

# TEST DRIVE THE SC 430



We hope to have conveyed in these pages that the new SC 430 offers a uniquely refined yet dynamic driving experience. But there's only one way to truly feel the pure driving pleasure it offers - and that's to get behind the wheel and try it for yourself. Visit your nearest Lexus Centre to arrange a test drive.

For more information and the location of your nearest Lexus Centre, please visit our website: [www.lexus.co.uk](http://www.lexus.co.uk) or call 0845 278 8888.

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# THE LEXUS SC 430

# THE PURSUIT OF PERFECTION

'The fundamental guiding principle for everyone at Lexus is the pursuit of perfection. It's at the core of everything we do, from the conceptual phase, to design, to the manufacturing of our cars and, crucially, to the way we build relationships with our valued customers'

TAKESHI YOSHIDA, MANAGING OFFICER, LEXUS

'The pursuit of perfection is the primary motivating force for us at Lexus - it always has been. We use technology, insight and knowledge to innovate, to refine and to push the boundaries of sophisticated, intelligent luxury.

'We also strive to perfect our relationship with our customers, constantly seeking greater depths of understanding when it comes to their needs. A crucial element with Lexus, however, is that, through a process

of continuous learning, we endeavour to create an ownership experience that goes beyond meeting people's requirements. Instead, we try to anticipate them. This focuses on everything from interior and exterior design, to the pleasures of driving and the way we treat our customers.'



# A NEW HORIZON

Life is full of compromises. The SC 430 is about leaving them all behind. Even from a distance, you can tell that this car takes an uncompromised, smarter and more satisfying approach to luxury grand touring. It's apparent in its elegant profile, those gently sweeping, refined curves and that confident, powerful stance. The SC 430 embodies undiluted, intelligent visual harmony.

You notice this unstinting pursuit of perfection in every detail - the minuscule panel gaps, the tactile shape of the door handle, the way the door opens - even before you climb in to the calm sanctuary of the exquisitely appointed cabin.

Once inside, the horizon becomes so much more inviting, for this is a car designed to provide a serene, relaxing environment for long-distance cruising. The horizon is also closer, courtesy of the V8 engine's seemingly limitless reserves of power and its sophisticated

transmission. The SC 430 soothes on long journeys, yet it also rewards and engages when you demand a more sharply honed dynamic response.

The SC 430 can register your intentions, too. Through the use of advanced technology, it seamlessly anticipates your needs and reacts to them, often without you having to ask. You can cross continents or simply cross town, on your own terms.

Your own terms, of course, include a choice between purposeful coupé and graceful convertible. The SC 430 is both. A single press of a button activates the electrically retractable hard-top roof, so if you want to see the sky as well as the horizon, it's only 25 seconds away. With the SC 430, you don't need to compromise.



# ORIGINS OF ELEGANCE



The SC 430 was designed at the ED<sup>2</sup> design studio in the south of France. This is the base where our international team of designers and development engineers seek to constantly exceed conventional creative boundaries - where they explore ways to deliver deeper levels of luxury and higher aesthetic value. This is what, we feel, has been achieved with the new SC 430.

From the front, the car exerts a strong presence. Its wide, low stance hints at an inherent stability and dynamism. The impression is enhanced by the confident lines of the new front bumper design, which creates the visual effect of drawing the car closer to the surface of the road.

It's a refined confidence, as evidenced by the elegant simplicity of the new grille - the bridge between the car's HID headlamps, and from which flow the subtle feature lines of the smooth, elegant surfaces behind.

The latent power of the SC 430 is obvious from the muscular rear haunches which, viewed directly from behind, are emphasised by twin tailpipes. It's a visually arresting conclusion to a dynamic, sophisticated shape, whether the aluminium roof is raised or has been retracted discreetly behind the smooth surface of that gently tapering rear.

Inside, the cabin of the SC 430 possesses a rare ability to soothe the mind and stimulate the senses at the same time. Its aura of calmness is a result of elegant, simple design, the sculptural flow of organic shapes and tactile, high-grade materials combined with contemporary luxury and, of course, intelligent technology.

# CULTURED POWER



The confident stance, balanced proportions and taut surfaces of the SC 430 exude sophistication, refinement and high capability. It's an impression immediately confirmed by the 4.3-litre V8 engine, which releases a seamless flow of cultured power whenever you desire it. It lies at the heart of a sophisticated powertrain.

## LEXUS V8 EXPERIENCE

The V8 engine in the SC 430 posts impressive performance figures. From a standstill, it has the ability to take the car from zero to 62mph in just 6.2 seconds and then on to a maximum speed of 155mph.

It's not just the more recognised benchmarks that impress. This engine's deep reserves of smooth power also provide the driver with instant and reliable in-gear responses right across the engine rpm band. It's extremely

satisfying and helps keep you safe should you ever need to pull away quickly from a difficult situation.

Yet, as is the case with all Lexus engines, the real beauty lies in the way the power is applied with smoothness and poise.

A number of elements contribute. One of them is an innovation called the Acoustic Control Induction System (ACIS) which manages the flow of air into the engine and, in doing so, gives you access to more torque more of the time. Effectively, it means you can ride a steady peak without suffering any of the dips you can get in more conventional engines. Another is light weight and the use of low-friction components, both factors helping to generate the feeling of seemingly effortless operation while also maximising fuel economy. Because the engine is lighter, it also means less

of a load on the components so we could use lighter parts in its construction. It's all part of a virtuous circle leading to more immediate throttle response, better economy and improved refinement.

Reduced noise – and the characteristic Lexus hush – is important, too. This is why even the sound of the air that cools the engine, sourced from the striking front intakes, is 'tuned' by a special resonator.

When developing this engine, we didn't overlook the other important efficiency factor – controlling emissions. The SC 430, therefore, has a high-density catalyst placed strategically close to the exhaust ports to reduce warm-up time and boost its effectiveness. And it is effective. The SC 430 achieves the demanding Euro IV standard.

## SOPHISTICATED VALVE TECHNOLOGY

The V8 power is further enhanced by a sophisticated Variable Valve Timing-intelligent (VVT-i) system. This helps boost response levels across the rev range by constantly adjusting the air intake valves to suit the conditions at any given time. The VVT-i system also enhances fuel efficiency and reduces emissions. In addition, this optimised combustion delivers smooth and refined power.

## DRIVE BY WIRE

Also known as Electronic Throttle Control System-intelligent (ETCS-i). This is yet another feature aimed squarely at providing you with a progressive and perfectly composed driving experience.

It works like this. When you put your

foot on the accelerator pedal, the engine receives an electronic signal requesting more power. By replacing the traditional, less efficient cable link between pedal and engine, ETCS-i provides better fuel economy, faster responses and smoother acceleration. There are three modes you can choose from, each activated by a switch integrated neatly into the natural wood centre console: Normal, Power and Snow. Choose Snow and throttle responses are slower, reducing the risk of losing traction. Normal is the day-to-day optimum. And Power provides a more immediate connection with the V8's potential.

ETCS-i also controls the car's idle speed and is linked to the Traction Control system (TRC), Vehicle Stability Control (VSC), cruise control and shift lock reduction control. Why? All these important connections make gearshifts that are much smoother.

## SIX-SPEED SEQUENTIAL AUTOMATIC

The high reserves of power available in the SC 430 are deployed through the Electronic Control Transmission (ECT) system. The close-ratio six-speed gearbox uses a host of innovations to improve refinement, fuel economy and, as befits this car's remit as a luxury grand tourer, impeccably mannered dynamic responses.

What's more, as well as fully automatic gear shifting, you can switch to the involving pleasures of manual override through sequential manual control of the gear range.

The system is also intelligent. The V8 engine and transmission communicate continually and sophisticated software learns your driving style and then provides the most appropriate response. When you are cruising

on the motorway or through the countryside, the gear changes become more relaxed. Press on along an entertaining road and the gear changes become brisker. But that's not all. The car's Artificial Intelligence (AI) shift control system adds another level of comfort and convenience. AI can tell whether the SC 430 is travelling up or down a gradient, thanks to input such as throttle opening and the car's speed. Uphill, the system ensures that optimum power is achieved by preventing unnecessary upshifts. Downhill, it maintains optimum engine braking by automatically downshifting. In either case, the process is smooth and unobtrusive.

# COMFORT ASSURED

The hand-stitched soft leather upholstery in the SC 430 cabin provides an indication of the quality we've aimed for - right down to the smallest details, such as the seatback pocket and seatbelt guide, which are finished in the same soft-touch leather. For the seats, our design starting point was straightforward. They had to be, at the very least, as comfortable and supportive as any you'd choose for your own home. Our pursuit of perfection, however, took the design significantly beyond this requirement.

## EIGHT-WAY ADJUSTABLE SETTINGS WITH MEMORY

Beneath the soft-touch leather upholstery of the front seats, sophisticated electronics allow you to tailor the seating position to your exact personal preference, using eight different electrically powered adjustments.

Having done so, you can commit those settings to the seat's micro-computer-controlled memory, simply by pressing a button. Then each time you slip behind the steering wheel, the driving position can be returned to those ideal, pre-chosen settings automatically, again by pushing a single button. Settings for two drivers can be retained in the seat memory.

## INDIVIDUAL HEATED FRONT SEATS

The front seat passengers also benefit from individual, variable-control seat heaters, to provide added comfort and warmth all year round. A special heating element allows them to warm up more rapidly to your desired temperature, helping you to enjoy the drive further, particularly if you want to lower the roof on a chilly morning.

## EASE OF ACCESS

Here's another convenient and welcome feature. The tactile leather-trimmed steering wheel can be adjusted electrically for both its angle of tilt and its distance from the seat, ensuring high comfort and practicality for the driver. To make access to and from the driving seat easier, the wheel also automatically tilts and retracts away when the key is removed from the ignition or the driver's door is opened. When you place your key in the ignition again, the steering wheel returns to its previous position.



# BEAUTY WITHIN

The cabin of the SC 430 reflects both its dynamic nature and intrinsic, crafted elegance. Wherever the eye falls, combinations of rich, natural materials such as leather and wood combine with contemporary, high quality finishes. And it's all underpinned by intelligent and intuitive technology.

## OPTITRON DISPLAY

The Optitron display for the instrumentation in the SC 430 features crisp white illumination and Light Emitting Diode (LED) indicator needles. This means that the dials, such as the speedometer, rev counter and fuel gauge, are clearly legible at all times, regardless of lighting conditions. Like the layout of the dials, it's a practical approach that adds to the sophisticated, exclusive feel of the cabin.

## ANTI-GLARE MIRRORS

The door mirrors on the SC 430 can be adjusted, folded or heated at the push of a button. In addition, the passenger side door mirror tilts down automatically when you engage reverse gear to give a clearer view. There's another feature that reacts intuitively to your needs and seamlessly anticipates them. The door mirrors and internal rear view mirror automatically suppress glare so you don't have to worry about being dazzled by the headlamps behind you. Using electrochromatic technology, these mirrors help you stay relaxed, reduce fatigue and improve safety.



# BESPOKE AUDIO



The SC 430 provides a tranquil environment for enjoying the purity of silent contemplation. But when the mood takes you, a push of a button will flood the cabin with music or, if you prefer, the spoken word, from a nine-speaker Mark Levinson® premium surround system, which has been custom-designed for the SC 430 and its differing acoustic demands as a coupé and convertible.

The acoustics and ambient noise levels inside a coupé are very different from those of a convertible. That's why the SC 430 has a tailor-made Automatic Sound Levelling (ASL) system. It maintains consistently high quality, accurate sound reproduction under all driving conditions by automatically adjusting the Equaliser sound and volume according to the driving speed and the position of the roof. It's one less thing to worry about, leaving you free to enjoy the bespoke hi-fi created by one of the leaders in the audio industry.

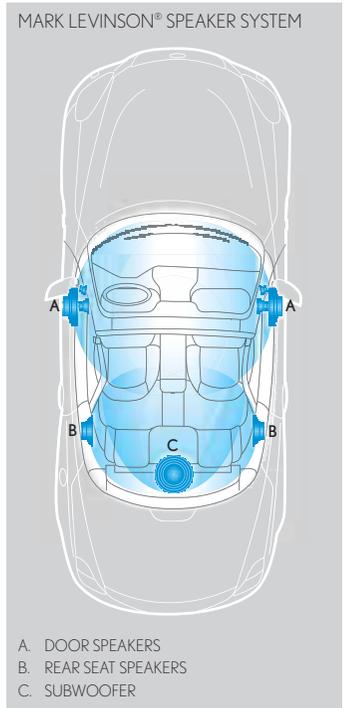
## MARK LEVINSON® SURROUND SYSTEM

The premium Mark Levinson® surround system features a six-disc CD changer in the dashboard

for added convenience, a three-waveband RDS tuner and Dolby cassette deck. Nine speakers are strategically sited around the car to place you at the centre of a rich soundscape. It's a four-way system with a tweeter in each upper side of the doors and one mid-range speaker in each door centre. There are two rear side speakers and one back seat subwoofer. All this, combined with a 240W eight-channel Digital Sound field Processing (DSP) amplifier, delivers pure, powerful sound. As any hi-fi aficionado will tell you, its mere 0.01 per cent total harmonic distortion at a full 20Hz to 20KHz bandwidth is a remarkable achievement.

## AUDIO AND NAVIGATION CONTROLS

Vital controls for the Mark Levinson® audio and DVD navigation system are set discreetly and conveniently into the steering wheel. These controls can also be used to operate the Bluetooth® mobile communication system. The controls are intuitive to use and an example of how we have striven to enhance ergonomics through discreetly elegant design solutions.



# FINGERTIP CONTROL

## BLUETOOTH® COMPATIBLE

The SC 430 also offers Bluetooth® connectivity, allowing the seamless integration of a mobile phone into the car's Electro Multi-Vision (EMV) system and hands-free communication\*. Whenever your phone is in the car, the hands-free system is activated. Sound is channelled through the car's speaker system, and the phone can transfer up to 500 stored numbers into the EMV system.

## FINGERTIP CONTROL

So you can concentrate totally on the SC 430 driving experience, supplementary controls such as the DVD satellite navigation system and Bluetooth® telephone\* are governed by the EMV touch-screen colour display. Just another example of this car's elegant, convenient refinement.

## ELECTRO MULTI-VISION DISPLAY

The wide-screen EMV is located discreetly behind a wooden panel that slides out of the way with a satisfying damped action. To avoid sunlight reflection, it can be tilted in three steps through 14 degrees. It's a seven-inch Liquid Crystal Display (LCD) monitor and provides an interactive information resource giving control over many of the car's systems, such as navigation and climate control. It displays a comprehensive list of trip details,

average fuel efficiency and distance driven since the start of the journey. The EMV also acts as the user interface for a Bluetooth® telephone\*.

## DVD NAVIGATION

The car's DVD Navigation, which is accessible through the EMV, is one of the most advanced and intuitive systems available today. It's up to seven times quicker than many conventional systems, certain functions can be voice activated and it features a dual map - large-scale and small-scale - split-screen display. You can specify where you want to go by address, stored destinations or even points of interest. It's so precise that if you're low on fuel it can help you find your nearest petrol station.

The system calculates how quickly you can expect to get to your destination and offers a variety of possible routes based on the shortest distance or journey time. In the United Kingdom, and other countries with Dynamic Route Guidance\*\* (DRG) facilities, the navigation unit is constantly updated with information about traffic congestion, accidents and delays. To help you avoid these, the system can suggest an alternative route.

And if you've ever had to fumble around for a new DVD or reset the satellite navigation as you cross a border into another country, such

worries are over - just one DVD now covers most of Europe, including Russia, and the system will alert you when you cross a border. The DVD database also contains a Europe-wide guide to hotels, shopping centres and tourist centres.

To ensure that there is no compromise on either safety or driver comfort when it comes to operating frequently used features, both the audio and navigation systems incorporate voice recognition technology. This means you can access and adjust some of the controls and functions using spoken commands, without having to take your eyes off the road.

\* Features require mobile phones to incorporate Bluetooth® technology. Please consult your Lexus Centre for a full list of compatible phones or to check the suitability of your existing mobile phone.

\*\* DRG is available in countries using the RDS radio system. The Traffic Messaging Channel will then enable use of the DRG.



# THE ART OF MOVEMENT

The SC 430 changes from a dynamic-looking coupé to graceful convertible in 25 seconds. The retractable aluminium roof is an example of how we apply advanced technology and thoughtful engineering to produce elegant simplicity. When you decide to change your preferred mode of transport from enclosed and insulated to open-air and invigorating, the roof folds away neatly behind you.

The process of transforming the SC 430 from a refined coupé into an elegant convertible is a sight to behold. The retractable aluminium roof is operated by a single button. There are no latches to worry about, simply press 'Open' or 'Close'.

Here's how the fully automatic process works: first you press the 'Open' button and hold it down. The windows are lowered and the boot lid hinges back to expose the roof storage compartment. Next, the package tray rises while the roof begins to open. The roof, including the rear window, then folds away neatly and the package tray returns to its normal position. Finally, the front of the boot lid closes and the transformation is complete. To close the roof, the 25-second process happens in reverse.

# COUPÉ AND CONVERTIBLE COMFORTS

The SC 430 offers a refined approach to open-top travel. The car was planned as a convertible from the beginning, so it is endowed with an extremely rigid chassis. There are many other advanced features which contribute to excellent running smoothness. Your comfort when the roof is up, thanks to a host of innovations, is also assured.

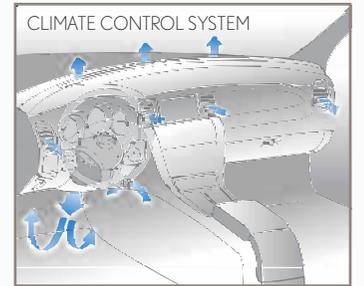
## INTELLIGENT CLIMATE CONTROL

We used our knowledge of air management, beyond our aerodynamic expertise, to create a tailored climate control system for the SC 430. Most convertibles use the same climate control system for both open-top and roof-up motoring. However, lowering the roof affects how the climate control air conditioning system works.

That's why the intelligent climate control on the SC 430 monitors whether the roof is up or down and automatically adjusts its operation to suit. It even takes the outside temperature into account.

Traditionally, the upper thigh is the coldest area of the body during open-top motoring. So the advanced climate control system in the SC 430 includes a supplementary Lap-Jet heater

system that directs hot air to keep the driver and front passenger comfortable on cold days. And, of course, each has an individual temperature control for 'their' side of the car. A solar correction control, with a sensor close to the windscreen, is also provided. This measures the effects of the sun's heat and adjusts the temperature automatically.



In addition, the advanced climate control system in the SC 430 continuously monitors air quality. As soon as the air entering the cabin falls below a pre-determined standard, such as in heavy traffic when the roof is up, the system automatically shuts off the external supply and purifies the air already in the cabin. The system also removes dust and pollen from the air before it enters the cabin. It's an example of how the SC 430 reacts to a situation before it can develop into a problem.

## CRUISE CONTROL

Operation of the Cruise Control system is at your fingertips. Discreetly located behind and to the right of the steering wheel, a switch gives you complete control of your desired cruising speed. Without touching the throttle pedal, the car will maintain your preferred speed and, when you

need to accelerate, you just push the switch upwards. The system automatically cancels itself as soon as you touch the brakes, or you can disengage it using the same steering wheel-mounted switch.



# IMPROVED NIGHT VISIBILITY

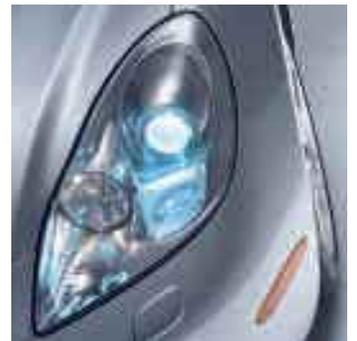


For the best possible vision in poor conditions or at night, the car is fitted with High Intensity Discharge (HID) low-beam headlamps. Using xenon technology, their sharply defined, brighter and longer-reaching light patterns provide an excellent field of vision.

The headlamps feature auto-levelling which keeps the beam in a consistent direction regardless of the car's load. It holds a steady, intelligently focused beam regardless of road conditions, too. One benefit worth noting is that, should you drive over speed-limiting humps, for example, oncoming drivers won't be dazzled by your lights.

When you need the extra security of high beam illumination, the SC 430 obliges with Halogen Infrared Reflection bulbs (HIR) for far-reaching clarity and that all-important feeling of safety on the road.

The front lights, with their dynamic, swept-back looks, also incorporate a sophisticated safety feature called the Intelligent Adaptive Front-lighting System (I-AFS). This anticipates your direction of travel and then automatically swivels the headlamps by up to 15 degrees into corners for greatly improved visibility. Pop-up high-pressure headlamp washers, meanwhile, help maintain peak performance at all times.



# ADVANCED PROTECTION

The SC 430 is equipped with a state-of-the-art, intelligent airbag system designed to keep the driver and front passenger protected in many situations. It assesses the type and severity of the impact in the first vital milliseconds and deploys the relevant safety features accordingly. In this way, it creates a hi-tech automatic safety system that offers world-class protection.



## FRONT

Sensor-controlled front Supplemental Restraint System (SRS) airbags can register the intensity of impact, the seat position and whether or not seatbelts are fastened, and react accordingly. They have dual-phase inflation to help reduce the chance of impact injuries.

## SIDE

In the sides of the cabin, large Thorax, Abdomen, Pelvis (TAP) SRS airbags are designed to protect some of the most vulnerable areas of the human body. They are also located within the seats, rather than the doors. It's a thoughtful touch because it means they are always in the ideal position to protect you, regardless of however far back or forward you are placed in your seat.

## WHIPLASH INJURY-LESSENING DESIGN

The head restraints and seat backs in the SC 430 are designed and configured to reduce the risk of whiplash injury. If you suffer a rear-end collision, the seat will absorb energy while the head restraint minimises the whiplash-inducing movement between your head and torso.

## TYRE PRESSURE SENSORS

Each tyre valve on the SC 430 incorporates a sensitive electronic monitor, which continuously checks inflation pressure. If there is a small loss in pressure, a warning light appears on the dashboard. If pressure falls further, indicating that the tyre may be defective, an audible warning sounds inside the car. It's another example of how the SC 430 uses advanced technology to react to a situation before it can develop into something serious.

# STABILITY AND CONTROL

The SC 430 is a luxury grand tourer with continent-crossing capabilities. Its sophisticated stability systems reflect this. So as well as refining the car's powerful dynamic potential, we have also developed state-of-the-art innovations that help you to stay in total control whatever conditions you may encounter.

Strong, progressive stopping power under normal conditions is assured by a combination of powerful disc brakes all round and a double master cylinder, while for emergency situations, the advanced technology listed below is there to offer you extra assistance, should you need it.

## ELECTRONIC BRAKEFORCE DISTRIBUTION (EBD)

Anti-lock braking (ABS), the system that prevents the tyres from skidding if you brake hard or encounter a slippery surface, is, as you would expect, standard on the SC 430. A feature called Electronic Brakeforce Distribution (EBD) is also standard, and it gives an even safer and surer feel. Depending on the driving conditions, EBD works with ABS to regulate the most effective distribution of brakeforce between the front and rear and left and right wheels, helping to maintain effortless stability during

cornering and braking. This prevents wheel lock, resulting in enhanced driver control and excellent, effective braking performance.

## TRACTION CONTROL (TRC)

This monitors and controls the amount of torque, or twisting force, at each wheel to help the SC 430 use its power safely and effectively. If it detects that one or more wheels are starting to slip - on a wet or muddy surface, for instance - the system's Skid Control computer instantly determines the best way to restore traction to that wheel. Then it automatically decreases the torque being sent to the wheel that's about to spin, or in more extreme cases applies the brakes on that wheel momentarily until it regains traction. When you need to accelerate in slippery conditions, TRC is always on hand to help you do so securely.

## VEHICLE STABILITY CONTROL (VSC)

VSC activates when you encounter situations such as slippery roads or you need to take emergency avoidance manoeuvres. It acquires data from a host of sensors placed strategically throughout the SC 430. Information picked up includes wheel

rotation, brake pressure and movement of the car's body. If the sensors detect that the car is about to lose control, the system will apply various stability and safety systems to varying degrees.

Here's how it works in practice. Say you enter a corner just a little too fast for comfort and apply the brakes. In some circumstances, this could lead to the weight of the car shifting forward and, consequently, the rear tyres could lose grip.

With VSC, the system assesses what's happening to the car - registering body movement, the angle of the steering wheel and brake pressure. Using this data, it then calculates and distributes the precise amount of brake pressure to each wheel to help keep you on a safe course.

## BRAKE ASSIST (BAS)

We've raised the safety factor even further in the SC 430 with an innovation called BAS. And, once again, it's standard. This is a device that could make a crucial difference in difficult circumstances by automatically raising your braking ability when you need it most. In a panic situation, it's possible for a driver to apply insufficient force to the brake pedal or be unable to

continue applying enough pressure to bring the car to a safe standstill. If either situation occurs, the system anticipates the need for extra brake force and applies it.

In technical terms, a computer recognises what's happening based on information fed from the master cylinder pressure sensor and a pedal stroke sensor. The brake actuator then increases the wheel cylinder hydraulic pressure, and hence, stopping power. Combine BAS with VSC and the integrity of your course will be significantly safer. If, on the other hand, you need to accelerate in similar slippery conditions, TRC offers further assistance in helping the SC 430 to use its power safely and effectively.

# STRUCTURAL INTEGRITY

Dynamic ability and safety are interlinked. A strong, rigid passenger cabin provides greater protection in a collision, yet it's also inherently more rewarding to drive. The extra rigidity makes it handle more adeptly, soak away bumps more effectively and cruise with greater hush and refinement, which is why the body shell of the SC 430 incorporates such resolute strength. To optimise your driving pleasure, and feeling of security, it's supported by a sophisticated suspension system.

## REINFORCED THROUGHOUT

From the outset, the body shell of the SC 430 was engineered to meet the specific demands of a convertible. Beneath the floor, for example, there are eight additional braces that increase the body's stiffness - sometimes called torsional rigidity - by 40 per cent. There are also large cross-section rocker panels and re-engineered structural members to maintain the optimal structural integrity, whether the roof is up or down.

Fundamentally, though, a strong, rigid structure is safer. The SC 430 has been put through a rigorous programme of crash testing. We also explored in great depth all eventualities through advanced computer modelling. Our 'live' results demonstrated that the SC 430 is capable of withstanding severe impacts with only minimal deformation of the cabin, with energy

absorbing structures at the front and rear, and additional reinforcing beams in the doors.

What's more, the windscreen pillars have been reinforced to meet the rollover demands of a convertible and high-tensile steel roll bars are integrated into each of the rear head restraints. And lightweight aluminium sheets used in the car's bonnet and retractable hard top add to structural rigidity while keeping down weight.

## DOUBLE WISHBONE SUSPENSION

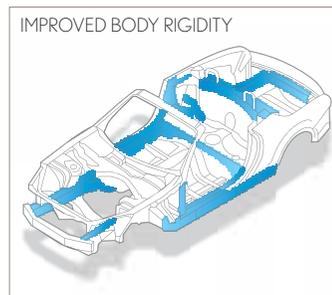
The suspension in the SC 430 gives the driver greater control over the car's reactions. Its front and rear double wishbone arrangement allows each wheel to move independently of the others during cornering and over bumps. So the tyres remain in contact with the road surface more of the time, which in turn means higher levels of grip and greater feedback for the driver. However, the suspension delivers more than crisp handling responses. It also enhances comfort. The settings have been tuned to provide the pliant, unruffled ride quality that you'd expect from a Lexus.

The front setup, with its high-mounted upper arms, has a fine-tuned stabiliser bar and optimised shock absorbers and bushings. We also configured the roll centre height to help control the up and

down movement of the centre of gravity when the body shows signs that it's rolling. An overall attribute of the suspension gives a good example of how this car anticipates your needs. In many circumstances, if you brake during a fairly quick corner, there's a risk that the tyres may lose grip and the car will run wide. The suspension on the SC 430, however, is geared to provide a degree of 'natural' understeer to counter such situations. Thus, in moderate conditions, you simply keep gliding through the manoeuvre.

The rear has clever arrangements designed for composure and safety, too. Among them, arms that are positioned to limit changes in centre of gravity height for controlling body roll, and bushings that are set to equalise forward and rear movement, resulting in heightened comfort, handling and stability.

There's another advantage of double wishbone suspension. It is more compact than a more conventional configuration, so it frees up extra space in the front footwells and the boot.



# NATURAL QUALITY

Our pursuit of perfection extends to every attribute of the SC 430 - as is the case with every Lexus. An area where you feel the benefit of this almost immediately is the interior quality of this car. We've painstakingly selected and crafted natural forms and materials such as wood and leather to offer you deep and enduring levels of luxury. We even sought expertise from outside of our own industry to learn more about traditional craftsmanship and techniques. This included spending time with talented individuals at the Yamaha music instrument factory to find out, and then apply in our own way, their special timber moulding techniques used in creating pianos, violins and guitars.

Our use of real wood has even extended - beyond, for example, the gear lever, centre console and fascia - to the cup-holders. Dark birdseye maple with Westmorland leather or walnut wood with either

Rutland or Helmsdale leather are the perfect complement to the surrounding interior colours. Other subtle touches include metallic finishes on the air conditioning panel and audio system, creating a fusion of technology and lasting style.

As for the exterior of the SC 430, the paintwork on those aerodynamically enhanced body panels meets the most exacting quality standards. At the same time, we've done all we can to make sure it meets the unique aesthetic requirements of a Lexus.

We talk a good deal about QDR at Lexus - Quality, Dependability and Reliability. When it comes to fit, finish and build quality we like to think the QDR rating is of a high order. We are always, however, looking to make it better...



# SPECIFICATIONS

<b>Engine</b>	VVT-i	Variable Valve Timing-intelligent		
	Cylinders/Valves		V8/32	
	Capacity	(cc)	4293	
	Max. output	(bhp/kW@rpm)	282/210@5600	
	Max. torque	(Nm@rpm)	419@3500	
	Compression ratio		10.5	
<b>Transmission</b>	Bore x stroke	(mm)	91 x 82.5	
	Rear wheel drive			
	6-speed automatic transmission ECT	Electronically Controlled Transmission with sequential mode		
	Gear ratios	1st		3.296
		2nd		1.958
		3rd		1.348
		4th		1.000
5th			0.725	
6th			0.582	
	Reverse		2.951	
<b>Performance</b>	Max. speed	mph (km/h)	155 (250)	
	Acceleration 0-62mph	(s)	6.2	
	Drag coefficient	(cd)	0.29	
<b>Fuel consumption</b>	Urban	(mpg/l/100 km)	17.3/16.3	
	Extra urban	(mpg/l/100 km)	32.8/8.6	
	Combined	(mpg/l/100 km)	24.8/11.4	
<b>Emissions</b>	Emissions level		Euro IV	
	CO <sub>2</sub> Combined	(g/km)	269	
<b>Brakes</b>	Front	Ventilated discs		
	Rear	Solid discs		
<b>Suspension</b>	Front	Double wishbone		
	Rear	Double wishbone		
<b>Wheels</b>	Standard		18"245/40*	
	Run flat tyre option		18" 245/40*	
<b>Weights</b>	Gross vehicle weight: front	(kg)	1005	
	Rear	(kg)	1105	
	Total	(kg)	2110	
	Kerb weight: min.-max.	(kg)	1740-1790	
<b>Dimensions</b>	Length	(mm)	4535	
	Width	(mm)	1825	
	Height	(mm)	1370	
	Wheelbase	(mm)	2620	
	Fuel tank capacity	(l)	75	
	Luggage compartment capacity		(m <sup>3</sup> )	0.368 (with roof up)
				0.135 (with roof down)

<b>Standard equipment</b>	<b>Safety and security</b>	Anti-lock braking System (ABS)
		Brake Assist System (BAS)
		Traction Control System (TRC)
		Electronic Brakeforce Distribution (EBD)
		Vehicle Stability Control (VSC)
		Tyre Pressure Warning System (TPWS)
		Dual front and side Supplementary Restraint System (SRS) airbags
		Seatbelts with pre-tensioners and force limiters, front
		Four three-point seatbelts
		Four head restraints
		Side impact door bars
<b>Exterior</b>	Impact-absorbing structure	
	Front and rear crumple zone	
	18" alloy wheels	
	Outside rear view mirror: electrically adjustable, heated and electrochromatic (auto-dimming)	
	High Intensity Discharge (HID) wave-reflector headlamps	
	Intelligent Adaptive Front-lighting System (I-AFS)	
	Water-repellent glass on door windows	
	UV reduction glass	
	LED taillights and brakelights	
	<b>Interior</b>	Illuminated entry system
		Optitron instrumentation
Touch-screen-operated DVD navigation system with Dynamic Route Guidance (DRG)		
Bluetooth® mobile phone connectivity		
Cruise control		
Wooden shift knob and steering wheel		
Electrically multi-adjustable steering wheel position		
Speed-sensitive power-assisted steering		
Three-waveband RDS radio and Dolby cassette deck with Automatic Sound Leveler (ASL)		
Nine-speaker Mark Levinson® audio system		
In-dash, single slot, 6-CD changer		
Dual automatic advanced climate control air conditioning with Lap Jet heater outlet and automatic recirculation system		
Separate driver/passenger temperature controls		
Electrically multi-adjustable front seats, with lumbar support and memory function		
Leather upholstery		
Heated front seats		
Front armrest		
Front centre dual console box		
Space saver tyre		