# LEXUS IS 250C


LEXUS

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# ABRIDGED

In developing the new IS 250C coupe/convertible under the concept keyword 'Open', Lexus has built on the traditional company values of unrivalled prestige, quality and high-tech innovation with a specific focus on reinforcing the unique feelings of excitement and freedom inherent in open-topped motoring.

With the world's fastest operating three-part metal folding roof designed to give customers the benefit of quiet, turbulence-free, top-down motoring as often as possible, the IS 250C combines superior NVH characteristics of the IS sedan with the open-topped elegance of a stylish, comfortable and superbly refined convertible.

As with every Lexus, the IS 250C boasts comprehensive levels of standard equipment, including the segment's highest content of active and passive safety systems. Exceptional driver ergonomics are complemented by numerous, design features, including revised instrumentation to increase open-topped motoring visibility, and both climate control and audio systems which have been specially configured to automatically compensate for roof-down operation.

With a level of attention to detail not evident in rival Premium D segment convertibles, and offering more style and more substance, the new Lexus IS 250C delivers class-leading refinement and beauty without compromise.

## DESIGN

Offering a unique style which differentiates it from conventional convertibles, only the IS 250C's bonnet, headlamps, door handles and mirrors are common to the IS sedan. All other body panels have been redesigned to harmonise perfectly with the integration of the new coupe/convertible's three-part, aluminium folding roof.

The new coupe/cabriolet's lightweight, aluminium folding roof structure boasts the world's fastest three-part roof opening and closing time of just 20 seconds. The three-panel, four-link mechanism folding hard top employs 15 motors and 37 sensors to offer an unparalleled level of smooth, seamless and silent operation.

Activated via a one-touch, dashboard-mounted switch, the ultra-quiet operating mechanism features a unique 'roof brake' system which gradually slows the high-speed closing of the hard top as it approaches the windscreen head. Because the hard top roof folding operation extends the upper boot lip beyond the rear bumper, the roof folding system incorporates a coupled clearance sonar control safety system integrated within the IS 250C's rear bumper to remove the risk of damage to the system components during operation.

The new IS 250C's interior features revised driver's instrumentation to increase open-topped motoring visibility: LED contrast increased and the glass transmissivity reduced from 30% to 20%. The remarkably compact packaging of its roof folding mechanism awards the new coupe/convertible class-leading boot space, generous, one-touch walk-in rear seat access and spacious rear passenger accommodation.



The eight-way power adjustable front seats feature a newly developed, arched frame with integral seatbelt guide. The seats offer exceptional open-topped driving comfort through the addition in heater capacity and increased ventilation airflow.

The two full-sized rear seats are set 30mm further inboard than those of the IS sedan to maximise headroom. Divided by a practical centre console with built-in cupholders, the rear seats benefit from the revised, more slender front seat profile to offer ample legroom, with a class-leading 542mm from the rear H point to the front seatback.

An easy access, one-touch walk-in switch mounted on the front seat shoulder offers high-speed, automatic Front, Fold & Return Seat activation for the ultimate in rear passenger convenience. The rear headrests feature a remote control folding function operated from the driver's seat. This allows them to be automatically folded forwards through 65 degrees, greatly enhancing rear visibility through the interior mirror.

## REFINEMENT

The new IS 250C has been designed to combine the lowest possible drag coefficient –0.29Cd with roof raised- with minimal wind turbulence affecting the open cabin. Lexus design engineers have focused on achieving exceptionally low wind turbulence around the face, shoulders and thighs of occupants.

Comprehensive bodyshell rigidity, chassis tuning and sound insulation revisions have been implemented to ensure that, in coupe configuration, the IS 250C demonstrates almost identical Noise, Vibration and Harshness characteristics to those of the IS sedan.

The IS 250C's electronic climate control system has been specially configured for top-down motoring, improving interior temperature consistency and occupant comfort. The system automatically adjusts the air outlets, temperature and air flow. The air flow volume adjusts to both outside temperature and vehicle speed, while the temperature control adjusts to outside temperature, the amount of sunlight and vehicle speed.

Both the standard 8 speaker, 246 Watt premium sound system and the 12 speaker, 365 Watt Mark Levinson® Premium Surround Sound system feature a different equaliser setting when the roof is down to provide consistent audio quality whether the hard top is up or down, automatically adapting to the natural loss of bass when the roof is stowed.

## DRIVING PERFORMANCE

The new Lexus IS 250C is equipped with an ultra-smooth, 153kW/208 DIN hp, 2.5 litre direct injection V6 petrol engine mated to a 6-speed automatic transmission featuring sequential, paddle-shift control. It will accelerate from 0-100km/h in 9.0 seconds and on to a top speed of 210km/h, returning 9.3l/100km in the combined cycle and generating $CO_2$ emissions of 219g/km.

The new coupe/convertible employs the proven double wishbone front and multi-link rear suspension format of the IS sedan range to offer a sporting, agile driving experience. Significant chassis revisions have been incorporated to promote the greater ride comfort appropriate to a

convertible, and ensure a consistent dynamic performance in both coupe and convertible guise.

Numerous body structure changes, bracing and reinforcements have been incorporated in the IS 250C to enhance collision strength, roll-over protection and torsional rigidity, minimising cowl shake and optimising chassis controllability.

The new IS 250C offers the highest content of sophisticated, active and passive safety technology available in this segment. It includes Lexus' state-of-the-art Vehicle Dynamics Integrated Management (VDIM) incorporating open body-specific VSC tuning for shorter stopping distances on split-friction road surfaces, a revised Pre-Crash Safety (PCS) system which supports the Pre-Crash Seatbelt and Pre-Crash Brake Assist functions with Pre-Crash Brake technology, and the world's first SRS twin-chamber passenger airbag.

A range of advanced driving support systems include Back and Clearance Sonar, Lexus Parking Assist, Adaptive Cruise Control (ACC) and a tyre pressure monitor.

# DEVELOPMENT CONCEPT

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## Adding New Appeal to the Lexus Brand

Over 40% of customers in the premium automotive segment currently seek more from their cars than the traditional core values of elegance, prestige and power. This has resulted in a significant expansion of derivative and niche model sales within the segment, with a strong, design-driven emphasis on uniqueness and lifestyle.

The recent introduction of several new cabriolets to the highly competitive D segment is a case in point, and interest in the premium automotive convertible market has never been higher.
Although Lexus already produces such a model in the SC, the need for a vehicle in the D segment has become fundamental to attracting an entirely new customer base to the premium automotive market.

Joining the high performance IS F to further enhance Lexus' presence in the Sports & Speciality market, the IS 250C is specifically designed to attract a younger clientele than the traditional, predominantly male, Lexus customer base.

The new coupe/convertible will appeal to both male and female buyers who, despite having mature families, still lead active lifestyles with a diverse range of recreational interests. It will generate incremental sales volume for the IS range and strengthen Lexus' position as a design and innovation-led company within the premium automotive segment.



## The Chief Engineer's Vision (Keiichi Yoneda)

'Our development goals were not only to create a unique convertible that was both an excellent vehicle and perceptibly different from the competition, but also to explore the ultimate in beauty, style and elegance' explains IS 250C Chief Engineer, Product Planning, Keiichi Yoneda.

'We have already gained extensive convertible knowledge through the SC Sports Coupe. However, creating a convertible sedan which has a longer cabin length and space for four occupants- presented a new engineering challenge.

Many packaging issues had to be addressed: the reduction in luggage space, the operation noise of the roof, comfort issues including rain leakage, durability, collision safety and other measures such as security.'

'For example, it would have been possible to store the roof in a small amount of space if a soft top had been adopted. However, with roof-up elegance, cabin noise and security taken into consideration, the conclusion was that a hard top with few folding points would be preferable. And since the roof of a sedan-based model is longer, luggage space will be sacrificed unless the number of folding points is increased.'

'Hence, a three-part roof structure combined with the most compact possible folding mechanism allows us to offer class-leading luggage space. Moreover, painstaking re-evaluation of the performance of key convertible elements such as the roof, air conditioning and audio systems has allowed as many customers as possible to experience the excitement of open-topped motoring for as long as possible.'

## Development Concept

Half of the convertibles new to the premium D segment market are still developed in soft-top guise. Lacking true innovation, these vehicles tend to exhibit the ride, handling, cabin noise and practicality shortcomings of convertibles derived from existing sedan or coupe variants, rather than having been created as niche models in their own right.

Successfully addressing some of these concerns, folding hard top models are becoming increasingly popular within the burgeoning premium D segment convertible market. They tend to be better looking, more durable and less prone to excessive Noise Vibration and Harshness (NVH) issues.

In developing the new IS 250C under the concept keyword 'Open', Lexus has gone a step further, building on the traditional company values of unrivalled prestige, quality and high-tech innovation with a specific focus on reinforcing the unique feelings of excitement and freedom inherent in open-topped motoring.

With the world's fastest operating three-part metal folding roof designed to give customers the benefit of quiet, turbulence-free, top-down motoring as often as possible, the IS 250C combines the superior ride, responsive handling and leading NVH characteristics of the IS sedan with the open-topped elegance of a stylish, comfortable and superbly refined convertible.

As with every Lexus, the IS 250C boasts comprehensive levels of standard equipment, including the segment's highest content of active and passive safety systems. Exceptional driver ergonomics are complemented by numerous, bespoke design features, including revised instrumentation to increase open-topped motoring visibility, and both climate control and audio systems which have been specially configured to automatically compensate for roof-down operation.

With a level of attention to detail not evident in rival premium D segment convertibles, and offering more style and more substance, the new Lexus IS 250C delivers class-leading refinement and beauty without compromise.


# BEAUTY - DESIGN, PACKAGING, HARDTOP

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- Engineering ingenuity creates a unique fusion of sporting elegance and top-down driving pleasure
- Aluminium roof with the world's fastest three-part opening and closing time of just 20 seconds
- Ultra-compact roof packaging creates class-leading boot space, and spacious rear accommodation with one-touch walk-in rear seat access

Representing a unique fusion of sporting elegance and top-down driving pleasure, the new IS 250C combines the muscular grace of a powerful, sporting coupe with the open-topped elegance of a stylish, comfortable and superbly refined convertible.

The new coupe/cabriolet's lightweight, aluminium folding roof structure boasts the world's fastest three-part roof opening and closing time of just 20 seconds. The remarkably compact packaging of its folding mechanism awards the IS 250C class-leading boot space, generous, one-touch walk-in rear seat access and spacious rear passenger accommodation.

The new IS 250C's interior reflects Lexus' legendary quality and attention to detail in every aspect of its construction and has been designed to exceed customer ownership expectations in every respect. It features revised driver's instrumentation to increase open-topped motoring visibility, whilst both climate control and audio systems have been specially configured to automatically compensate for roof-down operation.

## EXTERIOR DESIGN

Building on the elegant proportions, sweeping sculptural lines and powerful contrasts in convex and concave surfacing which identify the influence of Lexus' L-finesse design philosophy on the IS sedan, the new IS 250C combines the muscular grace of a dynamic, sporting coupe with the open-topped elegance of a stylish, comfortable and superbly refined convertible.

Offering a unique style which differentiates it from conventional convertibles, only the IS 250C's bonnet, headlamps, door handles and mirrors are common to the IS sedan. All other body panels have been redesigned to harmonise perfectly with the integration of the new coupe/convertible's three-part, aluminium folding roof.

To the front, its wide track and prominent front wheel arches combine with a short front overhang to give the coupe/convertible a low centre of gravity, a wide, dynamic front stance and a robust yet sophisticated appearance.

A trademark, vertically latticed grille incorporating the L-finesse signature arrowhead motif instantly identifies the new coupe/convertible as a sporting member of the Lexus marque. The aggressive, twin-barrel headlamp clusters are positioned on a higher plane than the grille itself, a unique characteristic of Lexus models, focusing the eye at the very apex of the vehicle to strengthen the impression of speed and agility. A new, chrome-ringed fog lamp design is integrated within the deep front air dam.

In profile the coupe/convertible's powerful, sporting stance is characterised by elegant, muscular coachwork below a pronounced, rising beltline which kicks up towards the rear. The steeply raked windscreen flows seamlessly into the smooth, clean, aerodynamic arc of a roofline which penetrates the broad expanse of the boot surface via a crisp, elegant C pillar design incorporated within the folding roof structure. In coupe guise, the cabin tapers elegantly to the rear, allowing for a fluid roofline transition from C pillar to luggage compartment.

To the rear, the IS 250C's aerodynamically efficient, 'duck-tail' styling features new, 'airkick' effect combination lamp clusters with instantly recognisable, linear LED illumination, and a high-mounted LED stop light seamlessly integrated within the upper boot lip.

With the hard top stowed, the IS 250C presents a seamless, elegant profile punctuated only by the integral roll-over hoops behind the rear seat headrests, reinforcing the full-length sweep of the rising beltline and the convertible's broad, purposeful rear stance. No residual roof mechanism elements remain in view or project above the vehicle's tapered waistline; the whole being entirely concealed beneath the broad, sweeping boot surface and adjacent, flush-fitting parcel shelf.

Benefiting from a steeply raked windscreen, ultra-smooth cabin profile and aerodynamically efficient rear styling the new coupe/convertible has been designed to combine the lowest possible drag coefficient with minimal wind turbulence affecting the open cabin. Hard top in place, the IS 250C's drag coefficient of just 0.29 compares extremely favourably with the sedan's exceptional 0.27Cd rating.

The IS 250C is fitted with a sporting, 18" five-spoke design. The coupe/convertible is available in a range of nine colours, including a newly developed Cattleya Purple finish.

## INTERIOR DESIGN

The new IS 250C interior reinforces the eye-catching styling and superlative build quality essential to the high-visibility interior of a convertible. Within a cabin design unified by the flowing elegance of bespoke door and rear quarter trim styling, it combines the sporting front seat configuration of the IS sedan with a luxurious, twin rear seat design focusing on comfort, practicality and security.

The instrument panel and surrounding components, as well as the steering wheel, are shared with the IS sedan range. However, the driver's instrument binnacle has been extensively revised to increase open-topped motoring visibility. The glass transmissivity has been reduced from 30% to 20%. The dial needle shape has been revised and the dials themselves feature metal tone ring surrounds, whilst the central, multi-display screen benefits from a hardtop operation status indicator.


Featuring high-intensity white LED courtesy lighting, the IS 250C shares the sedan's high levels of interior luxury and practical innovation, with several bespoke technical revisions designed to ensure the effective operation of the vehicle's on-board comfort and entertainment systems when in convertible configuration.

The climate control system has been specially configured for top-down motoring with the addition of a speed sensitive control which automatically increases air flow in roof-open mode, and further increases airflow according to vehicle speed.

The centre console audio and navigation LCD touch screen has been improved to include a redesigned set-up screen and added audio system screen tabs.

A choice of two interior colour schemes is available: Black complemented by Dark Brown wooden insert or Mellow White with Grey Bird's Eye Maple wooden insert. Full-leather, heated front seats are fitted as standard, with semi-aniline ventilated seats available as an option.

## PACKAGING

The sporting, low profile, eight-way power adjustable front seats feature a newly developed, arched frame with integral seatbelt guide. The seats offer exceptional open-topped driving comfort through the increase in heater capacity and increased ventilation airflow.

The two full-sized rear seats are set 30mm further inboard than those of the IS sedan to maximise headroom. Divided by a practical centre console with built-in cupholders, the rear seats benefit from the revised, more slender front seat profile to offer ample legroom, with a class-leading 542mm from the rear H point to the front seatback.

The rear headrests feature a remote control folding function operated from the driver's seat. This allows them to be folded forwards, greatly enhancing rear visibility through the interior mirror.

Improved by a wide-aperture, three-step opening door 300mm longer than that of the IS sedan, rear seat access has been simplified through an electric, front seat fold-and-slide-forward mechanism (walk-in function). The system incorporates both inner and outer seat-mounted levers to allow easy operation from outside the vehicle and both the rear passengers' and driver's seat.



An easy access, one-touch walk-in switch mounted on the front seat shoulder offers automatic Front, Fold & Return Seat activation for the ultimate in rear passenger convenience. When the walk-in switch is pressed, the front seat's slide, recline and lower mechanisms automatically move it to the walk-in position, 55mm behind its foremost sliding position.

A second press of the walk-in switch returns the front seat to a point 120mm behind its rearmost sliding position, optimising rear seat legroom. Pushing and holding down the switch will return the front seat to its original, memorised position.

The 50mm increase in the IS 250C's rear overhang combines with the exceptionally compact packaging of the three-part folding roof to generate a significant increase in luggage space. Offering a boot luggage capacity of 583 litres with the hard top in place and 235 litres with the roof down, the new Lexus is the only convertible in its class to accommodate a 9" golf bag with the hard top stowed and the luggage cover in place.

## THREE-PART FOLDING ROOF

Constructed primarily in lightweight aluminium, the new IS 250C's folding roof structure boats the world's fastest three-part roof opening and closing time of just 20 seconds.

Reflecting all the Lexus quality and attention to detail gained from the company's experience of its SC convertible, the three-panel, four-link mechanism folding hard top employs 15 motors and 37 sensors to offer an unparalleled level of smooth, seamless and silent operation.

The entire roof headlining is trimmed in fabric for optimum quality and acoustic comfort, and painstaking attention to the detailing of all seals further improves

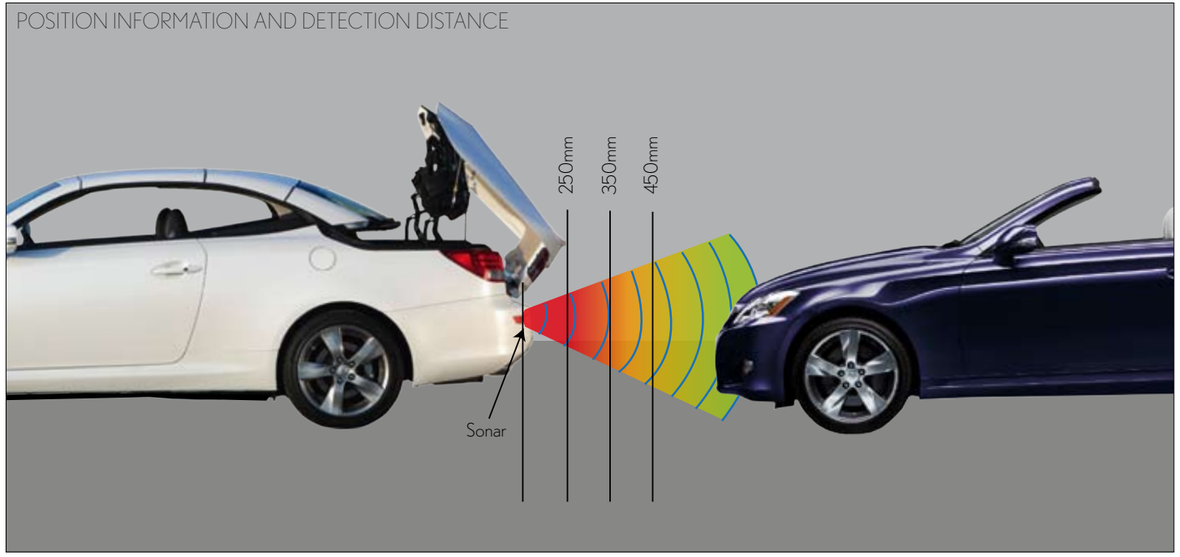
acoustic comfort whist ensuring the absence of leaks due to rain, car washes or even high pressure cleaning jets.
Activated via a dashboard-mounted switch, the ultra-quiet operating mechanism features a unique 'roof brake' system which gradually slows the high-speed closing of the hard top as it approaches the windscreen head. This ensures that, unlike many mechanisms in which the weight of the roof structure causes an increase in operating speed just before the point of closure, the IS 250C's hard top descends smoothly into place. Only through the implementation of this unique, 'roof brake' system has Lexus been able to combine the world's fastest three-part roof opening time with a quietness and elegance of operation appropriate to the marque.

If the driver continues to press the opening switch after the roof opening operation is completed, both front and rear side windows are automatically lowered until they are fully open. Similarly, if the driver continues to press the closing switch after roof closing is completed, all side windows are automatically raised until they are fully closed.

With the hard top in place, the door windows automatically lower 3mm when the door opens, rising back into place when the door closes. This ensures the doors open smoothly, with minimum effort, without compromising the weatherproof and acoustic seal around the glass.
Because the hard top roof folding operation extends the upper boot lip 250mm beyond the rear bumper, the roof folding system incorporates a coupled clearance sonar control safety system integrated within the IS 250C's rear bumper to remove the risk of damage to the system components during operation.

If the system identifies obstacles more than 450mm from the rear bumper it will not impede operation. If it identifies obstacles between 350mm and 450mm from the rear bumper, the system will remain operational but issue a proximity warning to the driver. If an obstacle is detected less than 350mm from the rear bumper, the system automatically becomes inoperable, and the appropriate warning is issued to the driver.

Both proximity warnings and advisories from the clearance sonar and a hard top operation status indicator appear on the multi-display screen within the driver's instrument binnacle. In order to prevent damage to luggage, an integral luggage cover must be fixed in position within the boot before the roof opening mechanism will operate.





REFINEMENT

# REFINEMENT

- IS 250C Aerodynamics combine 0.29Cd coupe drag coefficient with wind stream management for minimal open cabin air turbulence
- Comprehensive bodyshell rigidity, chassis tuning and sound insulation measures to match NVH characteristics of IS sedan
- Bespoke, speed-sensitive air conditioning boosts air flow in convertible configuration, increasing rate of flow with vehicle speed
- Audio systems feature automatic equaliser tuning to provide consistent audio quality with hard top up or down

The new IS 250C has been designed to combine the lowest possible drag coefficient –0.29Cd with roof raised- with minimal wind turbulence affecting the open cabin. Lexus design engineers have focused on achieving exceptionally low wind turbulence around the face, shoulders and thighs of occupants.

Comprehensive bodyshell rigidity, chassis tuning and sound insulation revisions have been implemented to ensure that, in coupe configuration, the IS 250C demonstrates almost identical Noise, Vibration and Harshness characteristics to those of the IS sedan.

The new coupe/convertible's electronic climate control system has been specially configured for top-down motoring, with the addition of a speed sensitive control which automatically increases air flow in roof-open mode according to vehicle speed.

Both the standard 8 speaker, 246 Watt premium sound system and the 12 speaker, 365 Watt Mark Levinson® Premium Surround Sound system feature a different equaliser setting to provide consistent audio quality whether the hard top is up or down, automatically adapting to the natural loss of bass when the roof is stowed.

Aerodynamics and Wind Stream Management

The new Lexus coupe/convertible has been designed to combine the lowest possible drag coefficient with minimal wind turbulence affecting the open cabin. Hard top in place, the IS 250C's drag coefficient of just 0.29 compares extremely favourably with the sedan's exceptional 0.27Cd rating.

Lexus design engineers have focused particular attention on reducing wind turbulence and generating the most comfortable air flow characteristics for occupants with the IS 250C's hard top lowered.

The angle of the front windscreen allied to the painstakingly detailed windscreen head design are major contributors to the achievement of exceptionally low wind turbulence around the face, shoulders and thighs of occupants, even without the optional rear seat mounted wind deflector in place.

In order to further suppress wind turbulence to class-leading levels, both the length and shape of the open cabin and the height and shape of the boot lid have been carefully analysed to create optimum bodyshell profiles that minimise air separation and the resultant turbulence. As a result, wind turbulence around the face and shoulders has been largely eliminated, even at speeds exceeding 120km/h.

In addition to the flush upper body surfaces, steeply raked windscreen, ultra-smooth cabin profile and 'duck-tail' rear styling essential to the IS 250C's aerodynamic efficiency, numerous other features have been carefully designed to minimise wind turbulence in both coupe and convertible guise.

The door mirrors have been specifically styled to smooth airflow and reduce wind noise. At low level, the rocker shape has been optimised and fairings added to both front and rear wheel arches, reducing the movement of turbulent air within the wheel housings. And both the high mounted rear stop light and 'airkick' effect rear tail lamp clusters have been shaped to smooth the flow of air leaving the coupe/convertible astern.

Key to the IS 250C's aerodynamic performance is a comprehensive array of underbody covers matched to newly designed under-bracing which ensures maximum torsional rigidity for the new convertible.

Generated by the Venturi effect at the front of the vehicle, a flat middle section and a rear diffuser effect astern, a smooth, fast underbody airflow promotes reduced lift and aerodynamic drag, significantly enhancing high speed vehicle stability.

### Noise Vibration and Harshness (NVH)

The quality of interior component assembly is fundamental to the reduction of NVH within a vehicle cabin. During its development, the IS 250C and its folding metal hard top have been subjected to the widest possible variety of driving conditions including stone roads, the Nurburgring circuit and over 40,000km of gravel roads, as well as extensive bench testing and temperature variations of between -30 and 80 °C, to ensure the elimination of all types of vibration-generated cabin noise.

In conjunction with these extensive temperature, vibration and shaking tests, the bodyshell and chassis revisions (see chapter 4) have been implemented with the express aim of ensuring that, in coupe configuration, the IS 250C demonstrates almost identical Noise, Vibration and Harshness characteristics to those of the IS sedan.

Comprehensive underfloor bracing allied to the use of high tensile strength sheet steel cross-bracing promotes a high rigidity body structure to eliminate body and cowl shake. Cowl shake is further minimised through the adoption of a bespoke exhaust hanger system. Front and rear suspension mounting bush revisions reduce low frequency, 15-20Hz vibrations at idle and minimise both the transmission of noise and vibrations from the road surface.

The effective allocation of sound insulation, in particular within the rear partition, further minimises booming, road and engine noise and a dynamic damper within the luggage space neutralises low frequency 20-25Hz vibrations transmitted from the rear suspension..

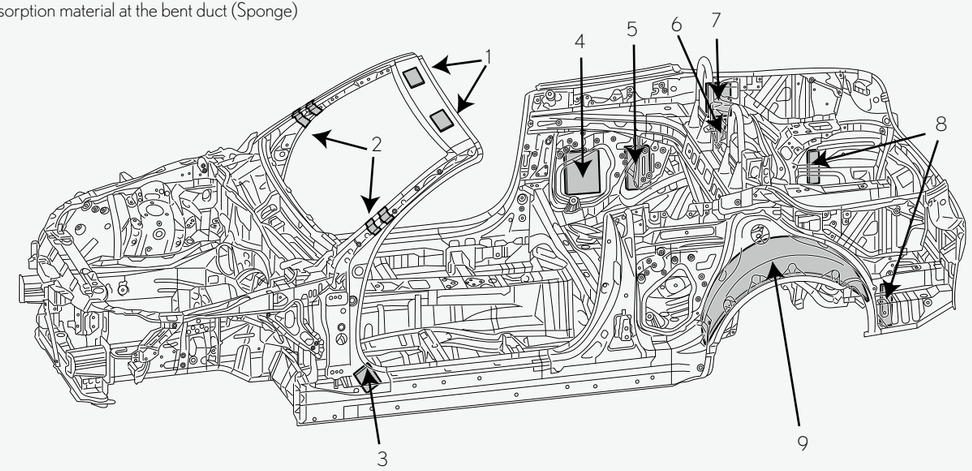
Additional sound absorption and insulation materials have been introduced throughout the cabin to afford the IS 250C the quietest and most comfortable passenger environment possible in either coupe or convertible configuration. Airflow cut-off structures have been integrated within the A pillar, and the introduction of polypropylene sheet foam prevents the generation of noise and resonance in the roof header.

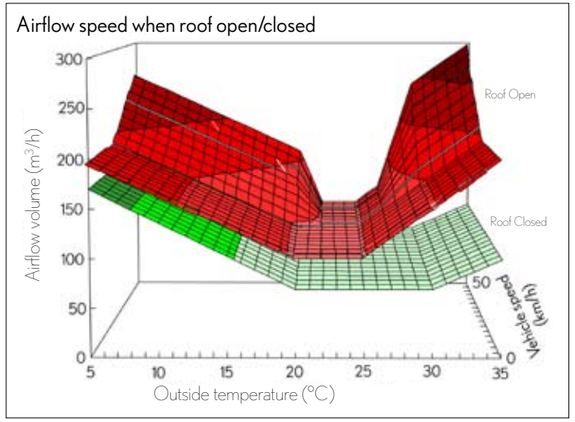
Cabin quietness has been further enhanced through the addition of sound insulation materials to the roof sides, roof folding mechanism bays and rear wheel arches. And the entire vehicle underfloor is coated with a rubberised, sound insulating polymer which maintains flexibility without sacrificing rigidity.
The use of acoustic windscreen glass allied to painstakingly optimised roof, door and window panel seals further contribute towards the IS 250C's class-leading low wind noise levels.

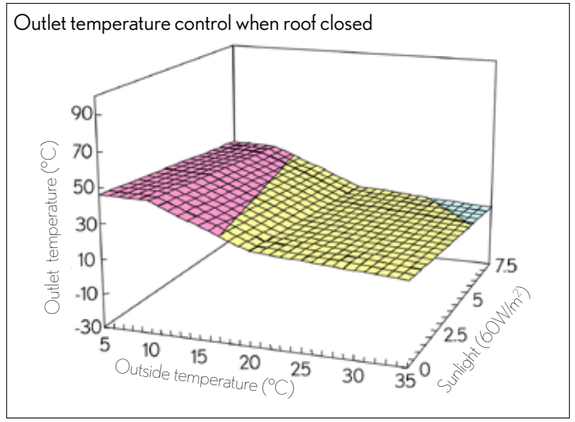


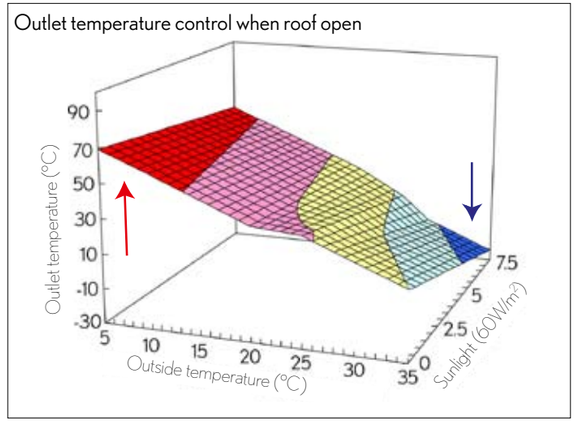
## SOUND ABSORPTION AND INSULATION

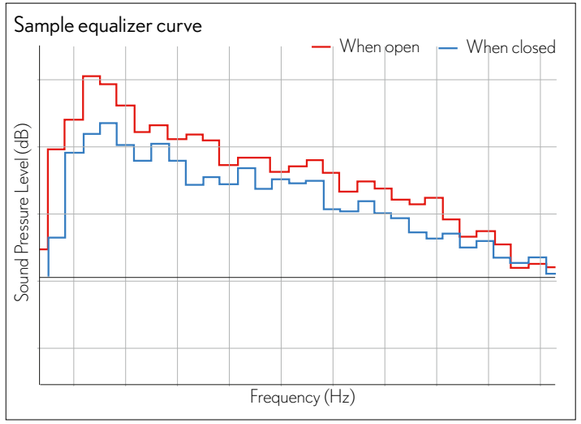
1. Prevention of sound generation and resonance at the roof header (Polypropylene sheet foamed material)
2. Creation of an airflow cutoff structure in the corner of the A pillar (Foam material)
3. Creation of an airflow cutoff structure under the A pillar (GFF - Gap Filling Foam)
4. Sound insulation performance enhanced through plating
5. Sound absorption material under the base of the roof links (Sponge)
6. Sound insulation material on the roof sides (GFF - Gap Filling Foam)
7. Sound absorption material on the roof inner side (Sponge)
8. Sound absorption materials on the quarter liner (Plated sound absorption material)
9. Sound absorption material at the bent duct (Sponge)






## Air Conditioning

The IS 250C's electronic climate control system has been specially configured for top-down motoring, improving interior temperature consistency and occupant comfort. The system automatically adjusts the air outlets, temperature and air flow. The air flow volume adjusts to both outside temperature and vehicle speed, while the temperature control adjusts to outside temperature, the amount of sunlight and vehicle speed.

Employing a variable-displacement compressor for optimum quietness and efficiency, the electronic climate control offers independent left and right control, as well as automatic control of upper and lower cabin air zones, and automatic cool air bypass control.

The air intake is isolated from the engine compartment to reduce engine noise intrusion, and an automatic recirculation mode, linked to NOx detection, prevents the ingress of exhaust gases into the cabin. The dual-zone system also features an air filter with a deodorising active carbon layer, which filters dust, pollen and small particles from the exterior air whilst simultaneously eliminating unpleasant odours. Furthermore, a switchable, face-vent Pollen Removal Filter operates with an efficiency of 97%, minimising the infiltration of airborne allergens to the cabin.

## Audio and Navigation

Both the standard 8 speaker, 246 Watt premium sound system and the 12 speaker, 365 Watt Mark Levinson® Premium Surround Sound system feature a different equaliser setting when the roof is down to provide consistent audio quality whether the hard top is up or down, automatically adapting to the natural loss of bass when the roof is stowed.

DAB ready, both systems offer USB and audio jack plug connectivity for the fully controlled use of portable music players such as iPods, and Bluetooth® mobile phone connectivity with an audio streaming function. When integrated with the Lexus Navigation System's 40Gb HDD hard drive, the Mark Levinson® audio systems also benefit from a 'Sound Library' facility, using CDDB (CD database) technology to transfer and store music files up to a 10Gb capacity.

A new Lexus Navigation System benefits from a powerful, 40Gb HDD capacity, making it one of the fastest, most accurate systems on the market. It covers the whole of Europe, and includes the traffic information infrastructure of each country. The new system features upgraded voice recognition, with four additional languages including Russian, and a new menu that can be operated in 14 languages including Cyrillic characters.

The centre console audio and navigation LCD touch screen has been improved to include a redesigned set-up screen, added audio system screen tabs, voice recognition improvements and four languages.

# DRIVING PERFORMANCE

# DRIVING PERFORMANCE

- 153kW/208 DIN hp direct injection V6 petrol engine featuring D-4 direct injection and Dual VVT-i
- 6-speed automatic transmission with sequential manual paddle-shift mode and Artificial Intelligence (AI-SHIFT) control
- Extensive suspension revisions for greater ride comfort and consistent dynamic performance in both coupe and convertible guise
- High rigidity body structure for enhance collision strength, roll-over protection and optimised chassis controllability
- World class safety features including advanced Pre-Crash Safety (PCS) system and open body-specific Vehicle Dynamics Integrated Management (VDIM)
- Advanced driving support systems including Back and Clearance Sonar, Lexus Parking Assist and Adaptive Cruise Control (ACC)

The new Lexus IS 250C is equipped with an ultra-smooth, 153kW/208 DIN hp, 2.5 litre direct injection V6 petrol engine mated to a 6-speed automatic transmission featuring sequential, paddle-shift control. It will accelerate from 0-100km/h in 9.0 seconds and on to a top speed of 210km/h, returning 9.3l/100km in the combined cycle and generating $CO_2$ emissions of 219g/km.

The new coupe/convertible employs the proven double wishbone front and multi-link rear suspension format of the IS sedan range to offer a sporting, agile driving experience. Significant chassis revisions have been incorporated to promote the greater ride comfort appropriate to a convertible, and ensure a consistent dynamic performance in both coupe and convertible guise.

Numerous body structure changes, bracing and reinforcements have been incorporated in the IS 250C to enhance collision strength and torsional rigidity, minimising cowl shake and optimising chassis controllability.

In either coupe or convertible configuration, the new Lexus IS 250C offers the highest content of sophisticated, active and passive safety technology available in this segment. It includes Lexus' state-of-the-art Vehicle Dynamics Integrated Management (VDIM) incorporating open body-specific VSC tuning for shorter stopping distances on split-friction road surfaces, a revised Pre-Crash Safety (PCS) system which supports the Pre-Crash Seatbelt and Pre-Crash Brake Assist functions with Pre-Crash Brake technology, and the world's first SRS twin-chamber passenger airbag.

A range of advanced driving support systems including Back and Clearance Sonar, Lexus Parking Assist, Adaptive Cruise Control (ACC) and a tyre pressure monitor are also available.

## POWERTRAIN

### 2.5 Litre V6 Petrol Engine

The chain-driven double overhead camshaft, 24 valve, 2,500cc V6 petrol engine is of a particularly compact and lightweight design. Weight reduction measures include the use of an aluminium die-cast cylinder block and intake manifold, and a resin-made intake chamber. The overall engine assembly is made even lighter and more compact through the installation of the water and oil pumps within the chain cover.

Featuring direct injection technology which affords this unit the highest injection pressure amongst petrol engines (130 bar), it develops 153kW/208 DIN hp at 6400rpm and 252Nm/186lb.ft of torque at 4,800rpm, awarding the Lexus IS 250C performance figures of 0-100km/h in 9.0 seconds and a top speed of 210km/h. Mated to a 6-speed automatic transmission, the highly sophisticated 2.5 litre unit returns 9.3l/100km in the combined cycle and generates $CO_2$ emissions of 219g/km.

The adoption of D-4 direct injection technology reduces the intake mixture temperature, which allows for a higher compression ratio, resulting in both enhanced power output and fuel efficiency. Unlike conventional petrol engines, this unit can control both injection timing and volume, for greater precision. In addition, compression stroke injection is applied during cold engine starts to increase exhaust gas temperature and expedite catalyst warm-up. High pressure, fan-nozzled slit injectors are adopted to optimise the mixture of fuel and air, and pentroof combustion chambers with a shallow piston cavity deliver excellent combustion and anti-knocking performance.

The V6 also employs an electrically activated, two-stage Acoustic Control Induction System (ACIS). This system divides the intake manifold into two sections, with an intake air control valve in the bulkhead opening and closing to vary the effective length of the intake manifold in accordance with the engine speed and throttle valve angle. This increases the power output in all ranges from low to high speed. The ACIS electric actuator is bonded to the plastic intake chamber through an advanced laser welding process.

Swirl Control Valves (SCVs) are installed in the intake manifold -one per cylinder. Via optimised intake port diameter and length, SCVs stabilise combustion at a low coolant temperature and allow the generation of high torque at low rpm.

The adoption of Dual VVT-i (Variable Valve Timing-intelligent) to both intake and exhaust camshafts also significantly ameliorates engine performance. Able to control intake and exhaust camshafts through angles of up to 40 and 35 degrees respectively, Dual VVT-i allows a greater intake/exhaust valve overlap, benefiting both low-end and top-end torque as well as contributing to a reduction in exhaust emissions and better cold-start performance.

Roller rocker arms have been adopted for the chain-driven valve system, the marked reduction in friction between the cam and sliding components helping enhance fuel efficiency. In addition, a concave camshaft profile increases valve lift to boost output. The system requires no valve clearance adjustment over the life of the vehicle.

All exhaust components are fabricated in stainless steel. The adoption of a dual-tube exhaust manifold construction enhances corrosion resistance whilst reducing both heat-loss and noise. The IS 250C's pipe layout has been modified to accommodate the coupe-convertible's additional underbody bracing. The tailpipe split is optimally positioned between the braces without compromising the exhaust tone or back pressure performance.



### Transmission

The IS 250C's ultra-smooth V6 is mated to a 6-speed automatic transmission featuring sequential, paddle-shift control. Activated in 'D' or by simply selecting 'S' in the gear lever gate, the gear shift paddles are mounted directly on the steering wheel, eliminating the need to modify steering wheel grip, even when cornering. In addition, gear range selection can also be performed through the conventional gear lever. Providing a faster downshift than fully automatic mode, the sequential mode allows for greater driver involvement, allowing exploitation of the new Lexus' dynamic abilities to the full.

This transmission adopts three planetary gear units, four clutches and four one-way clutches. A new clutch-to-clutch shift control is adopted between 5th and 6th gears, eliminating the one-way clutch between them to both save weight and facilitate a more compact design. An Artificial Intelligence (AI-SHIFT) control automatically changes the gear shifting schedule according to road conditions and driving style.

While an improved lock-up timing control can improve fuel consumption in 5th and 6th gears, an automatic transmission fluid warmer further benefits fuel economy during cold starts.

## SUSPENSION

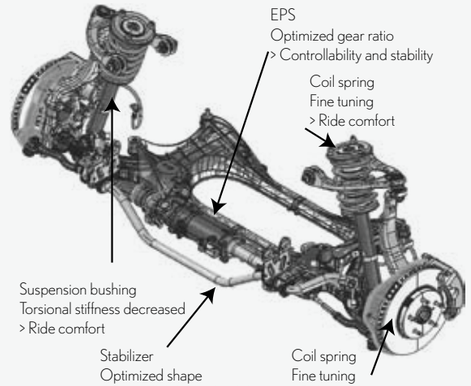
The new IS 250C employs the proven double wishbone front and multi-link rear suspension format of the IS sedan range to offer a sporting, agile driving experience. However, significant chassis revisions have been incorporated to promote the greater ride comfort appropriate to a convertible, and ensure a consistent dynamic performance in both coupe and convertible guise.

### Front Suspension

The front, high-mount, double wishbone suspension system combines lightweight, forged aluminium knuckles with a high tensile steel lower arm and a hollow anti-roll bar to reduce unsprung weight. Forward mounted power steering gear allied to low toe variation along the suspension stroke promotes a linear yaw response, precise steering control and excellent straight line, high speed stability.

In the interests of optimum ride comfort, the coil springs and high performance, 45mm piston diameter, monotube shock absorbers have been fine tuned. The upper and lower suspension bushing torsional stiffness has been reduced and the anti-roll bar shape optimised.

FRONT SUSPENSION

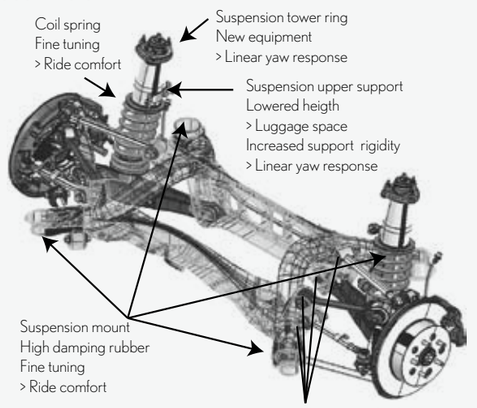


### Rear Suspension

To the rear, an advanced multilink set-up with toe control arms, a double-linked upper arm, integrated bearings and hub and an aluminium rear axle carrier combines high-rigidity suspension component materials with low unsprung mass for excellent ride comfort with high cornering stability.

The utilisation of a multilink configuration facilitates the optimum balance of handling, stability and ride comfort: The upper arms contribute to a reduction in upward spring motion, the mid-arm contributes to reduced body roll, and the lower arm provides an improved anti-lift/anti-squat ratio.

REAR SUSPENSION




Moreover, aligning the shock absorbers along the same, lower axis as the coil springs facilitates a wider boot loadspace.

Rear suspension revisions include coil spring and shock absorber fine tuning for improved ride comfort, high capacity suspension member rubber mounts for reduced vibration, and reductions in suspension bushing torsional rigidity to further improve ride comfort through a smooth suspension movement with minimal alignment change. The rear toe-control arm has been redesigned, a performance ring added to the suspension tower, and the suspension tower upper support has been lowered to increase rigidity, improve linear yaw response and increase luggage space when the roof is stored.

## ELECTRIC POWER STEERING (EPS)

The IS 250C features a speed-sensitive, electrically assisted power steering (EPS) system. It is superior to comparable hydraulic systems in offering perceptible fuel savings, noise free operation and, through the location of the steering gearbox ahead of the front axle, smooth, linear feedback to the driver.

The system's electric motor uses 42V AC current for more prompt response to steering inputs. Unlike conventional systems, wherein power assistance is determined solely by vehicle and engine speed, the IS 250C's EPS also registers steering angle and torque in calculating the degree of assistance required at any time. The new coupe/convertible's EPS benefits from a bespoke gear ratio for maximum vehicle controllability and stability. The number of turns lock-to-lock is 3.16, and the IS 250C has a class-leading turning circle of 5.1m.



The IS 250C's EPS is incorporated within Lexus' unique active safety system, Vehicle Dynamics Integrated Management (VDIM), to promote smoother 'on-the-limit' vehicle behaviour through unobtrusive intervention. Via the EPS actuator, VDIM will provide steering assistance to reduce torque steer under braking on surfaces of varying grip, as well as varying steering torque assistance in both understeer and oversteer conditions, helping the driver to optimise the front wheel steering angle and maintain vehicle stability with minimum input.

## SAFETY

In either coupe or convertible configuration, the new Lexus IS 250C offers the highest content of sophisticated, active and passive safety technology available in this segment.

It includes Lexus' state-of-the-art Vehicle Dynamics Integrated Management (VDIM) incorporating open body-specific VSC tuning for shorter stopping distances on split-friction road surfaces, a revised Pre-Crash Safety (PCS) system which supports the Pre-Crash Seatbelt and Pre-Crash Brake Assist functions with Pre-Crash Brake technology, and the world's first SRS twin-chamber passenger airbag.

Further improving the new Lexus' safety credentials in open-topped mode, the IS 250C is equipped with a new design of enlarged side airbag which provides head protection in the event of side impact. The coupe/convertible bodyshell has also been equipped with additional, energy absorbing side impact pads for both front and rear seat occupants.

Within a highly rigid body structure of exceptional car-to-car impact compatibility, six airbags are fitted as standard, including the world's first twin-chamber front passenger airbag. The new IS 250C further benefits from second generation WIL (Whiplash Injury Lessening) front seats and Bi-xenon, Intelligent Adaptive Front Lighting (I-AFS).

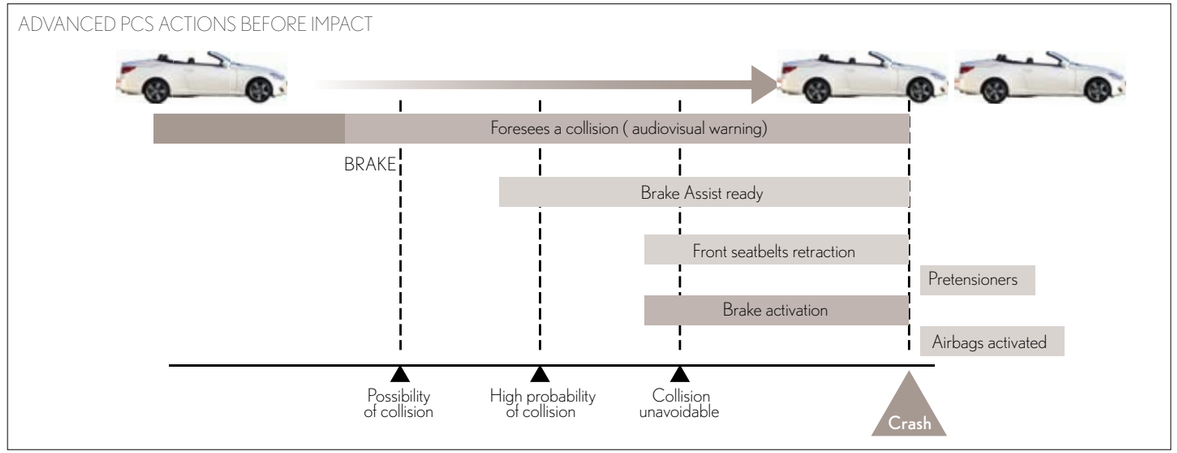
## ACTIVE SAFETY

The new IS 250C offers a sophisticated Pre-Crash Safety (PCS) (image p. 38) system that can help reduce collision damage and injury. The PCS system features a millimetre-wave radar sensor, operating within a 20 degree scanning radius to detect obstacles in front of the car, even during cornering. Via numerous sensors, a pre-collision system computer monitors vehicle speed, steering angle and yaw rate inputs to help determine in advance whether an impending collision is unavoidable.

If there is a high possibility of a collision, PCS will alert the driver via both a buzzer and a warning on the multi-information display, activate the Pre-Crash Seatbelt pretensioners to retract all slack from the front belts and, when he begins to brake, provide Pre-Crash Brake Assist to supplement his own braking effort. If the driver does not brake and a collision is inevitable, Pre-Crash Brake will automatically apply the brakes to reduce impact speed.

### Adaptive Cruise Control (ACC)

Complementary to the PCS system, the new Lexus coupe/convertible also features an Adaptive Cruise Control (ACC) system with a vehicle-to-vehicle distance control. The constant speed control functions in the manner of a conventional cruise control system. Capable of differentiating between vehicles directly ahead of the Lexus and those in an adjacent lane, the vehicle-to-vehicle distance control system employs the PCS millimetre-wave radar sensor, allied to constant speed, decelerator, follow-




up and accelerator controls, to automatically slow the IS, match the speed of the vehicle in front and, once the road is clear ahead, accelerate to the previously selected cruising speed.

Via a steering wheel mounted switch, the driver can select long, middle or short vehicle-to-vehicle distances. The system control settings are indicated on the IS 250C's multi-function display.

### Vehicle Dynamics Integrated Management (VDIM)

Operating in conjunction with powerful, 296 x 28mm ventilated front and 310 x 18mm rear disc brakes, the new IS 250C is fitted, as standard, with Lexus' unique, state-of-the-art Vehicle Dynamics Integrated Management (VDIM) system to enhance performance, traction control and vehicle stability.

With comprehensive status data provided by sensors throughout the vehicle, VDIM integrates the coupe/convertible's Anti-Lock Brakes (ABS), Electronic Brakeforce Distribution (EBD), Traction Control (TRC) and Vehicle Stability Control (VSC) active safety systems with the Electronic Power Steering (EPS).

By the application of integrated control of all the elements related to vehicle movement, including motor torque, brakes and steering, VDIM not only optimises the activation of braking, stability and traction control systems, but is also able to further improve the overall kinetic performance of the vehicle.

Moreover, whereas conventional active safety systems are only activated immediately after a limit of the vehicle's dynamic envelope has been reached, VDIM activates control before that limit is realised. As a result, the limits of the vehicle's dynamic threshold have been expanded, whilst offering smoother vehicle behaviour at this threshold through less obtrusive intervention and, hence, a more pleasurable drive.

When braking in a corner, for example, a loss of rear tyre grip may result in oversteer. Through the Electronic Brakeforce Distribution function, the use of linear brake actuators makes it possible to begin control before the vehicle's limit has been reached. The VDIM system apportions the appropriate braking force to each wheel, ensuring continued vehicle stability by pre-emptively restraining the spinning tendency, whilst contributing to superior braking performance.

Under even stronger braking in a corner, front wheel lock-up and loss of grip may result in understeer. By once again independently controlling the braking force to all four wheels via the EBD system, VDIM helps to prevent front wheel lock-up and regain vehicle balance, offering seamless control until the conventional ABS and VSC functions take over.

Moreover, via the EPS actuator, VDIM will augment Vehicle Stability Control operation by providing steering assistance to reduce torque steer under braking on surfaces of varying grip, as well as varying steering torque assistance in both understeer and oversteer conditions, helping the driver to optimise the front wheel steering angle and maintain vehicle stability with minimum input.

### Intelligent Adaptive Front Lighting (I-AFS)

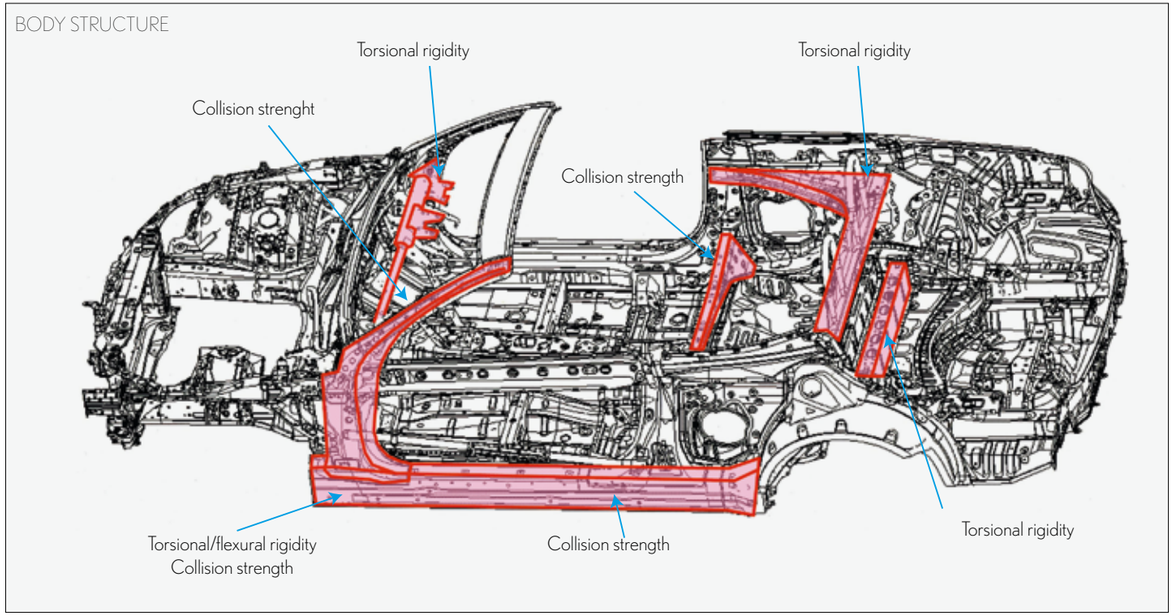
The new IS 250C is equipped with Lexus' Intelligent Adaptive Front Lighting System (I-AFS), which swivels one projector (covering both high and low beam functions) of the High Intensity Discharge (HID) headlamps through up to 15 degrees, helping to illuminate a bend as the driver steers into it. And an electro-mechanical shutter provides the sharpest possible upper pattern cut-off to low beam illumination.

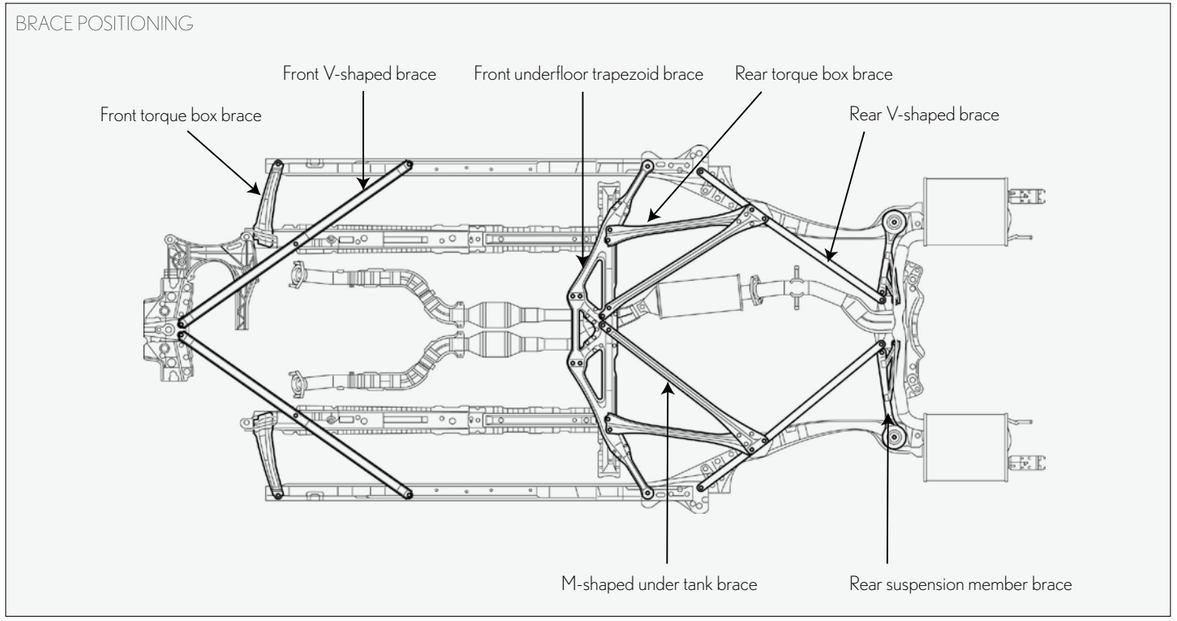
### Lexus Parking Assist System

The Lexus Parking Assist Monitor features a video camera mounted in the rear number plate surround that projects a full colour rear view of the surroundings onto the centre console Multi-Information Display screen. Even greater manoeuvring accuracy is promoted by screen-generated guidelines which indicate the prospective path of the vehicle based on the current steering position, both for serial or parallel parking.

### Back and Clearance Sonar

The IS 250C is also fitted with Back and Clearance Sonar, which combines information from both front and rear mounted sonar to warn of object proximity during low speed and parking manoeuvres. The system indicates the position and proximity of any detected obstacles both on the Multi-Information Display screen and via a firstly intermittent, then continuous, buzzer.




## PASSIVE SAFETY

### Body Structure

Reflecting stringent car-to-car impact compatibility standards unique to the Lexus marque, numerous body structure changes have been incorporated in the IS 250C to enhance collision strength, roll-over protection and torsional rigidity, minimising cowl shake and optimising chassis controllability.

The A pillar is constructed from ultra-high tensile strength sheet steel, the lower A pillar incorporates a combined centre plate and boot plate structure, and the lower B pillar has a plate added to suppress surface buckling due to the height difference between the upper surface of the rocker panel and the strengthened rear floor cross member. The rocker panel itself has an enlarged cross-section, 55mm taller and 29mm wider than that of the sedan, for improved torsional and flexural rigidity as well as enhanced collision strength.

High tensile strength sheet steel front, as well as upper and floor level rear cross-members have been inco rporated, whilst gussets joining the upper part of the B pillar to the upper rear cross-member contain body deformation in the event of a side impact. Furthermore, a sub-latch mounted on the trailing edge of the door impact beam transmits side impact energy to the lower B pillar, further enhancing safety.

## Chassis underfloor

To maintain the handling stability and ride comfort of the IS sedan range, the overall rigidity of the new Lexus coupe/convertible has been further enhanced through the effective positioning of numerous underfloor bracing members. These include front torque box, V-shaped and trapezoidal braces, an M-shaped under tank brace, and rear torque box, V-shaped and suspension bracing.

Allied to the use of high tensile strength sheet steel cross-bracing, this comprehensive underfloor bracing not only creates a high-rigidity body structure for optimum collision impact safety, but also eliminates body and cowl shake, giving the IS 250C in coupe guise almost identical NVH characteristics to those of the IS sedan.

In addition, a full array of underbody covers matched to the newly designed under-bracing is fundamental to the new coupe/convertible's aerodynamics and wind stream management. These underbody aero-panels play a significant role in achieving a drag coefficient of just 0.29Cd, promoting excellent high speed stability and minimal wind turbulence for the quietest possible interior environment.

## Airbags

The new coupe/convertible is fitted with six Supplemental Restraint System (SRS) airbags, as standard. In the event of a collision, their deployment is optimised in accordance with force of impact, seat position and fastened/unfastened seatbelt status.

Dual, front knee airbags remain unique in this segment and new, enlarged, front seat Head and Torso side airbags are bigger than previous designs. Of the two multi-stage Supplemental Restraint System (SRS) front airbags, the passenger airbag is of a twin-chamber design.

The twin chamber airbag features an advanced shape based on the Lexus Omni-Support concept. Once inflated, the twin chambers create a depression in the centre of the airbag, effectively cradling the sensitive areas of the face such as the nose and mouth, whilst allowing the physical impact of the bag to be dispersed across numerous other, head and shoulder, body contact points.

## Whiplash Injury Lessening (WIL) Seats

Allied to seatbelt pretensioners and force limiters to both front and rear seats, the new Lexus IS 250C also features the second generation Whiplash Injury Lessening (WIL) seat concept. The revised system features a new seat back structure and headrest design. The new headrest is designed to sit as close as possible to the passenger's head during normal use, whilst, in the event of a rear impact, the lower seat back pushes backwards, effectively closing the gap between occupant head and headrest, and significantly reducing the risk of whiplash through excessive head movement.

## Tyre Pressure Warning System

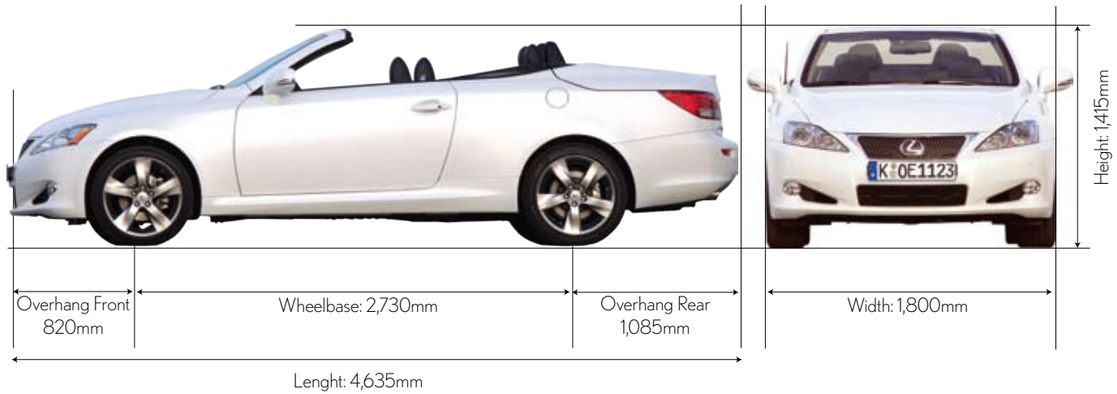
A tyre pressure warning system notifies the driver of a drop in air pressure in any of the tyres via an instrument binnacle warning light. The air pressure within each tyre is measured by a sensor positioned in the tyre valve, enabling the driver to become aware of low pressure at an early stage. This not only removes the risks of abnormal tyre wear and fuel consumption penalties associated with under-inflated tyres, but also affords the driver sufficient time to chose a safe location for tyre replacement, if necessary.



# TECHNICAL SPECIFICATIONS

## DIMENSIONS & WEIGHTS

### Exterior dimensions




| | | |
|---|---|---|
| Tread (mm) | Front | 1,535 |
| | Rear | 1,525 |
| Min. Running Ground Clearance (mm) | | 130 |

### Interior dimensions

| | | |
|---|---|---|
| | Length (mm) | 1,605 |
| | Width (mm) | 1,480 |
| | Height (mm) | 1,130 |
| Effective Head Room | Front (mm) | 973.5 |
| | Rear (mm) | 917.5 |
| Effective Leg Room | Front (mm) | 862 |
| | Rear (mm) | 403.5 |
| Shoulder Room | Front (mm) | 1,377.8 |
| | Rear (mm) | 1,136.4 |
| Hip Room | Front (mm) | 1,378.4 |
| | Rear (mm) | 1,101 |
| Luggage capacity | Top up (l - VDA) | 420/391 * |
| | Top down (l - VDA) | 165/136* |
| Luggage capacity | Top up (l) | 583 |
| | Top down(l) | 235 |

### Weight

| | | |
|---|---|---|
| Curb Weight Min. - Max | Total (kg) | 1,730 - 1,750 |
| Gross Vehicle Weight | Total (kg) | 2,075 |

### Other

| | |
|---|---|
| Fuel Tank Capacity (l) | 65 |
| Coefficient of Drag (Cd) | 0.29 |

* with spare tyre

# ENGINE & TRANSMISSION

| Engine | | |
|---|---|---|
| | Displacement ($cm^3$) | 2,500 |
| | Engine type | V6 |
| | Fuel type | Petrol, 95 octane or more |
| | Valve mechanism | 24v; DOHC with Dual VVT-i |
| | Bore x stroke (mm) | 83.0 x 77.0 |
| | Compression ratio (:1) | 12.0 |
| | Max. power (DIN hp/kW@rpm) | 208/153@6,400 |
| | Max. torque (Nm@rpm) | 252@4,800 |

| Transmission | | |
|---|---|---|
| | Type | Rear-wheel drive |
| | | 6 A/T |
| Gear Ratio | 1st | 3.538 |
| | 2nd | 2.060 |
| | 3rd | 1.404 |
| | 4th | 1.000 |
| | 5th | 0.713 |
| | 6th | 0.582 |
| | Reverse | 3.168 |
| | Differential Gear Ratio | 3.909 |

| Brake Type | | |
|---|---|---|
| | Front Ventilated Disc (mm) | Ø296 x 28 |
| | Rear Ventilated Disc (mm) | Ø310 x 18 |
| | ABS | Yes |
| | EBD (Electronic Brakeforce Distribution) | Yes |
| | BA (Brake Assist) | Yes |
| | TRC (Tration Control) | Yes |
| | VSC (Vehicle Stability Control) | Yes |
| | VDIM (Vehicle Dynamics Integrated Management) | Yes |

| Suspension | | |
|---|---|---|
| | Front | Double Wishbone |
| | Rear | Multi-link |
| | Stabiliser Bar (Front/ Rear) | Standard/Standard |

| Steering | | |
|---|---|---|
| | Steering Gear Type | Rack & Pinion |
| | Steering Gear Ratio | 14.6 |
| | Lock to Lock | 3.16 |
| | Power Steering Type | EPS |
| | Minimum Turning Radius (m) | 5.1 |

| | | |
|---|---|---|
| **Tyres** | | |
| | 18" | Fr: 225/40 R18 |
| | | Rr: 255/40 R18 |
| **Performance** | | |
| Max. Speed (km/h) | | 210 |
| Acceleration | 0 to 100km/h (sec.) | 9.0 |
| | 0 to 400m (sec.) | 16.5 |
| **Fuel consumption** | | |
| | Combined (l/100km) | 9.3 |
| | Extra urban (l/100km) | 7.1 |
| | Urban (l/100km) | 13.1 |
| **$CO_2$ emissions** * | | |
| | Emissions level | EURO IV |
| | Combined (g/km) | 219 |
| | Extra urban (g/km) | 167 |
| | Urban (g/km) | 308 |

* The fuel consumption and $CO_2$ values are measured in a controlled environment, in accordance with the requirements of Directive 80/1268/EEC incl. its amendments, on a vehicle with European Standard equipment. For further information about such a vehicle, please contact your local Lexus PR office.
The fuel consumption and $CO_2$ values of your vehicle may vary from those measured. Driving behaviour as well as other factors (such as road conditions, traffic, vehicle conditions, installed equipment, load, number of passengers, etc.) play a role in determining a car's fuel consumption and $CO_2$ emissions.

# Imagebank