“For the new RC 300h we’ve created an elegant sports coupé with stunning looks. Incredibly rewarding to drive, inside it offers a Japanese ‘Omotenashi’ welcome.”

RC CHIEF ENGINEER
NAOKI KOBAYASHI
Engineered to stir the soul, the new RC 300h is one of the most attractive cars Lexus has ever created. Fusing design cues from the LC sports coupé with peerless ‘Takumi’ craftsmanship and innovative technology, it is a beautiful car to own.

Developed and raced at the Nürburgring, the world’s most demanding racetrack, the RC features an extraordinarily rigid chassis. This, combined with race tuned suspension, raises the bar for driving refinement – offering you an unforgettable experience that is nothing short of amazing.

Powered by a pioneering Lexus Self-Charging Hybrid drivetrain, the RC 300h delivers exceptional response, combined with sharp handling. Intuitive Lexus equipment includes Touch Pad control and the latest Lexus Safety System +. For a more dynamic experience, the new RC 300h F SPORT models have Adaptive Variable Suspension, 19-inch alloys and an F SPORT steering wheel.
In the past, many Lexus models were described as innovative and revolutionary, bold or even striking. ‘Sexy’ was an adjective few had associated with our brand - until the unveiling of the new Lexus RC 300h, that is.

A sharply styled sports coupé that evokes both glamour and elegance, the new RC 300h debuted at the 2018 Paris Motor Show and takes design cues from a number of predecessors. The Lexus signature grille, now a widely recognised motif of excellence, is inspired by that of the LC coupé, as are the compact triple-LED headlights and aerodynamic door mirrors. On either side of the grille sit triangular headlight casings similar to those on the Lexus LFA supercar.

At the rear, the combination taillights project a mirror-like effect, shaped into an ‘L’ to emphasise the Lexus brand identity – a subtle design treatment that represents our meticulous attention to detail.
Exquisite Naguri-Style Aluminium cabin trim on the RC 300h F SPORT model accentuates the sculpted dashboard and provides opulent character.

“By ‘sexy,’” explains Yasuo Kajino, Chief Designer at the Lexus Design Division, “we mean beautiful, sensuous design, a visually dynamic structure and a low and wide body shape, all of which comes with state-of-the-art Lexus technology.”

The new RC 300h fills a long-standing gap in the Lexus line-up. “When we looked at the freshly carved full-sized clay model, we were immensely excited because we were doing what hadn’t been done before: making a fully-fledged Lexus coupé,” recalls Naoki Kobayashi, RC Chief Engineer.

“Purposefully pared back to place focus on performance, the new RC 300h provides one of the purest and most exhilarating Lexus driving experiences. It is as luxurious as it is high performing,” says Kobayashi-san, and “delivers superior drivability at a higher speed or in a higher g-force environment.”

The RC 300h is very safe too – it adopts the advanced Lexus Safety System + technology. And it is also impressively rigid. Its underbody rockers and door panels have been made extra thick to support driving performance, and many of its components are glued and then welded by laser, a technique that has been perfected by Lexus to strengthen the vehicle’s chassis. Wide, bulging wings hang over 19-inch wheels. The cabin, sculpted and quiet inside, is confident and sporty. The RC 300h looks bold and strong because it is, and it has taken a lot of hard work to make it that way.

“It was very difficult to achieve an overall stiffness of the body,” Kobayashi-san says. “The challenge was, how could we achieve rigidity while staying true to Lexus’s L-linessse (L = Leading edge) design philosophy?” The answer, he says, was to take cues from acclaimed concept models - to masterfully blend beautiful, technologically advanced elements into one comfortable and highly functional driving environment.”
The first thing that strikes you about the Lexus aerodynamic laboratory is its size. Situated at our research and development headquarters in Japan’s Aichi Prefecture, the lab’s custom-built wind tunnel is a cavernous, 22-metre-high, 260-metre-long loop. It was at this state-of-the-art facility where our designers and engineers spent hundreds of hours analysing the airflow around the new RC 300h. “The wind tunnel’s most important function is to generate a very steady flow of air towards the car so we can investigate and improve its aerodynamics,” explains Toshiyuki Murayama, group manager of thermal management and aerodynamics.

The RC design team has worked tirelessly to perfect the aerodynamic package. Air ducts in the front bumper control the speed of air along the side of the car, reducing turbulence. An aero stabilising guide located behind the front grille suppresses vortex formation and enhances radiator efficiency. A grooved front wing liner helps direct airflow along the tyre and improves steering precision. Aero stabilising fins are located at the front tip of the door frame moulding and on the rear combination lights, smoothing airflow along the sides of the vehicle to promote straight line stability. Finally, rear bumper corners and the lower garnish plate have been optimised to funnel air away from the car.

Despite being hidden from sight, the coupé’s underbody aerodynamics are no less impressive. Large covers to the engine, underfloor and aero stabilising fins further suppress airflow turbulence. In addition, the underfloor angle rises to the rear of the car, creating a Venturi effect to both increase downforce and smooth the flow of air away from the rear of the vehicle.
“The new RC 300h provides one of the purest and most exhilarating Lexus driving experiences.”

RC CHIEF ENGINEER
NAOKI KOBAYASHI
Developed by the Lexus ‘Master Drivers’ who perfected our iconic LFA supercar, the new RC 300h is sharp and very refined to drive. Cornering agility comes from the car’s compact wheelbase and extremely rigid chassis, built using leading-edge adhesive and laser-screw welding technology. While multi-link rear and double wishbone front suspension combines with motorsport-inspired aerodynamics to deliver a world-class driving experience, Drive Mode Select lets you tune the RC 300h to suit your mood.
SPORTS DRIVING POSITION
From the low sports driving position, you’ll really feel the road surface beneath you and sense how the RC 300h responds to the slightest steering input. Using a process first developed for race cars, the front seats use an ‘integrated foaming’ construction method giving a combination of excellent comfort and outstanding lateral holding performance.

HIGH RIGIDITY BODYSHELL
The foundation of the RC 300h’s agility, precise steering response and high levels of grip is its rigid bodyshell. This incredibly strong structure features large cross-section rocker panels, strategic bracing and is assembled using advanced adhesives, multi-spot welding and laser-screw welding.
It’s the long Ascension Day weekend in Germany. Two hundred thousand spectators are camped out in the woods and meadows surrounding the world’s most iconic racetrack. Charcoal fumes from Bratwürst stands mingle with a bouquet of pitlane petroleum and candyfloss. What seems like every carmaker on the planet is gathered here for the ultimate test of their engineering skills: the Nürburgring 24-hour Race.

Built in the 1920s as a project for the unemployed of the remote Eifel region, the densely forested ‘Nordschleife’ is often referred to as the “Green Hell”. Twenty one kilometres long, featuring 300 metres of elevation change and dozens of demanding corners, this gruelling track was used to test the Lexus LFA supercar and many other Lexus models.

This year, Lexus Gazoo Racing (“Gazoo” is Japanese slang for a car workshop) has entered a near-standard RC sports coupé driven by a quartet of Japanese drivers: Takuto Iguchi, Takamitsu Matsui, Naoya Gamo, and Hisashi Yabuki. The team quickly finds form. With a best qualifying lap of nine minutes 2.157 seconds, they secure 52nd place on the grid of more than 150 cars.

Before the race begins at 3.30pm, we join thousands on the grid where we grab a last interview with Takuto Iguchi: “The RC has been steadily improving during testing in Japan and the preliminary races (VLN, Qualifying Race) at the Nürburgring. The car’s handling is much sharper as we’ve made constant improvements to the suspension, steering and the aerodynamic package. In fact, all season the car ran mostly trouble-free, but you can never be sure what will happen on race day. I hope that the whole team will be able to maintain our focus and drive throughout the 24 hours.”

Around 3pm the grid clears of spectators and mechanics push away tyre warming equipment and battery packs. Tension is up, engines are already wailing and gasping for breath. The start flag drops and the high-performance cars blast off into 24 hours of madness. Anxiously we watch the monitors in the Lexus garage. Our car is lapping well and starts pitting to change driver and take on fuel every two hours.

Just after dusk the Lexus pit crew break into a ballet of frenzied activity following a radio message from the RC. The car has been hit by another competitor and needs some heavy care, love and attention. What seems like 10 rolls of silver duct tape and replacement bodywork panels are speedily used to repair the scars. After a comprehensive check nothing serious seems to be damaged. We’re back in the running. Through the night, disc brakes glowing in the darkness, the RC forges ahead without any major technical problems, challenging rival brands for pole position in the SPT3 class.

Sunrise is the most dangerous time for all teams. Eyes adjust to daytime conditions and tiredness catches up. Splattered with a graveyard of mosquitoes and dents from minor collisions with curbs and other competitors, the Lexus ploughs on. The mood is optimistic now. Steaming Japanese noodles are handed out for breakfast. The top managers from Japan look pleased despite their obvious lack of sleep. Takamitsu Matsui is chosen to take the wheel for the final stint. He drives the RC home to second place in its category, close behind the winning car, and a highly creditable 25th overall.

As the pressure in the Lexus garage melts away, we talk to Shigeki Tomoyama, who is president of Lexus Gazoo Racing: “More than the finishing position, I am delighted that the car safely completed the whole race. This is thanks to the individual efforts of our drivers, mechanics, engineers and support staff who were all united with a single purpose. We hope to continue taking on the Nürburgring next year.”

Yasuo Hirata, Lexus Chief Mechanic, was thrilled with his team’s result: “The incremental improvements made by both the team and car are clearly reflected in this year’s result.”

There’s little time for respite. As the fans stream away from the Nürburgring, the RC race car rolls into a truck while terabytes of data are transferred back to Lexus engineers in Japan.

This race was 24 hours. The race for a better Lexus never stops.
Welcome to the Lexus Tahara plant in Aichi Provence, Japan, the award-winning factory where we build the stunning new RC 300h sports coupé alongside models like the LS flagship sedan. Our guide is Kenji Suzuki, a retired ‘Takumi’ craftsman, who worked on the very first Lexus back in 1989.

As we make our introductions, I am drawn to his hands. An artist’s hands. Amidst all the cutting edge technology we will witness here in one of Japan’s most automated automotive plants, it’s the human tools that stand out. At 4 million square metres, Tahara is vast. Yet Suzuki welcomes us as he would into a craftsman’s atelier. He wants to talk about his colleagues as much as the technology around them. En route to the paint shop we are met by a sea of steel rolls, all waiting in order to be cleaned twice before being stamped into the intricate panels that make up the RC 300h. It’s all under the watchful eyes of the ‘Takumi’ on their constant search for imperfection – the scarcely perceptible surface blemish, the most minute tooling defect.

We enter the paint shop to see undercoat paint being painstakingly wet sanded by hand to create that perfect finish. Then the mood changes and RGB (Red, Green, Blue) lighting takes over, ensuring the end result is, well, perfection. A word we hear a lot.

The teams in assembly mirror the harmony here between man and machine. While high precision lasers ensure the tightest of tolerances, these are craftsmen who can feel the difference between a 1 mm and a 1.5 mm gap. They know what that millimetre means in terms of dashboard vibrations. Meanwhile, their colleagues are lovingly fitting the carefully stitched leather seats and polished door trim that characterise the RC 300h.

Suddenly the background rhythm that has accompanied us on our tour is gone, and we find ourselves in complete silence. While the noise has stopped, the work has not. I look across at Suzuki and sense him switching his tactile faculties for his aural ones. We’re in the quiet room, where the ‘Takumi’ meticulously inspect each RC 300h for smooth running using their highly honed hearing and ultra-sensitive microphones.

We have a final word with one of the RC 300h test drivers, who get to road test every car coming off the line. He’s sorry he can’t show us how taking his hands off the steering wheel at 100 km/h is part of the test. Another day, perhaps! It’s the marriage of technology and craftsmanship that impresses most at Tahara, and our guide embodies it. I want to ask Suzuki how long he has been retired, for he doesn’t speak like a retiree. He is embracing the RC 300h with the same intensity he must have shown that first generation Lexus nearly 30 years ago.
Look closely inside the cabin and you’ll notice trim pieces on the dashboard, centre console and doors that appear modern but exude a strong sense of traditional Japanese craftsmanship. Lexus calls it Naguri-Style Aluminium.

The word Naguri comes from a millennia-old Japanese wood-shaving technique. To repel bugs, local craftspeople would remove bark from chestnut trees, and onto the bare surface beneath they would carve random, artistic patterns.

The practice became a revered art form in the 16th century – Sen No Rikyu, a renowned tea master, took a liking to the finished wood’s appearance and used it to decorate his tea rooms. But when the shogun era came to an end in the late 19th century and as the old samurai way of life was gradually replaced by Western practices, Naguri’s popularity steadily declined. Now only a handful of wood-carving specialists exist.

Ayumi Kido, Executive Chief Designer at Tecno Art Research Co., a Lexus design hub, explains: “Our partners at Yamaha informed us that one of their long-time suppliers, inspired by Naguri carving, had developed a new way of crafting aluminium. They thought it would make a really unique trim for our sportier cars. On seeing it for the first time, I knew it was perfect for the new RC.”

The manufacturing process remains a closely guarded secret. Access to the building in which Naguri materials are made is severely restricted. No one from outside the company is allowed in. “When I visited the supplier, the workers there provided a wonderful tour,” Kido says, “but they didn’t reveal much about where or how the Naguri-Style Aluminium was made. They’re very secretive about the process.”
Slide into the driver’s seat of the new RC 300h sports coupé and you will quickly find the perfect driving position. The seat is low and inviting, giving you an ideal view of the road ahead. The luxurious interior makes maximum use of contrasting colours, rich materials and ambient lighting.

With the hand-stitched leather steering wheel in your hands, gear shifts are sporty thanks to paddle shift controls mounted on the steering column. Accelerator response is instant using ‘shift-by-wire’ technology. The coupé’s ergonomic dashboard has been designed to keep all distractions to a minimum so you can concentrate on the road ahead. Controlled by the latest Touch Pad technology, all functions on the new RC 300h are intuitive and easy to access.

MULTIMEDIA DISPLAY
Perfectly positioned for a relaxing drive, the RC 300h’s multimedia display can be operated either by voice command or by the Touch Pad designed to mimic smartphone operation. Its split-screen capability allows you to simultaneously access information, such as Lexus Premium Navigation and climate data.

MARK LEVINSON® AUDIO
This 17-speaker Mark Levinson® Premium Surround System has been specially developed for the new RC 300h to create rich harmonies in a 360-degree sonic space. Despite its compact size, the 835 Watt system delivers a world-class 71-channel digital home theatre experience enhanced by Clari-Fi™ that rebuilds sound lost in MP3 digital compression.
WORLD-CLASS SAFETY PERFORMANCE

Wherever you go in the new Lexus RC 300h, it’s reassuring to know that you’re driving in one of the safest cars ever built. All models can be equipped with Lexus Safety System + comprising advanced technologies that help prevent three of the most common accident types: rear-end collisions; lane departures and collisions involving pedestrians.

Driving on crowded motorways, or when commuting to and from work, the main dangers are drifting into another lane or failing to notice that the traffic ahead has slowed down. For this reason, when you start to change lane, the RC 300h instantly monitors vehicles behind using Blind Spot Monitor, or slows down using Dynamic Radar Cruise Control if the vehicle ahead brakes.

The RC 300h also features Road Sign Assist, which gathers information from road signs ahead; Automatic High Beam which senses vehicles ahead at night; and Lane Departure Alert, which is particularly helpful when cornering or driving on motorways.

Driving through bustling city centre areas you’ll be thankful for the RC 300h’s Pre-Collision System. Using millimetre-wave radar combined with a camera, it can now even detect pedestrians in front. If it senses danger, you receive a visible warning so you can take appropriate measures to avoid an impact. And if you still don’t take action, the RC 300h will increase brake pressure to help prevent a collision.
In this brochure we invite you to prepare for the excitement of choosing your Lexus RC 300h. Showcasing the latest in Lexus design, it features a bold Lexus signature grille with stylish chrome details and sporty LED headlights.

You will find the RC 300h Self-Charging Hybrid a great pleasure to drive, with a chassis that delivers impressive urban agility.

The cockpit of the RC 300h is more sophisticated than ever. The large 10.3-inch multimedia display is easy to read, and intuitive to control via a large central Touch Pad. Ultra-precise leather stitching and finely machined switchgear give the cabin an air of modern elegance and refinement.

All RC 300h models can be equipped with breakthrough Lexus Safety System +. This includes a Pre-Collision System with pedestrian detection; Lane Departure Alert with Sway Warning function to help you stay on course; Automatic High Beam for enhanced vision at night; Road Sign Assist that recognises traffic signs and Dynamic Radar Cruise Control.

For a more dynamic experience, you can choose the RC 300h F SPORT featuring an exclusive mesh grille, more responsive suspension, F SPORT interior and distinctive new wheels.
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THE RC 300h

The RC 300h is not only one of the most elegant sports coupés ever created, it’s also the world’s first with a Self-Charging Hybrid drivetrain. Powered by Lexus Hybrid Drive, the RC 300h is fun to drive, yet emits just 114 g/km of CO₂ and consumes a mere 5.0 l/100 km of fuel. You can also select EV (Electric Vehicle) mode to progress in near silence, using no petrol and emitting zero emissions. There’s ample room for your luggage too, as the hybrid battery takes up minimal space beneath the boot floor.

Stunning Sonic Titanium bodywork, 19” alloy wheels.
01. LEXUS SELF-CHARGING HYBRID
As with every Lexus Self-Charging Hybrid, the RC 300h is capable of operating in petrol or electric modes alone, as well as a combination of both. Its Lexus Hybrid Drive system seamlessly combines a Euro 6-compliant, 2.5-litre petrol engine generating 181 DIN hp/133 kW with a powerful 143 DIN hp/105 kW electric motor.

02. 2.5-LITRE PETROL ENGINE
Equipped with D-4S direct injection and dual VVT-i valve control, this highly efficient 'Atkinson Cycle' 4-cylinder engine uses Start/Stop technology and exhaust heat recycling to reduce fuel consumption and emissions even further.

03. HYBRID TRANSMISSION
No larger than a conventional automatic transmission, Lexus Hybrid Drive’s electric motor, generator and power split mechanism are all housed in one highly compact hybrid transmission. Energy flows are managed by an advanced Power Control Unit that constantly optimises the allocation of power - electric, petrol or a combination of both.

04. HYBRID BATTERY
Featuring an innovative compact design, so as not to encroach on the RC 300h’s luggage space, the hybrid battery provides high power output in relation to its weight. The RC 300h recharges its hybrid battery as required - using electricity generated when driving and braking - thus avoiding the need for any external charging.
START UP, DRIVING OFF
When starting off and at lower speed the electric motor propels the RC 300h, with electric power being supplied from the hybrid battery. At this point the car is almost silent, uses no petrol and produces zero emissions.

NORMAL DRIVING CONDITIONS
At higher speeds the petrol engine cuts in, almost silently, but still receives assistance from the electric motor when required. Through the near perfect distribution of its dual power sources, Lexus Hybrid Drive provides exceptional driving comfort - together with lower emissions and fuel consumption.
FULL THROTTLE ACCELERATION
Accelerate powerfully and the electric motor instantaneously supplements the 2.5-litre petrol engine. This delivers a surge of torque to provide smooth, powerful linear acceleration precisely when you need it.

DECELERATION, STOPPING, REGENERATIVE BRAKING
When decelerating or coming to a halt, the petrol engine turns off, cutting emissions to zero. Brake, or take your foot off the accelerator, and regenerative braking harnesses the kinetic energy lost in other cars. It converts this into electrical energy for storage in the hybrid battery, which is why a Lexus Self-Charging Hybrid is always ready to go.
**01. 18" Alloy Wheels**
This classic 5-twin-spoke design creates a distinctive profile, while 235/45 R18 tyres deliver a sporty drive.

**02. 19" Alloy Wheels**
This intricate multi-spoke design gives a dynamic look, with 235/40 (front) and 265/35 (rear) R19 tyres for enhanced driving performance.

**03. Triple LED ‘L’ Beams / LED DRL**
Jewel-like, triple ‘L’ LED headlights use the same light source for high and low beam, with the RC 300h’s impressive aura enhanced by L-shaped thick-wall full LED daytime running lights.

**04. LED Rear Lights**
The rear light cluster combines elegant LEDs arranged in Lexus signature ‘L’ form. Thick-wall moulding technology gives a crystal appearance, and a strikingly bold presence even when not illuminated.

**05. Smart Entry**
Approach the RC 300h with the key in your pocket and both door handles gently illuminate to greet you, unlocking when touched. Beautifully sculpted, they have no keyhole, a world-first for this kind of door handle.
01. LEATHER HEATED STEERING WHEEL
An exquisitely crafted leather steering wheel features finger rests and a cross-section optimised to fit comfortably in your hands. Integrated switches control audio, telephone and multi-information display. For added comfort in colder conditions, the steering wheel can be heated.

02. HEATED / VENTILATED SEATS
The driver and front passenger can heat or ventilate their leather seats. This adds to the sense of luxury, especially in extreme weather conditions.

03. DRIVER-FOCUSED LUXURY
The RC 300h’s driver-focused cockpit will keep you perfectly relaxed and concentrated on the road ahead, even on the longest journeys. The sumptuous front seats offer numerous electric adjustments.

04. SPORTS SEATS
Front sports seats make use of the ‘integrated foaming’ production process. This motorsport-inspired technology allows greater comfort and lateral support than is possible with conventional upholstery methods. Seat cushion shape and firmness have been optimised to reduce pressure on the sensitive ischial region.

05. 60:40 FLEXIBILITY
A practical 60:40 split folding rear seat comes standard on the RC 300h. Offering the convenience of an estate car, but with the grace and refinement of a sports coupé, when the rear seats are folded down there is additional room to carry bulky objects.
01. INSTRUMENTS AND MULTI-INFORMATION DISPLAY
Positioned between the two main dials, the high-resolution TFT multi-information display provides a wide range of vehicle information and data. The driver can select the display settings via the steering wheel mounted controls.

02. PARKING ASSIST MONITOR
Engage reverse and the view behind the car is relayed to the Lexus Media Display. On-screen guides are also displayed to assist parking.

03. LEXUS PREMIUM NAVIGATION
With vivid 3D graphics and many mapping options, the 10.3-inch screen is operated by Touch Pad or voice commands. The system can even generate a QR code for your smartphone, to help you reach your final destination on foot.

04. LEXUS CONNECTED SERVICES
The RC 300h offers services like Online Search, Google Street View® or Connected Traffic. For extra convenience you can even forward a route from your laptop or tablet to the RC 300h’s navigation system.

05. DIGITAL CONNECTIVITY
Multiple digital applications can be synchronised to the multimedia display. For example, a smartphone’s entire address book can be simply downloaded, and then scrolled through on the display. An iPhone® or other multimedia devices can be viewed and operated via different display screens.

06. MARK LEVINSON®
The RC 300h’s 17-speaker, 835 Watt Mark Levinson® Premium Surround Sound System is tailored to the acoustic properties of the cabin. It delivers a peerless 7.1-channel digital home-theatre experience, enhanced by Clari-Fi™ that rebuilds sound lost in MP3 digital compression.

07. TOUCH PAD
Touch Pad with Remote Touch Interface lets front seat occupants interact intuitively with the central 10.3-inch multimedia display. Ergonomically designed, it is as easy to use as a smartphone or tablet.
01. EIGHT 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.

02. BLIND SPOT MONITOR
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, the Blind Spot Monitor instantly activates a warning signal in the relevant door mirrors.

03. REAR CROSS TRAFFIC ALERT
When reversing, for instance in a busy car park, the Rear Cross Traffic Alert (RCTA) function uses the Blind Spot Monitor radar to detect vehicles approaching the difficult-to-see area behind the vehicle. When a vehicle is detected, the RCTA function alerts you with both a visual display in the door mirrors and a buzzer.

04. POP UP HOOD
The RC 300h features an impact-absorbing pop up hood. Activated by sensors mounted in the front bumper, should you collide with a pedestrian, the system 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.
01. LEXUS SAFETY SYSTEM +
The RC 300h sports coupé can be ordered with our breakthrough Lexus Safety System + which includes a Pre-Collision System with pedestrian detection; Lane Departure Alert to help you stay on course; Automatic High Beam for enhanced vision at night; Road Sign Assist that recognises traffic signs and Dynamic Radar Cruise Control, which regulates your speed to that of the vehicle in front.

02. PRE-COLLISION SYSTEM / PEDESTRIAN DETECTION
Millimetre-wave radar and an on-board computer calculate collision risk ahead. If the risk is high, the Pre-Collision System 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. LANE DEPARTURE ALERT / AUTOMATIC HIGH BEAM
A camera mounted behind the rear-view mirror enables Lane Departure Alert to warn you if you inadvertently drift out of lane.
At night, Automatic High Beam uses the same camera as Lane Departure Alert 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.

04. DYNAMIC RADAR CRUISE CONTROL
For a more relaxing drive, Dynamic Radar Cruise Control maintains a set distance between the RC 300h and the vehicle ahead, even if that vehicle varies its speed or stops.

05. ROAD SIGN ASSIST
The Road Sign Assist (RSA) system on the RC 300h 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).

Under no circumstances should Lexus Safety System + be used to replace your driving skills at the wheel. Please read the instructions very carefully before operating the system and remember the driver is always responsible for safety. Details of specifications and equipment are subject to change to suit local conditions and requirements. Please enquire at your local Lexus Authorised Retailer.
**01. RIGID CHASSIS**
The foundation of the RC 300h’s agility and excellent road holding is its highly rigid body, which features large cross-section rocker panels, a strong front lower brace and other strategic reinforcements. Numerous specialised Lexus manufacturing techniques enhance rigidity, including bodywork adhesives, laser-screw welding and extra spot welding.

**02. ADVANCED AERODYNAMICS**
The RC 300h has superb aerodynamics, thanks to details like a near-flat underbody and tiny winglets on the front door pillars. First seen on F1 racing cars, these winglets create air vortices that help pull the airstreams inwards to improve the way the car cuts through the air.

**03. SPORTS DRIVING POSITION**
From a low sports driving position, you’ll really feel the road surface beneath you and sense how the car responds to the slightest steering input.

**04. DRIVE MODE SELECT**
Vehicle performance can be fine-tuned using Drive Mode Select. ECO mode reduces emissions and conserves fuel. For everyday driving, NORMAL provides an ideal balance of power, economy and ride comfort. For enhanced drivetrain responsiveness, simply switch to SPORT mode.

**05. FRONT SUSPENSION**
Featuring forged aluminium components, the double wishbone front suspension is lightweight and responsive. Innovative suspension geometry delivers excellent handling stability and ride comfort.

**06. REAR SUSPENSION**
Straight-line and cornering stability is delivered by a multi-link rear suspension setup. A combination of high-tensile steel and die-cast/forged aluminium components keeps weight low but ensures vibration-free precision.
01. **18" SILVER ALLOY WHEELS**
The exclusive Lexus 10-spoke design of the 18" alloy wheels ideally complements the robust but also stylish appearance of the vehicle.

02. **HOTSPOT**
Provides mobile connectivity for up to 10 WiFi devices simultaneously. It fixes securely in your car with no leading trails and wires directly into the battery system for a constant power supply.

03. **ILLUMINATED SCUFF PLATES**
Genuine Lexus scuff plates for the door sills create an immediate impression of style while also serving a very practical purpose of protecting the sill paintwork from dirty marks and scratches.

04. **TEXTILE FLOOR MATS**
Luxurious yet protective black textile car floor mats. Made of sound-absorbing acuvelour, they are shaped for a perfect fit and the driver’s mat has dual safety fixings to prevent it slipping.

05. **HORIZONTAL CARGO NET**
A convenient solution to the distraction of items sliding about in the boot. The net attaches to pre-fitted hooks in the luggage space and is ideal for securing a bag or briefcase.

06. **BOOT LINER**
Designed to fit the boot of your vehicle and provide protection against dirt and spills. The design features a special anti-slip surface pattern to help stop luggage moving.

07. **REAR SPOILER**
A colour co-ordinated rear spoiler enhances the appeal of your vehicle. The design flows aerodynamically with the streamlining to purposefully reflect the car’s superb performance and road handling.

08. **REAR BUMPER PROTECTION FILM**
Helps protect the rear bumper paintwork against those small scrapes and scratches that can occur when loading or unloading the boot. Made of tough transparent self-adhesive film and custom shaped to fit the vehicle’s bumper.

The accessories above are just a small selection from an extensive range. Visit the Lexus website for a complete overview of all Lexus accessories.
01. F SPORT DESIGN
The ‘F’ mesh design signature grille is wide and low, emphasising the RC 300h’s purposeful stance and low centre of gravity.

02. F SPORT INTERIOR
The RC 300h F SPORT’s seats are manufactured using ‘integrated foaming’ technology. This motorsport-inspired production technology allows a more detailed seat profile, and a better fit and hold than is possible with conventional upholstery methods. For an extra distinctive look, the RC 300h F SPORT is also available with our new Brushed Metal ornamentation.

03. F SPORT STEERING WHEEL
Featuring the F SPORT logo, the steering wheel conveys a special kind of connectedness to the driver. Finished in perforated leather, the F SPORT gearshift design matches the steering wheel to create an exciting sports ambiance.

04. 19” EXCLUSIVE F SPORT ALLOYS
Dark metallic 10-twin-spoke alloys are fitted as standard, underlining the dynamic nature of the RC 300h F SPORT models.

05. F SPORT SCUFF PLATES
Door scuff plates provide durable protection. Finished with a brushed aluminium look, they are inscribed with the Lexus logo in jet black.

06. F SPORT INSTRUMENTS
This stunning single meter has innovative Thin Film Transistor technology and a moving centre ring design inherited from the LFA supercar. When operating the multimedia system, the meter ring slides to one side to reveal the menu.

07. MACHINED SPORTS PEDALS
Offering excellent grip characteristics, machined aluminium pedals reflect the motorsport design heritage of the RC 300h F SPORT.
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. The Lexus paint palette totals some 30 different colours including metallic finishes like Sonic White and Sonic Titanium.

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 car 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 lights. 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.
**COLOURS | EXTERIOR**

**F WHITE | 083**

**SONIC WHITE | 085**

**SONIC TITANIUM | 1J7**

**MERCURY GREY | 1H9**

**BLACK | 212**

**GRAPHITE BLACK | 223**

**RADIANT RED | 3T5**

**FLARE YELLOW | 5C1**

**SOLAR FLARE | 4W7**

**SAPPHIRE BLUE | 8X1**

**SKY BLUE | 8X9**

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1 Exclusive to F SPORT.

2 Not available on F SPORT.

3 Solid colour

Please note due to printing variances, actual paintwork colours may vary slightly from those illustrated.
COLOURS | INTERIOR

TAHARA TRIM

| Black | Dark Rose | Ochre | Clove |

SMOOTH LEATHER

| Black | Dark Rose | Ochre | Clove |

F SPORT LEATHER

| Black | F White | Flare Red | Mustard Yellow |

INLA YS

| Piano Black | Grey Shimamoku | Brown Shimamoku |

F SPORT INLA YS

| Brushed Metal | Naguri-Style Aluminium |

1 Tahara trim is optional on Executive grade.
2 Smooth leather is standard on Executive and Luxury grades.
3 Piano Black inlays are standard on Executive grade, while Shimamoku inlays are standard on Luxury grade.
4 Brushed Metal inlays are standard on F SPORT, while Naguri-Style Aluminium inlays are optional.

The images on the following 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 Black Tahara trim with Piano Black inlays (Executive)
02 Dark Rose Tahara trim with Piano Black inlays (Executive)
03 Ochre Tahara trim with Piano Black inlays (Executive)
04 Dark Rose leather with Piano Black inlays (Executive)
05 Ochre leather with Grey Shimamoku inlays (Luxury)
06 Clove leather with Brown Shimamoku inlays (Luxury)
07 F White leather with Brushed Metal inlays (F SPORT)
08 Flare Red leather with Naguri-Style Aluminium inlays (F SPORT)
09 Mustard Yellow leather with Naguri-Style Aluminium inlays (F SPORT)
### TECHNICAL DATA

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>RC 300h</th>
</tr>
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<tbody>
<tr>
<td>Capacity (cm³)</td>
<td>2494</td>
</tr>
<tr>
<td>Cylinders / Valves</td>
<td>L4 / 16</td>
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<tr>
<td>Maximum power (DIN hp @ rpm)</td>
<td>181 @ 6000</td>
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<tr>
<td>Maximum power (kW @ rpm)</td>
<td>133 @ 6000</td>
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<tr>
<td>Maximum torque (Nm @ rpm)</td>
<td>221 @ 4200 - 5400</td>
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<tr>
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<tr>
<td>Type</td>
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<td>Maximum power (DIN hp)</td>
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</tr>
<tr>
<td>Maximum power (kW)</td>
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<tr>
<td>Maximum torque (Nm)</td>
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<tr>
<th>TRANSMISSION</th>
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<td>Type</td>
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<td>Drive</td>
<td>Rear-Wheel Drive</td>
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<th>TOTAL SYSTEM OUTPUT</th>
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<tr>
<td>Total power (DIN hp)</td>
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<tr>
<td>Total power (kW)</td>
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<th>PERFORMANCE</th>
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<tr>
<td>Maximum speed (km/h)</td>
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<tr>
<td>Acceleration 0-100 km/h (s)</td>
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<th>FUEL CONSUMPTION* (l/100km)</th>
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<tr>
<td>Urban</td>
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<tr>
<td>Extra urban</td>
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<tr>
<td>Combined</td>
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<tr>
<th>CO₂ EMISSIONS* (g/km)</th>
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<tbody>
<tr>
<td>Urban</td>
<td>118</td>
</tr>
<tr>
<td>Extra urban</td>
<td>111</td>
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<tr>
<td>Combined</td>
<td>114</td>
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<th>EMISSION STANDARD</th>
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<tr>
<td>Euro Class</td>
<td>Euro 6 OBD-TEMP-EVAP</td>
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<table>
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<th>WEIGHTS (kg)</th>
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<tr>
<td>Gross vehicle</td>
<td>2170</td>
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<tr>
<td>Kerb (min. - max.)</td>
<td>1735 - 1775</td>
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<table>
<thead>
<tr>
<th>CAPACITIES** (l)</th>
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<tr>
<td>Luggage volume</td>
<td>340</td>
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<tr>
<td>Fuel tank capacity</td>
<td>66</td>
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* The fuel consumption and CO₂ values are measured in a controlled environment on a representative production model, in accordance with the requirements of European Regulation EC 2017/1153 (as amended by Regulation EC 2017/1231). 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.

** Luggage volume is calculated as per the VDA method. All figures quoted include the underfloor storage area in the luggage compartment.

Please note: further Technical Data, including any updates, can be found at [www.lexus.eu](http://www.lexus.eu)
Figure quoted is for RC 300h models equipped with 19” alloy wheels. For models equipped with 18” alloys, the figure is 1600.

Figure quoted is for RC 300h models equipped with the optional glass sunroof. For models specified with the standard roof, the figure is 991.

Please note: the dimensions illustrated/noted 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 gone ‘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 RC. This is Omotenashi in physical form.
More about the new RC:
lexus.eu/RC
youtube.com/LexusEurope
twitter.com/Lexus_EU

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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.

Printed in Europe, November 2018