EXHIBIT E

CAR REVIEWS

2014 Lexus IS 350 drive review

No manual, but almost everything else is right

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The IS 350 makes 306 hp from its 3.5-liter V6. Photo by Lexus

By: Jake Lingeman on 5/09/2013

What is it?

The 2014 Lexus IS begins the third generation of the sports sedan that debuted in 2000. At launch, the IS 350 will be the hottest version available. This trim -- with the 3.5-liter V6 making 306 hp and 277 lb-ft of torque -- will cost $40,360 when it goes on sale this summer. That's less than the four-door versions of both the BMW 335i and Mercedes-Benz C350, its main rivals, according to company brass. The 204-hp IS 250 starts at $36,845. Both prices include an $895 destination charge.

The optional F-Sport package is offered on all trims for around three grand. It adds a unique front bumper, LED headlights, 18-inch wheels, front sport seats, and a more aggressive sport-tuned suspension. The center-mounted tach is adopted directly from the flame-throwing LFA supercar, and the IS 350 model also gets the company's Adaptive Variable Suspension (AVS), which adjusts to road conditions. All IS examples get a double wishbone setup with coil springs, gas-filled shocks and a stabilizer bar. The rear has a multilink system.

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The IS gets the wildest version yet of the company's now-signature spindle grille, first seen on the Lexus LF-Gh concept at the 2011 New York auto show. F-Sport models add a full honeycomb grille insert, while the rest use horizontal bars. The profile looks more aggressive, but we're not sure about that styling line running from the bottom of the car to the restyled taillights.

The rear-wheel drive IS 350 uses an eight-speed automatic transmission sourced from the IS-F, while all-wheel-drive and lesser versions of the IS get a six-speed auto. No manual is offered on the IS, which makes Lexus' claim of taking on the best in the segment ring a tad hollow, at least from an enthusiast's standpoint. All versions of the IS have variable drive modes consisting of Eco, Sport and Normal, which tighten up the steering, improve throttle response, and button down the coilovers on cars equipped with the adaptive suspension. The IS 350 F-Sport adds a Sport Plus mode, which ratchets up performance even further.

What's it like to drive?

It's a buttery smooth blast. Both the suspension and transmission in the IS 350 are tuned a smidge softer than the BMW 335i or Audi A4. That means that even during full-throttle shifts in the eight-speed -- which sound spectacular -- you can just barely feel the converter locking up. However, if you're looking for a little snap, turn the IS to Sport and manual-shift mode. The ECU locks up the converter instantly after shifts to make it feel almost like a dual-clutch gearbox.

On the handling course, the IS absorbed the small bumps easily, and exhibited only slight body roll through the 35-mph slalom. We feel the need to mention here that the stellar leather-clad driver's seat held us nearly perfectly in place in all maneuvers.

The steering is better than any Lexus in recent memory save the LFA, and a big step forward from the last

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The steering is better than any Lexus in recent memory save the LFA and a big step forward from the last generation, which was provided for comparison purposes. The power steering system is electric, which seems to be the way everyone is going these days, but it felt extremely direct. Rear-wheel drive IS 350 F-Sport models also have the option of variable steering, which firms up with the drive mode. The most fun we had all day was in the IS 350 F-Sport in Sport Plus mode, which made the sedan razor sharp around the slalom and handling course. The option is a must-have for g-force junkies.

We didn't do too much drifting during the exercises, but we did get a feel for the car from the passenger seat with some of Lexus' in-house drivers. With the traction control on, IS passed the moose test with rubber to spare. When turned off, it slid predictably off course, and was easily corrected with calm steering input.

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Do I want one?

If you don't *need* a manual transmission, the IS 350 -- with the F-Sport package -- is just as fun, if not more, than any of its German rivals. The new styling is something people take notice of on the street. The difference in pricing between it, the C-class and the 3-series is negligible when you figure in the F-Sport package. The brand always does well in the J.D. Power rankings. The IS 350 has a ton going for it.

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Would we buy one? No. Because like many of you, a manual transmission is on our very short list of must-haves in a new car. Despite its name, the hyper-competitive entry-luxury segment is also a sporting segment, and BMW, Mercedes and Audi all offer a third pedal. We'd love to see a small run of manuals for Toyota faithful, but by all indications, that is not in the cards.

2014 Lexus IS

Price: $36,845-$42,595

Available: Summer 2013

Layout: five-passenger, front-engine, rear- or all-wheel-drive sedan

Drivetrain: 2.5-liter V6, 204 hp @ 6400 rpm, 185 lb-ft @ 4800, six-speed automatic; 3.5-liter V6, 306 hp @ 6400 rpm, 277 lb-ft @ 4800, eight-speed automatic

Curb Weight: 3,461-3,737 lbs

Performance: 0-60 mph, 7.7 sec, 140 mph top speed, 24 mpg (IS 250, rear drive); 60 mph, 5.6 sec, 143 mph top speed, 22 mpg (IS 350 rear drive)

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Rob Burton · ★ Top Commenter · Minnesota

Why did you not include the Cadillac ATS 3.6 in your comments? The other Elephant missing in your comments is this car's seriously unattractive design.

Reply · 2 · Like · Follow Post · May 9 at 12:19pm

Michael Savuto · ★ Top Commenter · University of Oklahoma

Amen, I have likened the front of the new Lexus' to the maw of the Predator. I hope they have improved visibility, the prior versions had green houses that were claustrophobic, the windshield seemed to end at the front of my head and I am not that tall. To give it it's due though, it ran great.

Reply · Like · May 9 at 12:43pm

Jacob Lingeman · ★ Top Commenter

The nose is pretty wild, and very busy, but in person it's visually impressive. Also I thought about the ATS and the G37, but since Lexus mentioned those three, they are the comparisons I used. And, no manual in the 3.6-liter ATS, unfortunately.

Reply · Like · May 9 at 1:43pm

John Stone · ★ Top Commenter

It seems like the engine is basically a carryover. Nothing wrong with that, I suppose, but BMW and Audi have done considerable engine refinement since the first IS350 was introduced. Gas mileage looks mediocre, it's considerably slower than a 335i, and it's heavy. Too bad BMW messed up the steering and oversoftened the suspension on the new 3 series. I guess I'll keep looking for a replacement for my 07 335i

Reply · Like · May 9 at 7:03pm

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Steve Hiss · ★ Top Commenter · Solution Lead at AMind Solutions

Automatic transmission = deal breaker. I also don't find that hourglass grill particularly attractive.

Reply · 1 · Like · Follow Post · May 9 at 12:28pm

Steve Theodore · ★ Top Commenter

I still proudly drive my 2003 Lexus IS300 5 speed manual and they have yet to provide me any reason to replace it. I'm afraid I will look outside this brand eventually for a replacement since I want to shift for myself (with a third pedal).

Reply · Like · May 9 at 12:54pm

Josh Lewis · ★ Top Commenter · HACC

I dont think the C class offers a manual anymore, so that leaves the 3 series, a4/s4, and the turbo 4 ats. Also the TSX and the TL even though I dont consider them direct competition. THe next g37/q50 will not offer the third pedal either. THe manual is disappearing, long live the manual!

Reply · Like · Follow Post · May 9 at 5:33pm

Christopher Dauerer · ★ Top Commenter · Works at Volvo Car China

No third pedal, no sale. Not to mention a face only a mother could love.

Reply · Like · Follow Post · May 9 at 10:34pm

Alan Jeans · ★ Top Commenter

Autoweek, can you please stop the stupid subscription pop-ups????? Please??? As a multi-decade subscriber, you are really getting on my nerves!

Reply · 4 · Like · Follow Post · May 9 at 10:45pm

Babykins Smith · ★ Top Commenter · Naples, Florida

"No manual is offered on the IS, which makes Lexus' claim of taking on the best in the segment ring a tad hollow"

To you and the four posters below. The rest of the population has moved on.

Reply · Like · Follow Post · May 10 at 1:12am

Timothy Gittins · ★ Top Commenter

Not only is this car about as nice to look at as a vacuum cleaner, it looks like the front and rear are for a car of today and the sides a car from the last decade...the fact it has a F sport package and no Manual offering says to me, its for a wannabe to afraid to buy German as they "heard" they are not reliable. Does Lexus have a soul? Last time I sat in one, it was just another nice Japanese made car, trying to be what german cars are, sporty. And I agree, the Caddy ATS is way better looking, and value, ..wake up Toyota...

Reply · Like · Follow Post · May 10 at 8:02am

David Ziegelheim · Follow · ★ Top Commenter · New York University Stern School of Business

The new Lexus grille design is love it or hate it...I don't love it. The big questions are how the fuel economy compares to competitors in real life (C-class, 328, A4) and what the interior room is like. The outgoing IS, like the ATS, had a rear seat unusable for anything other than a child seat and a tiny trunk. Are these fixed?

Pricewise, this car similar to an Infiniti Q50. It is 8" shorter, less interior room, about the same price (at least in IS350 form). Around here dealer's don't stock the IS350. The loaded IS250AWD is below the equivalent Q50 and if the interior room is ok and fuel mileage better than past versions, the new IS250AWD may be revived.

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Giancarlo Moretti · ★ Top Commenter

The upper $42,595 price is very close to a Audi S4, which comes with AWD, supercharged V6, and a proper manual gearbox. As a sporting sedan this Lexus doesn't even begin to compare.

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The IS 350 makes 306 hp from its 3.5-liter V6. Photo by Lexus.

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First Drive: 2014 Lexus IS

This time it's more than just plain vanilla.

by Joseph Szczesny on May.23, 2013

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It wasn't all that long ago when Lexus dominated the U.S. luxury market, but despite its continuing strength in quality and customer service surveys, the Toyota luxury brand has been losing momentum to European makers BMW and Mercedes-Benz, never mind upstarts such as Audi.

The new sedan - the IS 250 shown here - adopts the Lexus spindle grille design.

It doesn't help that the buzz around its vehicles has shrunk to something like a very faint hum, its sales more and more dependent on its primary crossover vehicle, the RX. While that may be propping up the numbers, it also might trigger a sense of déjà vu for the sepia-tinged era when station wagons ruled the road.

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Company officials, notably including Toyota President Akio Toyoda are clearly worried and looking for ways to kick-start the brand. Among other things, they've been talking a lot about passion, these days, something that Lexus translates as the more sporty design language that one finds on the newly restyled Lexus IS. The good news is that with this entry-level sedan beauty is more than skin deep, the 2014 IS reminding us why Lexus soared to the top of the U.S. luxury market in the first place.

The Lexus IS 350 features a 306 hp 3.5-l V-6.

For starters, the ride and handling are superb. The IS manages to do the neat trick of delivering a sporty ride that is also smooth and comfortable. When you push the car, the suspension reacts with precisely feel the situation demands. When driven on country roads with uneven pavement the IS delivers a surprisingly smooth and comfortable ride. On smooth highways, the ride is more precise, firm and predictable.

The IS250 and IS350 – we actually drove both – are equipped with electric power steering but the system is accurate and manages to deliver plenty of feedback to the driver. Clearly Toyota's engineers studied the competition on the ride and handling course and set out to best them, creating a car that is poised, polished and nimble without some of the harshness found in competing sporty models.

One piece of news, Lexus representatives delivered while presenting the car to the media was that no hybrid is planned. A hybrid version of the IS will be sold in Europe but the American version will stick with the gasoline engines. That's an unexpected reversal of the long-stated Lexus position that it would eventually offer hybrid options for virtually all of its models.

The interior of the new Lexus IS 350.

The IS 250 is powered by a 2.5-liter V6 that delivers 204 hp and 185 lb-ft torque. It is matched to a six-speed electronically controlled transmission.

The IS 350 is equipped with a 3.5-liter V6 with the unusual direct and port fuel injection combination Lexus has used on several models. It produces 306 hp and 277 lb-ft of torque, and is matched with an eight-speed transmission, which features paddle shifters and the G-force Artificial Intelligence (G-AI) system that automatically selects the optimum gear and downshift pattern in response to G forces – which means you won't be changing gears unexpectedly when skating through a tight turn.

Both IS models are available with an electronically controlled all-weather drive system designed to help improve traction under all driving conditions by automatically varying front-to-rear torque balance from front to rear.

The exterior of the Lexus IS manages to overcome the brand's reputation for bland designs. There is nothing generic about the new sedan – though how you'll react to the brand's new "spindle grille" face is a personal matter.

To our eyes, the 2014 Lexus IS is sleek, low-slung and boasts an aggressive looking front end that commands a second and third

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- January 2013
- December 2012
- November 2012
- October 2012
- September 2012
- August 2012
- July 2012
- June 2012
- May 2012
- April 2012
- March 2012
- February 2012
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look. Even if you're put off at first, we find the spindle grille tends to grow on you. From front to back, the overall design emphasizes the intrinsic sportiness of a sedan that, in past iterations was best known for its plain vanilla features. The new IS leaves behind the appliance sensibility that Lexus cultivated for a fair part of its history.

The transmission on the Lexus IS 350 can read G-forces and adapt its shift pattern.

The new IS does maintain the Lexus reputation for quiet, comfortable interiors that deliver a sense of luxury as well as convenience features such as dual-zone climate control. It also has a standard high-resolution display with the distinctive, Lexus trackball-like controller and an optional navigation system. The second-generation multi-function control device allows relatively simple operation of the Navi, climate, audio, phone controls and more. A Mark Levinson premium surround sound system employs new loudspeaker technology with 15 speakers.

The safety features on the Lexus IS include 10 airbags, as well as a new system to manage the vehicle dynamics, integrate anti-lock brakes, electronic brake-force distribution traction control and vehicle stability control with the electronic power steering.

A pre-collision system with adaptive cruise control also is available with other active safety features, including an automatic high beam headlamp system, a lane departure alert system and blind spot monitor with rear cross traffic alert.

The 2014 Lexus IS F Sport gets cosmetic enhancements but no unique powertrain.

Lexus is also making available a new IS F-Sport package, which includes unique 18-inch wheels and special suspension tuning. It is available for IS 250 and IS 350 RWD and AWD models. If there's any disappointment here it's the decision to make the F-Sport a cosmetic option rather than a true performer as with the intimidating, 416-hp V-8 offered on the last generation Lexus IS.

That said, for the typical near-luxury buyer looking for a solid, reliable and attractive sedan, I suspect the Lexus IS250 or IS350 are both bound to impress. The new sedan makes it very clear that Lexus is serious about competing for the affections and money of sporty sedan buyers who want more than just plain vanilla.

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This entry was posted on Thursday, May 23rd, 2013 at and is filed under Automobiles. You can follow any responses to this entry through the RSS 2.0 feed. Both comments and pings are currently closed.

4 Responses to "First Drive: 2014 Lexus IS"

1. *Jorge M.* says:
at

The engines look good but I am not liking the styling fornt or rear. It's funny that Lexus is now using the Bangle Butt that BMW has abandoned...

Panmondiale says:
at

I enjoyed your review, but am not sure your assumption that the IS-F is gone forever is correct. My guess is that Lexus will re-introduce the IS-F once they've filled the pipeline with their bread-and-butter product. Do you have inside information to the contrary?

dwight mannsburden says:
at

agree with Jorge. The rear end actually looks Camry-esque to me.

tram44 says:
at

My only complaint, admittedly made without actually seeing or driving the car in person, is that the front end appears to be very low. I would prefer more ground clearance – especially in models equippred with AWD. Otherwise, there are going to be a lot of scraped front ends when it is parked head on in various parking lots.

However, I'm on schedule for a replacement of my current vehicle (a leased 2012 CTS) in 2015, and I will definitely look into the IS 250/350.

By the way, will the 250 be able to run efficiently on regular gas?

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- May 2011
- April 2011
- March 2011
- February 2011
- January 2011
- December 2010
- November 2010
- October 2010
- September 2010
- August 2010
- July 2010
- June 2010
- May 2010
- April 2010
- March 2010
- February 2010
- January 2010
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First Drive: 2014 Lexus IS

This time it's more than just plain vanilla.

by Joseph Szczesny on May.23, 2013

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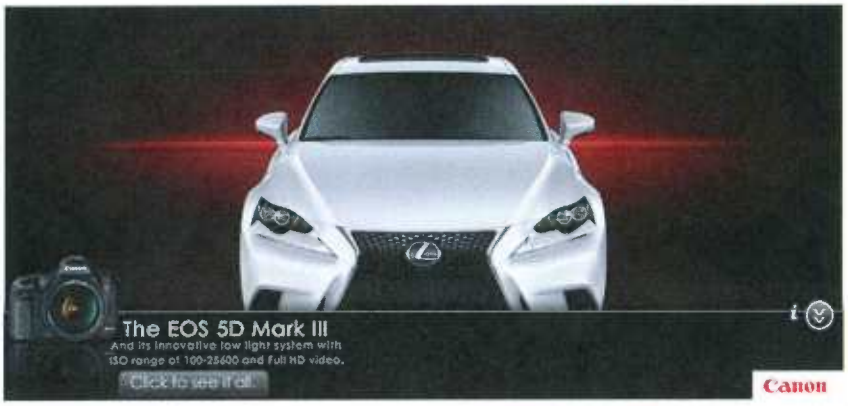

Remember what we said yesterday about teasers in our preview of the Hyundai HCD-14 Concept? Well, the other side of that token is illicit leaks. The latest victim is the all-new Lexus IS, which was leaked on a Chinese website, before being picked up by Speed:Sport:Life's Twitter account. After posts by other publications, Lexus has finally just said "To hell with it," and released a press release and some hi-res images of the 2014 IS.

Our first reaction? It looks like it was styled by an angry man with a samurai sword. That isn't a bad thing, it's exactly the sort of aggressive design we've been waiting for from Lexus, and there's perhaps no more important of a vehicle for it to appear on than one that's meant to do battle with the Cadillac ATS and BMW 3-Series.

The front fascia is the most aggressive iteration of Lexus's "spindle grille." Its sharp angles are flanked by a pair of LEDs that are actually separate from the headlights themselves. It stays far more true to the concept car that previewed it, the LF-LC, than we thought it would. The taillights dive aggressively away from the centerline of the car, forming the latter part of a character line that extends up from the rocker panels.

The interior is more driver-centric than the last IS. The instrument cluster and steering wheel on this F-Sport model is heavily influenced by the LF-A supercar. Overall, we're quite excited to see the new IS in person.

The press release doesn't mention specifics on powertrains, but we do know that there will be an IS250 and an IS350, both of which will benefit from F-Sport trims. The 2014 IS will also be getting a hybrid variant, called the IS300h.

We'll have full details when the IS makes its live debut on Tuesday, January 15 in Detroit.

Please scroll down for the official press release from Lexus.

Lexus Releases First Official Photos of the Next Generation IS

All-new exterior featuring Lexus spindle grille design and Lexus-first independent L-shaped Daytime Running Lights (DRL)
New interior design with LFA-inspired, driver-focused cockpit
F SPORT exclusive interior/exterior features

TORRANCE, Calif. (Jan. 9, 2013) - The all-new Lexus IS compact sport sedan will make its world debut at the North American International Auto Show in Detroit on Jan. 15, 2013. A press conference will be held in the Cobo Center at 9:30 a.m. EST, and live webcast streaming of the event will be available at www.lexus.com and on the Lexus Facebook page

The all-new IS model range will include IS 250, IS 350, and the first IS to feature Lexus Hybrid Drive, the IS 300h, which will be available in Europe, Japan and other international markets. F SPORT models will be available across the full range. Today, Lexus released photos of the all-new IS 250/350 F SPORT in advance of next week's World Premiere.

Exterior Design
The all-new IS features the new Lexus spindle grille frontal design, awarding the compact sedan a combination of aggressive elegance, a more powerful road presence and a stronger brand identity.

The tight, sporting proportions of the body are formed by powerful character lines generated by the shape of the spindle grille, which passes through the base of the A-pillars then tightens up as it flows toward the rear. They clearly delineate the body from the cabin, emphasizing the wide flare of the wheel arches to give the new IS a broad, powerful stance.

In profile, the strong horizontal beltline shows off the large rear tires and its low center of gravity. The mass of the cabin itself is concentrated rearwards, visually applying weight to the rear tires to enhance the perception of traction.

A rising crease line flowing from the lower body, through the rear wheel arch and into the rear lamp clusters adds the sweeping elegance to the sedan's sporty profile.

The exterior design incorporates a new, powerfully articulated headlamp cluster design with Lexus trademark, L-shaped Daytime Running Lights (DRL) located independently below.

F SPORT models are instantly recognized by an exclusive grille and front bumper design. The 'waistline' of the grille is higher than on standard models, increasing the area of the lower grille to make it capable of drawing in a larger volume of cooling air appropriate to sporty performance.

Interior Design
The new IS interior design creates a focused, ergonomically ideal environment from within, which the driver can fully exploit the new Lexus compact sedan's superb driving dynamics.

The new IS' increased width and longer wheelbase provide significantly improved rear seat comfort. The combination of the extended wheelbase and a thinner front seat design generates best-in-class knee room and improved accessibility. And new, 60:40 split/folding rear seats, provide expansive luggage capacity.

Cabin material, trim and finish refinement is complimented by the latest advances in HMI technology and a high quality analog clock with surface-emitting illumination. The center console incorporates Lexus-first, electrostatic switches to control the air conditioning temperature with the touch of a finger

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Both the seat hip point and the angle of the new, LFA-inspired steering wheel have been lowered and steering reach adjustment increased, creating a more sporting driving position. F SPORT models feature the LFA's innovative driver's meter with a moving center ring.

F SPORT trim detailing includes a perforated leather finish to the steering wheel and shift knob, metal film 3-D-effect ornamentation, black seat stitching, and aluminium pedals and scuff plates.

A choice of three F SPORT interior color schemes includes a new Rioja Red finish, which is exclusive to the marque.

7 comments

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Jim Marsden 7 months ago
Uh, where do you put a front license plate (required in lots of states)? I don't know if trying to outdo Audi in gaping-maw grille design is a good idea. The rest of the car's styling works well in my opinion.

1 ^ | v Reply Share ›

newyawker 7 months ago
Well done. You can't tell the new GS apart from the new ES. This car has a nice aggressive look to it. I agree with the front grill. Where do we put our front plate? My Audi has the black mounting bar as much as I hate it.

^ | v Reply Share ›

joseph_anthony 7 months ago
Fail. Google Image: Predator. This thing is a grotesque mess

1 ^ | v Reply Share ›

Dan McRoberts 7 months ago
Predator meets 1977 AMC Matador sedan

^ | v Reply Share ›

tlow98 7 months ago
I liked it from most angles but the front 3/4 front view makes it look a bit long in the front end. The straight on rear shot is reminiscent of the Acura TSX circa 04-08... in a great way. I'd like to see it in person before passing final judgement, but that driver cockpit is very alluring with it's smart LCD(OLED, Plasma, who knows).

^ | v Reply Share ›

Samer Rasheed Mohammed 7 months ago
It looks like Nike shoes with these LED lights, I mean the whole car, it looks like Nike shoes

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Chris 7 months ago
That interior is simply amazing! I wonder if the IS300h will be set up on the potent side or be like the CT200h, which is mostly on the economical side, acceleration-wise. If the 300h is fast, bring it here, please!

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2013 Lexus LS Model Range Unveiled at San Francisco World Premier

Lexus has unveiled the new 2013 Lexus LS model range which includes the LS 460, LS 460L, LS 600hL, and the all-new LS 460 F SPORT. The all-new, redesigned lineup made their world debut at the 'Lexus Laws of Attraction' exhibit in San Francisco. Similar to the recent GS and ES model reveals, what is most obvious is the LS gains its own version of Lexus' trademark spindle grille. The new Lexus flagship is a bold blend of refinement and evolution with enhanced driving dynamics and industry-leading technology.

"The 'Lexus Laws of Attraction' photography exhibition showcases Lexus' dedication to design," said Mark Templin, Lexus group vice president and general manager. "Craftsmanship is at the core of the company's design philosophy, which is expressed in our new spindle grille and driver-focused interiors that integrate modern refinement and intuitive technologies. Aligning with the unparalleled creative duo of Simon Doonan and Jonathan Adler was a great opportunity for us. With our passionate commitment to world-class craftsmanship and now a relentless pursuit of style and design, people can't help but be attracted to the new LS."

The LS did not just get a simple facelift. Designers and engineers have made over 3000 changes that include three world's first features and technical innovations. According to Lexus, customer feedback was taken into account throughout every aspect of LS's redesign. The vehicle was conceived to raise the bar in pursuit of unprecedented refinement, comfort, driving performance, technical excellence and quality.

The all-new LS 460 F SPORT exemplifies a well-balanced combination of an aggressive exterior and a refined sport interior which features F SPORT seats with larger bolsters, a leather-wrapped steering wheel with paddle shifters and genuine aluminum trim. A lowered sport-tuned air suspension, Torsen® limited slip rear differential, Brembo six-piston caliper brakes, and 19" forged wheels create excitement around the vehicles esthetics and handling.

The exterior of the all-new 2013 Lexus LS has been completely redesigned with dynamic, fresh styling that reflects the new bold face of Lexus. The spindle grille gives the LS a combination of elegance and an aggressive presence which creates a dynamic brand identity appropriate to a flagship model. The steering system has been refined to provide improvements in accuracy and responsiveness while the braking system has been adjusted for more immediate power and greater pedal feel.

With new, laser screw welding and adhesive body bonding techniques, overall body rigidity has improved providing enhanced stability as well as a comfortable ride. The new Drive Mode Select system provides five switchable driving modes – ECO, COMFORT, NORMAL, SPORT S, and SPORT S+ – giving the driver the option of preferred economy, comfort, performance, and handling characteristics.

Safety features include the new Advance Pre-crash Safety system (A-PCS) with Collision Avoidance Assist, Lane-keeping Assist, Blind Spot Monitor (BSM) and Lexus Night View is also available.

For the interior, improvements were made to the engine, road, and wind noise insulation and as a Lexus-first, available is the option to fit the luxury sedan with hollow chamber noise reduction wheels, which lower front cabin noise. As a world's first, both front and rear climate control and steering wheel rim heater is now incorporated into the new, available Lexus Climate Concierge air conditioning system. The system is customizable and uses multiple sensors to automatically regulate temperature, the climate control seats, and heated steering wheel.

Illuminating the interior is also another world's first, the Advanced Illumination System (AIS) which features new, champagne white interior lamps and dynamic LED instrument panel lighting. Infotainment system control is done via the market's largest 12.3-inch multimedia screen and Lexus Enform® with App Suite provides a new level of connectivity and information management. Leveraging the use of a smartphone, the system enables the user to perform local searches, surf the web, tap into internet radio, and connect to any one of their social media accounts.

Check out the video for highlights of the evening's event:

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2013 Lexus LX 570 Review

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What Edmunds Says

Change Vehicle

The 2013 Lexus LX 570 offers a remarkable combination of around-town civility and off-road capability. But unless you utilize this capability, it's hard to justify a purchase when there are more space- and fuel-efficient choices.

Read Full Review of 2013 Lexus LX 570 | Safety | Reliability

Pros

Gutsy V8; well-balanced ride and handling; strong brakes; advanced off-road capabilities; luxuries galore.

Cons

Very thirsty; third-row seat lacks legroom and limits cargo capacity when folded; expensive compared to the related Toyota Land Cruiser.

Available LX 570 SUV Models

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2013 Lexus LX 570

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What's New for 2013

For 2013, the Lexus LX 570 adopts the new "spindle grille" found on the brand's most recently redesigned models, along with some other minor styling tweaks. The interior gets a similarly subdued update with things like new trim types and a color instrument cluster display.

Introduction

There are two ways to view the 2013 Lexus LX 570. On the one hand, it's the pinnacle of the Lexus SUV lineup, packing the most power, equipment and honest-to-goodness presence. If you're looking for the biggest, most capable and most opulent sport-utility on the block, then the LX 570 is a pretty good way to go. On the other hand, it can also be viewed as mass overkill. Its powerful V8 engine has an insatiable appetite for fuel, its go-anywhere off-roading abilities are unlikely to be utilized in suburbia and its three-row cabin isn't actually all that spacious.

In other words, the LX 570 isn't the most sensible vehicular choice. A large crossover like the Mercedes-Benz GL-Class is cheaper, more efficient, handles better and has a more spacious third-

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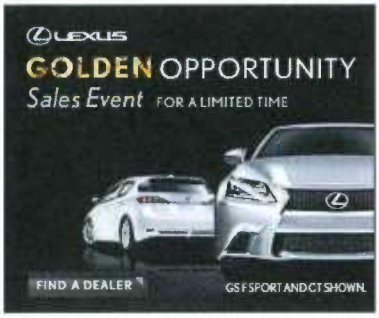

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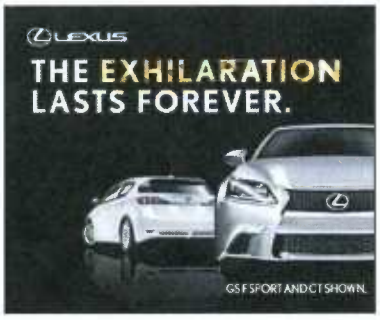

Edmunds Insurance Estimator

The Edmunds TCO® estimated monthly insurance payment for a 2013 Lexus LX 570 in VA is:

$106 per month*

* Explanation

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row seat. Yet we'd be the first to admit that being sensible isn't a priority for everyone.

Whichever way you may fall, these issues aren't what we'd consider problems in the traditional sense. They don't speak of design faux pas or poor engineering. Instead, they are simply the inherent attributes that come with a decidedly old-school type of SUV dressed to the nines with all the comfort, convenience, pomp and circumstance at the disposal of Lexus. The 2013 Lexus LX 570 is quite honest about what it is and what it's not.

Behind the revised-for-2013 Lexus grille is essentially the Toyota Land Cruiser, a decidedly old-school type of SUV in its own right. They share the same stout body structure, 5.7-liter V8 engine and a full-time four-wheel-drive system that allows these eight-passenger brutes to take their owners to places most can only whimsically dream about. Yet, for the extra $10,000 it takes to buy the LX 570, one not only gets a full helping of Lexus luxury, but an electronically controlled suspension with adaptive ride height and damping control that provides a suitably smooth ride and improved on-road handling. There's no hiding from this truck's size, but it's far more civilized than you'd expect.

Of course, the same can be said for its primary competitor, the Land Rover Range Rover, which is arguably even grander in appearance. It offers even more sophisticated off-road technology and the availability of a seriously powerful supercharged engine. It doesn't have a third-row seat as the LX 570 does, but if that's a priority, Land Rover's suitably luxurious LR4 has a rearmost row that is far more useful than that of the Lexus anyway.

All things being equal, we'd probably opt for one of the Brits. But things certainly aren't equal when it comes to reliability. Lexus has a peerless reputation for reliability and build quality, while Land Rover most certainly does not -- quite the opposite, really. All said, the 2013 Lexus LX 570 definitely isn't the most sensible luxury SUV. But it's at least the more sensible choice among its big and brash competition.

Body Styles, Trim Levels, and Options

The 2013 Lexus LX 570 seats eight people in three rows. The third is a 50/50 unit that can be stored laterally against the cargo area's sides when not in use.

A single trim level comes standard with 20-inch wheels, an adaptive suspension, automatic load leveling, adaptive and automatic xenon headlamps, a power liftgate, power-folding heated mirrors, auto-dimming mirrors, running boards, a sunroof, cruise control and keyless ignition/entry. Inside, the LX has four-zone automatic climate control, leather upholstery, heated power front seats (10-way driver, eight-way passenger), driver memory functions, a reclining and power-sliding second-row seat and a power-folding third-row seat. Electronics features include a touchscreen interface, a rearview camera, a navigation system, real-time traffic and weather information, voice controls, the Lexus Enform suite of app-based services (including Pandora, Yelp and iHeartRadio), Bluetooth phone and audio connectivity, and a nine-speaker sound system with a CD changer, satellite radio, HD radio, an auxiliary audio jack and an iPod/USB audio interface.

The Luxury package adds ventilated front seats, heated second-row seats, a heated steering wheel, a cooled storage bin and upgraded leather upholstery. Also available are an automatic parallel parking system, front and side parking cameras, adaptive cruise control (includes a pre-collision warning system), a dual-screen rear entertainment system, and a 19-speaker Mark Levinson surround-sound audio system with a six-CD/DVD changer. The ventilated front seats and heated second-row seats are available separately.

Powertrains and Performance

Every 2013 Lexus LX 570 comes with a full-time four-wheel-drive system that comes with hill-start assist, crawl control and a driver-selectable multi-terrain system. It's fed by a 5.7-liter V8 that produces 383 horsepower and 403 pound-feet of torque. A six-speed automatic is standard.

In Edmunds performance testing, the LX 570 went from zero to 60 mph in 7.4 seconds, which is quick for an SUV of its size and weight. EPA-estimated fuel economy stands at a thirsty 12 mpg city/17 mpg highway and 14 mpg combined.

Safety

Every 2013 Lexus LX 570 comes standard with antilock brakes, traction and stability control, front side airbags, full-length side curtain airbags and front knee airbags. Also standard is Lexus Safety Connect emergency communications with automatic collision notification, stolen vehicle locator and an emergency assist button. The optional Lexus Pre-Collision System (included with adaptive cruise control) determines if a crash is imminent and automatically takes up the slack in the front seatbelts and primes the braking system for faster response in panic stops.

In Edmunds brake testing, the LX 570 came to a stop from 60 mph in 119 feet, which is excellent for such a large vehicle.

Interior Design and Special Features

Step inside the LX 570 and you'll find a cabin that's every bit as stylish as any Lexus sedan. Supple leather upholstery for each of the eight seating positions is complemented by wood accents, and this luxury lounge effect is amplified by the LX 570's comprehensive array of standard and optional features. Both the power-adjustable front seats and the 60/40-split power-adjustable second-row bench offer exceptionally comfortable accommodations. The 50/50-split third-row seat, on the other hand, is short on both legroom and headroom, making it really only

suitable for kids.

The other downside to the third-row seat is that its two halves power fold toward the sides of the vehicle instead of folding flat into the floor. This means they eat into the usable cargo space behind the second row. There's still a healthy 41 cubic feet of cargo room behind the second row and a maximum of 83 cubic feet with both the second and third rows folded, but that's barely more than the much smaller Lexus RX 350.

Driving Impressions

The 2013 Lexus LX 570's calling card is its versatility. The powerful 5.7-liter V8 engine provides remarkable acceleration for such a large and heavy vehicle, and it makes quick work of towing tasks. Of course, you'll also likely get a fruit basket from ExxonMobil as a thank-you for all the gas you'll be buying.

Despite its body-on-frame construction and hefty weight, the LX 570 rides and handles well, with the electronically controlled suspension smoothing out bumps in everyday driving. The topper, though, is how good this luxury vehicle is once you leave the pavement. The LX 570's combination of rugged construction, advanced suspension design and off-road Crawl Control program lets owners easily motor through all but the toughest terrain.

More on 2013 Lexus LX 570

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