

THE NEW LEXUS CT 200h



FEBRUARY 2014





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TABLE OF CONTENTS

6

A KEY MODEL FOR LEXUS
IN EUROPE

8

SOPHISTICATED EXTERIOR
DESIGN

10

REFINED INTERIOR DESIGN
AND UPGRADED EQUIPMENT

12

CLASS-LEADING CO₂
EMISSIONS

14

IMPROVED DRIVING COMFORT
AND REFINEMENT

18

DISTINCTIVE F SPORT DESIGN

20

CLASS-LEADING ACTIVE SAFETY

21

THE FIRST LEXUS DEVELOPED BY
A FEMALE CHIEF ENGINEER

22

SPECIFICATIONS

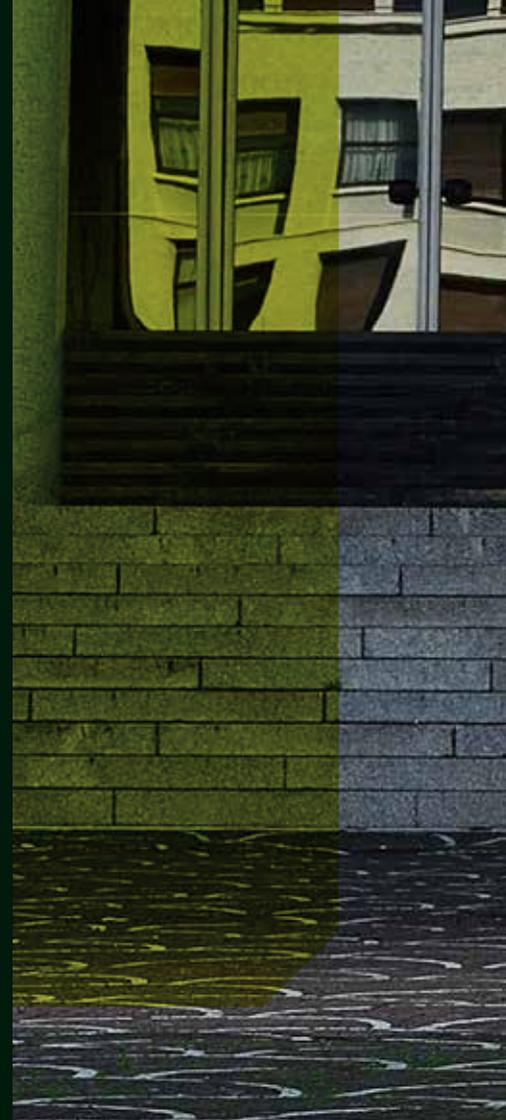
26

IMAGE BANK

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- More stylish and sophisticated exterior design
- Refined interior with improved visual and tactile quality
- Class-leading CO₂ emissions, reduced to as low as 82 g/km
- Enhanced driving experience and lowered NVH
- The first Lexus developed by a female Chief Engineer

Reinforcing the progressive luxury that is the hallmark of the Lexus brand, the new compact luxury hatchback offers more sophisticated exterior styling, a more refined interior with upgraded equipment, enhanced driving comfort and a stronger differentiation of the F SPORT version.





A KEY MODEL FOR LEXUS IN EUROPE

The CT 200h plays a critical role for Lexus. Positioned in the C-premium segment, the largest and most competitive segment of the European market, it represents the entry point to the Lexus brand. Designed to appeal to younger customers, it also attracts 85% of buyers from other brands.



The CT 200h has a short history, but has quickly established itself as a core model in Lexus' European line-up. Since its launch in January 2011, the CT 200h has sold no less than 42,000 units throughout the continent, representing about 25% of total global sales for this model.

The CT 200h is the best-selling Lexus in several European countries, including France, UK, Italy, Spain, Norway and the Netherlands.

Significant resources have been invested on the development of the new CT 200h. More than 1,400 engineers and staff have been associated with this project, focusing on two main objectives:

Firstly, to reinforce the Progressive Luxury image of the CT 200h through a bolder design, in line with the new Lexus brand strategy.

Secondly, to enhance the driving experience, both through the improvement of the vehicle's drivability and the traditional Lexus values of comfort, refinement and high technology.

The CT 200h attracts 85% of new buyers to the brand



SOPHISTICATED EXTERIOR DESIGN

The exterior styling of the new CT 200h is more dynamic and sophisticated, and is designed to appeal to a younger target market.

The front introduces a further evolution of the Lexus 'spindle grille' design. The centre has been pushed forwards to create a powerful, more three-dimensional form which generates the highly aerodynamic shaping of the bonnet, lower bumper and front fenders.

The new grille features bottom corners spaced 100mm wider than on the current model, and a lowered spindle 'pinch point', reinforcing the CT 200h's low front profile and wide, sporting track.

Its spindle shape emphasised by a dark finish, the contrast between the upper chrome and lower metallic paint trim surrounds further emphasises the more sophisticated, three-dimensional structure of the new grille.

As with every Lexus, the grille is positioned lower than the headlamps to create the resolute look which hallmarks the brand. The headlamps themselves feature new, projector LED lamps with a new, high quality, smoked metallic finish.

Fog lamp housings at the lower bumper extremities have been detailed to match the dark finish of the spindle grille. They feature integral, aerodynamic slits which help smooth the flow of air around the front of the vehicle for improved high speed stability.

In profile, the new CT 200h may be identified by a choice of newly developed, 10-spoke, 16" and 17" alloys, and a new shark fin-style roof antenna.

To the rear, a new bumper design which is 20 mm lower at the extremities features a more horizontal structure. It incorporates distinctive, L-shaped reflector housings and a black lower centre section to emphasise the vehicle's low centre of gravity and broad rear stance.

The new CT 200h is available in a choice of 11 body colours including a new Red. And all paintwork now benefits from a scratch-resistant, self-restoring top coat.

A further evolution of the Lexus 'spindle grille'



REFINED INTERIOR DESIGN AND UPGRADED EQUIPMENT

The new CT 200h interior has been refined to offer greater comfort, enhanced levels of equipment and improved visual and tactile quality.

The driver now benefits from a new, 370 mm diameter steering wheel matching that of the IS model range.

The Optitron instrument binnacle is now available with an integral, 4.2" TFT (Thin Film Transistor) screen which may be linked to the multimedia system and controlled via steering wheel-mounted switches. The central meter surround has been accentuated with a bright metal finish.

The central TFT multimedia display screen is now of a thinner, fixed design. The Lexus Media Display and Lexus Premium Navigation systems feature added functions, improved operability, and enhanced hands-free and voice recognition control. The former features a new, centre console-mounted controller.

Added functions include twin port, multi-USB compatibility; a USB-stored photo display function; a mirror link function (LDA); album cover art display; and a cache radio function which records 20 minutes of a programme for replay if missed.

Fully described below, the Remote Touch Interface (RTI) features a more user-friendly push entry control switch, the Lexus Navigation System has been substantially upgraded, and the Lexus audio systems benefit from the adoption of the world's first bamboo loudspeaker technology.

Additional equipment upgrades include the availability of rear view and back guide monitors for the LDA system, as well as Intuitive parking Assist, a Tyre Pressure Warning system and a Traction Control 'Off' switch.

A new Light Control System features Welcome lighting, which illuminates selected exterior and interior lights for 15 seconds when the vehicle is unlocked; a Follow Me Home system which illuminates the headlamps and selected other lighting for between 30 and 120 seconds; and the automatic cut-off of interior lights 20 minutes after the ignition is switched off.

The centre console insert colours and combinations have been revised. A new door panel insert and upholstery design incorporates stitching for added visual quality. A choice of 5 trim finishes now includes Shimamoku wood. And a new, more sophisticated, metal film finish has been added to the centre console controls.

A choice of 5 fabric and 3 genuine leather upholstery finishes is available. And the interior also features a new colour scheme: Topaz Brown.

REMOTE TOUCH

Integral to the Lexus Navigation System, the Remote Touch Interface (RTI) features a more user-friendly push entry control switch. It operates on the same fundamental principles as a computer mouse, but has been specifically adapted and perfected for use in the driving environment.

Via a Remote Touch knob incorporating reaction force feedback for enhanced tactility, it offers simple and intuitive operation, with users able to manipulate the cursor quickly and easily across the central TFT multimedia

display screen to access the audio, navigation, climate, phone and vehicle set-up systems.

The system automatically 'pulls' the cursor to an icon passed in close proximity, making it extremely fast and easy to use, minimising driver distraction time.

LEXUS NAVIGATION SYSTEM

The new CT 200h may now be equipped with a choice of two navigation systems; an entry level Lexus Navigation system, and a high end Lexus Premium Navigation system incorporating Lexus Connected Services. Operated by a rotary dial and using the 7" Lexus Media Display, Lexus Navigation is a fast, user-friendly system offering a wide variety of mapping options.

Accessed via the Remote Touch system, the Lexus Premium Navigation system benefits from a powerful, 40 Gb HDD capacity. It covers the whole of Europe, and includes the traffic information infrastructure of each country. The system features voice recognition in several languages, including Russian, and a menu that can be operated in numerous languages, including Cyrillic characters.

The new CT 200h's enhanced Lexus Premium Navigation system features no less than 29 upgrades and additional functions, including 3D City View, Google Street View, Panoramio and digital terrain modelling.

LEXUS AUDIO SYSTEMS WITH BAMBOO CHARCOAL SPEAKERS

The sound quality of both the 6- and 10-speaker Lexus Premium Sound Systems has been enhanced by the adoption of world's first bamboo loud-speaker technology.

A Lexus first, the unique, bamboo charcoal-based resin diaphragm speakers are constructed using a complex compound combining bamboo charcoal, bamboo fibre and resin, which is injection moulded to a thickness of only 0.2-0.3 mm. They are some 10-15% lighter than a conventional speaker diaphragm, yet 20% stiffer and with a 10% greater sonic speed. As a result, the sound is clearer and more natural than that of a conventional resin diaphragm.

MARK LEVINSON PREMIUM SURROUND AUDIO SYSTEM WITH 13 SPEAKERS

The top-of-the-range Mark Levinson Premium Surround Audio System features 13 speakers and an 8-channel ML amplifier. Benefiting from the navigation system's HDD hard drive, the Mark Levinson audio system also features a 'Sound Library' facility, using Compact Disc Data Base technology to transfer and store music files up to a 10gb capacity.

The system incorporates several unique features to guarantee unparalleled sound quality. A centre channel coaxial speaker unit comprising a 90 mm metal cone mid-range and 16 mm tweeter widens the scope of supported frequencies to produce vocals and instrumentals with a greater degree of precision than that of a conventional system, whilst additionally matching harmonics between the front right and left channels.

Secondary 90mm coaxial speakers have been mounted in the centre and rear cabin pillars to expand the sound reproduction frequency range. Satellite speakers have been positioned at the top of the rear pillars to lift the rear mid- to high-range tones upwards for a more realistic sound. And a 200 mm Mark Levinson subwoofer is housed in a bespoke enclosure within the loadspace wall, producing extremely deep bass with ease.

CLASS-LEADING CO₂ EMISSIONS

Significant reductions in emissions award the new CT 200h class-leading CO₂ figures.

Vehicles equipped with 15" wheel are now fitted, as standard, with low RRC (Rolling Resistance Coefficient) tyres, lowering CO₂ emissions by 5 g/km, from 87 to just 82 g/km.

Fully described in the following chapter, extensive aerodynamic enhancements have reduced the CT 200h's emissions from vehicles equipped with 16" wheels by 6 g/km, from 94 to 88 g/km.



CO₂ emissions from 82 g/km



IMPROVED DRIVING COMFORT AND REFINEMENT

With its highly focused driver's environment, the CT 200h has been specifically developed to combine superior handling and a dynamic driving experience with the ride comfort expected on any Lexus.

Superior handling stability is assured through the high structural rigidity of the body shell, the lowest possible centre of gravity and the minimising of the yaw inertia moment through the use of an aluminium bonnet, tailgate and bumper reinforcements.

A front L-arm type MacPherson strut suspension system combines with fully-independent double wishbone and trailing arm rear suspension architecture to offer superior levels of ride comfort and handling.

Introduced for the first time on a Lexus, a unique lateral performance damper system is designed to absorb and minimise body vibrations, promoting a linear steering feel and further enhanced ride comfort.

The new CT 200h combines increased body rigidity, revisions to its suspension and steering, and enhanced aerodynamics with comprehensive NVH (Noise, Vibration and Harshness) measures to offer a more agile, engaging driving performance and an even quieter cabin environment.

INCREASED BODY RIGIDITY

Body rigidity has been improved through the adoption of 20 additional spot welds around the tailgate aperture and extensive use of structural adhesive technology throughout the lower bodyshell.

IMPROVED SUSPENSION AND ELECTRIC POWER STEERING

Increased body rigidity has allowed for suspension re-tuning. Coil spring rates have been optimised, a new shock absorber valve adopted, and the rear stabiliser bar diameter altered to enhance ride comfort with no loss of handling agility.

The Electric Power Steering (EPS) has also been optimised in conjunction with the increase in bodysell stiffness and the rigidity of the steering column mount has been improved, providing a smoother feel and greater steering responsiveness.

ENHANCED AERODYNAMICS

Aerodynamics have been enhanced through the addition of aero stabilising fins to the door frame covers and rear lamp clusters, which streamline air close to the bodysell to reduce vehicle vibration.

New, aerodynamic fins on the engine and rear floor undercovers optimise downforce to improve grip and stability. A new roof spoiler design also aids aerodynamic performance, most notably the F SPORT-exclusive design featuring cut-outs to increase downforce.

COMPREHENSIVE NVH MEASURES

Complementing the inherent quietness of the Lexus Hybrid Drive powertrain, no less than 94 separate measures have been adopted to further reduce NHV and, specifically, the intrusion of mid- to high-frequency noise into the cabin.

A new Lexus hybrid first inlet duct design combines a highly porous material with the world's first silencer plate, combining improved quietness with a pleasing intake air sound.

The position and weight of the rear engine mount damper has been optimised and the holes in a thicker, expanded dashboard silencer filled, reducing engine noise. Sound absorbing rear wheel arch liners and new front fender separators combat road noise intrusion into the cabin.

The rigidity of the performance damper mounting brackets has also been increased, helping to suppress bodyshell vibrations.

CVT REMAPPING

In conjunction with these comprehensive dynamic enhancement measures, the CT 200h driving experience has been further refined through the remapping of the Lexus Hybrid Drive powertrain's E-CVT intelligent electronic transmission. The result is a more linear build up of revs, more closely matched to vehicle speed, in the manner of a conventional automatic transmission.

DRIVE MODE SELECT - TWO DISTINCT DRIVING MOODS

Supplementing the NORMAL drive mode of the CT 200h's Full hybrid powertrain, three 'on-demand' drive modes -EV, ECO and SPORT- may be selected via the rotary Drive Mode Select knob or the adjacent EV switch, adapting the vehicle to either a Dynamic or Relaxing driving mood while further improving either driving efficiency, fuel economy and emissions or performance and dynamic ability.

EV, ECO and NORMAL drive modes place the emphasis on a Relaxing driving mood, with particular attention paid to ride comfort, smooth acceleration and the minimisation of NVH.

From start up and at speeds of less than 45 km/h, the CT 200h can automatically operate in EV mode, allowing for relaxed driving under electric motor power alone, for up to two kilometres. The driver may also select EV mode manually. This unique driving mode is not available to drivers of mild hybrids, requiring the full hybrid technology of Lexus Hybrid Drive.

In ECO mode, throttle response to aggressive accelerator pedal inputs is reduced and air-conditioning control optimised for improved fuel economy. The ECO mode can help customers adopt a relaxed driving style, and can achieve a perceptible reduction in fuel consumption.







Maximising hybrid system voltage to deliver greater electric motor power, SPORT mode focuses on a more dynamic driving mood. Engine revs are held higher, throttle and Electric Power Steering (EPS) settings are modified to give a faster response to driver inputs, and the operation of the Vehicle Stability Control (VSC) and Traction Control (TRC) systems is less intrusive, optimising the CT 200h's performance and agility.

The highly distinctive character of both the Dynamic and Relaxing driving moods is further reinforced through driving mode selection-synchronised changes to the driver's instruments. Backlit in hybrid blue for the EV, ECO and NORMAL modes, the instrument panel illumination, Drive Mode Select knob and centre cluster spotlight automatically alter to red when the SPORT mode is selected. Simultaneously, the hybrid power indicator function alters to that of a tachometer.

LEXUS HYBRID DRIVE POWERTRAIN

Combining a 99 DIN hp/73 kW, 1,798 cc Atkinson Cycle petrol engine with a powerful, 82 DIN hp/60 kW electric motor, the CT 200h's Lexus Hybrid Drive powertrain features a unique Energy Management System.

Through the application of brand-specific engineering solutions and bespoke software tuning, Lexus engineers have focused on enhancing both the environmental and driving performance of the full hybrid series/parallel system, as well as its uniquely low NVH levels.

With a total system output of 136 DIN hp/100 kW, the CT 200h will accelerate seamlessly from 0-100 km/h in 10.3 seconds, and on to maximum speed of 180 km/h -performance on a par with rivals positioned at the very heart of the premium compact segment.

Conversely, the CT 200h boasts remarkably low fuel consumption -a combined cycle figure of only 3.6 l/100 km- and, offering significant cost of ownership benefits in many European countries, class-leading CO₂ emissions as low as just 82 g/km.

Lexus Hybrid Drive generates significantly less NO_x and particulate emissions than an equivalent diesel engine vehicle. Moreover, when operating in EV mode, it generates zero CO₂, NO_x and particulate emissions.

Further enhancing the Lexus Hybrid Drive system's outstanding environmental credentials, the CT 200h incorporates numerous additional energy saving and environmentally conscientious measures. These include an energy-saving air-conditioning system with pro-active seat heaters, power saving LED lighting, an energy-efficient audio system amplifier and bamboo charcoal speakers, and the extensive use of bio-sourced materials.

Low fuel consumption (3.6l/100km) and significant cost of ownership benefits

DISTINCTIVE F SPORT DESIGN

The new F SPORT has been designed with a more powerful road presence, to give a stronger differentiation with other versions of the CT 200h model range.

A new spindle grille design features the same sporting, aggressive mesh pattern as that of the new IS F SPORT, which is reversed between the upper and lower sections. The fog lamp housings share the same mesh finish, and are underscored with a fin also finished in black.

To the rear, an exclusive roof spoiler features cut-outs to provide additional downforce for even better grip and stability, and the rear reflector housings are also finished in the same mesh pattern as the front grille.

17", 10-spoke alloy wheels offer an F SPORT-unique surface treatment. The vehicle is available in a choice of 9 exterior colours including new Red and F SPORT-exclusive White Nova.

The F SPORT interior features exclusive upholstery, ornamentation and trim. The seat upholstery has been upgraded with synthetic leather side bolsters and headrests, fabric centre panels and enhanced stitching. Which is offered in 3 colour schemes: Black, Dark Rose and Ocean Blue. Full leather upholstery is also available in a choice of Black or Dark Rose finishes.

The F SPORT interior may be further identified by aluminium pedals and scuff plates, a perforated leather steering wheel and dimpled leather shift lever, and F SPORT badging. A choice of 4 trim finishes includes Shimamoku wood or F SPORT-exclusive Silver Metal film.

The F SPORT features all the driving performance enhancements of the new CT 200h model range. In addition, it benefits from bespoke coil spring settings and optimised front/rear roll rigidity distribution to further enhance its sporting driving dynamics.

The new F SPORT has been designed
with a more powerful road presence



CLASS-LEADING ACTIVE SAFETY

The CT 200h is equipped with the most comprehensive range of active, passive and pedestrian impact safety features in the premium compact segment. Offering drivers class-leading preventative safety through the use of the most advanced technology, the CT 200h has achieved 5-Star Euro NCAP and NCAP (USA), and 6-star J-NCAP (Japan) crash test programme ratings.

The CT 200h may be equipped with a pre-emptive, Pre-Crash Safety (PCS) system incorporating Adaptive Cruise Control (ACC). Eight airbags and Whiplash Injury Lessening (WIL) front seats are fitted as standard, and an upgraded Electronically Controlled Braking-Regeneration system (ECB-R) incorporates Anti-Lock brakes (ABS), Brake Assist, Traction Control (TRC) and Vehicle Stability Control (VSC).

PRE-CRASH SAFETY

The new CT 200h may be equipped with a sophisticated Pre-Crash Safety system (PCS) that can help reduce collision damage and injury. The PCS system features a millimetre-wave radar sensor, operating within a 20 degree scanning radius to detect obstacles in front of the car, even during cornering. Via numerous sensors, a pre-collision system computer monitors ve-

hicle speed, steering angle and yaw rate inputs to help determine in advance whether an impending collision is unavoidable.

If there is a high possibility of a collision, PCS will alert the driver via both a buzzer and a warning on the multi-information display, activate the Pre-Crash Seatbelt pretensioners to retract all slack from the front belts and, when he begins to brake, provide Pre-Crash Brake Assist to supplement his own braking effort. If the driver does not brake and a collision is inevitable, Pre-Crash Brake will automatically apply the brakes to reduce impact speed.

ADAPTIVE CRUISE CONTROL

Complementary to the PCS system, the Lexus premium compact full hybrid also features an Adaptive Cruise Control (ACC) system.

Capable of differentiating between vehicles directly ahead of the Lexus and those in an adjacent lane, the vehicle-to-vehicle distance control system employs the PCS millimetre-wave radar sensor, allied to constant speed, decelerator, follow-up and accelerator controls, to automatically slow the CT 200h, match the speed of the vehicle in front and, once the road is clear ahead, accelerate to the previously selected cruising speed.



Most comprehensive range of safety features
in the premium compact segment

THE FIRST LEXUS DEVELOPED BY A FEMALE CHIEF ENGINEER

The new CT 200h has been developed by Chika Kako, the first woman to be appointed Chief Engineer within the company.

Kako-san is a Material Engineer. She joined Toyota Motor Corporation (TMC) in 1989 and was responsible for developing interior, exterior and sound-proofing materials, as well as solving specific issues such as fogging or odour problems in vehicle interiors.

The first female TMC employee to be posted overseas in an R&D capacity, she moved to Europe in 2001, where she worked on a special project to enhance the sensory quality of interiors.

Returning to Japan in 2004, she transferred to the Lexus Brand Planning department before being assigned to Lexus Product Planning, where she assisted the Chief Engineers of both the RX and IS model ranges.



TECHNICAL SPECIFICATIONS

Lexus Hybrid Drive

Total max. output (DIN hp (kW))	136 (100)
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Max. system output is calculated as the sum of the peak internal combustion engine and battery powers

INTERNAL COMBUSTION ENGINE

Engine Type	ZZR-FXE (Atkinson cycle)
Number of cylinders and arrangement	4 cylinders, in-line
Valve mechanism	16-valve double overhead cam (DOHC) with VVT-i
Bore x stroke (mm)	80.5 x 88.3
Displacement (cm ³)	1,798
Compression ratio (-:1)	13.0
Fuel system	Intake Port (Multi-point)
Research octane number	95 or more
Max. output (DIN hp (kW) / rpm)	99 (73) / 5,200
Max. torque (Nm / rpm)	142 / 2,800-4,400
Emission level	Euro 6

MOTOR GENERATOR

Motor type	Permanent magnet synchronous motor
Max. voltage (DCV)	650
Max. output (DIN hp (kW))	82 (60)
Max. torque (Nm)	207

HV BATTERY

Battery type	Nickel-Metal hydride
Nominal voltage (DCV)	201.6 (168 x 1.2 V cells)
Number of battery modules	28
Battery capacity (Ah)	6.5
System voltage (V)	650
Max. output (DIN hp (kW))	37 (27)

TRANSMISSION

Transmission type	Electrically Controlled Continuously Variable Transmission
Differential gear ratio	3,267

PERFORMANCE

Max. speed (km/h)	180
0 to 100 km / h (s)	10,3

BRAKES

Brake type Front	Ventilated front disc (hydraulic with power assist) with standard ABS system and integrated regenerative brake system
Brake type Rear	Solid disc (hydraulic with power assist) with standard ABS
Disc size (mm) Front	Diameter: 255 - Thickness: 25
Disc size (mm) Rear	Diameter: 259 - Thickness: 9 (16" and 17" wheels : 279 - 10)
Parking brake	Pedal
ABS	Yes
VSC	Yes
TRC	Yes

TECHNICAL SPECIFICATIONS

STEERING

Steering gear	Rack & pinion
Steering ratio (:1)	14,6
Turns (lock to lock)	2,7
Min. turning radius (m) Tyre	5,2
Min. turning radius (m) Body	5,6
Power steering type	Electric Power Steering (EPS)

EXTERIOR DIMENSIONS

Overall length (mm)	4350
Overall width (mm)	1765
Overall height (mm)	1445 (16" and 17" wheels : 1455)
Wheel base (mm)	2600
Tread (mm) Front	1535 (16" and 17" wheels : 1525)
Tread (mm) Rear	1530 (16" and 17" wheels : 1520)
Overhang (mm) Front	940
Overhang (mm) Rear	810
Ground clearance (mm)	130 (16" and 17" wheels : 140)
Drag coefficient (Cd)	0.28 (16" and 17" wheels : 0.29)

INTERIOR DIMENSIONS

Length (mm)	1735
Width (mm)	1470
Height (mm)	1135
Couple distance (mm)	835
Head room - Front (mm)	960
Head room - Rear (mm)	940
Leg room - Front (mm)	1055
Leg room - Rear (mm)	835
Shoulder room - Front (mm)	1370
Shoulder room - Rear (mm)	1335
Hip room - Front (mm)	1345
Hip room - Rear (mm)	1315
Fuel tank capacity (l)	45

LUGGAGE COMPARTMENT

VDA luggage capacity, rear seat up (l)	375
VDA luggage capacity, rear seat down (l)	985
Luggage floor to ground (mm)	692
Height (mm)	665
Length (mm)	840
Width (mm)	1475

TIRES AND WHEELS

15" inches Tires	195/65R15
15" inches Wheels	15 x 5 1/2 J
16" inches Tires	205/55R16
16" inches Wheels	16 x 6J
17" inches Tires	215/45 R17
17" inches Wheels	17 x 7J

WEIGHTS

Kerb weight (kg)	1370-1410 (16" and 17" wheels : 1410-1465)
Gross vehicle weight (kg)	1790 (16" and 17" wheels : 1845)

FUEL CONSUMPTION (L/100 KM)

15" wheels	3,6
16" wheels	3,8
17" wheels	4,1

CO2 EMISSIONS (G/KM)

15" wheels	82
16" wheels	88
17" wheels	94

IMAGE BANK SOFTWARE REQUIREMENTS

PC:

If your configuration is set for this application, a pop-up will appear: "What do you want Windows to do?". Select the option: "Start interactive interface". If this is not the case, go to the USB-drive in Windows Explorer and double click on: start.exe. For full use of the application the following minimum configuration is needed:

- Windows XP or later
- 512 Mb Ram or more is recommended
- USB-Port
- Internet Explorer
- Quicktime

Apple Power Mac:

Go to Finder OS X and double click on the USB and double click on Start.app. For full use of the application the following minimum configuration is needed:

- Mac OS X v10.4
- 512 Mb Ram or more is recommended
- USB-Port
- Safari
- Quicktime

Contents:

- Interactive interface
- Word-, and PDF-files
- Images Hires and Lores .jpg
- Quicktime movies



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