



LEXUS ES300

In pursuit of the unattainable. 1990 was the year Lexus issued its first-born, a luxury sedan impeccably designed, engineered and crafted.

Meticulous in every detail, the car that would become the Lexus flagship spawned new ways of thinking, new technologies and new techniques – along with design and manufacturing standards that were more than exceptionally rigorous; *they were unprecedented.*

The Lexus signature line was born of such attitudes and practices. No mere slogan, “*The Relentless Pursuit of Perfection*” encapsulated a determination to lead the way.

Pundits and public alike hailed the LS 400 as the quietest and smoothest of luxury sedans. It topped ratings as the best-built, most reliable luxury car, garnering further plaudits for exceptional warranty and service.

Above all, this book is about new benchmarks set by Lexus: technologies most notably embodied in the super-luxurious, impressively-performing Lexus flagship, the LS 430, but also to be found – *and relished* – in the new ES 300, its mid-size sibling.



The triumph of the first Lexus heralded the emergence of an outstanding breed of LS 400 siblings. Blanketing the Canadian automobile industry’s luxury landscape, embracing an array of advanced technologies and new developments, Lexus engineers created an eight-model range of superb luxury vehicles. In little more than a decade.

Each new offering presented a unique and forthright character; each was born to reign over its chosen realm; each was unified by all that the Lexus signature line implies.

The Lexus line-up divides neatly by type, all of them appropriately tagged by the descriptor “luxury”: two SUVs, one sports coupe, three sports sedans, and two luxury sedans – the magnificent LS 430 and the other, also “new for ’02” the mid-size ES 300, a luxurious sedan in its own right, *co-holder of most of the renowned performance and safety technology that distinguishes the Lexus flagship.* The following pages elaborate.

“Good ‘nuff - NOT!” Cookie-cutter solutions play no part in the design of a Lexus. No “family look” is sought. Compromise is a dirty word.

At Lexus, each new model is created by a *tightly-knit team*. Each team is headed by *an engineer*. Each leader is accorded virtual *carte blanche* – with authority to match the responsibility.

As with a Stradivarius violin, each time “a new work is played”, the Lexus spirit is born anew – uniquely interpreted, magnificently expressed via its creator – an uncompromising engineer.

This uniquely unequivocal policy means that from top to bottom, inside, outside, every Lexus is unified to the team leader’s vision.

The execution: With a range of sports sedans to satisfy the most ardent enthusiast, Lexus engineers sought to create a mid-sized luxury sedan with high styling and a wide range of out-of-the-ordinary features.

How did they fare? *“Creators of the new... ES 300 know what people want in a luxury car”* – INSIDEBAYAREA.COM. Reported AUTO123.COM: *“ES 300 is more of a luxury model than any of its predecessors...”* Their opinion: *“The ES 300 is more flamboyant than anything in the Lexus line but the SC 430 roadster.”*

Mission accomplished? It would seem so. But read on!



Below left: The awesomely smooth and even quieter, faster and more agile, incredibly luxurious Lexus flagship, the LS 430.

Below right: The “awesome” GS 430 luxury sports sedan.

Above: The mid-sized (and first “civilized”) SUV, the RX300.





Kudos from the Critics... Pithy snippets from North America's automotive writers.

The NATIONAL POST found the **IS 300**'s engine *"a model of sophistication"*. USA TODAY decided that the saucy newcomer in the compact sports sedan sector was a *"daunting package for rivals to trump"*. THE GLOBE AND MAIL/ CARGUIDE magazine reported that the **GS 430**'s ride quality was *"first-rate"*, its response *"razor-sharp"*, torque *"prodigious"*, and speed *"smooth and fluid"*. CAR AND DRIVER applauded the **GS 300**'s *"silky powertrain... brilliant rear-wheel-drive chassis dynamics... Gibraltar-solid chassis... serene sophistication."* The magazine's verdict on the new sports coupe convertible, the **SC 430**: *"This one could almost be a concept car from an Italian carrozzeria at a Turin show... The biggest head turner we've driven all year."*

AUTOWORLD.COM described the massive **LX 470** as *"... the best of the best... the quality and luxury that only Lexus can deliver... the ultimate in luxury SUVs."* Of its "less large" sibling, the **RX 300**, AUTOSPEED wrote that it was *"absolutely bursting with quality, power, innovation and practicality"*. CAR AND DRIVER's take: *"A ride so good you'll think you're in a car."*

CAR AND DRIVER considered the **LS 430** *"seamlessly balanced first-class cabin comfort and the latest in gee-whiz technology with effortless performance"*. Its cabin was *"as serene and silent as a Cistercian cloister"*. MOTOR TREND decided that *"the fun factor"* was up *"at least twice as much"*, handling prowess *"at least three notches"* and summarized: *"Incredible luxury, technology and overall performance"*.

Above left: The SC 430 in top-down mode (companion optional).

Above right: The IS 300 compact sports sedan: audacious in looks and spirit – and, most certainly *"...not your father's Lexus"*.

Below: The all-conquering LX 470, king of SUVs.



The new ES 300: A smattering of comments...

On its performance: *"... the engine has a new drive-by-wire (originally, an aviation industry term for 'electronic') throttle that lets its management system serve up both noticeably sharper response and lower emissions."*

On its quiet comfort: *"The ES' unibody is close to flawless when it comes to the structural solidity and quietness that contributes largely to its, or any car's, comfort level..."*

On its "social standing": *"Rubber-isolated subframes in the front and rear convincingly separate the cabin from the powertrain and suspension vibrations. And that makes for creamy driving behaviour that truly rivals that of top prestige sedans."*

On its role: *"... ultra-smooth performance that's appropriate to its mission as a luxu cruiser, not a racer."*

On its steering: *"Another nice driving surprise is the excellent boost rate and precision of the power rack-and-pinion steering. Generally, steering systems suffer serious compromises in pleasant-riding sedans. But not here."*

On the inside: *"The ES 300's interior styling is perfectly gorgeous, and its execution nearly flawless. The California walnut trim on the wheel, dash, console and doors looks miles deep and is smooth as glass."*

On the verdict: *"The '02 ES 300 is a slick piece. Its velvety mechanical refinement and ride are unmatched in [its] price range... the new ES 300 is definitely an entry-lux knockout."*

Who said it all? The authoritative MOTOR TREND magazine.



"... California walnut trim looks miles deep and is smooth as glass."





Why it belongs in the same league as the flagship. Recognition of the LS 430's extraordinary range of abilities grows... and grows. So why would we speak of the less "splendidorous" ES 300 in the same breath, as it were?

Simply because the two cars have so much in common.

The essential qualities built into the Lexus leader are built into every Lexus: from paint, leather, glass and metal to electronic advances to ever-shrinking manufacturing tolerances.

When any Lexus model embraces a new technology (or any other type of advance) the innovation quickly flows into the designs of other models deemed appropriate. But only as and when appropriate.

From the LS 430 to the ES 300 is an especially well-trodden route. Why? Because the ES 300 is the other luxury sedan in the Lexus stable (as opposed to luxury *sports* sedans).

The world shared by the LS 430 and the ES 300 is one of high comfort, good taste – and restraint. It shows not only in the lines of the two cars (the word most-used to describe the ES 300's appearance is "elegant") but in how they both go about their job – which is to provide transport for driver and passengers, front and back, *that is smooth, precise, reassuring – and superbly comfortable.*

As MOTOR TREND put it on the preceding page: The ES 300's "creamy driving behaviour... truly rivals that of top prestige sedans."





Power: Up front or out back?

Forgive us if you already know all about such stuff, but we think it's highly relevant to Canadians – particularly those considering a mid-size car.

Most people would probably label front wheel drive as a plus – especially those who live in a snowbelt. Exceptions: those who live where it doesn't snow much and driving enthusiasts who – snow or no – see themselves doing ambitious things in the handling sense. Like flicking their tail around in a drift modulated by throttle and, at times, handbrake.

Rear-wheel-drive cars have a decided edge in such things. However, most people *don't* want to “drift around a corner” – if they can help it!

The ES 300 is the only front-wheel-drive vehicle in the Lexus stable *because it's the only mid-size luxury sedan in the line-up*. The principal reason traction and power were united up front

had little if anything to do with weather or driving spirit: it was done so the ES 300 engineers and designers could get their hands on the space liberated *when engine and transmission were combined in one compact unit*.

Reason: Whereas a large car like the LS 430 can afford to use up space placing the engine up front while conveying traction to the back via separate transmission and differential units, less-large sedans must sacrifice rear seat room (plus, often, trunk space.)

This space bonus was put to especially good effect in the new ES 300: *It comfortably accommodates plus-six-footers – front, rear, legroom and headroom*. The precise difference? MOTOR TREND calculates that the ES 300 measures an extra 7.4 cubic feet in cabin volume when compared with a close (front-wheel-drive) competitor... a not inconsiderable point when comfort is so important.



Newly available: Sumptuous, spacious rear quarters by world-renowned designers and craftsmen. Suit refined gentleman or lady of superior taste, who appreciates silent sanctuary, softest leathers, exquisite walnut, soft lighting by which to enjoy cool drink.

Skunks, smog, sun, sleet... all are banished.

If a skunk asserts its presence, or air pollution's rampant, the ES 300's smog and smell-sensing, dust and pollen-catching, air purifying, climate control system immediately strikes back. Automatically it switches to recirculate mode, scrubs the air and switches back again when all is clear. An electrostatic dust collector helps by gathering up floating dust – which also helps to keep the cabin speckless.

Dual-zoned for driver and front seat passenger, separately-controlled front and back, the climate control system was created for the LS 430 flagship and adapted for the ES 300. It is unique to Lexus.

More useful luxuries: If raindrops or sleet start to spot your windshield, sensors command the wipers to obliterate them. If the spots speed up, so do the wipers. And the side view? A titanium silica coating on front side windows helps shed water; outside mirrors are heated to prevent ice build-up.

Windows also boast thicker-than-the-norm, lightly tinted glass that helps insulate occupants from the world outside. It repels noise, cuts glare, helps keep the cabin cool and rejects more than 90% of ultra-violet radiation.

At night, electrochromic controls automatically darken side and rear-view mirrors to cut glare from tailgaters' headlights or setting sun. And when it's dark and nasty out, the way ahead – far ahead – is defined by a sharply-edged, brilliantly-white light. Focused with a clarity that sets new standards, High Intensity Discharge (HID) headlights beam their light both farther and wider than conventional halogen lamps. Self-levelling, they invariably point where they should.



As said one enthusiast,
"they thought of everything!"

Trips that won't jar granny. Others that will lift your spirits.

It's often said: "*Be wary of changing a product's basic character*". Ironically enough, a radical driver-adjustable suspension system (introduced some while ago for the ES 300 and further developed for this year) enables the ES 300 to do just that. To act like the chameleon of the automotive world: *To match ride to road or mood of the moment.*

Faced with the stimulus of a winding road, or its opposite, highway construction with granny in the back, AVS (for Adaptive Variable Suspension) enables the ES 300 driver to "switch suspensions" between limousine-smooth, the comfortable-cum-reassuring mid-zone, and no-compromise sports-firm.

Via an electronically-activated, easily-reached rotary switch, *four* suspension settings (with *sixteen* subtle variants in all) are available for driver and AVS computer to manipulate. At the flick of a finger.

Reaction is next to immediate (.5 of a millisecond is the engineers' figure) as sensors monitor steering and wheel speed, emitting signals to negate unwanted body movement. Said one enthusiastic driver after switching from sport-firm to granny-soft: "*It's like they ironed the road!*"

Also winning instant converts is the ES 300's five-speed, lightning-fast Super Electronically Controlled Transmission. Super ECT not only prompts gear changes so smooth they are barely detectable, it will *not* do irritating things like shifting gears when you brake or take your foot off the gas for a slower car. To reduce both brake *fade* and brake *wear* on a long, steep hill, it *will* kick-in engine braking to partner the formidable, ventilated, four-wheel disc brakes. Smart? Smart as a whip!





Leather so soft; blissful silence or sound sublime. Subtle colours, rich textures and polished walnut trim surround driver and passengers. The 10-way power, dual-setting heated front seats are designed to be relaxing yet supportive over the long haul. Seat leathers are exceptionally soft and supple; they also resist side-slip forces by gently clinging to cloth. Underfoot is fine broadloom.

With the ES 300's world-class .28 co-efficient of drag attesting to the absence of wind whine, the tranquility of near-perfect silence is a powerful incentive for both driver and passengers to unwind. However...

A six-pack in-dash CD changer is at hand and a sound system that is pure, powerful and precise, provides a too-tempting alternative to blissful quiet.

True audiophiles will be tempted further: namely, to opt for the pinnacle of audio excellence among those in the know – the 240 watt Mark Levinson audio system, complete with Automatic Sound Levelizer technology and eight barely-visible speakers perfectly-placed for impeccable sound reproduction.

According to Mark Levinson engineers, there wasn't a car quiet enough to benefit from the advanced technology and acoustic quality of their systems.

Then, three years ago, they evaluated every high-end automobile in the world.

Verdict: *"We preferred the acoustic environment of the Lexus – along with their commitment to a similar level of excellence."*



You are the camera. Imagine that the unseen other car is an ES 300. You're driving. Is the impetuous driver poking his nose out *inevitably* on his way? Or can he tuck back in? Situations like this illustrate why a car's *performance* capability is so important – whether or not you regard yourself as a “sporting” driver.

Your first line of defence? Avoidance. Speed-sensing, progressive-rate power rack-and-pinion steering and fully-independent, double-wishbone suspension with anti-dive and anti-squat geometry, help keep the ES 300 on course and level through sudden swerves, turns and braking.

The ES 300's highly-sophisticated Antilock Braking System (ABS) works with Electronic Brake Force Distribution (EBD), and Lexus Traction Control (TRAC) to ensure the right balance is achieved between right, left, front and back braking. Consequently, you stop in a shorter distance.

When a wheel is about to lose its grip, TRAC feeds power on, off and on again with lightning speed. As a final step, Lexus Vehicle Skid Control (VSC) unites the functions of ABS, EBD, Brake Assist and TRAC to counter incipient skids – and keep you on the straight and narrow.



Computer-linked sensors detect an emergency by how hard and long the driver hits the brakes. If reaction is lacking, Brake Assist adds braking power. It also senses when you're carrying a heavy load, or going downhill, and could use its help.

In most ABS/EBD/Brake Assist/TRAC/VSC-aided circumstances, an ES 300 driver is blissfully unaware of the help.

So why do Lexus research engineers spend so much time and energy on such “undercover” items. Because Lexus doctrine has it that the only good accident is one that's avoided.



Sometimes power, complemented by dexterity, is the agent that helps whisk you from danger. The ES 300's 24-valve, 210 horsepower V-6 features Lexus' famed Variable Valve Timing with intelligence (VVT-i) to provide vivid response in sudden emergencies. (And strong, silent cruising during the recovery period!)



Knowing when to be tough and when to yield. The unibody for the new ES 300 hangs extra tough. Deploying new knowledge and technologies, its pillars extend further into a roof that is itself stronger. Side pillars are thicker; the floor has been reinforced.

But is *unyielding* strength always the best defence? No. Front and rear ends of the ES 300 crumble *progressively* on impact – while leaving the cabin intact. Its engine slides *under* the cabin. Its doors automatically unlock so help can get in and occupants get out.

Lexus crash tests show that seats should act as *mini crumple zones*, cradling the body to the point at which force would cause injury. The seats then yield, deform – and absorb shock. Of a new Whiplash Injury Lessening design, their WIL title echoes their second function.

When a collision is less severe, the ES 300's airbags inflate in two stages to afford better protection for smaller occupants. Its seatbelts are also "smart"; the instant G-forces become

too strong for the body to absorb, they release tension to cushion impact.

To protect against side collisions, *steel beams* are built into the ES 300's doors. Rather than being tucked into the doors, *side airbags* activate from the side of the seatback – alongside the occupant.

Curtain-shield airbags protect the upper body and head of both front and rear seat passengers; "soft-form" interiors, backed with a cushioning layer, are fitted to impact-vulnerable areas.

One last point: In the safety measures chronicled on this page, *exactly the same can be said for the flagship LS 430*. No more, no less.

Which is nice for us to be able to say. And, we trust, for you to know.



Bridging the gap between the pleasures of beauty, the indulgences of luxury, the stimulation of performance and the peace-of-mind of safety.



The last round-up: Excerpts from comprehensive reviews/road tests.

“The 2002 Lexus is a symphony on wheels... It’s hard not to feel pampered when you’re encased in soft leather and rich wood, with amenities at your fingertips... In the past years, the ES 300’s styling has been on the cautious side, but confidence replaces caution in the 2002 model... It has an authoritative, almost aggressive demeanor... for those who have the wherewithal, it delivers unsurpassed luxury for the money.” – CARS.INSIDEBAYAREA.COM.

“There’s the sense of luxury you see from looking at the new body panel shapes and narrower fits... the exterior shape of the ES 300 is more flamboyant than anything in the Lexus line but the SC 430 roadster... As it did for the LS 430, Lexus refined the ES 300 suspension tuning to provide for what it calls ‘a more engaging driving experience’, yet with even greater ride smoothness.” – AUTO123.COM.

Another Canadian long-term observer of the automotive scene put it this way: *“The ES 300 always struck me as being to the car world what ‘basic black’ is to the fashion world. With the intro of the new ES 300, ‘basic black’ is now ‘haute couture’... sleek, sexy, sophisticated, it is a luxury sedan that will appeal to even those with the most discriminating of tastes. Bravo Lexus!”*

“The ’02 ES 300 is still about setting comfort and quietness standards. In fact, based on our road and test-track evaluation, this updated version has moved them even higher.” – MOTOR TREND.



What price luxury? And what is it, anyway? When beauty is in the eye of the beholder, one person's "wow!" can be another one's "so?"

Luxury encompasses a broader spectrum of emotion, employing eye, ear, nose, feel, nostalgia – senses and emotions, both rational and irrational.

Luxury is comfort on a bumpy road, a feeling of security on a wild and wintry night, the quiet ker-chunk of a well-fitted door, the glow of paintwork at sunset, the feeling engendered by cornering flat and sure at speed, or braking so smoothly the rim-full cup of coffee stays put. It is pride of ownership (including the feeling that people may think the better of you). It is taste; it is the *absence* of things one *dislikes*.



Such are the luxuries and the beauties of Lexus. With eight distinctively-different models, each of them the crown jewel of a design and engineering team assembled to create a masterpiece of its genre.

Lexus – makers and owners alike – may well refuse to be typecast. And so they should. However one defines it, *Lexus is luxury. And its pursuit of perfection relentless indeed.*

Secrets of staying young. Every Lexus is expected to defy the ravages of heat, cold, distance and time. You might say it's a matter of breeding – and of cherishing your assets while enjoying them. Instances:

A glowing skin: Lexus is noted for lustrous, *perfect* paintwork. No wonder: the Lexus painting process involves as many as *forty-two separate steps*. Including: a zinc phosphate film to increase corrosion resistance and paint adhesion; anti-chipping paint; paint dried at a precise 140° for 30 minutes; constant wet sanding, washing, air blowing and drying. (You can *imagine* the fussiness of the top coat.)

An age-defying attitude: The problem with car interiors is that leathers, woods, fabrics and finishes differ greatly in the *rate* at which they fade. Defying the inevitable, a Lexus Anti-Aging Team devises ways to ensure that all materials fade not only slightly *but at almost identical rates*. Anyone who has seen the mint condition of a veteran Lexus will know this: the Lexus Anti-Aging Team spends its time well.

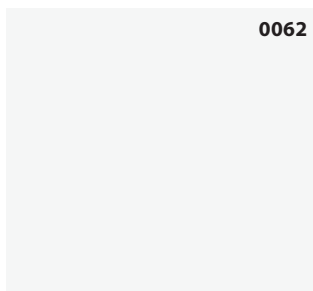
A “fishy” tale: 500 kilometres north of Regina on a fishing trip, a Lexus customer locked his keys in the car, canoed to an Indian village and called Lexus by radio telephone. A key was cut – but missed the once-a-week flight. Lexus chartered a plane to deliver the key. No charge. It was part of the *all-inclusive, 24 hours a day, 365 days a year* Lexus Roadside Assistance Protection program.

A conclusion... or is it a beginning? In that it defies aging... offers outstanding performance and luxury... is a beneficiary of service standards as relentless as its skin is lustrous... and offers the same industry-leading technology and quality standards as the LS 430, acclaimed Lexus flagship, may we ask: What's keeping you on the *outside* of the elegant new ES 300?

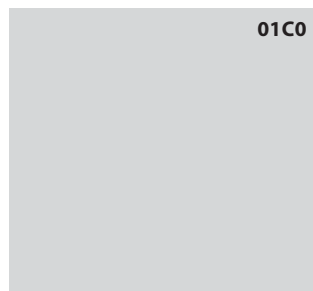
The Lexus difference. All-round excellence requires more than top-rate design and brilliant engineering. It is found in immaculate fit and finish; in a deep-down, multi-layered glow; in unseen touches such as anti-chipping paintwork; in a plethora of anti-aging measures that, collectively, keep a Lexus looking new so much longer. Here, in extreme close-up, is where the Lexus difference really shines.



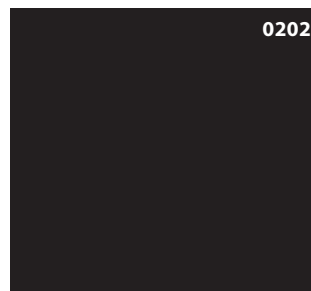
ES 300 EXTERIOR COLOURS



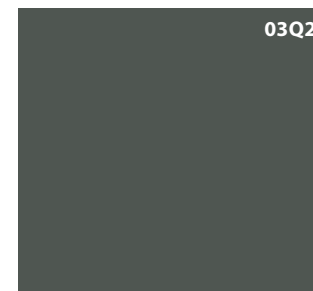
Crystal White*
Black, Ivory



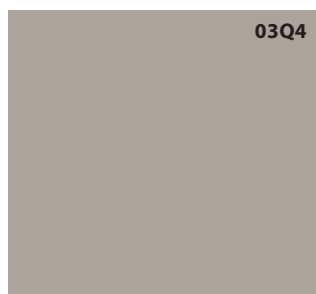
Millennium Silver Metallic
Black



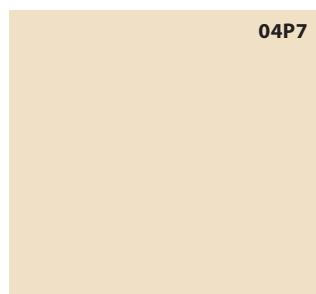
Black Onyx
Black, Ivory



Black Garnet Pearl*
Black, Ivory



Alabaster Metallic*
Charcoal, Black



Mystic Gold Metallic*
Ivory



Mystic Green Mica*
Black, Ivory



Starlight Pearl*
Black, Ivory



Blue Onyx*
Black, Ivory

INTERIOR COLOURS



Black Leather



Charcoal Leather*



Ivory Leather

* New exterior colour for 2002. † New interior for 2002. Colours and interiors are subject to change during model year. Please see your Lexus dealer for details. Due to the limits of computer monitors and printers, the colours on this page are only representational of the actual paint and interior finishes. See your Lexus dealer for accurate samples.

Lexus ES 300 Specifications & Features*

Dimensions

Body Type – 4-door 5-passenger luxury sports sedan.
Construction – Unitized body with anti-vibration subframes. Extensive use of galvanized steel and other anti-corrosive measures.
Overall Length – 4855 mm (191.1 in.)
Width – 1810 mm (71.3 in.)
Height (unloaded) – 1455 mm (57.3 in.)
Wheelbase – 2720 mm (107.1 in.)
Curb Weight – 1560 kg (3439 lbs.)
Tread (front/rear) – 1545/1535 mm (60.8/60.4 in.)
Headroom (front/rear) – w/moonroof 955/937 mm (37.6/36.9 in.)
– w/o moonroof 978/950 mm (38.5/37.4 in.)
Legroom (front/rear) – 1072/904 mm (42.2/35.6 in.)
Shoulder Room (front/rear) – 1443/1417 mm (56.8/55.8 in.)
Trunk Space – 0.519 cu. m. (18.3 cu. ft.)
Fuel Tank Capacity – 70.0 l (15.4 imp. gal.)

Engine

Engine Type (1MZ-FE) – V6
Displacement – 3.0 litres (2995 cc)
Valvetrain – DOHC 24 valves, Variable Valve Timing with intelligence (VVT-i)
Acoustic Control Induction System (ACIS) and Electronic Throttle Control System with intelligence (ETCS-i)
Ultra-Low Emissions Vehicle (U-LEV)
Bore x Stroke – 87.5 x 83 mm (3.44 x 3.27 in.)
Horsepower – 210 hp (157 kW) @ 5800 rpm
Torque – 220 lb. ft. (298 N.m) @ 4400 rpm
Compression Ratio – 10.5:1
Engine Management – Computer control of sequential multi-port fuel injection.
Direct Ignition System (DIS) with dual knock sensors.
Fuel Requirement – Unleaded. Premium Unleaded recommended for improved performance.

Drivetrain

Transmission – 5-speed Super Electronically Controlled Transmission (Super ECT).
Overdrive top gear.
Drive Wheels – Front-wheel drive
Final Drive Ratio – 3.48:1
Suspension – Front: gas-filled MacPherson struts, ball-joint type stabilizer bar, anti-dive geometry. Rear: independent dual link MacPherson strut type with ball-joint type stabilizer bar, hydraulic strut mounts
Steering – Engine RPM sensing, power rack-and-pinion steering, 3.1 turns, lock-to-lock.
Brakes – 4-wheel, power-assisted discs.
Antilock Braking System (ABS) – 4-sensor, 4-channel.
Wheels/Tires – (4) 16 x 6.5JJ 9-spoke alloy wheels. (5) P215/60 R16 Michelin performance all-season radials.

Performance Capabilities

Acceleration, 0-60 mph** – 8.1 seconds
Fuel Consumption, L/100 km*** – 11.4 City, 7.4 Highway, 9.6 Combined
Turning Circle – 11.2 m (36.8 ft.)
Coefficient of Drag (cd.) – 0.28

Interior/Exterior Features

Leather trimmed seats, headrests, steering wheel, shift knob and console box lid.
Power-assisted and heated driver and front passenger seats, driver's seat 2-position memory system.
Lexus/Pioneer Premium AM/FM MPX ETR with cassette and CD. 195 watt sound system with 7 speakers. Glass-imprinted diversity antenna system.
California walnut trim
Automatic climate control with manual override and soft-touch controls, left and right dual controls, clean air filter
Cruise control
High solar energy absorbing tinted glass
Power door locks with driver's door 2-turn unlock feature, gear shift activated Automatic Door Lock System
Keyless remote entry with adjustable audible warning, trunk release and panic alarm
Driver and passenger illuminated vanity mirrors
Fully integrated theft deterrent system with encoded vehicle immobilizer
Power windows with driver, passenger and rear "auto up/down" feature with jam protection.
Retained accessory power for operation of windows and optional moonroof
Tilt steering wheel
Dual power colour-keyed and heated side mirrors with electrochromic automatic dimming
Automatic dimming electrochromic day/night rearview mirror with compass
Driver and front passenger Dual Stage airbag supplemental restraint system (SRS)
Side-impact airbag Supplemental Restraint System (SRS) for front seats
Front and rear Side Curtain Airbags
Energy absorbing soft upper headliner and pillars
Driver and front passenger adjustable pillar shoulderbelt anchors
Front seatbelt pretensioner and force limiter system
Driver and passenger seatbelt warning indicator
Rear centre headrest
Carpeted floor mats
Low washer fluid warning lamp
Outside temperature indicator
Electronic analog gauges
Interior power remote trunklid and fuel filler door releases
Variable intermittent wipers
Integrated fog lamps
Pre-wiring for cellular phone
Rear seat fold-down arm rest with trunk pass-through
Wheel-lock package

Lexus ES 300 Specifications & Features*

Interior/Exterior Features (cont'd)

Aluminum alloy wheels
Map lamps
Door courtesy lamps
Front foot lamp
Trunk mat
First aid kit
Automatic Light control system
Front and rear cupholders
Programmable garage door opener
Accessory power outlet
Front seatback pockets
Adjustable rear seat headrests
3-point rear seat centre lap and shoulderbelt
Heavy duty rear window defogger with timer
Two-stage console box with cellular phone storage and LED light
Multi-information display (Outside temperature and Vehicle performance information)
Purse or bag hook in front passenger area
Luggage compartment hooks

Optional Equipment

Luxury Package includes: Sunroof, HID headlamps, in-dash 6-disc CD auto-changer, TRAC, VSC, rear sunshade, rain sensing wipers.
Premium Package includes: Luxury Package plus wood steering wheel, Adaptive Variable Suspension (AVS), Mark Levinson Audio.

Available Accessories

Cargo net
Block heater

Warranty

Comprehensive coverage: 48 months/80,000 km
Powertrain: 72 months/110,000 km
Corrosion Perforation: 72 months/unlimited mileage
Roadside Assistance: 48 month, 24 hour roadside assistance
with free travel planning
See your Lexus dealer for details.

**TOYOTA CANADA INC. Every effort has been made to ensure the specifications and equipment shown are accurate based on information available at time of printing. In some cases, certain changes in standard equipment, options or product delays may occur which would not be reflected in this brochure. Toyota Canada Inc. reserves the right to make these changes without notice or obligation. Your Lexus dealer is your best source for up-to-date information.*

***Performance figure is shown for comparison only, and was obtained with prototype vehicles under test track conditions by professional drivers using special safety equipment and procedures. This should not be attempted on public streets or highways.*

****FUEL CONSUMPTION RATING. These estimates are based on the Government of Canada's approved criteria and testing methods. The actual fuel consumption of this vehicle may vary. Refer to the Government of Canada publication – EnerGuide Fuel Consumption Guide.*

Some features mentioned and/or shown in this brochure may only be available as part of an optional package.

Lexus reminds you to place small children
in CSA-approved car seats – ***in the rear seats.***
To always wear your seat belts.
And to drive safely.