defines the exterior with an uncluttered, minimalist style that is not stark, but elegant and pleasing to the eye, communicating quality in every element. The aim was a perfect balance between producing a clean, open space while ensuring the key controls remain easy and intuitive to locate and operate.

The design and equipment features express the Lexus philosophy of “making luxury personal” and addressing every aspect of time spent in the car with the brand's *omotenashi* approach to hospitality. That means whatever the journey, whether you are driver or passenger, your every need is anticipated and seamlessly catered for in a perfectly relaxing environment.

With those priorities in mind, the design team created an interior that cleverly combines a light and open upper space with a lower cabin area that wraps comfortably around the occupants.

The low-slung instrument panel opens more space between the panel and the steering wheel and helps improve the driver's forward view. The clean approach includes understated controls and new Hidden Switches (details below) that blend into the design environment.

Clever storage points have been created for stowing different small items, including a front tray ahead of the console which can carry two smartphones side by side, with adjacent USB-C charging ports. A single wireless charging tray is provided on all models; a twin tray on the higher grades.

Rear seat comfort package

With a more spacious cabin than previous ES models, the new saloon introduces limousine-like seating for rear passengers. Notably, it provides a best-in-class front-rear couple distance of 1,102mm, 77mm more than the previous generation ES.

The ES BEV is available with a rear comfort package. This features rear seats that can be reclined from 28 to 38 degrees and which have integrated heating, ventilation and massage functions. An extending ottoman-style leg support is provided for the seat behind the front passenger; in addition, the front passenger seat and headrest can be power-folded forward to open up extra legroom and a more expansive view – a feature first introduced in the former Lexus LS flagship saloon – adding to the overall “class above” feel of the interior.

The centre armrest includes a control panel for seating and climate control functions, operated with touch-sensitive switches. The unit includes a tray in which two smartphones can be placed side by side, angled for at-a-glance viewing. Twin rear USB ports are provided with 45W power for fast device charging.

Easy access

The attention to luxury detail includes rear passenger compartment design features that enable easy entry and exit. The height of the seat from the ground (or hip point) has been precisely calculated. Also, the height of the sill, the space between the seat cushion and the car's centre pillar and the softness of the side section of the seat have all been designed so that stepping in and out of the car is smooth and comfortable for passengers of all body shapes and sizes.

New generation front seats

The ES is the first Lexus to be fitted with new generation front seats. These have a lightweight, split construction with separate modules fitted on a frame, creating a slimline profile while providing greater support and comfort. There is also added comfort from a 17mm increase in the extendable front cushion (compared to the previous generation); there is no gap between the extension and the front of the seat, so the occupant's thighs remain fully supported.

New-design, slim headrests are also introduced for the first time.

Human-centred cockpit

Lexus's human-centred cockpit concept gives the driver a combination of excellent vision and easy intuitive access to controls and information so that driver's focus can be kept on the road ahead.

The profile of the 12.3-inch digital combimeter has cut-off sides so that display does not extend beyond the circumference of the steering wheel. The information display can be customised with six different layouts to suit the driver's priorities and taste.

The steering wheel itself is a next-generation Lexus three-spoke design with a smaller diameter. It features integrated switches and paddle shifts for adjusting the brakeforce regeneration or, on the 500e, selecting virtual gears with Interactive Manual Drive. The telescopic wheel adjustment is 70mm greater than previously, allowing an increase in the driver's elbow bend angle.

Fine quality upholsteries and trims

Throughout the cabin, fine quality upholsteries and trims are used that enhance the luxury ambience. There is a choice of perforated or smooth synthetic leather or perforated semi-aniline leather, according to model specification. The new-design steering wheel is also trimmed in synthetic leather and is heated around its full circumference. The colour options are Black, Hazel and a new White.

In a Lexus-first, a new synthetic leather embossing technique is used to create precise patterns. This combines with the ambient lighting in the door panels to produce a clean, modern look.

Bamboo layering and surface illuminating trim

The ES is the first Lexus model to feature a new Bamboo Layering trim. Created using advanced printing and light transmission techniques, this has the appearance of natural

bamboo in natural light, changing to illuminated colours that are synchronised with the cabin's ambient lighting.

Dynamic ambient lighting

The ambient lighting system helps set the mood for the journey, offering a choice of 14 themes and 50 colour settings. The effect can be further enhanced with dynamic lighting that changes the tone over time with looping patterns evoking six distinct atmospheres.

Omotenashi welcome illumination co-ordinates the ambient lighting with the meters, smoothly bringing the interior to life the moment the car is switched on.

Hidden switches

The Lexus-first Hidden Switches are key to the clean and simple lines of the instrument panel. The touch switches are set in a linear arrangement and remain concealed beneath the panel trim until revealed as illuminated icons when the car is switched on. The switches include the front window demister, rear window demister, door mirror heaters and the temperature control.

Audio excellence

The standard audio package is a 10-speaker system with simplified speaker shapes that allow for more refined sound expression with minimal distortion.

The higher grade models are equipped with a bespoke Mark Levinson Surround Sound system with 17 speakers that work in conjunction with the ambient lighting in the speaker grilles to create a multi-sensory experience and a harmony of light and sound. Sound quality is enhanced by the Mark Levinson PurePlay concept, which preserves sound purity by positioning speakers so there are no obstructions between them and listener's ears. Mark Levinson Quantum Logic Surround (QLS) enables smoothly balanced frequency characteristics and high clarity and definition.

Perfect cabin climate

The triple-zone air conditioning system, featured in the Rear Comfort Package, allows driver, front passenger and rear seat occupants to set their own preferred temperatures. The Lexus Climate Concierge co-ordinates operation of the ventilation/heating system with the heated and ventilated seats, front radiant heaters (where fitted) and heated steering wheel to provide prompt and efficient performance.

Air quality is also monitored to filter out odours and pollen, while the nanoeX™ system introduces trillions of microscopic ions into the cabin air flow. As well as combating odours, viruses and bacteria, this has a beneficial moisturising effect on human skin and hair.

The air conditioning system is compact and highly efficient, providing the same level of heating and ventilation performance as competitors, with exceptionally quiet operation.

Load compartment

The capacious load compartment has room enough for two 86-litre suitcases or four 9.5-inch golf bags. The space is greater in every dimension compared to the previous ES and matches or exceeds its principal competitors. Volume is up to 517 litres, including underfloor storage space.

POWERTRAINS

- **Battery electric ES 350e**
- **Battery cooling, management and pre-conditioning functions enable fast, consistent battery recharging performance across a wide temperature range**

The ES uses a new Lexus battery electric system that has been developed with a focus on delivering an evolution of the Lexus Driving Signature that creates a sharpened dialogue between driver and car. The fundamental BEV qualities and convenience have been enhanced including revised Lexus eAxles with increase motor power outputs and a higher capacity battery unit.

The key performance specifications:

	ES 350e
Drivetrain	Front-wheel drive
Max. system output (bhp/DIN hp/kW)	221/224/165
Front eAxle max. output (kW)	167
Gross battery capacity (kW h gross/kWh net)	77/72
Acceleration 0-62mph (sec)	8.0
EV range – combined (miles), dependent on grade, options, accessories.	325-361

Lithium-ion battery

The high-capacity lithium-ion battery has a new construction and features new cells and a water-cooling system to optimise charging and operational performance. The number of cells has been increased to achieve a higher output.

The unit is installed entirely beneath the cabin floor which avoids compromising space in the cabin and load compartment and helps give the ES a low centre of gravity. To guard against damage, it is fully sealed and reinforced on each side.

Optimised charging performance

In low temperatures, a high-voltage coolant heater can be activated during battery charging.

A battery pre-conditioning function is also available to optimise battery temperature prior to charging, helping secure faster and consistent charging performance. This can be activated manually by the driver, or automatically at the optimum time before reaching a charging point that has been entered as a destination in the navigation system. Pre-conditioning can also be scheduled in advance for a specific time or journey.

Charging times

Thanks to the battery management and pre-conditioning functions, consistent charging performance is delivered in all temperatures. Fast charging from 10-80 per cent with a 150kW DC supply can be accomplished in 30 minutes, in temperatures as low as -10°C. With 22kW AC charging, 10-100 per cent will take four hours.

The ES has a new-design charging port lid which can be opened using a physical switch on the cover, the car's multimedia system, or the LexusLink+ app.

Power supply unit

The power supply unit (PSU) integrates the vehicle's charger, power supply and power distribution functions to support efficient AC charging. An AC inverter is integrated in the charger, which helps reduce the PSU's size and weight.

New shift-by-wire system

The ES 350e use a new shift-by-wire system. This is operated using a compact toggle control in the centre console, with smooth and easy forward or backward movements to select park/drive/reverse/neutral.

Lexus eAxle

The eAxle integrates the transaxle, drive motor and power inverter into a single, compact unit. This allows efficient packaging while delivering highly responsive acceleration and dynamic performance.

CHASSIS AND DYNAMIC PERFORMANCE

- Global architecture platform revised to accommodate both battery electric and full hybrid powertrains
- Engineered to deliver the Lexus Driving Signature - comfort, confidence and control at all times
- Strategic reinforcements and use of high-tensile steels, hot-stamp materials, adhesives and reinforcements to achieve high body rigidity
- First use of a multi-link rear suspension on an ES model
- Electronically controlled braking system gives responsive performance with a natural feel

Revised platform to accommodate Lexus multipath powertrains

The new ES is constructed on Lexus's global Architecture K platform (GA-K), with revisions to address the multipath strategy of producing both battery electric and (available in selected markets) full hybrid models.

Measures were implemented to strengthen the core of the body, specifically by revising the frame and increasing localised rigidity, to increase overall body rigidity, even when incorporating large openings such as panoramic roof.

The results are an agile driving feel that adds to the unity between the driver's inputs and car's chassis response on winding roads, and contributes to prompt, clear steering response. This strengthens the dialogue between driver and car, central to the qualities of the Lexus Driving Signature.

Increased strength and rigidity

Key elements include more extensive use of high tensile strength and hot-stamp materials in the main frame parts, maintaining and increasing rigidity.

Bracing and reinforcement is applied in specific areas to increase rigidity in the front end, the floor and the rear, which has a strong annular construction.

Other measures contributing to the rigid structure include a twin bonnet lock and extensive use of high-rigidity structural adhesive – almost seven metres of adhesive in the front body and underbody.

Countering noise and vibration

Controlling the intrusion of noise and vibration is central to the new ES interior delivering the luxury and comfort of a personal lounge.

Demonstrating a high attention to detail, the measures include a redesign of the inner part of the front pillars into single component to connect the front suspension tower to the rocker, reducing vibrations felt when driving over minor imperfections in the road surface.

There are additional seals in the rear end to block external noise, while an advanced seal around the door glass reduces noise transmission. The side window glass itself has a high sound-insulating quality.

In the rear of the car, silencers, soundproofing materials and even the floor carpeting all contribute to improved NV performance. Further benefits are gained from more than six metres of sound and vibration-damping adhesive in the front floor and sound-absorbing materials in the engine compartment cover.

Suspension

The front suspension is a new-design MacPherson strut arrangement while at the rear a multi-link system is used for the first time in an ES with the aim of enhancing the transmission of power to the road and smooth vehicle posture control.

The development goals were to achieve straight-line stability and ride comfort with smooth, lag-free steering response, a stable and natural posture when cornering and stable controllability at the car's performance limits.

The front suspension tower is positioned lower and the characteristics of the suspension arm, bush and shock absorber have been refined to reduce shock and vibration when driving on uneven surfaces. The standard (non-AVS) shock absorbers generate damping force for even the slightest movement of the car's sprung weight, for example when starting off or cruising on the highway. Other details include a highly rigid forged aluminium knuckle that saves weight while ensuring strength and which contributes to linear steering response and

comfortable ride quality. The anti-roll bar has a thin-walled, hollow construction that reduces weight while improving roll rigidity.

The rear suspension is designed for secure transmission of drive force to the road and suppression of changes in the vehicle's posture, using highly rigid arms, components and installation. This contributes to the car's handling stability and gives the driver a reassuring feel of the car's rear end being in secure contact with the road.

Braking systems

The new ES adopts an electronically controlled braking system (AHB-C) which uses an electric cylinder in place of a pump motor to deliver ease-of-use and a natural braking feel that's rigid, controllable and responsive. Ventilated discs are used all round: 340mm diameter front and 338mm rear.

When driving on a winding road or turning at junction, Vehicle Braking Posture Control adjusts braking performance to reduce roll, front dive and rear lift. This enhances handling stability and suppresses side-to-side rocking movement experienced by the car's occupants.

Steering

The rack-assist electric power steering accurately transfers the driver's inputs into precise steering reactions. The motor control unit and reduction gear are located parallel to the steering gearbox, helping reduce the degree of steering operation force required.

The variable rack gear supports agile performance through tight bends and helps keep the car stable at high speeds.

NEW-GENERATION MULTIMEDIA

- First Lexus to adopt new generation LexusConnect multimedia system
- 14-inch touchscreen display synchronised with digital driver's combimeter
- Introduction of new connected services bundles, giving access to new and advanced navigation, entertainment, information and vehicle security functions

Lexus Europe took the lead in the development of LexusConnect and the new 14-inch multimedia screen, directly integrating customer feedback through successive cycles of testing and refinement.

The system has four times faster processing speed, eight times greater storage capacity and a 256GB memory. The multimedia screen is ultra-slim, with a maximum 10mm thickness, contributing the interior's Clean x Tech design concept.

One of the principal features of the new digital cockpit is combimeter mirroring: the full navigation map is integrated in the driver's combimeter, replicating the multimedia display. This makes directions easier to follow and reduces potential driver distraction.

Similarly, Lexus Safety System+ advanced safety and driving assistance features can now be easily accessed using the multimedia screen. The LexusConnect Driver Support menu lists all the available functions, with explanations and dynamic illustrations, and allows the driver to choose their safer driving options and performance parameters.

The new home screen concept, designed with European customers in mind, presents an intuitive interface with integrated climate controls, quick settings menu, Road Sign Assist mute button, a new Notification Centre and customisable widgets. This means all relevant information and functions are just a single click away.

The LexusConnect Voice Agent's appearance and functions have also been enhanced. Instead of taking up the entire screen when activated, the feature is now more elegantly displayed at the bottom. The system can recognise whether it's the driver or front passenger speaking, understands a more natural language style and responds more quickly.

An Intelligent Agent service is also available on subscription. With expanded functionality, it can respond to a much wider and more sophisticated range of user prompts. For example, it can provide information on flight status, stocks and shares data, sports news and many other points of information.

Connected services

The new generation LexusConnect multimedia comes with 256GB of memory, eight times greater than the previous system. This opens up possibilities for a wide range of information, entertainment and security functions. Details of the services and functions available to UK customers will be announced in due course.

The **Standard Services** bundle includes essential features with a 10-year pan-European trial period. These range from the LexusLink+ app's "find my car" and EV coaching features, to cloud-based navigation with points of interest powered by Google and alerts for low emission zones - LEZs. Some of the remote services now operate four times faster than before, including setting of the climate control to heat or cool the cabin ahead of making a journey and door locking and unlocking.

The new **Connect & Drive** bundle focuses on convenience. It includes **smart navigation** with live speed camera and average speed monitoring location information; direct access to the user's **music streaming** account; and the **Intelligent Voice Agent** (details above).

Each bundle will be offered free for a trial period, with subscription available via the Lexus Link+ app. The availability of connected services may vary between countries/national markets.

Battery charging management

Customers can use the Lexus Link+ app and the LexusConnect multimedia system to manage all aspects of vehicle battery charging.

The Lexus Link+ app provides live information about the vehicle's EV and fuel range, battery management and charging schedule and serves as the gateway to Lexus's charging ecosystem. Using a single interface, customers can access the Lexus Charging Network, with more than one million AC and DC charging stations across Europe, using the Lexus RFID card or the app itself. Lexus Home Charge with integrated smart charging helps optimise charging times, giving greater efficiency and convenience.

LexusConnect navigation provides EV routing and dynamic re-routing, adding charging stations to a programmed route and updating recommended charging locations in line with changes in the battery's state of charge and the driving conditions as the journey progresses, helping ease any range anxiety.

The multimedia system also provides a dedicated EV charging menu, accessible with a single click, that provides direct, streamlined access to all critical charging information and configuration options. The menu includes battery state of charge, total vehicle range, charging schedule management and charge limit settings.

Finally, over-the-air software updates enable Lexus Safety System+ and LexusConnect to remain up-to-date with the latest functionalities and improvements.

ADVANCED SAFETY AND DRIVING ASSISTANCE

- All ES models equipped with latest-generation Lexus Safety System+
- Advanced active safety systems with new and expanded functionality, providing safeguards and warnings in a wider range of accident risk scenarios

- Driving assistance features include Blind Spot Monitor, Safe Exit Assist, Front and Rear Cross Traffic Alert as standard

Greater support and protection from the latest generation of Lexus Safety System +

The new ES is equipped with the latest generation of Lexus Safety System+ active safety and driving assistance systems (ADAS) which operate proactively in a wider range of driving situations to support the driver and reduce the chances of an accident happening.

The developments include new and enhanced functions, with – for the first time on the ES – over-the-air updates enabling seamless software upgrades as technologies evolve further.

Lexus Safety System+ provides a much wider field of detection. Upgrading of the sensor has increased the horizontal viewing angle by 115 per cent and the detection distance by 170 per cent compared to the previous generation.

The driver is given clearer and more wide-ranging ADAS information with a new display in the combination meter. The Driving Assist Display can show up to six vehicles at a time, in real time: in its own lane, the ES and two vehicles ahead; in adjacent lanes, up to two vehicles to the left and right.

This information can also be viewed in the head-up display (where specified). The new head-up display has a tilted image plane that creates a sense of depth, making information easier to read. The display settings can be adjusted to suit the user's preference; stored settings are linked to the driver's seat memory function, so they are automatically applied when different drivers take the wheel.

Enhanced accident prevention

The Pre-Collision System (PCS) is now able to detect and respond to a wider range of static and moving obstacles.

The PCS operates in an expanded range of driving conditions and situations, and with shorter vehicle-to-vehicle distances than previously. Its evolved functionality includes Intersection Collision Avoidance Support, Emergency Steering Assist (ESA – also with active support) and low-speed acceleration suppression.

Dynamic Radar Cruise Control

The Dynamic Radar Cruiser Control (DRCC) features a new Map Connected Drive function. This enables the system to work in collaboration with map information to better anticipate acceleration and deceleration at T-junctions, roundabouts, stop and give way signs, toll gates and bends, giving smoother performance.

The latest development of the technology enables earlier recognition of vehicles cutting in in front, enabling gradual deceleration. The system can also predict an adjacent vehicle cutting in by recognising its turn signal.

Enhanced sensor accuracy also enables faster detection of the behaviour of the second vehicle ahead. When the second vehicle ahead draws closer, the DRCC will slow the ES smoothly, avoiding sudden deceleration.

Lane Departure Alert

The Lane Departure Alert (LDA) is now able to detect roadside structures such as utility poles and barriers, increasing its ability to prevent unintended lane departures when the road margins are indistinct.

First-time features for the ES

Front Cross-Traffic Alert (FCTA) and Lane Change Assist (LCA) are both included in the ES' safety portfolio for the first time. FCTA detects a vehicle approaching from either side when entering a junction at low speed. It alerts the driver with an animation in the head-up display (where fitted); if the driver continues to accelerate despite the approaching vehicle, a visual warning appears on the multi-information display and buzzer alert sounds.

When Lane Trace Assist is engaged, sensors detect if the driver is correctly holding the steering wheel.

Lane Change Assist supports the driver in making safe lane changes on the highway, working in conjunction with DRCC. When the driver activates the turn signal to indicate a lane change, the system monitors the car's surroundings and, if safe to do so, controls steering, acceleration and deceleration to make the manoeuvre.

Emergency Driving Stop System

If the driver becomes unable to operate the vehicle, the Emergency Driving Stop System (EDSS) slows the vehicle to a stop within its traffic lane and activates the hazard warning lights. The ES is also equipped with a Driver Monitor Camera which checks the driver's alertness and condition. It delivers a warning if it detects driver tiredness, loss of attention or other abnormal conditions. Its operation is used to enhance the EDSS' performance with earlier detection of driver issues.

Blind Spot Monitor, Safe Exit Assist and Rear Cross-Traffic Alert

Provided as standard on all new ES models, these systems provide warnings and safeguards when there is a risk of impacts with vehicles (including bicycles and motorcycles)

passing alongside or behind the vehicle. In addition, a new Rear Vehicle Approach Indicator (RVAI) alerts the driver to a vehicle approaching from the rear with an audible alert, a warning in the combimeter and, where fitted, illumination of the digital rear-view mirror's frame.

New High-Definition Adaptive High-beam System

The High-Definition Adaptive High-beam System (AHS) for automatic headlight adjustment (featured on the ES BEV models) has been developed so that light control can now be adjusted both horizontally and vertically, using a four-lens system. This provides more precise shading than the previous system, allows for clearer illumination of objects such as road signs and reduces glare for vehicles ahead and pedestrians.

UK MODEL RANGE, EQUIPMENT SPECIFICATIONS AND PRICING

- Three equipment grades at launch – Premium, Premium Plus and Takumi
- On-the-road prices from £59,345
- Customer orders open now with vehicle deliveries from August

Three equipment grades are offered at the launch of the ES 350e: Premium, Premium Plus and Takumi.

Key features in an extensive standard equipment list for the **Premium** model include a synchronised combination of 12.3-inch driver's combimeter and 14-inch Lexus Connect multimedia screen. Front seats are power-adjustable, with a memory setting for the driver and integrated heating and ventilation functions. Energy-efficient cabin heating also includes front radiant heaters and a heated steering wheel. The instrument panel features new Lexus Hidden Touch Switches, revealed behind the seamless instrument panel upholstery only when the car is switched on. Two USB charging ports are located in the front and rear, together with a front console wireless charging pad. Other details include a 10-speaker audio system, paddle shift controls to adjust regenerative braking, a heated windscreen, Sonic Platinum metallic paint and a panoramic roof. The latest generation Lexus Safety System+ active safety and driver assistance systems are also provided.

The **Premium Plus** extends this specification with cornering lamps, an electronic rear-view mirror, semi-aniline leather upholstery and 17-speaker Mark Levinson premium audio system. The front seats gain additional power adjustment functions and the doors adopt an automatic easy-closing system. A head-up display, twin wireless charging pads and a new bamboo layering door trim,

At the top of the range, the **Takumi** model raises onboard comfort levels to rival some higher, F-premium models. The details include heated and ventilated reclining rear seats with ottoman-style leg rest and rear centre console with a control panel for seating and ventilation adjustment. The rear side and back windows are fitted with sunshades and the car rides on lightweight 21-inch alloy/resin aero wheels.

Pricing

MODEL	OTR PRICE
ES 350e Premium	£59,345
ES 350e Premium Plus	£68,245
ES 350e Takumi	£72,545

ENDS