



LEXUS RX 300

“Lexus is at it again!” When Lexus was but a gleam in its maker’s eye, the decision was made to scrutinize *every aspect of every model*. The goal: perfection. New ways of thinking spawned new technologies and new techniques – along with design and manufacturing standards that were more than exceptionally rigorous; they were unprecedented.

Launched in Canada in 1990, the first Lexus was impeccably designed, crafted and finished. Pundits and public alike greeted 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. In so doing, Lexus raised the bar for *all* luxury sedans.

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

In little more than a decade (while competitors played catch-up) Lexus blanketed the Canadian automobile industry’s

More than a decade later, Lexus is yet again top of the pole, achieving levels of reliability unprecedented in Canada, the U.S. and, it would seem, wherever else they roam. Achieving, too, new performance benchmarks set by technologies embodied, most notably, in • the super-luxurious, impressively-performing Lexus flagship, the LS 430, • the mighty LX 470, its luxurious interior rivaling the Lexus flagship, its massive presence proclaiming its tough-as-nails character and • the smooth-riding RX 300, shown here.



luxury landscape with an eight-model challenge to the entrenched (European) establishment.

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.

Among this stellar roster, a duo of industry-leading luxury SUVs: the LX 470, mighty, majestic tamer of topography, and the mid-sized RX 300, the world’s first “civilized” SUV, and subject of this book.

As one reviewer so aptly put it: “*Lexus is at it again!*”

“Good ‘nuff - NOT!” Cookie-cutter solutions play no part in the design of a Lexus. No “family look” is sought. No awkward compromises are struck with the marketing and financial people. 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 unequivocal support means that from top to bottom, inside, outside, every which way, every Lexus is unified to the team leader’s vision. Extraordinary.

The mandate given the RX 300’s team leader: design the perfect sports *luxury* vehicle, one that combines the best of the SUV world with the comfort and ride of a luxury sedan. The team’s first step: talking to drivers who liked the idea of an off-road vehicle but were unwilling to relinquish the pleasures derived from their luxury cars. The team listened, learned and set to work. Their success is evident: The RX 300 has earned accolades aplenty and several major awards, including Best SUV of the Year and Best Luxury SUV. Bravo Lexus!

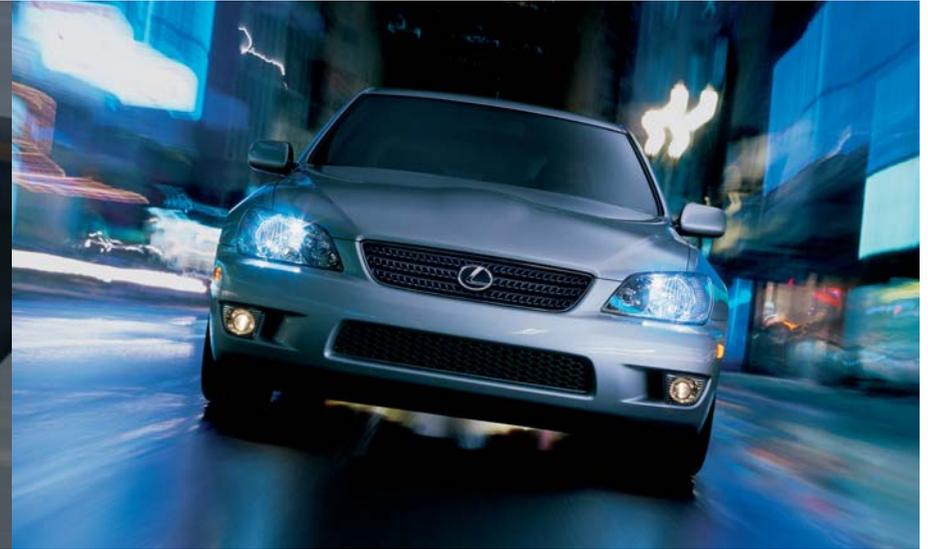


Below left: The awesomely smooth and even quieter, faster and more agile, incredibly luxurious Lexus flagship, the LS 430.

Below right: the new-generation ES 300 mid-size luxury sedan.

Above: The “awesome” GS 430 luxury sports sedan.





According to the Scribes... Pithy snippets from North America's automotive writers.

CAR AND DRIVER reported that 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"*, and summarized: *"Incredible luxury, technology and overall performance"*.

The **GS 430's** ride quality was *"first-rate"*, its response *"razor-sharp"*, torque *"prodigious"*, and speed *"smooth and fluid"* – THE GLOBE AND MAIL/CARGUIDE magazine. CAR AND DRIVER applauded the **GS 300's** *"silky powertrain... brilliant rear-wheel-drive chassis dynamics... Gibraltar-solid chassis... serene sophistication."*

As for 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"* – CAR AND DRIVER.

MOTOR TREND praised the new **ES 300** as having a *"creamy driving behaviour that truly rivals that of top prestige sedans"*. Of its interior styling: it *"is perfectly gorgeous and its execution nearly flawless"*. According to the NATIONAL POST, the **IS 300's** engine was *"a model of sophistication"*. To MOTOR TREND its steering and suspension were *"fantastic"*. USA TODAY found that, overall, the saucy newcomer in the compact sports sedan sector was a *"daunting package for rivals to trump"*.

AUTOWORLD.COM on the **LX 470**: *"... the best of the best... the quality and luxury that only Lexus can deliver... the ultimate in luxury SUVs."*

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.





Faster, quieter, roomier too. From the outset, the Lexus RX 300 was designed to be a thing apart. In rising to the challenge of creating a new style luxury sports utility vehicle, Lexus engineers sought to address the primary concerns expressed by the “would like to own one but...” crowd. Namely, things like comfort, refinement, stability, sophistication and fuel consumption. Said CAR AND DRIVER, “Lexus set about making a vehicle that retained the SUV assets and yet provided a car-like ride, secure handling and class-beating refinement.” Designed to be faster, quieter, more spacious and comfortable than the competition, the FINANCIAL POST MAGAZINE* said it is “quite unlike anything that’s gone before”.

Mindful of the research, Lexus engineers designed the RX 300 to maximize passenger room and cargo space while preserving luxury sedan styling. True to Lexus form, its look is distinctive. And seemingly very well-received. “The shape (has) struck a chord with its buyers”, said MOTOR TREND. As noted the GLOBE AND MAIL, this is one SUV “that looks like it

belongs in this century, not the last.”

For many, the words “sleek”, “nimble” and “plush” don’t usually come to mind when thinking of SUVs. If you’re among them, maybe it’s time to see why the experts use those words – repeatedly – when describing the RX 300.

*Now NATIONAL POST MAGAZINE



Thumbs-down verdict spurs bottom-up design.

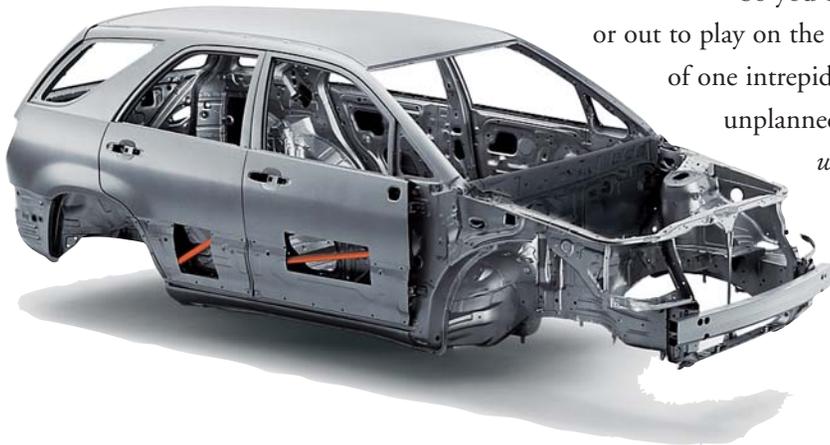
Normal SUVs perch on a framework of girders. Among the drawbacks: boxy, truck-like ride and styling. And performance diminished by the added weight.

Lexus engineers' verdict on that approach "thumbs down". As Lexus has done so well so many times before, they chose to break new ground. From the bottom up, literally, Lexus engineers created an SUV with what MOTOR TREND describes as *"a new level of ride comfort... with a degree of quietness and smoothness more comparable to a luxury car"*.

That's because the RX 300 is built on its own unique floorplan. Rather than a traditional truck platform, RX 300 utilizes car-like unibody construction with an innovative sub-frame that *"minimizes creaking in the joints and absorbs road irregularities better than a body-on-frame configuration"* – EDMUNDS.COM. The engine: a highly modified version of the ES 300 sedan's 3.0-litre V6, refined to meet the needs of SUV action while maintaining its original driving pedigree. And at its heart, an invisible all-wheel-drive system is always there, instantly available whenever you need it.

According to a TORONTO SUN automotive expert, this bottom-up approach has produced *"a vehicle at the cutting edge of 'crossover' design and technology – an all-terrain 4WD that rides and handles like a luxury sedan, not like a truck."*

So you can feel equally confident whether taking it out to the theatre, or out to play on the most slippery, snowy or slimy of country back roads. In the words of one intrepid automotive reporter from WOMAN MOTORIST.COM on an unplanned adventure, *"the RX 300 traversed boulder-sized rocks and romped over winding rough trails with aplomb"*.



Sleek, smooth and certainly no slug. An SUV – any vehicle, for that matter – can have all the creature comforts and style in the world. But that’s all for naught, mere window dressing, if it’s a slug outside the showroom. No chance of that with the RX 300.

Its engine, the 3.0-litre V6 from the ES 300 sedan, has been extensively re-engineered to produce more horsepower (220 @ 5800 rpm) and extra torque (222 lb. ft. at 4400 rpm). Says AUTOSPEED, *“It delivers strong mid-range torque and its smoothness is exemplary”*. With double overhead cams, 24 valves and variable Valve Timing with intelligence (VVT-i), performance and economy are enhanced throughout the engine speed range. In the hands of the experts, the RX 300 posts outstanding performance numbers for an on/off-road 4WD. Braking (power-assisted discs with 4-sensor, 4-channel ABS) is similarly impressive.

And it’s smooth. The NATIONAL POST called the RX 300’s V6 *“one of the smoothest to be found in any SUV”*. The Super Electronically Controlled Transmission (Super ECT) shifts instantly, seamlessly – through its four speeds. It even has slope compensation control. Says AUTOSPEED, *“this really is a very smart trans – you never catch it out in the wrong gear, and we love the way it automatically changes down while making descents”*.

The engine speed-sensing power-assisted rack and pinion steering is sensitive and precise. Jarring, truck-derived suspension... typical 4WD body roll and lean? Banished. 4WD vibration through steering wheel or derrière? Not a hint.

The RX 300: Sleek, smooth – and certainly no slug.



Calm, cool and technically tops. Not only is the RX 300 engineered to ride with Lexus *sedans*, it's right up there with the very best when it comes to technical innovation.

Consider: RX 300's aerodynamic design not only looks good, but slices through the air with a drag co-efficient of 0.36, the lowest of any SUV. This not only translates into outstanding fuel economy for an SUV, but a 0-60 mph time of 8.8 seconds.

Vibration-cancelling, fully-active engine mounts reduce feedback to the steering wheel. *"As a result,"* says CAR AND DRIVER, *"the wheel is unusually calm in the driver's hands"*.

Calm also comes from the assurance of good outward vision. VIRTUALROADTEST.COM praises the RX 300's *"skyscraper side glass affording incredible views for all passengers"*. Front side windows are designed to shed water. Oversize outside mirrors are heated to shed early morning frost and prevent ice buildup. Further, thicker-than-normal glass not only insulates passengers from the cacophony of the outside world, it is lightly tinted to help cut glare and keep the cabin cool. It also rejects more than 90% of ultra-violet radiation.

Unpleasant odours, allergy-causing dust and pollen are automatically filtered by the climate control system.



At journey's end, headlights switch themselves off, the key that silences the near-silent engine also locks the doors, lowers the antenna, closes the windows and tucks in the power tilt-and-slide sunroof.

Concerned about car thieves? Worry not. The RX 300 is equipped with a fully-integrated theft-deterrent system with an encoded vehicle immobilizer.

Sitting in the lap of luxury. Oft heard from first-time SUV buyers: *“How easy is it to get in and out?”* WOMAN MOTORIST.COM: the *“RX300 provides enough off-road ground clearance for poor weather and road conditions, yet step-in height is lower than other SUVs for more convenient entry and exit.”* Another commented: *“In the RX300, in and out’s a breeze”*.

Once inside, Lexus luxury is apparent. Buttery soft leather seats are hailed by many automotive authorities as being the *“softest”* and *“most comfortable”* on the market. They also cling gently to cloth to resist side-slip forces. A walnut-trimmed centre console gleams. Beneath your feet: fine broadloom and matching carpeted floor mats. Says WOMAN MOTORIST.COM, *“In fine luxury car tradition, the RX300 is smooth in fit and slick and lovely in finish”*.

To drive an RX300 is to sit above the action. Serene, confident and comfortable, with a commanding view to all sides. *“Front buckets... are more like thrones,”* VIRTUALROADTEST.COM; *“The hood slopes steeply away, thus providing an unobstructed panoramic view out the windshield”*.

The electric-powered seat cushion raises and lowers in tandem with the seat back and lumbar support. *“Short, tall, large, small, every driver can find just the right position with the 10-way power seat”*, said WOMAN MOTORIST.COM.

And it’s not just the driver who’s cosseted. *“Fore-and-aft sliding seats were much appreciated by a six-foot-six passenger. He said it was the first time he’d ever been comfortable in a back seat”*, wrote CAR AND DRIVER.

How ‘bout that? A five-passenger vehicle that really does accommodate five – comfortably.



RX 300: “Family heritage obvious”.

The RX 300 interior: the perfect marriage of form and function. Outstanding aesthetics and ergonomics create an interior that is highly functional, while displaying what VIRTUALROADTEST.COM describes as “phenomenal levels of refinement”.

The gearshift knob and tilt steering wheel are leather-wrapped. Radio and heater/AC controls are big, easy-to-find rotary dials, all within easy reach and in plain view.

“The instrument panel is a thing of beauty”, said the NATIONAL POST. Principal instruments are crystal-clear, their vivid pointers not merely back-lit but super-thin fluorescent tubes. Whatever the outside light, they are read at a glance.

Radio, CD, outside and cabin temperatures, average speed and other data are displayed on a blue-hued, electro-luminescent information panel in the centre of the dash. A six-CD auto-changer is in-dash (rather than in the back or under a seat). And the sound system is as crystal-clear as the instrumentation, with seven strategically placed speakers and 190 watts of power.

Amenities such as map lamps, multi-function keyless remotes and plenty of storage compartments are, of course, de rigueur these days.

In back, a tonneau cover hides your valuables from view. Remove headrests and the rear seat folds flat for cargo (with a 60/40 split), creating over 130 cubic feet of interior volume.

All these little things add up, creating an unmistakable feel of quality. In the words of EDMUNDS.COM, “The Lexus family heritage is obvious in the RX300”.



'cause stuff *does* happen...

Accidents happen – a statement that's all too true, unfortunately. Sometimes the unavoidable is inevitable. So Lexus concentrates on finding ways to minimize damage when “*stuff happens*”.

For instance, despite conventional wisdom, unyielding strength is not always the best defence. Examples:

The stronger the seat, the better the protection? Hardly. Lexus crash tests show that seats should act as mini-crumple zones, cradling the body only to the point at which force would cause injury. Lexus seats then yield, deform – and absorb shock.

Similarly, the RX 300's front and rear ends crumple progressively on impact – while leaving the cabin intact. The engine is designed to slide *under* the cabin, rather than *into* it. Hooks grab the hood and stop it from smashing through the windshield. There are *two* telescoping joints on the steering column.

Doors automatically unlock, so help can get in and occupants can get out. Steel beams are built into the doors to protect against side collisions. “Soft-form” interiors, backed with a cushioning layer, are fitted to impact-vulnerable areas. Front seat belts are “smart” too. They have pretensioners and force limiters, so the instant G-forces become too strong for the body to absorb, they release tension, cushioning impact. And, of course, there are dual front air bags, and seat-mounted side impact airbags for driver and front passenger.

But is the unavoidable always inevitable? For RX 300's arsenal of *active* safety features, see over page.



The better the handling,
the better your chances.





Staying out of trouble. Obviously the best accident is the one that doesn't happen. Sometimes the inevitable is actually avoidable, given an alert driver and a vehicle that responds instantly.

That's where the RX 300's impressive array of active safety features comes into play. As in ABS + VSC + TRAC = peace of mind. *What?!*

To explain: First, there's the impressive stopping force of the RX 300's four-wheel disc brakes (ventilated up front, with 4-sensor, 4-channel ABS all around). Reacting with a rapidity measured in milliseconds, braking or feeding power to each wheel simultaneously, as needed, the RX 300's sophisticated Anti-lock Braking System (ABS) works in concert with Vehicle Skid Control (VSC) and four-wheel Traction Control (TRAC) to keep you on course. If you hit the brake quickly enough to signal alarm, but not hard enough to counter an emergency, electronic Brake Assist instantly kicks in to lend a hand. (Or should it be *foot?*)

Finally, adding to your peace of mind, is the fact the RX 300 topped its class in crash testing by the Insurance Institute for Highway Safety. Earning a four-star rating, it garnered the institute's coveted "Best Pick" award. Said one owner, *"When my daughter and I were in a bad crash, I was thankful we had the RX. We walked away unharmed; the other car was a write-off and the people were taken away by ambulance. Now I feel really safe driving my SUV."*



"It's a ripper!" Still unconvinced? Then consider these final comments about the RX 300 from automotive journalists across North America and around the world.

Driveability: *"A car-like ride, secure handling and class-leading refinement."* – CAR AND DRIVER. *"The RX300 handles twisty roads like a pro."* – EDMUNDS.COM.

Power: *"The 220-hp, three-litre dual overhead cam V6 under the hood is one of the smoothest to be found in any SUV."* – NATIONAL POST. *"The all-aluminum VVVT-i unit is responsive and has plenty of zip, hustling the RX300 along in a smooth, no-nonsense way."* – Colin Dawson, WORLD OFF ROAD.

Creature comforts: *"Impressive stereo. Feels like you have headphones on when you crank up the volume."* – CAR AND DRIVER. *"Absolutely bursting with quality, power, innovation and practicality."* – AUTOSPEED.

Utility: *"The shifter console literally hangs from the dashboard, leaving floor space for a big purse or a small sack of groceries."* – WOMAN MOTORIST.COM. *"Enough luggage space for a cross-country expedition."* – VIRTUALROADTEST.COM.



And in Australia, where they know a bit about off-roading, and where per capita 4WD ownership is among the highest in the world, the RX 300 (or Harrier, as it's known "Down Under") has been summed up by AUTOSPEED in three concise words: *"It's a ripper!"*

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, 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: of its eight distinctively-different models – and of the RX 300 in particular – 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, comfort and luxury... is a beneficiary of service standards as relentless as its skin is lustrous... may we ask: What's keeping you on the *outside* of the Lexus RX 300, the world's first “civilized” SUV?

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.



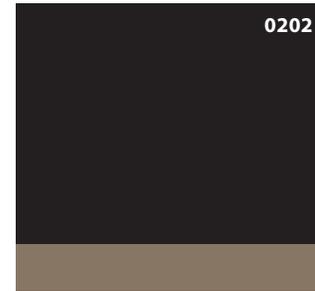
RX 300 EXTERIOR COLOURS



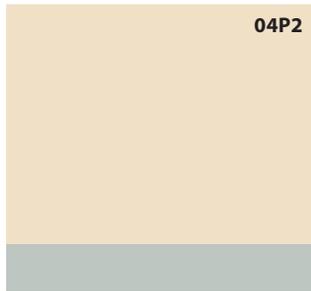
Winter Gold
Black Leather, Ivory Leather



Millennium Silver Metallic
Black Leather, Ivory Leather



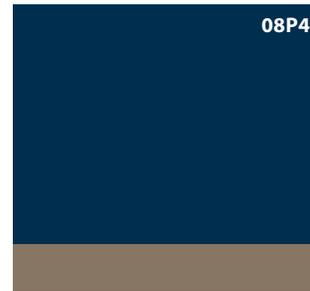
Black Onyx
Black Leather, Ivory Leather



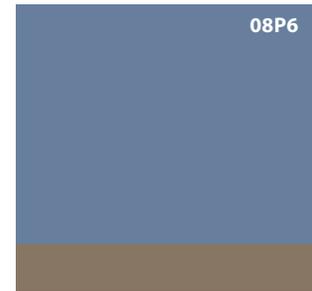
Burnished Gold Metallic
Ivory Leather



Mineral Green Opal
Black Leather, Ivory Leather



Indigo Ink
Black Leather, Ivory Leather



Victorian Silver
Black Leather

INTERIOR COLOURS



Black Leather



Ivory Leather

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 RX 300 Specifications & Features*

Dimensions

Body Type – 4-door 5-passenger luxury sport utility with full-time 4WD
Construction – Unitized body with modular suspension subframes. Extensive use of galvanized steel and other anti-corrosion measures.
Overall Length – 4580 mm (180.3 in.)
Width – 1815 mm (71.5 in.)
Height (unloaded) – 1670 mm (65.7 in.)
Wheelbase – 2615 mm (103.0 in.)
Curb Weight – 1780 kg (3925 lbs.)
Gross Vehicle Weight – 2247 kg (4950 lbs.)
Minimum Running Ground Clearance – 196 mm (7.7 in.)
Approach Angle – 28.0 degrees
Departure Angle – 23.3 degrees
Tread (front/rear) – 1565/1550 mm (61.6/61.0 in.)
Headroom (front/rear) w/o moonroof – 1004/995 mm (39.5/39.2 in.)
w/moonroof – 969/982 mm (38.1/38.7 in.)
Legroom (front/rear) – 1035/925 mm (40.7/36.4 in.)
Shoulder Room (front/rear) – 1467/1448 mm (57.7/57.0 in.)
Hip Room (front/rear) – 1402/1402 mm (55.2/55.2 in.)
Cargo Capacity – rear seat up (min.) – .913 cu. m (32.2 cu. ft.)
rear seat up (max.) – 1.073 cu. m (37.8 cu. ft.)
rear seat down – 2.125 cu. m (74.8 cu. ft.)
Fuel tank capacity – 73 l (16.1 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)
Bore x Stroke – 87.5 x 83.0 mm (3.44 x 3.27 in.)
Horsepower – 220 hp (164 kW) @ 5800 rpm
Torque – 222 lb. ft. (301 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 – Premium unleaded recommended

Drivetrain

Transmission – 4-speed Super Electronically Controlled Transmission (Super ECT).
Overdrive top gear.
Drive Wheels – Full-time 4-wheel drive with viscous coupling controlled centre differential
Traction Control (TRAC)
Vehicle Skid Control (VSC)
Final Drive Ratio – Front: 3.291:1 Rear: 2.928:1
Suspension – MacPherson strut with cradle-type anti-vibration sub-frame front and rear,
(17mm) front and (15mm) rear stabilizer bars.
Steering – Progressive rate power rack & pinion. 2.6 turns lock to lock

Brakes – 4-wheel disc, power assisted, ventilated front, solid rear
Antilock Braking System (ABS) – 4-sensor, 4-channel
Brake Assist
Wheels/Tires – (5) 16 x 6.5JJ aluminum alloy wheels, (5) P225/70R16 Bridgestone all-season tires

Performance Capabilities

Acceleration, 0-60 mph** – 8.8 seconds
Top Track Speed** – 180 km/h (112 mph)
Fuel Consumption, L/100 km*** – 13.0 City, 9.7 Highway, 11.5 Combined
Turning Circle – 6.3 m (20.6 ft.)
Coefficient of Drag (cd.) – 0.36
Towing Capacity – 1587 kg (3500 lbs.)

Interior/Exterior Features

Lexus/Pioneer Premium AM/FM ETR with cassette. 190 watt sound system with 7 speakers;
power/diversity antenna system
In-dash 6-disc CD auto-changer
Driver and front passenger airbag Supplemental Restraint System (SRS)
Seat mounted side-impact airbag Supplemental Restraint System (SRS) for front seats
Driver and front passenger seatbelt pretensioner & force limiter system
3-point rear seat centre lap and shoulderbelts
Adjustable "B" pillar shoulderbelt anchors
Auto-off headlamps & light control system
Fully integrated theft deterrent system with encoded vehicle immobilizer
Cruise control
Leather wrapped steering wheel and shift knob
Tilt steering wheel
High solar energy absorbing tinted glass
Water-repellant front side windows
Privacy glass on rear doors, quarter windows and rear hatch
Heavy duty rear window defogger with timer
Moulded & colour-keyed front and rear mudguards
Colour coordinated bodyside cladding
Roof Rails
Power door locks with driver's door 2-turn unlock and window open/close feature
Multi-function Keyless Remote Entry with adjustable audible warning, car finder and
panic alarm
Power windows with driver central control 4-window "auto up/down" & "anti-jam" features
Sunglasses storage in overhead console
Multi-function information panel
Cargo area tonneau cover
Electronic analog gauges
Remote fuel lid release
Variable intermittent wipers
Rear (intermittent) wiper/washer

Lexus RX 300 Specifications & Features*

Interior/Exterior Features (cont'd)

Dual heated power remote-controlled and colour-keyed side mirrors
Driver and front passenger illuminated vanity mirrors
Walnut trim on centre console & power window switch pads
Automatic climate control with manual override
60/40 split and fold-down rear seat with recline/fore-aft and centre armrest
Glovebox, door courtesy and map lamps
Illuminated entry system
Projector fog lamps
Power assisted driver and front passenger seats with seatback pockets and fold-down armrests
Tachometer, dual trip odometer and digital clock
Outside temperature indicator
Carpeted floor mats
Cargo area mat
Coat hooks
First Aid kit
Alloy wheel locks

Optional Equipment

Luxury Package: Leather trimmed seats & headrests, front seat heaters, driver seat memory system, integrated garage door opener, electrochromic automatic dimming side view mirrors, electrochromic rear view mirror with integrated digital compass, dust & pollen filtration system, power tilt & slide moonroof.
Sport Package: "Luxury Package" + spoiler, roof rack, aluminum accents (replaces wood accents). Available in Black Leather interior only.

Available Accessories

Rear spoiler
Roof rack (Standard on Sport Pkg.s) with optional ski/snowboard/bike carrier
Block heater
Cargo net

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 not be available in Canada, or 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.