May 7, 2026

TZ

Lexus Unveils TZ, an All-New Three-Row BEV

- Designed under the concept of "Driving Lounge," the new all-electric SUV is the first of its kind for Lexus -

- ☐ The new Lexus BEV three-row sport-utility supports a wide variety of lifestyles and introduces exceptional driving performance to the luxury SUV category.
- ☐ Its lounge-like interior promotes passengers' natural relaxation and offers Lexus' signature quietness, ride comfort, and spaciousness qualities.
- ☐ A driving experience that minimizes the sense of vehicle size and creates a sense of unity with the driver.
- ☐ TZ's design balances powerful SUV styling with excellent aerodynamic performance.
- ☐ TZ adopts recyclable and sustainable materials inside and out to minimize environmental impact.

Lexus TZ (Prototype)

Lexus has unveiled the full details of the new TZ for the first time in the world.

Since its founding in 1989, Lexus has remained committed to the spirit of innovation, continually taking on the challenge of offering customers new technologies and new forms of value. At the Japan Mobility Show 2025, Lexus presented multiple concept models along with the brand message "DISCOVER - Imitate No One -," declaring its intention to further evolve into a brand that delivers truly one-of-a-kind experiences for each and every customer. Moving forward, Lexus will assign a unique theme following the word "DISCOVER" to each model in its lineup, defining the experience value that each vehicle offers. For the newly announced TZ, Lexus chose the theme "DISCOVER LIMITLESS," expressing the limitless possibilities that extend into customers' lifestyles and life stages. The theme embodies the hope that TZ will free people from everyday routines and enable new experiences and adventures.

As a model that embodies this "DISCOVER LIMITLESS" vision, the TZ is a new BEV three-row SUV designed around the concept of the Driving Lounge—an elevated mobility space that brings a smile to every passenger. It seamlessly blends a relaxing cabin environment with the dynamic driving performance characteristic of Lexus. By balancing driving enjoyment with lounge-like comfort in every seat, the TZ provides new experiential value for customers who cherish their time above all else. A dedicated platform and a simple, open cabin design create a spacious interior where all occupants can relax regardless of seating position. Lexus has also refined

its signature quietness and thoroughly enhanced the vehicle's dynamic performance, aiming to deliver both the smooth ride quality unique to BEVs and the joy of driving.

TZ's design pursues the dual goals of sculptural beauty and aerodynamic excellence. While maintaining the powerful presence of an SUV, the TZ achieves top-class aerodynamic performance among Lexus SUVs[*1], which contributes to its impressive driving range. Additionally, "Forged Bamboo", a decorative material made from Shikoku bamboo, adorns many of the interior's surfaces, supporting both sustainable craftsmanship and the preservation of traditional techniques. Through the TZ, Lexus aims to offer a space that enriches time spent with loved ones, and a behind-the-wheel experience that stirs its driver's emotions.

＜Main Features of the TZ＞

① A lounge-like space that enables passengers' full relaxation

- The Driving Lounge concept creates a space that naturally encourages family conversation and smiles
- A sense of openness created by a newly developed platform and a wide, slim, movable panoramic roof
- A comfortable cabin space with Lexus top-level[*1] quietness, achieved through sound directivity control to create a natural acoustic environment.
- A soothing and relaxing atmosphere that stimulates the senses through use of the TZ's audio system, ambient lighting, and other features

② A Lexus mobility experience where driving enjoyment and a relaxing cabin coexist

- Shaped by Lexus's Aji-migaki development philosophy, the vehicle delivers a more profound, composed driving character built on a rigorously refined core structure, together with exceptional comfort.
- Aerodynamic performance rooted in the vehicle's fundamentals, balancing design and cabin comfort at a high level.
- "Rear Comfort" mode[*2] prioritizes rear seat comfort by using combination of hardware and software electrification technologies
- Interactive Manual Drive[*2] deepens enjoyable, exhilarating interactions between driver and vehicle

③ A commanding presence merging sculptural beauty and aerodynamic performance

- TZ's design represents a fusion of simplicity and sharpness, pursuing the distinctive character and presence unique to Lexus
- Its spindle body and geometric graphics express functional beauty while delivering high aerodynamic performance
- TZ's wheels balance visual appeal and aerodynamics, creating a stunning yet powerful look

④ Sustainable materials and circular vehicle development

- Adoption of sustainable materials such as forged bamboo and recycled aluminum
- TZ's circular vehicle development incorporates manufacturing processes designed to minimize environmental impact

*1 As of May 2026, based on models announced to date, according to Lexus research

*2 Specifications may vary depending on region and configuration

Takeshi Miyaura, Chief Engineer, Lexus International

TZ was developed with the "Driving Lounge" concept: a refined mobile space that brings smiles to the faces of drivers and families. To get there, the development team continually questioned and refined the vehicle's identity. We envisioned Lexus's target brand value—customers who value time and choose authenticity—and aimed to deliver a new Lexus experience through the TZ. Electrification (BEV) emerged as the method to realize these values because BEV it offers an ideal blend of driving enjoyment and driving evolution. In addition to the Lexus experience of "seeing," "riding," and "driving," we now offer the new value of "spending time" inside the vehicle.

Our primary focus in TZ development was the unity of design and aerodynamics. Beyond the BEV-driven need for aerodynamic efficiency, we asked what styling would stand out in the expanding luxury mid-size SUV market. We believe the TZ features a design born from functional beauty that harmonizes typically conflicting engineering and styling demands. Interior development targeted lounge-like comfort in every seat; we paid careful attention to each component, including a newly developed platform, seats, and the panoramic roof. For driving, we fully leveraged BEV advantages and Lexus's *Aji-migaki* refinement program to rigorously tune performance. We prioritized quietness—both at rest and in motion—and succeeded in creating a lounge where acoustics can be enjoyed. We hope people will spend more time in the TZ—if you want to enjoy music, do it in a TZ.

Sustainability is important environmentally, but we also want to support the sustainability of "the joy of driving." We want the TZ to be the kind of car that inspires children by seeing parents drive joyfully, passing the desire to drive from generation to generation. We hope drivers will smile while driving—that is our wish for the TZ. The Driving Lounge balances a comfortable interior with Lexus driving, and it empathizes with the feelings of everyone on board. We invite you to look forward to the TZ, bringing new joy to everyday life and elevating each moment with greater beauty and depth.

【TZ Main Specifications】(Prototype values)

Overall Length		5,100 mm
Overall Width		1,990 mm
Overall Height		1,705 mm
Wheelbase		3,050 mm
Vehicle Weight*1		2,630 kg
Tire Size*1		255/45R22・255/55R20
Minimum Turning Radius		5.4 m*2
Drivetrain		AWD
Max System Output		300kW [407.8 PS]*1*3
Front Motor	Max output	167.0kW [227 PS]*1*3
	Max Torque	268.6 N•m [27.3 kgf•m]*3
Rear Motor	Max output	167.0kW [227 PS]*1*3
	Max Torque	268.6 N•m [27.3 kgf•m]*1*3
Acceleration [s] (0-100km/h)		5.4 s*1
Total Battery Capacity*4		95.82 kWh*1*3
AC Charging Standard		NACS TYPE1 TYPE2 GB/T*1
AC Max Charging Power		NACS: 11kW/19kW*1 TYPE2: 22kW*1
DC Charging Standard		NACS CHAdeMO CCS GB/T*1
Charging Time (150kW SOC 10-80%)		Approx. 35 min*5
Cruising Range		300 mile*6 (NA) 620 km*7 (JP) 530 km*8 (EU) 640 km*9 (CN)
Cargo Space		290L*10-2017L*11
Towing Capacity*1		3,500 lbs (NA) 1,500 kg (EU)

*1 Varies by region / specification

*2 Vehicles equipped with Dynamic Rear Steering (DRS). Vehicles without DRS: 5.8 m

*3 Preliminary value under development

*4 Measurement method is based on IEC 62660-1. Total battery capacity represents the energy content of the battery installed in the vehicle and is calculated in accordance with the definition of the UN Recommendations on the Transport of Dangerous Goods, based on voltage (V), capacity (Ah), and number of cells

*5 Approximate time required to charge from approximately 10% to 80% state of charge when the drive battery temperature is around 25°C. Charging time is provided for reference only and may vary depending on conditions such as ambient temperature and charger specifications

*6 Preliminary value under development in EPA mode (with 20-inch tires)

*7 Preliminary value under development in WLTC mode (with 22-inch tires)

*8 Preliminary value under development in WLTP mode (with 20-inch tires)

*9 Preliminary value under development in CLTC mode (with 22-inch tires)

*10 Cargo space measured using the VDA method with the third-row seats in the upright position

*11 Cargo capacity measured using the VDA method with the second- and third-row seats folded forward

A relaxing lounge experience for every passenger

To bring the TZ development concept of Driving Lounge to life, every effort was devoted to pursuing cabin comfort and spaciousness expected of a true lounge-like environment. The newly developed platform and suspension layout allow for a low-floor, long-wheelbase package with spacious cabin. The refinements also elevate the signature quietness that defines Lexus vehicles.

An open cabin atmosphere having a slim instrument panel, optimized seating (with revised structures, ventilation, and materials), ottomans, and the world's longest*1 sliding panoramic roof*2 bring a comfortable ride experience to all inside, regardless of row or seat position.

Additionally, the available Sensory Concierge*2 synchronizes light, sound, and fragrance—alongside the latest audio system - to stimulate passengers' senses, while Responsive Hidden Switches*2 combine intuitive operability with refined aesthetics to express a minimalist, uncluttered, modern environment.

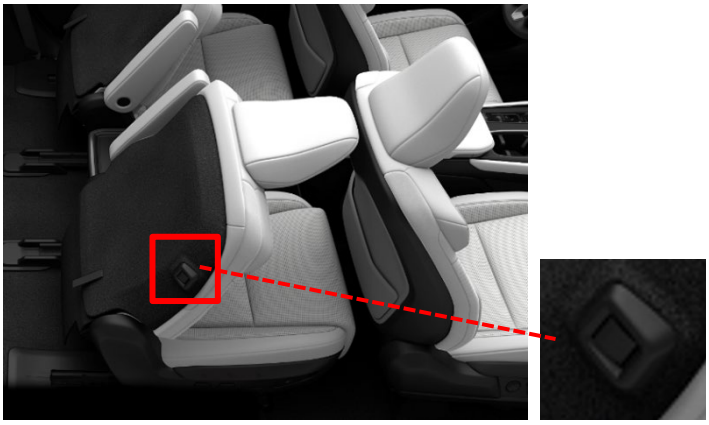
<A commitment to comfort and relaxation>

- Achieving the Driving Lounge experience requires exceptionally high cabin quietness. In BEVs, with no internal combustion engine aboard, road noise and wind noise stand out more. To address this, crafters deployed a multifaceted approach, beginning with controlling resonance by offsetting the body structure's and panels' resonant frequencies through placement of sound-absorbing and sound-insulating materials (such as rubber-based foam fillers) within the framework. They also developed aerodynamic, wind noise-reducing mirrors. As a result, TZ is possesses the highest quietness levels among Lexus SUVs*1. TZ pays attention to sound directionality based on human sensitivity. While driving, sounds from the front are designed to be perceived naturally, whereas sounds from the rear are minimized. Engineers set optimal in-cabin conversation clarity (steady-state AI) targets for each seating position and designed the cabin to avoid localized loudness, creating a quiet environment where passengers in the front and rear seats can easily relax and converse.

- In seat development, passengers experience comfortable seating in all three rows. The front seats use a divided structure to balance a sculpted appearance with refined craftsmanship. Slim seats contribute to a clean, open cabin and preserve overall comfort. For added hospitality, the front passenger seat and second-row seats feature available ventilation*2 and ottomans—an SUV-first for Lexus*2. The third-row seats feature a sofa-like feel thanks to deeper, more supportive cushioning. Given its new platform and superb passenger positioning, TZ offers within its aerodynamic exterior an environment replete with all-around visibility and ample headroom.

  The development team paid careful attention to enabling smooth and comfortable boarding into the third row; by partially lowering the underbody without compromising strength, the team lowered the second-row seat rail mountings and fitted a walk-in switch on the second-row seatback. Pressing the switch folds the seat forward for smooth access to the third row. Even with a child seat installed in the second row, the third row can be easily accessed without folding the seatback. Feet-supporting scuff plates, opening grips, and lift-assist grips on the third-row armrests all contribute to natural and comfortable movement when entering and exiting the vehicle.

Second Seat Ottoman[*2]
(Prototype)



Second Seatback Walk-in Switch
(Prototype)

- The SUV's large cargo space enhances utility. Folding the second- and third-row seats creates flexible interior configurations. Buttons located near the rear door and tailgate allow one-touch folding of the third row.

Cabin Space Third Seat folded forward
(Prototype)

Cabin Space Second & Third Seat folded forward
(Prototype)

Cabin Space Second & Third Seat Folded Forward
(Prototype)

Cabin Space
(Prototype)

- An easy-closer automatically completes closing when a door is detected as half-closed, eliminating the annoyance of re-closing doors and allowing doors to be closed safely with light force. Quiet closing also improves occupants' comfort.

- To better tailgate usability, we adopted,–for the first time at Lexus - a radio wave-based kick sensor[*2] for a handsfree power tailgate. This expands the detection area to eliminate the need to kick high. The sensor also detects diagonal kicks, and ultimately, enables smoother and safer tailgate operation even when space behind the vehicle is limited or obstructed.

- Engineers adopted a Cabin Detection Alert System[*2]–the first for Lexus–that sounds a buzzer and flashes hazard lights to alert surroundings if a small child is left locked inside the vehicle. Because sleeping children are a concern, they prototyped many sensors capable of detecting the tiny movements associated with breathing and adopted a 60 GHz radar-based detection system–the first for Lexus. A radio sensor overhead in the third row can detect children even when covered by a blanket or otherwise not visible.

<An authentic Lexus atmosphere>

- The wide, slim, movable panoramic roof[*2] achieves the world's longest and largest[*1] shade opening through a wire-driven shade system. At the same time, a thinner shade unit contributes to greater cabin height, while the layout and opening length have been optimized to allow third-row occupants to enjoy views through the panoramic roof. As a result, an open, airy cabin is realized not only for the front and second rows, but also for the third row. By securing ample headroom while maintaining comfort in environments with strong sunlight and UV exposure, the space ensures a pleasant experience for all occupants, including those in the rear seats.

Wide, Slim, Movable Panoramic Roof (Prototype)

- The concept of "Performing Arts"–or a world that captivates through atmosphere and sensory expression–inspired the design of Sensory Concierge[*2], which provides every passenger with a lounge-like space by synchronizing illumination, music, multimedia visuals, and climate control. Through three modes that adapt to the occupant's mood in each moment, Sensory Concierge creates a comfortable and soothing in-cabin environment.

Sensory Concierge - INSPIRE
(Prototype)

- Music-Synchronized Illumination[*2] adjusts the lighting's color spectrum in response to the frequencies of the selected music and changes the brightness according to the sound pressure. Doing so creates an atmosphere that harmonizes with the passenger's mood.

- Five fragrances[*2] incorporating bamboo—an iconic Lexus signature material—are offered as a gesture of hospitality to all occupant. Each fragrance is paired with original multimedia visuals, music, and illumination that synchronize with it, allowing passengers to enjoy the scent together with coordinated sights and sounds. The fragrances utilize a bamboo accord that captures the unique air of the bamboo forest in Sagano, Kyoto, creating an unmistakable and original aromatic expression. The fragrance cartridges are made from "Forged bamboo," a material created by blending crushed bamboo fibers with resin; bamboo also inspires their design. The diffuser can hold up to three cartridges at the same time, allowing passengers to choose and enjoy different scents depending on their mood.

- Illumination nuances include the processing of the lenses placed in front of the LED light sources and the configuration angles of the illuminated surfaces. By gradually shifting between LED light sources representing six different themes—Ethereal-幽玄 / Mesmerizing-幻想 / Revitalizing-奏 / Serene-移ろい / Evocative-閃光 / Invigorating-鼓動 (each with its own distinct hue)—the lighting creates a unique light space.

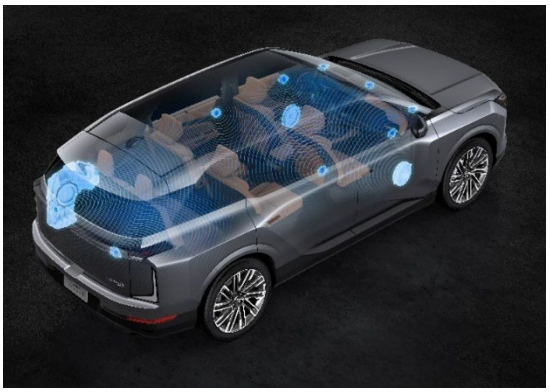
Illumination (Prototype)

- Switch design was developed with a strong focus on intuitive operation. Physical switches operate overhead and door controls and promote intuitive operation. Meanwhile, the steering wheel and instrument panel feature Responsive Hidden Switches, which offer excellent functionality and operability while contributing to a simple and clean cabin space. When a hand is placed near the switches, the function icons illuminate[*2]. The icons are arranged according to function, making it easy for users to find the switch they need. Although the switches have a clean, minimalist appearance like that of capacitive touch panels, they provide a reassuring physical click to help prevent accidental inputs.

Light-off (while driving) Image (Prototype)

Light-on Image (Prototype)

- The audio system features a Mark Levinson™ sound system.*3 Through the optimal placement of 21 speakers and extensive acoustic tuning, it creates an atmosphere reminiscent of a finely matured concert hall. The depth and enveloping sense of sound are so immersive that the boundaries of the cabin seem to disappear, transforming the interior into a personal acoustic space filled with rich audio. Comfort-oriented features have also been incorporated, including an available dual-monitor setup*2 for the passenger seat.



21 Speaker (Prototype)

- The slim climate control center register makes for a clean, horizontally oriented instrument panel while maintaining air conditioning performance and quietness. The side registers add to the minimalist aesthetic, having their control knobs positioned near the registers' opening. Additionally, the front seats offer radiant heaters to quickly and efficiently warm passengers. Seat heaters are found on all seats, including the third row*2. The heaters enhance passenger comfort while helping to reduce the TZ' overall energy consumption.

Center Register (Prototype)

Side Register (Prototype)

- The center console provides storage space that balances premium quality with functionality; its under-tray features a large storage compartment. The rear console features a removable lid; a two-tier tray structure allows to be used as a small item holder or as a storage space. The console can be removed, enabling walkthrough access inside the cabin.

Center Console (Prototype / Image)

Rear Console (Prototype / Image)

*1 As of May 2026, Lexus internal survey of released models

*2 Varies by market and specification

*3 Mark Levinson is a trademark of Harman International Industries, Inc.

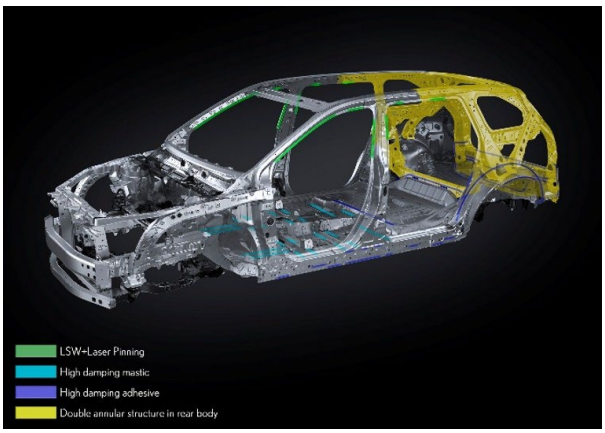
A Lexus mobility experience blending driving pleasure with a relaxing cabin

The TZ is a three-row SUV that delivers driving enjoyment and a comfortable travel environment. Rather than a mere means of transport, the aim was to create a true "lounge" where all occupants can spend time in comfort, whether driving or at a standstill. With Driving Lounge as the development concept, a space was created where family conversations and smiles arise naturally. Lexus incorporated its accumulated vehicle crafting expertise without compromise, achieving driving performance that promises a comfortable third row by two adults. To this end, TZ combines exceptionally refined quietness with advanced vehicle posture control, delivering a confidence-inspiring driving feel and, with selectable drive modes, a tailored mobility experience.

<A Refined Core Structure and an Evolved Driving Experience>

- Lexus has worked to enhance fundamental performance through the TNGA platform while advancing efforts to shape a uniquely Lexus driving character, continuing its initiatives to further define the shared driving feel known as the Lexus Driving Signature. This initiative, known as "*Aji-migaki,*" encompasses approximately 40 themes across a wide range of vehicle performance domains. Building a strong, highly rigid foundation for the body was a key focus for TZ's development; first implemented on RZ in 2022, this approach on enhancing structural rigidity has now been applied on almost all Lexus models. The newly unveiled TZ is the culmination of Lexus' engineering knowledge and experience gained in body and platform development. By reinforcing four key areas—the front, rear, rear floor, and front floor—and strengthening the vehicle's core structure, the TZ achieves a new Lexus driving feel that seamlessly combines signature quietness and comfort with a smooth, unified sense of control.

- The development team strengthened the body structure to achieve both excellent handling stability and a composed ride. In the upper body, high-rigidity adhesives and LSW (Laser Screw Welding) are applied. High-rigidity urethane adhesive bonds the panoramic roof base panel with its glass and a double layer of adhesive set along the sides and rear edge increase the body's torsional stiffness. On the underbody, two types of structural adhesives were used for the floor: high-rigidity adhesive was applied to the main structural members, while high-damping adhesive finds its way in areas closer to the occupants. By matching each adhesive to its intended function, both superior handling stability and a refined ride quality are realized. In addition, adopting a twin-hood-lock structure improved steering response and reduced hood vibration during steady high-speed driving, contributing to better handling stability and quietness.



Body Structure
(Prototype / Image)

・To achieve weight reduction while maintaining rigidity, key structural areas employ high-tensile steel and hot-stamped materials. The hood and backdoor use aluminum construction. As a result, the vehicle delivers both smooth, refined driving performance and excellent driving range through reduced energy consumption.

Body Structure Enhanced Rigidity
(Prototype/Image)

・To create a Lexus-style Driving Lounge that brings smiles to every occupant, engineers developed an exclusive suspension layout and tuning for the TZ. The front suspension uses a MacPherson strut design, while the rear uses a multi-link layout. Tuning the suspension to match the new model-specific tires allowed for a comfortable ride that minimized fatigue for passengers and driver even during long journeys. Dynamic Rear Steering (DRS)[*1] is also available, turning the rear wheels up to 4 degrees in counter-phase or in-phase with the front wheels depending on vehicle speed, enhancing maneuverability at low speeds, steering response at low to mid speeds, and stability at higher speeds to deliver confident performance across a wide range of driving conditions. Drivers can thus experience an authentic, responsive dialogue with the TZ. Additionally, the shock absorbers use high-response sliding components. By improving the rod guide bushings, piston band shape, and the oil's materials and formulation, friction is optimized in the dampers' ultra-low-speed range, allowing for a flat ride and high line-tracing performance.

Front Suspension
(Prototype)

Rear Suspension
(Prototype)

・Newly developed large-diameter, low-rolling-resistance tires in 20-inch and 22-inch sizes[*1] are available. The 20-inch tire was developed with a focus on balancing low rolling resistance with refinement in ride comfort and high acoustic quietness. The 22-inch tire delivers the ride quality and high quietness expected of Lexus while providing the stiffness and limit performance appropriate for a low-profile tire. Although low rolling resistance typically conflicts with ride comfort and noise performance, TZ achieves a high-level balance among these qualities through repeated prototyping and evaluation.

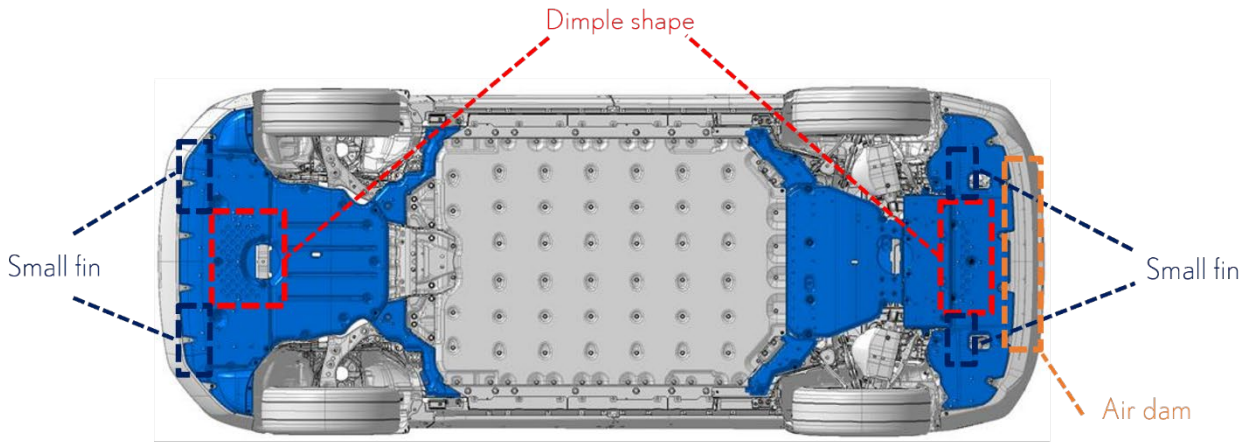
- The 22-inch wheels feature noise-reduction rims. By making the outer rim section hollow, they reduce cavity resonance noise from the tire while also achieving weight savings from the hollow construction.

- An evolved brake feel under the Lexus Driving Signature development mindset meant the adoption of an electronic brake control system that enables independent front/rear hydraulic control and coordinated regenerative braking. This provides a more natural and easy-to-use braking sensation. The new brake vehicle posture control uses a pressurization unit for independent front/rear hydraulic control to improve braking force distribution between front and rear wheels according to the driver's brake input. During braking, the system optimally manages the forces generated at the front and rear tires to control vehicle attitude, while also placing emphasis on controllability as brake pressure is released. This contributes to a seamless transition from deceleration into cornering, delivering both a rewarding sense of connection and a high level of driver confidence. In addition, the front brakes are equipped with opposed 6-piston brake calipers*1, delivering a more linear and direct braking feel.

- Focusing on the vehicle's fundamental qualities, engineers balanced styling and aerodynamic performance by repeating design stage wind-tunnel mockups and CFD (Computational Fluid Dynamics)*2 analyses. They finely adjusted the front corners and curvature so that airflow follows the body smoothly, preventing premature separation and allowing the air to run cleanly along the body surface. Along the vehicle sides, aerodynamically-efficient door mirrors and body-flush components such as door handles, glass edges, and weatherstrips reduce drag. Airflow underneath the car benefits from an increased amount of smooth surfaces along with small dimples and fins; close attention was paid to the dimple shapes and the position, number, and height of the small fins to control airflow under the body, contributing to superior handling stability. At the rear, an air dam below the bumper and vertical fins behind the rear wheels stabilize airflow and improve straight-line stability. In addition, the suspension is designed to secure brake cooling performance while minimizing wheel-face openings, suppressing turbulence during driving and reducing aerodynamic drag. These aerodynamic refinements improve dynamic performance and achieve a Cd of 0.27*3, contributing to longer driving range.

Aerodynamic Performance
(Prototype/Image)

Aerodynamic Performance Body-flush Components
(Prototype/Image)



Underbody aerodynamic component layout

(Prototype / Image)

<Unique BEV Control and Comfort>

- Equipped with a large-capacity 95.82-kWh[*1] lithium-ion battery and high-output motors (front 167 kW[*1*3] / rear 167 kW[*1*3]), the TZ delivers strong power performance while targeting a driving range of approximately 300 miles[*1]. The adoption of a high-output motor at the rear enables precise front-rear drive control, contributing to both driving enjoyment and ride comfort. Charging speed improves and better aligns with regional requirements; Vehicle-to-Home (V2H) compatibility enhances convenience as well.

- The evolved DIRECT4[*4] all-wheel drive force system distributes motor torque between the front and rear according to driving conditions and drive mode, delivering linear and responsive acceleration along with excellent cornering performance. During takeoff and straight-line acceleration, reduced pitch and seamless, direct acceleration are achieved by controlling torque distribution between the 60:40 to 0:100 (front:-rear) ratio range. While cornering, torque distribution adjusts between 80:20 and 0:100 based on calculations of parameters such as vehicle speed and steering angle. At turn-in, torque is biased toward the front for crisp steering response, while at corner exit, torque gets distributed according to each wheel's load to maintain stability and provide precise line-tracing performance.

- Vehicle dynamics settings for each drive mode[*1]—NORMAL, SPORT, ECO, RANGE, and REAR COMFORT utilize new settings. Special emphasis was placed on rear seat comfort and the all-new REAR COMFORT mode. The new setting combines three control measures: Dynamic Rear Steering (DRS) to suppress lateral motion during lane changes and cornering; brake-force optimization using the AHB-G braking system [*1] to reduce nose dive under braking; and drive-force distribution control using the front and rear high-capacity motors to suppress pitching during acceleration. By combining these three elements, the vehicle responds to driver inputs with more gradual body motions, resulting in calm, composed behavior with reduced oscillation, along with a strong sense of stability at high speeds. While control response to the driver's inputs is intentionally mellow, the vehicle's behavior and attitude remain natural and easy for the driver to perceive.

- To create a more natural driving rhythm, regenerative braking has been enhanced, increasing deceleration G during coasting. In addition, paddle shifters enable five levels of regenerative deceleration during coasting, expanding control over acceleration and deceleration via the accelerator pedal and reducing the need to switch to the brake, thereby lowering driver workload. In SPORT mode, the deceleration in D range is set one level stronger than in NORMAL/ECO modes to improve controllability during sporty driving.

- Maximum coasting deceleration with the accelerator released has been increased to 0.2G. In most real-world driving situations, this allows speed to be controlled using only the accelerator pedal, reducing the frequency of switching to the brake pedal and lowering driver workload. While raising the maximum coasting deceleration to 0.2 G, developers used market driving data on vehicle speed and deceleration to design the system to ease deceleration as speed drops and to transition smoothly into creep. This makes the behavior blend well even when combined with additional braking inputs on winding roads or during deceleration-to-stop scenarios, preserving both operability and comfort.

<A deeper connection with TZ>

- The TZ features "Interactive Manual Drive[*1]", a system designed to heighten the joy of driving. Drivers can select from eight virtual gear steps using paddle shifters, controlling the driving force in a way that feels like operating a manual transmission. The system also incorporates the iconic sound of a Lexus V10 engine[*1], and a shift-guide meter provides visual cues for upshift and downshift timing, allowing the driver to clearly understand the vehicle's state while driving. These elements amplify a driver's exhilaration while behind the wheel, allowing them to grasp the vehicle's behavior through throttle response, sound, and visual feedback. The result is a deeper, more engaging dialogue between human and machine.

Interactive Manual Drive[*1]

- The cockpit's design provides an open field of view and a confident, controlled driving experience. By removing the meter hood and adopting a low, horizontally-oriented instrument panel, the driver's forward visibility is greatly expanded. The meter employs a polarizing film to prevent reflections on the windshield and glare from sunlight, improving visibility of driving information. The instrument cluster uses a polarizing film to reduce reflections on the meter display from the window and sunlight. In addition, the color head-up display has been changed from a conventional flat projection to an angled layout that enhances depth perception, ensuring excellent visibility of driving information. Additionally, a lowered instrument panel center enhances forward visibility and helps to improve the driver's awareness of vehicle posture. Thanks to an optimized A-pillar shape designed for superb corner entry visibility and newly developed seats, the TZ's cabin offers expansive all-around views and a driving experience defined by pronounced vehicle control.

Cockpit (Prototype)

- TZ employs ASC (Active Sound Control) to produce newly developed, distinct Lexus BEV sounds in response to accelerator and brake inputs. The newly developed sounds enable occupants to perceive vehicle controls and driving conditions through pleasant, low-stress audio cues. With a focus on human perception, a new musical approach emphasizing harmonies that feel inherently pleasing has been introduced,

pursuing a sound that connects clean, uncluttered harmonics seamlessly in response to driving conditions. Specifically,, different musical chords are linked in sequence in response to accelerator operation to express a sense of power, dynamism, and resolution. This delivers a new sensory experience for occupants.

<Enhanced charging and power-delivery capabilities>

・For the charging lid, TZ adopts a Lexus FIRST*5 motorized 2-in-1 charging lid*1 that places AC and DC connectors side-by-side. Using a four-link hinge structure enables compact, smooth sliding opening and closing. This allows safe and convenient charging even in confined spaces such as parking lots or home garages.

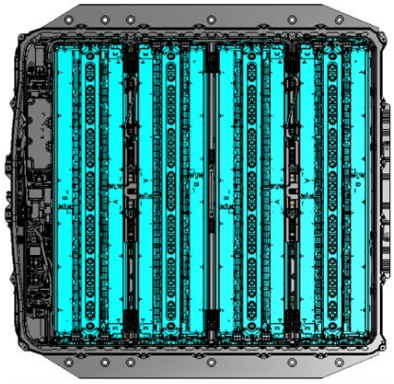
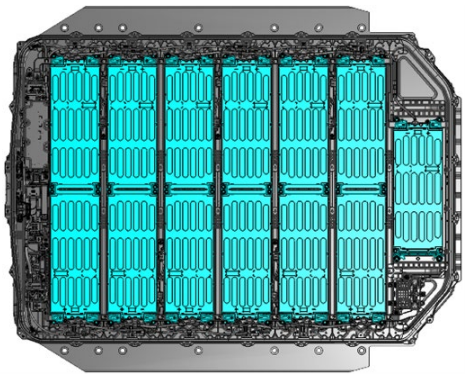
Left-side Motorized Charging Lid*1 (Prototype)

・For the U.S. market, TZ uses NACS.

・As a BEV signature element, the front grille features an illuminated emblem*1. To ensure a consistent appearance whether lit or unlit, TZ uses a Lexus FIRST*5 emblem whose L-shaped mark is filled with body-color material.

Illuminated Emblem*1(Prototype)

・Two battery options are offered to meet diverse needs. A Lexus FIRST 312-cell battery pack helps TZ attain a longer driving range.

	Standard Range Battery	Long Range Battery (Newly developed)
Battery Packs		
Battery Type	Lithium-ion Battery	
Cell	104 Cell	312 Cell
Total Battery Capacity	76.96kWh	95.82kWh

(1) Battery Preconditioning Function

In low-temperature environments, the newly equipped "battery preconditioning function" shortens required charging time by adjusting the battery temperature to an optimal level before charging begins.

① Driving Preconditioning System

If a charging station is set as the navigation destination, the system can optimize battery temperature by the time charging starts. The driver can also start preconditioning manually from the multimedia screen.

② Departure-time Preconditioning System

Preconditioning can be scheduled with a timer based on the planned departure time.

③ Optimal Charging (Auto) Function

In addition to the conventional timer (manual) charge start setting, the system learns each customer's charging and driving patterns and suggests timer charge schedules and charge levels tailored to their lifestyle. These recommendations are displayed and can be applied with simple operations.

(2) AC External Power Supply Function

An AC external power supply function is provided, enabling the use of electrical appliances[*7] by attaching a dedicated conversion adapter (VPC[*6]) to the normal charging inlet and initiating external power supply.

*1 Varies by market and specification

*2 Computational Fluid Dynamics

*3 Figures are based on Lexus research and development targets

*4 "DIRECT4" is a registered trademark of Toyota Motor Corporation

*5 As of May 2026, Lexus internal survey of released models

*6 Vehicle Power Connector

*7 Usable electrical appliances and total power consumption limits vary by country

Japan: AC 100V, total power consumption of approximately 1.5 kW or less

North America: AC 120V, approximately 2.8 kW or less, or AC 240V, approximately 7.2 kW or less

China: AC 220V, total power consumption of approximately 3.5 kW or less

A partnership of sculptural beauty and aerodynamic performance

The development concept of the Driving Lounge is fully embodied in TZ's design. Based on the Lexus design philosophy of Provocative Simplicity, the vehicle achieves a form that is simple and sharply defined, harmonizing aesthetics and functionality.
For the exterior, the spindle body is expressed as a clean, unified mass, while geometric graphics reminiscent of architectural design convey the sharpness and strength characteristic of Lexus. At the same time, the design contributes to aerodynamic performance, achieving a Cd value of 0.27.

<Harmonizing aerodynamic performance with functional beauty>

- The side view features an elegant and elongated silhouette befitting a three-row SUV. Thanks to the newly developed platform having a low center of gravity and long wheelbase, the design achieves both excellent aerodynamic performance and a spacious interior. Sharp edges and high-quality surface composition further emphasize dynamism and strength. In addition, TZ adopts semi-flush-type outside door handles to minimize weight and air resistance.

LEXUS TZ (Prototype)

- The front design presents a bold and dignified stance by shaping the spindle body as a single, clean volume and incorporating geometric graphics reminiscent of architectural design. The technologically-advanced Twin-L Signature Lamp, which combines inward-facing L-shaped daytime running lamps with outward-facing L-shaped turn signals in its horizontal layout, expresses a visual strength expected of an SUV. Functional components such as cameras and clearance sonar sensors are integrated seamlessly into the styling, enhancing the spindle form while minimizing the visibility of these elements to achieve a unified and refined appearance. An illuminated emblem further enhances visibility and reinforces brand identity, both day and night.

LEXUS TZ (Prototype)

- At the rear, the roofline is boldly lowered at the trailing edge to enhance aerodynamic performance while still securing a comfortable cabin space. By significantly narrowing the cabin toward the back and shaping pronounced fenders, the design emphasizes a wide, horizontal stance and conveys the powerful posture expected of an SUV. The Rear L Signature Lamp is positioned between the optimally shaped bumper surface, designed for ideal airflow, and the taut, three-dimensional structure of the tailgate. This creates a rear view that is instantly recognizable as Lexus.

LEXUS TZ (Prototype)

- The wheel design also embodies the dual pursuit of aesthetics and aerodynamic performance, with meticulous attention paid to every detail. The 20- and 22-inch wheels[*2] feature resin aero covers that achieve a visually striking multi-spoke design and improved aerodynamic efficiency. For the 22-inch wheels[*1], aluminum wheels feature beautifully sculpted spokes, further emphasizing refined craftsmanship and form.

20-inch Aero Wheel (Prototype)

22-inch Aero Wheel (Prototype)

22-inch Aluminum Wheel (Prototype)

To maintain continuous exterior lines and achieve the clean, orderly simplicity typical of a BEV, a motor compartment cover is fitted as standard across the lineup.

Motor Compartment Cover (Prototype)

<Modern color design choices>

・The body color lineup consists of 11 colors[*1], including the newly developed "SONIC TELLUS"[*1]. SONIC TELLUS expresses a three-dimensional depth of shading that combines strength and beauty, offering a modern look that evokes a feeling of harmony with nature. A roof bi-tone configuration is also available, providing a wide range of choices.

Body Color "SONIC TELLUS" (Prototype)

・The interior is offered in 3 color[*1] options: White Ash, Mauve, and Grayscale. These premium, warm tones and textures enhance the simple and clean design of the cabin.

<Overview of Interior Colors>

- White Ash

  A modern, clean light gray that creates a premium and open atmosphere

- Mauve

  A refined medium tone that balances elegance and calmness

- Grayscale

  A monochromatic gradation that expresses a simple yet stylish aesthetic

White Ash (Prototype)

Mauve (Prototype)

Grayscale (Prototype)

*1 Varies by market and specification

Sustainable materials and circular vehicle development

Lexus pursues a unique approach rooted in social responsibility, and in doing so, is committed to reducing CO_2 emissions, addressing local challenges, and preserving traditional craftsmanship. This philosophy has been thoroughly applied in the TZ, from material selection to design concepts. Forged Bamboo—made by blending crushed bamboo fibers into resin—decorates the cabin, while the roof rails are made from recycled aluminum. Additionally, certain seats feature a structure that can be assembled without adhesives, and renewable energy is utilized in the production process. These efforts help to minimized environmental impact across the entire manufacturing process. Lexus will continue to promote responsible vehicle development for the future.

- For ornamentation, Forged Bamboo and "Bamboo mono-material film"[*1] are applied to portions of the instrument panel and door trims. Forged Bamboo is also used on the smart key[*1] as well, further expanding the Lexus design identity. Made using Shikoku bamboo, Forged Bamboo features a unique, one-of-a-kind texture created by interwoven bamboo fibers. When combined with the clean forms of the TZ, it creates a modern space that evokes warmth and a sense of connection with nature. Bamboo mono-material film uses polypropylene for both the film and the base material, making it easier to recycle. This new decorative material supports circular-economy initiatives, and in using bamboo—a resource expected to contribute significantly to circular consumption—Lexus aims to further promote contributions to local industries and society

Ornament
Bamboo mono-material film
(Prototype)

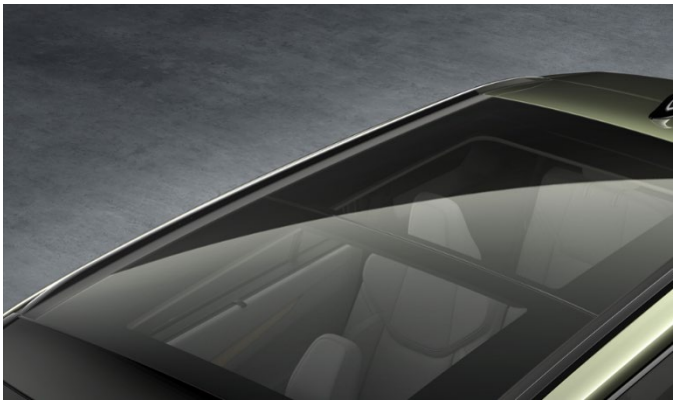
Ornament
Forged bamboo
(Prototype)

Smart Key Forged
bamboo[*1]
(Prototype)

- The instrument panel, seat accents, and door shoulders feature "Bio-based UltraSuede™[*2]", a high-touch material made partially from plant-derived resources. By actively incorporating sustainable materials even in fine details, Lexus aims for harmony with nature and sustainable brand growth.

- Recycled aluminum[*1]—produced from aluminum scrap—is used for components such as the roof rails and tonneau cover. Compared to conventional production processes, recycled aluminum requires significantly less electrical energy to manufacture, contributing to CO_2 reduction.

・TZ's aluminum roof rails combine refined design and practicality; accessories can be attached according to customers' needs. By reducing width, a cleaner appearance and lower aerodynamic drag are achieved, while the use of recycled aluminum contributes to reduced environmental impact.



Aluminum Roof Rails (Prototype)

*1 Varies by market and specification

*2 Ultrasuede® are registered trademarks of Toray Industries, Inc.

Other advanced features and technologies

<Advanced preventive safety technology: Lexus Safety System +>

Lexus is advancing safety technology development with the ultimate goal of achieving "zero traffic accidents" in future mobility society. Based on the belief that it is essential to develop world-class advanced safety technologies quickly and expand their adoption across more vehicles, the latest Lexus Safety System + has been introduced in the new TZ. The system has evolved to recognize objects wider and farther than before, expanding the range of accident situations it can address. In addition, to provide continuous support even in complex environments such as urban roads, the operating range of functions and sensors has been expanded, enhancing peace of mind and convenience while helping reduce driver workload. Furthermore, as these technologies evolve, surrounding-vehicle information is displayed more clearly on the meter display, contributing even more to safe and secure driving for customers.

▽Major performance-enhancing functions

- Radar Cruise Control (with full-speed following function) improves driver confidence by enabling earlier deceleration when a preceding vehicle slows down or when another vehicle cuts in. This enhances comfort during highway driving. In addition, two new functions have been added: Eco-run Mode and Map-linked Control[*1]. Eco-run Mode moderates acceleration to enable smoother, fuel-efficient following, contributing to improved efficiency while the radar cruise control is active. The map-linked function now supports deceleration not only for curves (as before) but also for stop signs, T-junctions, roundabouts, toll gates, and more. By using map information, the system provides better deceleration assistance before curves, adapting to road geometry for safer and more confident driving.

- Lane Change Assist [LCA[*2]][*3] has been improved with quicker activation and smoother lane-change execution, making the process easier. The operating speed range has also been expanded, allowing support in more driving scenarios. By coordinating with the driver's steering inputs, the system further enhances safety and peace of mind.

- Pre-Crash Safety [PCS[*4]] expands the speed range for alert and braking intervention during intersection collisions, helping avoid or mitigate collisions over a wider range of speeds.

- The Driver Monitor[*1] uses a camera to observe the driver's gaze and head direction. It now detects signs of drowsiness and alerts the driver, accordingly, further supporting safe driving.

- The Emergency Driving Stop System[*5] adds a new function that, when activated on highways or motor-vehicle-only roads, brings the vehicle to a stop along the road shoulder[*1] in addition to its previous capabilities.

- A high-precision Adaptive High-beam System [AHS[*6]] is adopted. Its fine beam control improves nighttime visibility.

<Pursuit of safety and comfort through advanced features>

- In addition to its conventional functions, the Blind Spot Monitor [BSM[*7]] now detects bicycles and motorcycles traveling alongside the vehicle, providing alerts to help prevent accidents caused by cutting in while turning right or left.

- The Panoramic View Monitor features a newly developed 3D view that supports driver awareness of the surroundings. By swiping on the screen, the driver can view the vehicle's surroundings from any preferred angle[*8]. The system also allows the viewpoint to move as if looking "through" the vehicle, making it easier to check the entire area around the car.

*1 Varies by market and specification

*2 LCA = Lane Change Assist

*3 Operates when Lane Tracing Assist (LTA) is activated while driving on expressways and motorways (excluding certain sections)

*4 PCS = Pre-Collision System

*5 Operates when Lane Tracing Assist [LTA] is activated

*6 AHS = Adaptive High-beam System

*7 BSM = Blind Spot Monitor

*8 Operates in the P (Park) position