

LC 500 | LC 500h



“Welcome to the amazing new LC luxury coupé. A milestone car for Lexus, it features some of the most advanced automotive technologies ever created, including Lexus Multi Stage Hybrid and Lexus Safety System +. However, it’s not so much the world-firsts that thrill me, but watching people fall in love with the LC the first time they drive it.”

LC CHIEF ENGINEER
KOJI SATO

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Showcasing bold design, exhilarating performance, Japanese Takumi craftsmanship and advanced technology, in this brochure we invite you to prepare for the excitement of choosing your new LC

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THE LEXUS EXPERIENCE

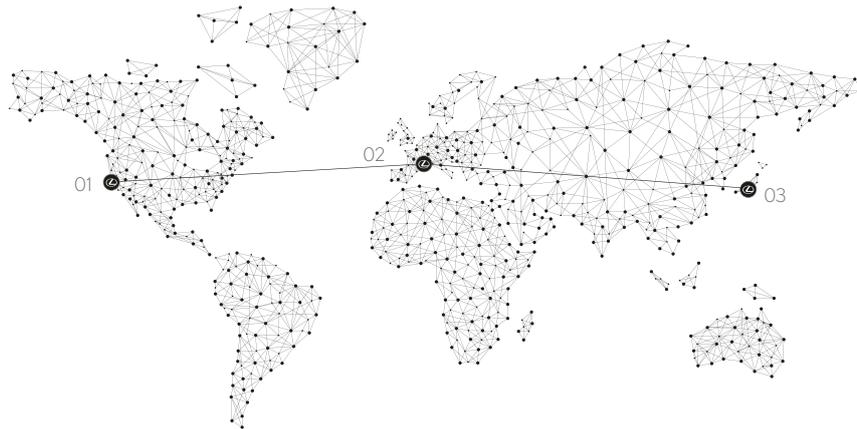
Learn how we aim to treat every customer as if they were a guest in our own home

The launch of the stunning LC luxury coupé marks a brave new era for Lexus. Revolutionising the way we develop cars, preparing the LC for production demanded both great imagination and a totally new approach. Despite having the freedom of a blank canvas, our design team faced huge challenges: How to create a low coupé roofline, but at the same time offer a spacious 2+2 cabin? Taking months to deliberate and sculpt just one single character line, our designers and clay modellers refused to compromise. Nothing was left to chance. So, as the LC prototype neared completion, its aerodynamics were perfected in the world's most advanced wind tunnel, before high-speed trials began on Fuji Speedway and the Nürburgring in Germany. Manufactured in a new facility at our Motomachi plant in Japan - by many of the same 'Takumi' artisans who hand-crafted the LFA supercars - it is available as the V8 powered LC 500 or LC 500h Multi Stage Hybrid. Whichever drivetrain you choose, once delivered, you'll also enjoy our unique Japanese 'Omotenashi' hospitality as you experience amazing in your new LC.









THE CHALLENGE: FROM AWARD-WINNING CONCEPT TO THE NEXT GREAT LEXUS

When the stunning LF-LC concept car made its debut at the 2012 Detroit Motor Show it caused quite a stir: car enthusiasts loved it, motoring journalists cheered and the distinguished jurors of the EyesOn Design Awards gave it the prize for best concept car at the show.

For Lexus, the LF-LC concept stood for something very special. It exemplified everything we dreamed a future Lexus should be: Beautiful and brave, with a breathtaking shape that promises driving excitement and amazing experiences.

But the truth is the LF-LC was never intended to be a production car. It was a gorgeous piece of 'California Dreaming' inspired by West Coast road culture as envisioned by our Caltly Design Center in Newport Beach. But a practical road-going proposition? Not really.

So put yourselves in the shoes of Chief Engineer Koji Sato when he was informed by top management that they were determined not to disappoint the LF-LC fans. Lexus would turn this visionary concept into a four-seat production car that people who love beautiful possessions can actually own and enjoy. Sato-san's reaction? First joy, then awe, as the magnitude of his task sank in.

It's a widely known fact that most concept cars would be impossible to drive, and prohibitively expensive to build. They lack everyday features like

crumple zones, airbags and all the safety equipment you need to put a car on the road.

No wonder that when concepts are turned into production cars they tend to lose their original excitement. Sharp lines become blunted, and dynamic curves gradually put on weight. But Sato-san and his team were adamant this would not happen. They would stay true to the dream.

"Building the LC was one of the greatest challenges since Lexus created the original LS."

LC CHIEF ENGINEER
KOJI SATO

So, in Spring 2012, the LF-LC was handed over to the Lexus Design Centre near Nagoya in Japan. The brief: Make it real. From the very start Chief Engineer Sato-san understood that he could only succeed if the design and engineering teams worked together more closely and creatively than ever before.

Fortunately, Lexus has amazing resources at its disposal – an advanced design centre and a huge team of designers, engineers, 'virtual reality' technicians, clay modellers and so on. Over 4,000 people worked on the project – all united by a determination to make it happen.

Clear ground rules were quickly agreed. The LC production car would have everything that made the LF-LC concept so instantly desirable: The long low bonnet, the swooping coupé roofline, the aggressive stance, the bold rear, the same exquisite artistry of sculpted lines and precise detailing. Everything, that is, up to and including taillights that are inspired by the afterburners of jet fighters. Naturally, along with all this, it had to be exhilarating to drive and luxuriously comfortable.

Through an exacting process of constant refinement, the team removed every obstacle to success. For example, to create the low bonnet, our suspension engineers had to rework the components over and over again.

"I was thrilled how we were able to achieve the small overhangs by designing one of the world's most compact headlight units,"

LC CHIEF DESIGNER
TADAO MORI

Today, everyone at Lexus is extremely proud of the result and some think the LC design even surpasses the LF-LC concept in some respects. So it was hardly surprising that, when the LC appeared at Geneva Motor Show, five years after the LF-LC had received such acclaim, it won yet another design award. This time for best production car design. Lexus has made a dream come true. And now you can share it.



04

- 01 CALTY Design Research, Newport Beach, California
- 02 ED², Côte d'Azur, France
- 03 Lexus Design Centre, Aichi Prefecture, Japan
- 04 Taillights inspired by the afterburners on jet aircraft
- 05 Sleek bonnet with bold Lexus 'spindle grille', LED lights
- 06 Seductive coupé profile, large 21-inch forged alloy wheels



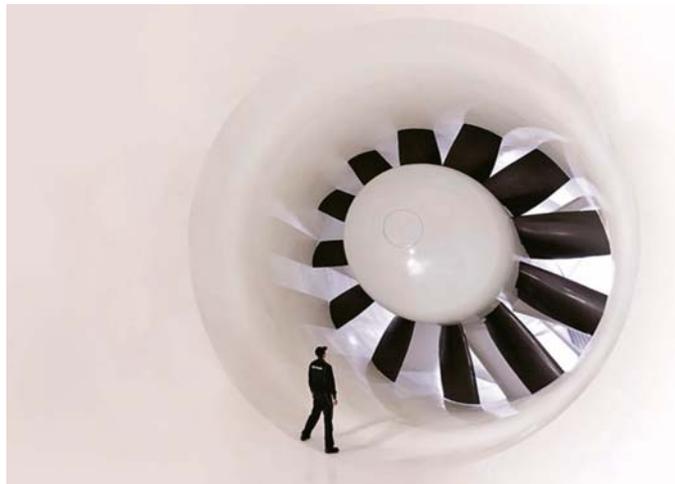
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SHAPED IN THE WORLD'S MOST ADVANCED WIND TUNNEL

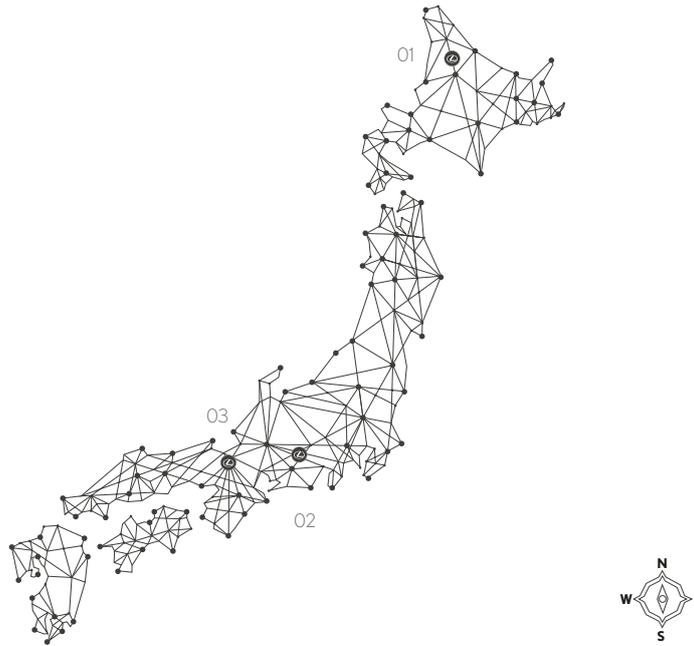


The new LC was one of the first vehicles to be developed entirely at our world-class aerodynamics research facility in Japan. In the wind tunnel's cavernous, 22-metre-high, 260-metre-long loop - punctuated at regular intervals by metal slats to guide air through smoothly - Lexus engineers analyse the airflow around the bodywork, wheels and suspension. "The wind tunnel's most important function is to generate a very steady flow of air towards the car so we can investigate and refine its aerodynamics," says Toshiyuki Murayama, group manager of thermal management and aerodynamics at Lexus. "All this effort and attention to detail shows just how important the field of aerodynamics has become."

The airflow around a vehicle is key to measuring the drag and downforce - and the less drag there is, the more exhilarating to drive and fuel-efficient the car will be. "When a car like the LC is cruising at 100 km/h, wind resistance accounts for as much as seventy per cent of the forces affecting performance," says Murayama. "With time you'll discover many intelligent aerodynamic details on the new LC: While a retractable rear spoiler extends automatically at speeds above 80 km/h for extra downforce and high speed stability, the side aero intakes reduce turbulence around the rear wheels to improve handling. No stone was left unturned. Underbody components were carefully positioned to reduce drag, with the exhaust silencer specially designed to double as a diffuser, which manages airflow behind the car."







THE TEST: SEARCHING FOR 'FEEL' AT THE SHIBETSU PROVING GROUND

The town of Shibetsu is still in darkness. Apart from the low murmurs of conversation from a small, parka-clad group of engineers huddled together in technical discussion, silence hangs in the air like a weight.

It is 6am on a biting cold Friday morning and we are at the Shibetsu Proving Ground, a coveted secret in global automotive engineering. Here, set among 2,000 acres of dense forest on the northernmost island in Japan, the new Lexus LC luxury coupé is about to undergo final testing.

The door of a container office opens and a man in racing gear steps out. 'Master Driver' Yoshiaki Ito will be testing the LC today. He speaks to Chief Engineer Koji Sato before pulling on his helmet and getting into the car, its athletic silhouette all lean, poised power.

This journey started five years ago, when Lexus made the bold decision to turn the celebrated LF-LC concept car into road-going reality. A huge team

of designers, engineers and technicians, including Lexus' famous 'Takumi' craftspeople, have since worked on the camouflaged pre-production model that Yoshiaki is now preparing to test.

An exhilarating roar from the hand-built V8 causes the Lexus engineers to glance and grin in anticipation. Oblivious to the cold and blustery conditions, they are fully in the moment.

The luxury coupé accelerates out of sight. Heads return to their data screens while Koji begins talking to his driver. Their conversation is surprisingly non-technical. The LC is generating terabytes of data, but both driver and Sato-san seem slightly distanced from the analytics. They are talking on a more emotive level: "Tell me how the steering wheel feels".

It feels good. The product of months of fastidious sculpting and re-shaping, the LC's steering wheel not only looks beautiful, it also features a bespoke

elliptical cross-section that fits optimally in the hands when cornering. It is just one detail; skill and craftsmanship have been lavished on every square millimetre of this car.

The tension from this morning is evaporating. The LC blasts past towards the 4 km high-speed straight - a stretch long enough for a jet airliner to land. Yoshiaki is delighting in the car's pinpoint precision, born of its exceptional stiffness - the highest of any Lexus model - and savours the lightning fast gear shifts and 'blipping' of the new 10-speed Direct Shift transmission.

It is now midday and the sun is gently warming the track. The test has been "near perfection" according to the 'Master Driver'. Koji Sato notes a few final adjustments as the LC returns to the garage. The track falls silent.

PERFORMANCE



- 01 Shibetsu Proving Ground
- 02 Higashi-Fuji research campus near Mount Fuji
- 03 Lexus Motomachi Plant near Nagoya

PERFORMANCE



01



02



03

- 01 A retractable rear spoiler improves downforce and stability at high speeds
- 02 21-inch forged alloy wheels fitted with large ventilated front and rear discs
- 03 Chrome tipped exhausts create an awesome sound
- 04 Steering wheel sculpted by our 'Takumi' Master Driver
- 05 Lexus Dynamic Handling is fitted for exhilarating performance



04



05

HAND BUILT V8

The LC 500's 5.0-litre V8 petrol engine - tested to the limit at the Nürburgring 24-hour Race - is matched to a brand new close-ratio Direct Shift 10-speed transmission, the first fitted to a luxury car.

V8 SOUND

Inspired by that of the LFA supercar, the LC 500 V8 engine's air intake is fitted with an acoustic chamber. This feeds an amazing sound into the cabin, while exhaust valves create an awesome tone.

WORLD'S FIRST MULTI STAGE HYBRID

A mechanical shift device on the LC 500h's new 3.5-litre Multi Stage Hybrid system gives incredible torque, power and direct acceleration, combined with all the smoothness and efficiency of a Lexus hybrid.

'M' MODE HYBRID ACCELERATION

Thanks to the Multi Stage Hybrid system's breakthrough engineering, you can select 'M' mode to hold gears manually, using magnesium paddle shifts mounted behind the steering wheel.

HIGHLY RIGID BODY

For the best handling characteristics, non-deforming body parts are made of ultra-high-tensile strength steel, while weight saving aluminium is used extensively. Doorframes and roof are of strong yet lightweight carbon-fibre reinforced plastic.

MULTI-LINK SUSPENSION DESIGN

Engineered from scratch, the LC's suspension provides excellent vehicle response and a super sharp handling feel - simultaneously delivering ride comfort and stability to give the driver peace of mind at all times.

LEXUS DYNAMIC HANDLING

This advanced Lexus technology offers a higher level of handling in all driving scenarios through the intelligent co-ordination of Variable Gear Ratio Steering, Dynamic Rear Steering and Electric Power Steering.

THE FACTORY: AT WORK WITH THE LEXUS 'TAKUMI'



Welcome to the Lexus Motomachi factory, two hours from Tokyo on the Shinkansen bullet train, in the Aichi Prefecture of Japan. But this is not just any car plant. This is where Lexus hand crafted the LFA - one of the most heralded supercars ever built - and the facility that manufactures the new LC luxury coupé. We are here for an exclusive tour.

We're immediately struck by the silence and absence of workers. Our hosts explain that the team members - the revered 'Takumi' craftspeople - are doing their morning warm-up exercises ahead of their shift. Soon there will indeed be the sound of production, but noise levels will remain low - here, concentration is prized above all.

Dutifully we pull on our pocket-less overalls (no pockets, no dust) and pass through a double airlock into the closely-guarded production area. It is astonishing; pristine white walls and brilliantly-polished floors, more like a contemporary art gallery than a place where cars are built.

Here, the 'Takumi' go about their work. This production area is home to some of the world's most advanced machine tools and robots, nonetheless it is the super-sensitive fingertips of the elite human workers that have the final say. Their forensic touch is legendary; capable of detecting the slightest misalignment or false note.

We learn that the LC benefits directly from the carbon-fibre technology developed for the LFA programme, with ultra-strong yet lightweight doorframes and a woven carbon-fibre roof that allows a lower centre of gravity for improved cornering.



Left: The new LC line at our Motomachi plant near Nagoya
Above: Every LC is test driven by the plant's own Lexus 'Master Driver'



Our host, Kensho Shigeishi, himself a 'Takumi' craftsman, explains that most of these workers have more than 25 years of experience. "We are proud to carry on the tradition of the Japanese artisan," he says. "Every car that passes through our hands must be perfect. There are no compromises, ever."

A klaxon rings out, absurdly out of place in this atmosphere of cloistered concentration. It is time to join the 'Takumi' for breakfast. After eating we are instructed to vacuum our overalls to avoid any possibility of contaminating the environment. Even a single crumb could be disastrous, to the LC painting process for example, which involves five layers being applied by robot while humans finish the difficult to reach areas by hand.

We move slowly along the production line, pausing to watch the cars being fitted with their exquisite leather gearshifts and beautifully-draped Alcantara® door linings. The impression of an art gallery is reinforced: This is art, or perhaps performance art. The tinted windows follow, the jewel-like LED lights, the intricate drivetrain.

After assembly, each finished LC rolls into a huge, glass-walled inspection tunnel for its exhaustive final check. Here, under intense LED lighting, all surfaces and panels are examined - the fabled 'Takumi' fingertips at work again - and all systems tested. The tiniest abnormality in sound or vibration in the soundproof tunnel is picked up by microphone or highly trained ears.

The cars are transferred to a rolling road for brake testing, then on to the plant's 'typhoon' chamber where high-pressure water jets are applied to ensure absolute impermeability. Finally, each LC is track-tested by the plant's 'Master Driver', who also tested each LFA supercar produced in Motomachi.

The track test has a range of data-driven performance indicators but it has a more ethereal aspect as well: It's about how the LC feels. The cars that get the thumbs-up are packaged for shipment and delivered to their eager new owners around the world; theirs to finally experience amazing.



01



02



03

Left: Driver-focused cockpit with low hip position

- 01 Beautifully crafted Alcantara® door linings
- 02 Hand-stitched leather sports seats
- 03 Carbon-fibre scuff plates and door frames



WE TESTED FIFTY DIFFERENT SEAT
DESIGNS, TO FIND THE PERFECT
COMBINATION OF SUPPORT
AND COMFORT

Your first drive in the new LC – a moment we spent years preparing for at Lexus. After flicking open the streamlined door handle that is even embossed with the Lexus badge, you'll slide easily into the sculpted driver's seat. Created with an amazing passion for detail, it embraces you comfortably, offering the perfect combination of support around fast corners and long distance luxury. In fact, so determined was Chief Engineer Sato to reset benchmarks for grand touring refinement, he personally supervised the testing of 50 different seat prototypes over a two year period.

"For the new LC, we've created a more intimate environment, with nearly all surfaces wrapped in hand-stitched leather or sumptuous Alcantara®," said LC Chief Designer Tadao Mori.

After a few minutes behind the LC's 'Takumi'-crafted steering wheel you'll sense the ergonomic intelligence of the cockpit layout. To instil confidence and invite spirited driving, all controls and interfaces are positioned exactly where you need them. Thanks to the low bonnet and instrument panel, you'll also enjoy a superb view of the road ahead.



CENTRAL INSTRUMENTS

The LC's meter is an exciting development of the one used on the legendary Lexus LFA supercar. "Installing a digital tachometer makes perfect sense on a high-performance model like the new LC," explains Naoki Kobayashi, deputy chief engineer at Lexus, "because the digital hand of the electronic meter can track and display the engine's capability to rev from idle to its 7,000 rpm red zone far more accurately than any analogue counterpart." Intriguingly, the eight-inch digital display is framed by a precision-machined ring, which slides aside to present information such as mileage or playlists.



01

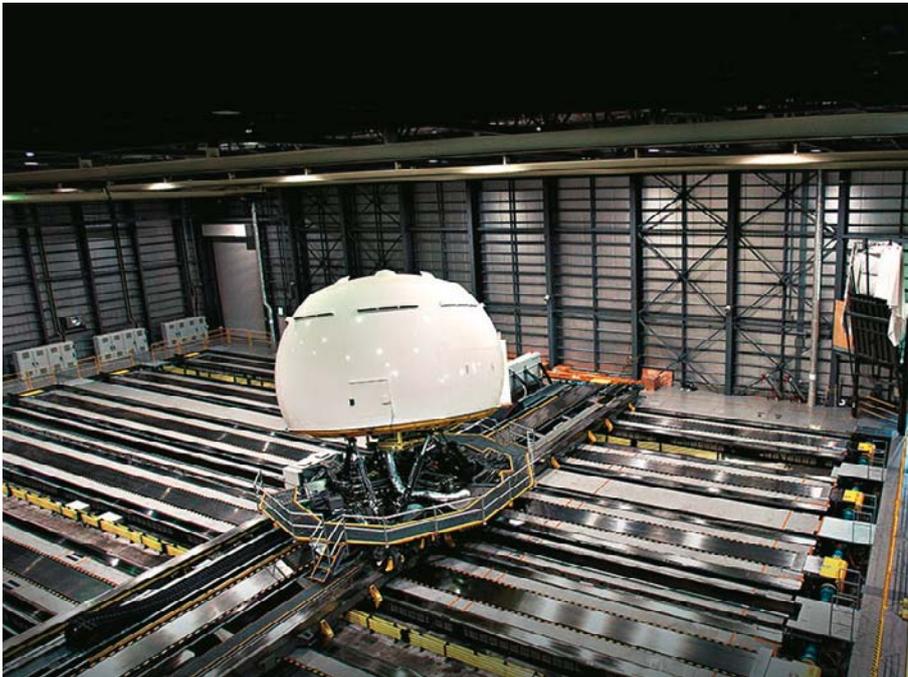


02



03

- 01 Lexus Premium Navigation
- 02 Remote Touch
- 03 Head-Up Display



In a building the size of a football stadium, at our Higashi-Fuji research campus near Mount Fuji, Lexus has built the world's most advanced driving simulator. With its space capsule looks, the white dome at the middle of the huge facility forms the heart of the Lexus Driving Simulator. Lined with LED screens creating urban, country or motorway driving situations for the full-sized LC being tested, this is where our engineers and technicians developed the coupé's breakthrough driver support system: Lexus Safety System +.

LEXUS SAFETY SYSTEM +

Benefiting from our lead in accident prevention research, all LC models are fitted with Lexus Safety System + as standard. This includes a Pre-Crash Safety system with pedestrian detection; Advanced Lane Keeping Assist with Sway Warning function to help you stay on course; Automatic High Beam for enhanced vision at night; and Adaptive Cruise Control, which regulates your speed to that of the vehicle in front.

PRE-CRASH SAFETY

Millimetre-wave radar and an on-board computer calculate collision risk ahead. If the risk is high, the driver is alerted by audible and visual warnings and brake pressure is increased. When a collision is deemed unavoidable, the brakes will be applied automatically as necessary and the front seatbelts tightened.

PEDESTRIAN DETECTION

As part of the Pre-Crash Safety system, if an object (such as a pedestrian) is detected in front of the LC, automatic braking will activate when the car is travelling between about 10 and 80 km/h to help avoid a collision.

ADVANCED LANE KEEPING ASSIST

Advanced Lane Keeping Assist (A-LKA) uses a camera in the front windscreen to monitor your position in lane. If you start drifting out of lane, A-LKA will activate a warning buzzer and give brief corrective steering input.



ADAPTIVE CRUISE CONTROL

For a more relaxing drive, Adaptive Cruise Control maintains a set distance between the new LC and the vehicle ahead, even if that vehicle varies its speed.

ROAD SIGN ASSIST

The Road Sign Assist (RSA) system on the new LC recognises traffic signs using the windscreen mounted camera, and provides information to the driver in the multi-information display. RSA can detect signs that are compliant with the Vienna Convention (including electro-luminescent and flashing signs).

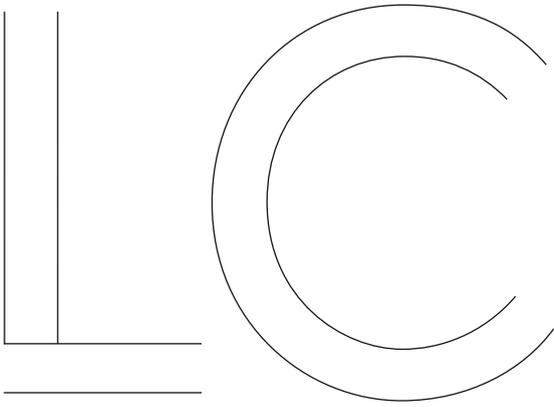
AUTOMATIC HIGH BEAM

At night, Automatic High Beam uses the same camera as Advanced Lane Keeping Assist to detect oncoming vehicles and automatically dip the high beam headlights. This reduces the chance of accidentally dazzling other drivers and lets you concentrate on the road ahead.









LC 500 | LC 500h | SELECT YOUR LEXUS



01. MODELS

Choose either the 5.0-litre V8 powered LC 500 with 10-speed Direct Shift transmission, or the LC 500h fitted with the world's first Multi Stage Hybrid drivetrain.

Pages 26-29



02. GRADES

Would you rather push to the limit with carbon-fibre roof and retractable rear spoiler, or enjoy the luxury of GT cruising? Select from Luxury, Sport or Sport + grades.

Pages 30-31



03. FEATURES

Discover the amazing level of standard and exciting optional features available for your new LC luxury coupé.

Pages 32-35



04. TECHNOLOGY

Learn more about LC technologies like Lexus Safety System +, Remote Touch Interface and Lexus Premium Navigation.

Pages 36-39



05. COLOURS

Select your favourite exterior colour and specify a 'Takumi'-crafted interior that will make you feel at home every time you drive your new LC.

Pages 40-45



06. EQUIPMENT & OPTIONS

The new LC comes with a wide range of equipment as standard. Learn more about the extras you can add.

Pages 46-47



07. TECHNICAL DATA

Study all the key LC 500 and LC 500h technical data before ordering your LC luxury coupé.

Pages 48-49

THE LC 500

The LC 500 is powered by a high-revving 5.0-litre petrol engine that delivers 477 DIN hp/351 kW to the rear wheels. Developed at motorsport events like the Nürburgring 24-hour Race and Pikes Peak Hill Climb, this hand-built engine is matched to the world's first 10-speed automatic transmission in a passenger car, to offer incredible acceleration and an awesome V8 sound.



Stunning Flare Yellow bodywork,
21" forged alloy wheels, hand-built V8 engine under the bonnet.

THE LC 500h

Powered by next-generation Lexus Multi Stage Hybrid, the new LC 500h revolutionises the way hybrids perform. By adding a multi-stage shift device to its 3.5-litre V6 full hybrid powertrain, our engineers have created a breakthrough car that offers incredible linear acceleration, flexible power and addictive 10-speed shifts using 'M' mode - yet with all the smoothness and efficiency of a Lexus hybrid.



F White bodywork,
21" forged alloy wheels, powered by Lexus Multi Stage Hybrid.

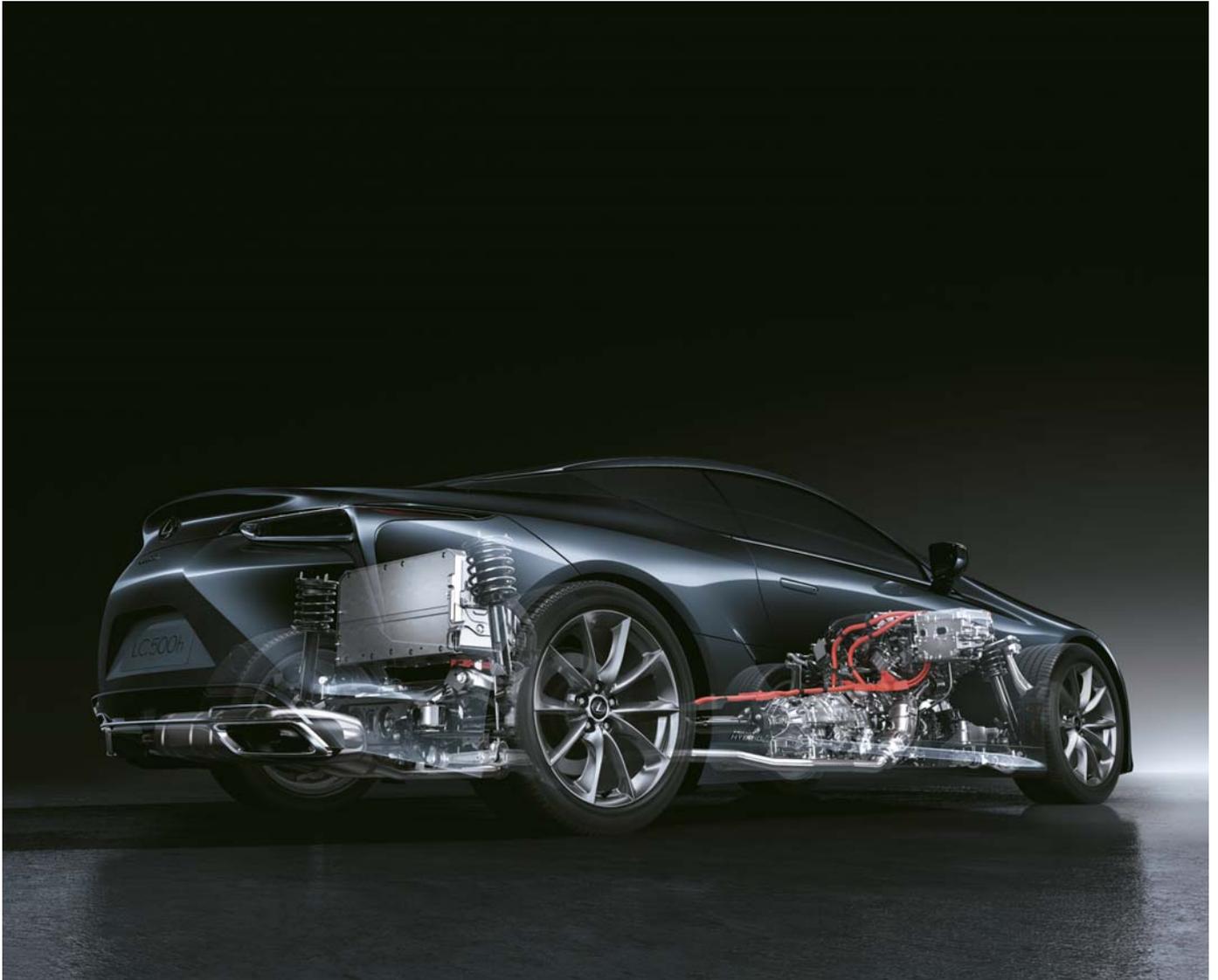


V8 ENGINE

Built to deliver rapid acceleration combined with the amazing responsiveness of a normally aspirated engine, the LC 500's V8 delivers maximum torque of 540 Nm and reaches 100 km/h in 4.7 seconds. Engineered for durability yet with a lightweight construction, forged connecting rods and titanium valves allow agility at high revs. For an incredible effect, the LC 500's front air intake is fitted with an acoustic sound generator. This enhances the V8's natural sound signature and feeds it into the cabin, at a perfect level, for all on board to enjoy. Press the accelerator and the effect is further increased by external valves in the main silencer that open and close when you rev the engine.

10-SPEED TRANSMISSION

Another Lexus world first, the LC 500's 10-speed automatic transmission provides astonishingly quick gearshifts. For a crisp, smooth and rhythmic drive, it uses AI-SHIFT control that actually selects the optimum gear according to the driver's preferences and intentions, based not just on vehicle speed, but also from past driving style.



LEXUS MULTI STAGE HYBRID

The LC 500h features the world's first Multi Stage Hybrid system - which cleverly combines the power of a 3.5-litre V6 petrol engine and an advanced electric motor - with output amplified by a pioneering four-stage shift device. This responds much more directly to driver input and achieves a higher level of dynamic performance, while maintaining the smoothness and efficiency that are characteristics of Lexus hybrids.

LITHIUM-ION HYBRID BATTERY

The LC 500h is the first production Lexus to use a compact, lightweight, lithium-ion hybrid battery. Smaller than conventional nickel-metal hydride units, it fits neatly between the LC's rear seats and the luggage compartment. Although small, it has a higher power density, with its 84 cells producing 310.8 volts. Using lithium-ion technology has also reduced the battery's weight, helping lower the LC 500h's overall mass while improving its dynamic handling and performance.



Carbon-fibre roof



- 20" cast alloy wheels
- Glass roof
- LED front and rear lights
- Heated and ventilated front seats
- 10-way adjustable front seats with driver memory

LUXURY

As you'd expect from Lexus, the LUXURY package on the new LC has an amazing level of equipment.

- Smooth leather upholstery
- 12-speaker Pioneer® audio system
- 10.3" Lexus Premium Navigation, Remote Touch Interface
- Lexus Safety System +
- Adaptive Variable Suspension



- 20" forged alloy wheels
- Carbon-fibre roof

SPORT

For those in search of extra performance, the SPORT package offers features like forged alloy wheels and a weight-saving carbon-fibre roof.

- Sports front seats
- Alcantara® upholstery



- 21" forged alloy wheels
- Alcantara® roof lining
- Carbon-fibre scuff plates with LEXUS inscription

SPORT +

Providing the ultimate in LC performance, the SPORT + package has technologies like Lexus Dynamic Handling and a retractable rear wing.

- Variable Gear Ratio Steering
- Lexus Dynamic Handling with 4-wheel active steering
- Retractable rear spoiler



01

01. 20" CAST ALLOY WHEELS

Precision cast and machined, 5-quadruple-spoke noise reducing wheels, with a dark grey metallic coating.
 Front: 20-inch x 8.5/2J, inset 25
 Rear: 20-inch x 9.5/2J, inset 25



02

02. 20" FORGED ALLOY WHEELS

Forged 5-twin-spoke wheels with an eye-catching polished finish.
 Front: 20-inch x 8.5/2J, inset 25
 Rear: 20-inch x 9.5/2J, inset 25



03

03. 21" FORGED ALLOY WHEELS

Forged 5-twin-spoke lightweight wheels.
 Front: 21-inch x 8.5/2J, inset 25
 Rear: 21-inch x 9.5/2J, inset 25

04. LED HEADLIGHTS

This ultra-compact LED triple-projector headlight unit was specially developed to allow an exceptionally short front overhang on the new LC, crucial for high-speed handling.

05. GLASS ROOF

Creating a feeling of airy freedom in the LC cabin, chrome-plated mouldings along the side of the glass roof amplify the elegant coupé profile, the rear edges echoing the lines of a traditional Japanese sword.

06. CARBON-FIBRE ROOF

Lowering the LC's centre of gravity, this beautifully finished woven carbon-fibre roof is manufactured at our Motomachi factory using a new high-speed resin transfer moulding process.

07. LED HOLOGRAPHIC REAR LIGHTS

Inspired by the afterburners of jet fighter aircraft, eye-catching taillights with a sculpted metallic frame project an infinite Lexus 'L' motif. Closer inspection reveals the boot lock integrated seamlessly in the rear light moulding.



04



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01

01. DRIVER-FOCUSED COCKPIT

To reduce eye movement and potential distraction, all important instruments and displays are positioned close to your view of the road ahead. Controls you use frequently, like Drive Mode Select, are concentrated around the steering wheel.



02

02. CLIMATE CONCIERGE / NANO[®] TECHNOLOGY

Breakthrough 'Climate Concierge' automatically adjusts cabin, seat and steering wheel temperatures. Additionally, pioneering nanoe[®] technology releases negatively charged particles into the cabin to purify the air and effectively deodorise seats. They also have a pleasant, moisturising effect on your skin and hair.

03. ALCANTARA[®] SPORTS SEATS

The LC can be ordered with figure-hugging sports seats featuring exclusive side bolsters that firmly hold you around fast corners. They are expertly upholstered by 'Takumi' craftspeople in a combination of contrasting Alcantara[®] and genuine leather.

04. LEATHER SEATS

Beautifully stitched leather seats offer the best possible combination of support and comfort. LC Chief Engineer Sato himself was involved in developing this new design that went through a total of 50 test cycles.

05. MACHINED PEDALS

A machined aluminium accelerator pedal, brake pedal, and large footrest with an anodized aluminium finish deliver true sports performance.



03

06. ALCANTARA[®] DOOR PANELS

The draping effect of the Alcantara[®] door panels and the arrangement of the perforations in the leather seat upholstery are further hallmarks of the attention to detail invested in this outstanding luxury coupé.

07. ANALOGUE CLOCK WITH 'L' MOTIF

Discover the discreet Lexus 'L' motif in the face of the analogue clock and the tactile, raised surfaces of the air vent controls.

08. KEY COVER*

Stylish cover to protect your LC's smart key. Crafted in black simulated leather with profile stitching and an embossed Lexus logo on the back. The loop on top allows your key to hang in a valet box.

09. FLOOR MAT*

Luxurious black textile mats made of acuvelour to complement the sound absorbing qualities of your car's carpets. The driver's mat has a special fixing to prevent slippage during use.



04

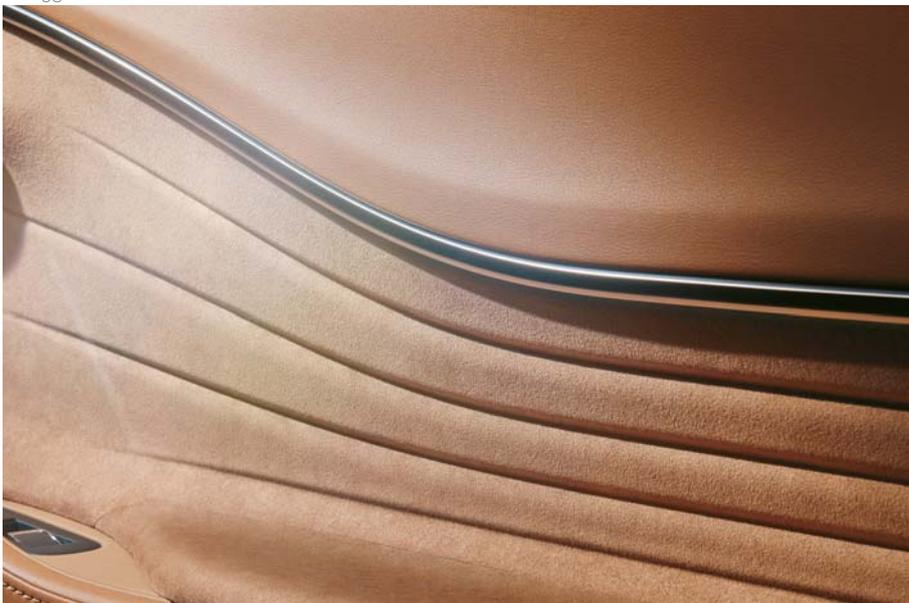
10. BOOT LINER*

Tailored to fit the boot of your LC and provide protection against dirt and spills. The design features a special anti-slip surface pattern to help stop luggage moving.

* Available as an accessory.



05



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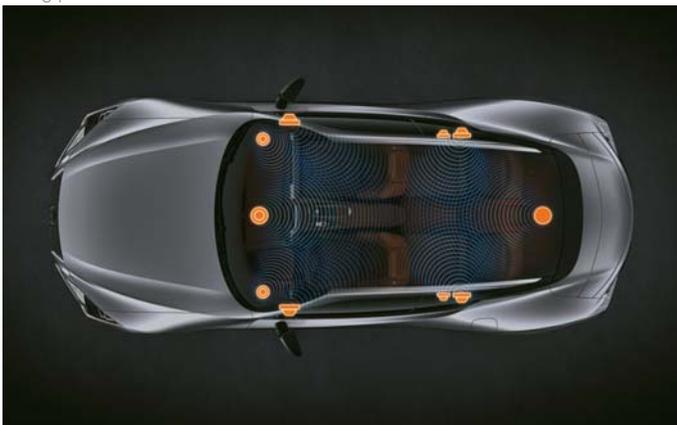
02



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04



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01. MULTI-INFORMATION DISPLAY

To keep you up-to-date with all key driving data - such as safety warnings and navigation guidance - a colour multi-information display is integrated within the central instruments.

02. EXTRA-WIDE HEAD-UP DISPLAY

Reducing the need to look away from the road ahead, selected driving data is projected in brilliant colour directly onto the windscreen via our latest Head-Up Display technology (174 mm x 48 mm).

03. LEXUS PREMIUM NAVIGATION

Perfectly positioned for a relaxing drive, the extra large high definition 10.3-inch central display can be operated by voice command or the Touch Pad with Remote Touch Interface that is as easy to use as a smartphone or tablet. Its split-screen capability allows you to simultaneously access information, such as Lexus Premium Navigation and climate data.

04. 12-SPEAKER PIONEER® AUDIO

Producing incredibly pure sound, a 12-speaker Pioneer® audio system (with subwoofer) is fitted as standard to all grades. This features an AM/ FM RDS tuner, CD player and Bluetooth® connectivity.

05. 13-SPEAKER MARK LEVINSON®

This world-class 13-speaker Mark Levinson® Premium Surround system with GreenEdge™ technology is specially tailored to the acoustic properties of the LC cabin. Delivering a digital home-theatre experience, fidelity is further enhanced by Clari-Fi™ that rebuilds sound lost in MP3 digital compression.

06. ADAPTIVE CRUISE CONTROL

For a more relaxing drive, Adaptive Cruise Control maintains a set distance between the LC and the vehicle ahead, even if that vehicle varies its speed.

07. ADVANCED LANE KEEPING ASSIST & AUTOMATIC HIGH BEAM

Advanced Lane Keeping Assist (A-LKA) uses a camera in the front windscreen to monitor your position in lane. If you start drifting out of lane, A-LKA will activate a warning buzzer and give brief corrective steering input. At night, Automatic High Beam uses the same camera as Advanced Lane Keeping Assist to detect oncoming vehicles and automatically dip the high beam headlights. This reduces the chance of accidentally dazzling other drivers and lets you concentrate on the road ahead.



06

08. BLIND SPOT MONITOR & REAR CROSS TRAFFIC ALERT

Radar devices mounted in the rear bumper detect vehicles in adjacent lanes that are not visible in the door mirrors. If the driver is indicating to change lane and a vehicle enters the blind spot, a warning signal appears in the relevant door mirror(s). The Rear Cross Traffic Alert function uses Blind Spot Monitor radar to detect vehicles approaching the area behind the vehicle in a car park. When necessary, it alerts you with a buzzer and a visual display in the door mirrors.

The Rear Cross Traffic Alert function uses Blind Spot Monitor radar to detect vehicles approaching the area behind the vehicle in a car park. When necessary, it alerts you with a buzzer and a visual display in the door mirrors.



07

09. ROAD SIGN ASSIST

The Road Sign Assist (RSA) system on the new LC recognises traffic signs using the windscreen mounted camera, and provides information to the driver in the multi-information display. RSA can detect signs that are compliant with the Vienna Convention (including electroluminescent and flashing signs).

10. TYRE PRESSURE WARNING SYSTEM

Receiving data from a sensor installed in each tyre, the multi-information display tracks tyre pressure data and warns accordingly should pressure drop in one or more tyres.

11. PARKING ASSIST MONITOR

To make parking even easier, sensors in the rear bumper link with an in-car beeper to warn of obstacles in your way. The beeper can be turned off when not required. Engage reverse and the view behind the LC is relayed to the 10.3-inch display, complete with on-screen guides to assist parking.



08



09



10



11

LEXUS SAFETY SYSTEM +

01



02



03



04

01. LEXUS SAFETY SYSTEM +

Breakthrough Lexus Safety System + is standard on the new LC and includes a Pre-Crash Safety system with pedestrian detection; Advanced Lane Keeping Assist to help you stay on course; Automatic High Beam for enhanced vision at night; and Adaptive Cruise Control, which regulates your speed to that of the vehicle in front.

02. PRE-CRASH SAFETY

Millimetre-wave radar and an on-board computer calculate collision risk ahead. If the risk is high, Pre-Crash Safety alerts the driver and brake pressure is increased. When a collision is deemed unavoidable, the brakes will be applied automatically as necessary and the front seatbelts tightened. Furthermore, if an object (such as a pedestrian) is detected in front, automatic braking will activate at speeds between about 10 and 80 km/h to help avoid a collision.

03. POP UP HOOD

Activated by sensors mounted in the front bumper, should you collide with a pedestrian, the Pop Up Hood slightly raises the level of the bonnet to give more space between it and the hard components of the engine underneath. This reduces the risk of injuries to the pedestrian.

04. 8 AIRBAGS

In addition to an immensely strong passenger safety cell, occupant protection is provided by eight airbags. The driver and front passenger are protected by 2-stage head airbags, as well as knee and side airbags. Curtain shield airbags run the full length of both cabin sides. All seatbelts are also specified with pre-tensioners.

05. DRIVE MODE SELECT

Located beside the steering wheel, so you can concentrate on the road ahead, Drive Mode Select lets you shift between ECO / COMFORT, NORMAL / CUSTOM, SPORT S / SPORT S+ modes.



05



06

06. 10-SPEED PADDLE SHIFTS, MANUAL 'M' MODE

For more fun on the road and an incredibly direct, dynamic response, 'M' mode has been adopted for both the LC 500 and LC 500h (the first time on a Lexus hybrid) that allows the driver to freely select and hold any gear using the paddle shifters.

07. LEXUS DYNAMIC HANDLING, FOUR-WHEEL ACTIVE STEERING

Available on Sport + models, for a more enjoyable and dynamic drive, Lexus Dynamic Handling constantly computes and adjusts the optimum steering angles for all four wheels.



07

08. ADAPTIVE VARIABLE SUSPENSION

For an even sharper and more refined drive, in response to your driving style and road conditions, Adaptive Variable Suspension controls the damping force of all four shock absorbers - managing an incredible 650 different suspension settings.



08

09. HIGH BODY RIGIDITY

To create a strong body frame, non-deforming LC parts are made of ultra-high-tensile strength steel, while lightweight aluminium is used for door, boot and bonnet panels. Additionally, strong yet lightweight Carbon Fibre Reinforced Plastic is used for components like the roof and doorframes.



09

DEVELOPING A NEW LEXUS PAINT COLOUR IS BOTH COMPLEX AND TIME CONSUMING



Lexus designers never use off-the-shelf colours, preferring instead to develop their own, from scratch, a process that can take up to two years. Often these new colours are introduced when cars like the LC are launched. The Lexus paint palette totals some 30 different colours: It includes Flare Yellow, a new colour designed for the LC, as well as metallic finishes like Sonic Silver and Sonic Titanium.

Developed especially for the new LC, Flare Yellow is an emotional colour that evokes agile driving performance. Multiple yellow coats are applied to create a highly chromogenic colour. By layering the two different coats of a high saturation yellow base and a strongly brilliant mica base, a colour with high saturation and strong brilliance unlike anything seen before at Lexus has been realised.

There are no shortcuts to creating a new Lexus colour: A designer's decision comes only after going through hundreds of samples. "When developing a new colour I see so many shades of paint that I sometimes can't see straight at the end of the day," says Megumi Suzuki, one of our most experienced colour designers. To do her job, it takes a grasp of chromogenics and a keen eye.

"Every time I meet someone or walk into a shop or go to someone's house, I check out colours and materials," she says. "There are a lot of people like me in our division."

Even after a colour has been decided upon, there's plenty to do. At various stages during development, Suzuki had to enlist a small army of experts: Lab technicians who mix the paint, clay sculptors, engineers and the assembly-line paint shop crew who would give each LC a flawless, uniform coat. Every few weeks Kansai Paint (a Lexus paint supplier) produces a new batch, and Lexus designers give the samples a thorough look-over, bending the test panels to mimic the contours of a car. All are scrutinised indoors and outdoors, under floodlights, in sunlight, shade and overcast conditions, and at different times of the day and months of the year.

Selecting the final colour is not easy. A colour that is dazzling on a summer morning can appear sickly in the shade or under showroom lamps. Designers also have to contend with the vagaries of their own preferences. "The odd thing about colour is that your perception of it can change depending on the season, how you feel that day and the trends you're seeing," says Suzuki.

F WHITE | 083



SONIC SILVER | 1J2



SONIC TITANIUM | 1J7



DARK GRANITE | 1G0



BLACK | 212¹



GRAPHITE BLACK | 223



BURGUNDY RED | 3S0



RADIANT RED | 3T5



COPPER BROWN | 4X2



FLARE YELLOW | 5C1



DEEP BLUE | 8X5



¹Solid colour

Please note: Due to printing variances, actual paintwork colours may vary slightly from those illustrated.

SMOOTH LEATHER¹



Black

Dark Rose

Ochre

ALCANTARA^{®2}



Black

Dark Rose

Ochre

SEMI-ANILINE LEATHER³



Black

Dark Rose

Ochre

At Lexus, we believe in doing things the hard way. Because, when you're striving for excellence, the hard way is the only way. Take, for instance, the methodology used in selecting our highest-grade leathers. Our goal is to find those hides that have tactile softness and lasting strength. These are not characteristics that sit easily together, but it is the only combination we will accept for Lexus interiors. And so, before any leather is chosen, samples are tested to destruction. This involves many rigorous durability tests that include blowtorching, freezing, puncturing, abrasion and exposure to extreme humidity.

Why go to such lengths? Simply because the interior of a vehicle can be a harsh environment in terms of the knocks, spills and mishaps it will receive over time. And so the leather we choose must be as durable and forgiving as it can be. By applying such torturous treatment at the earliest stage, it goes a long way to ensuring that the leather will perform impeccably, while keeping its soft feel and flawless looks, for years to come.

¹ Smooth leather is standard on Luxury grade.

² Alcantara[®] is standard on Sport and Sport + grades.

³ Semi-aniline leather is available as an option on Luxury grade.

The images on the following 3 pages illustrate a selection of the interior combinations available. Your local Lexus Authorised Retailer will be pleased to provide you with any further help.



01



02



03

- 01 Black smooth leather
- 02 Dark Rose smooth leather
- 03 Ochre smooth leather



04



05



06

04 Black Alcantara®
05 Dark Rose Alcantara®
06 Ochre Alcantara®



07



08



09

- 07 Black semi-aniline leather
- 08 Dark Rose semi-aniline leather
- 09 Ochre semi-aniline leather

EXTERIOR FEATURES	LUXURY	SPORT	SPORT +
20" Alloy wheels, machined finish, 245/45 (front) and 275/40 (rear) R20 tyres	■	—	—
20" Forged alloy wheels, blade-shape design, 245/45 (front) and 275/40 (rear) R20 tyres	—	■	—
21" Forged alloy wheels, two-tone finish, 245/40 (front) and 275/35 (rear) R21 tyres	—	○	■
Glass roof	■	—	—
Carbon-fibre roof	—	■	■
Headlights, triple LED	■	■	■
Headlight cleaners	■	■	■
Daytime running lights, LED	■	■	■
Rear combination lights, LED	■	■	■
Rear fog lights	■	■	■
Door mirrors, integral turn signal indicators	■	■	■
INTERIOR SEATS & TRIMS			
Machined aluminium sports pedals	■	■	■
Alcantara® front and centre pillars, sun visors, roof lining	—	—	■
Aluminium scuff plates with LEXUS inscription	■	■	—
Carbon-fibre scuff plates with LEXUS inscription	—	○	■
Alcantara® instrument panel finish	○ ¹	■	■
Front seats, sports design	—	■	■
Rear seats, fixed	■	■	■
Leather upholstery ²	■	—	—
Semi-aniline leather upholstery ²	○	—	—
Alcantara® upholstery	—	■	■
Front seat lumbar support, electrically adjustable, 2-way	■	■	■
Front seats, 8-way electrically adjustable with memory (driver)	—	■	■
Front seats, 10-way electrically adjustable with memory (driver)	■	—	—
Heated and ventilated front seats	■	■	■
INTERIOR COMFORT & CONVENIENCE			
Anti-theft system - intrusion sensor / inclination sensor / siren	■	■	■
Steering column, electrically multi-adjustable	■	■	■
3-spoke, perforated leather trimmed steering wheel with paddle shift controls	■	■	■
Electronic parking brake	■	■	■
Ultra violet (UV) and heat insulating tinted glass	■	■	■
Privacy glass	■	■	■
Double door lock	■	■	■
Auto door locking	■	■	■
Wireless door lock	■	■	■
Smart entry system	■	■	■
Electrically operated windows	■	■	■
Boot lid, electrically operated	■	■	■
Rain sensing windscreen wipers	■	■	■
Glove box illumination, LED	■	■	■
Luggage room lamp, LED	■	■	■
Illuminated entry system	■	■	■
Auto-levelling headlights	■	■	■
Dusk sensor with follow-me-home system	■	■	■
Door mirrors, electrically adjustable with memory, reverse tilt, auto-folding, electro chromatic (auto-dimming), heated	■	■	■
Rear-view mirror, electro chromatic (auto-dimming)	■	■	■
Electronic climate control, 2-zone, with nanoe® technology	■	■	■
Pollen filter	■	■	■
Easy entry and exit facility	■	■	■

TECHNOLOGY AUDIO, COMMUNICATION & INFORMATION	LUXURY	SPORT	SPORT +
12V socket	■	■	■
Steering wheel mounted controls - audio / display / phone / voice / ACC / A-LKA	■	■	■
Optitron instrumentation	■	■	■
Analogue clock	■	■	■
Colour multi-information display	■	■	■
Head-Up Display (HUD)	○	○	○
12-speaker Pioneer® audio system	■	■	■
13-speaker Mark Levinson® Premium Surround system	○	○	○
Antenna, incorporated within rear window	■	■	■
2 USB ports and AUX socket	■	■	■
Bluetooth® mobile phone and audio connectivity	■	■	■
10.3" multimedia display with Lexus Premium Navigation	■	■	■
TECHNOLOGY DRIVER SUPPORT			
Adaptive Cruise Control (ACC), all-speed	■	■	■
Hill-start Assist Control (HAC)	■	■	■
Automatic High Beam (AHB)	■	■	■
Parking assist sensors, front and rear	■	■	■
Parking assist monitor with on-screen guides	■	■	■
Advanced Lane Keeping Assist (A-LKA)	■	■	■
Blind Spot Monitor (BSM) with Rear Cross Traffic Alert (RCTA)	■	■	■
Lane Departure Alert (LDA)	■	■	■
Road Sign Assist (RSA)	■	■	■
TECHNOLOGY SAFETY			
Pre-Crash Safety (PCS)	■	■	■
Anti-lock Braking System (ABS)	■	■	■
Pop Up Hood (PUH)	■	■	■
Active brake lights	■	■	■
ISOFIX attachment, rear seats	■	■	■
Airbags, driver and front passenger; head, side and knee / full-length curtain shield	■	■	■
Airbag cut-off switch, front passenger	■	■	■
Audible and visual front seatbelts reminder	■	■	■
Tyre Pressure Warning System (TPWS)	■	■	■
PERFORMANCE DRIVING DYNAMICS			
Drive Mode Select (ECO / COMFORT - NORMAL / CUSTOM - SPORT S / SPORT S+)	■	■	■
EV (Electric Vehicle) mode (LC 500h)	■	■	■
Electronic Power Steering (EPS)	■	■	■
Variable Gear Ratio Steering (VGRS)	-	-	■
Four-wheel active steering	-	-	■
Adaptive Variable Suspension (AVS)	■	■	■
Electronically Controlled Braking (ECB)	■	■	■
Vehicle Dynamics Integrated Management (VDIM)	■	■	■
Retractable rear spoiler	-	-	■

■ Available as standard on all LC grades.

■ Standard on specific grade(s).

○ Available as an option.

- Not available

¹ Only available with Ochre trim on Luxury grade.

² Please note: Leather or semi-aniline leather upholstery applies to the front seats only; the rear seat upholstery is Tahara.

TECHNICAL DATA

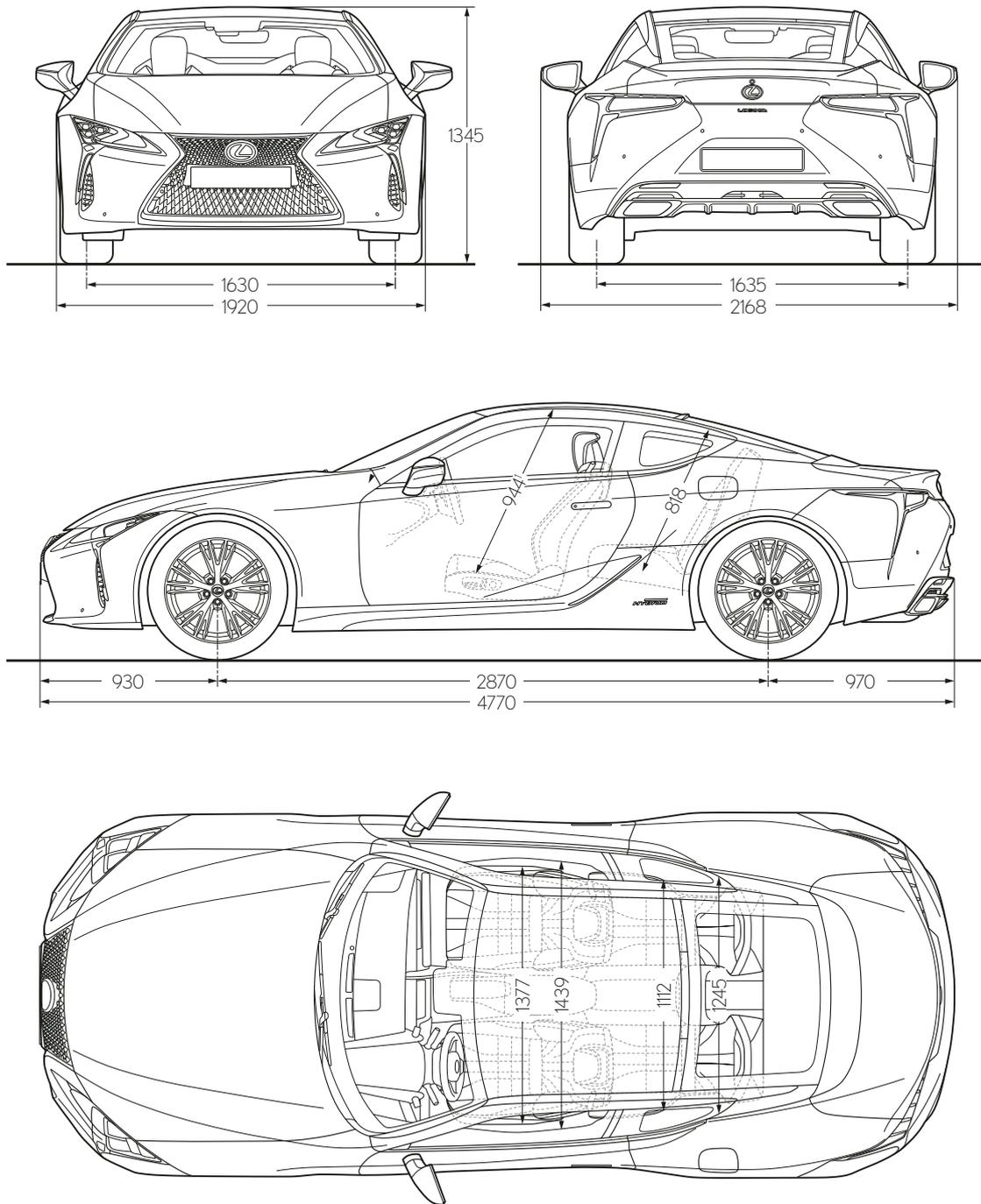
ENGINE	LC 500	LC 500h
Capacity (cm ³)	4969	3456
Cylinders / Valves	V8 / 32	V6 / 24
Maximum power (DIN hp @ rpm)	477 @ 7100	299 @ 6600
Maximum power (kW @ rpm)	351 @ 7100	220 @ 6600
Maximum torque (Nm @ rpm)	540 @ 4800	348 @ 4900
ELECTRIC MOTOR		
Type	–	AC synchronous, permanent magnet
Maximum power (DIN hp)	–	179
Maximum power (kW)	–	132
Maximum torque (Nm)	–	300
TRANSMISSION		
Type	10-speed Direct Shift Automatic	Multi Stage Hybrid
Drive	Rear-Wheel Drive	Rear-Wheel Drive
TOTAL SYSTEM OUTPUT		
Total power (DIN hp)	477	359
Total power (kW)	351	264
PERFORMANCE		
Maximum speed (km/h)	270	250
Acceleration 0-100 km/h (s)	4.7	5.0
FUEL CONSUMPTION* (l/100 km)		
Urban	17.4 / 17.6	7.2 / 7.3
Extra urban	8.0 / 8.2	5.9 / 6.0
Combined	11.5 / 11.6	6.4 / 6.5
CO₂ EMISSIONS* (g/km)		
Urban	399 / 403	163 / 166
Extra urban	184 / 187	134 / 137
Combined	263 / 267	145 / 148
WEIGHTS (kg)		
Gross vehicle	2375	2445
Kerb (min. - max.)	1935 - 1970	1985 - 2020
CAPACITIES (l)		
Fuel tank	82	82
Luggage compartment	197	172

* Figures differ by grade and alloy wheel size. 1st figure is for the Luxury and Sport grades with 20" alloy wheels. 2nd figure is for the Sport grade with optional 21" alloy wheels and Sport + grade with standard specification 21" alloy wheels.

The fuel consumption and CO₂ 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, or if you are interested in purchasing a vehicle with European Standard equipment, please contact your Lexus Authorised Importer. The fuel consumption and CO₂ values of your vehicle may vary from those measured. Driving behaviour as well as other factors (such as road conditions, traffic, vehicle condition, tyre pressure, installed equipment, load, number of passengers, etc) play a role in determining a car's fuel consumption and CO₂ emissions.

Please note: The information presented is based on manufacturer's preliminary data and is subject to change without notice. Please consult your local Lexus Authorised Retailer and/or www.lexus.eu for further information and updates.

TECHNICAL DATA



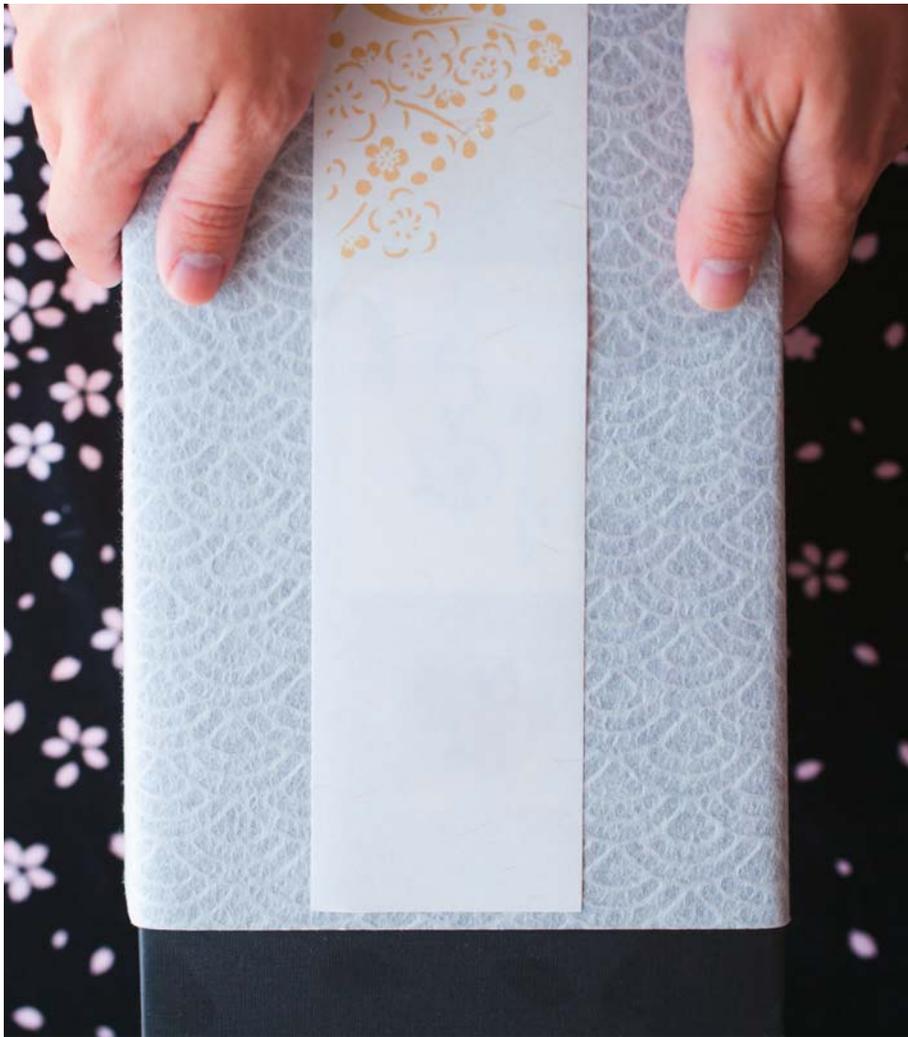
¹Figure quoted is for the LC Luxury grade specified with glass roof. For the LC Sport and Sport + grades with carbon-fibre roof, the figure is 933.

Please note: The dimensions illustrated above are measured in millimetres.



Throughout your vehicle's life, we'll endeavour to ensure an amazing ownership experience, offering unequalled service and seamless maintenance work, all orchestrated to provide complete satisfaction and total peace of mind. When you visit our showrooms, we strive to anticipate your every need and make available the finest facilities for you to enjoy in a warm and relaxed atmosphere. In the modern Lexus lounge, you can catch up on news, browse the Internet, or enjoy refreshments. While you relax, Lexus technicians will work with precision and efficiency to get you back on the road with minimum interruption to your day.





WE AIM TO TREAT EVERY CUSTOMER AS IF THEY WERE A GUEST IN OUR OWN HOME

Ever since we launched the first Lexus, we have always strived to go 'the extra mile' for our customers. Evidenced by countless awards over the last 25 years, we aim to treat every customer as if they were a guest in our home. But which other factors contribute to our peerless level of customer service? The answer lies in our Japanese heritage and one word: 'Omotenashi'

Omotenashi translates from the Japanese as 'hospitality and polite service'. However, Omotenashi is much more than excellence of

service; it is an ancient Japanese concept that describes one's ability to anticipate the needs of another, even before they arise.

Omotenashi is a way of life and thinking for every single Lexus employee. Importantly, it also influences how we design and engineer cars like the new LS luxury sedan. This is Omotenashi in physical form. For example, the new LS rises automatically to help you get in - while the rear headrests retract when reversing - to give the driver a better view of the road behind.

More about the new LC:

lexus.eu/LC

youtube.com/LexusEurope

twitter.com/Lexus_EU

instagram.com/LexusEurope

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Note: Vehicles pictured and specifications detailed in this brochure may vary from models and equipment available in your area. Vehicle body colour might differ slightly from the printed photos in this brochure.

For further information please visit our website: www.lexus.eu

Taking care of the environment is a priority for Lexus. We take many measures to ensure that during the lifecycles of our vehicles - from design, production, distribution, sales and service to end-of-life - their environmental impact is minimised. Your retailer will be happy to provide more information on end-of-life vehicle requirements.

* Lexus Europe is a division of Toyota Motor Europe NV/SA.

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