

Lexus GS 450h Review



The Lexus GS is not only a luxury performance saloon; it's also an environmentally friendly one. A polished performer in every respect. This is a performance-focused hybrid system designed into the Lexus GS 450h combining a 292-horsepower, 3.5-liter V-6 with an electric motor system driving the rear wheels. Altogether, the hybrid power train makes 339 horsepower and can push the 450h to 60 mph in just 5.2 seconds—faster than the V-8-powered GS 460. Understated and classy are the best buzzwords to describe the styling of the Lexus GS saloon. This car is every inch the svelte executive express. The sweeping roofline gives the GS an almost coupe-like stance, while the front and rear ends both reflect this smoothness with a look devoid of unnecessary clutter. But despite the all-important 'h' on the boot lid, denoting hybrid, the 450h is actually the high performance flagship of the range. That means a discreet boot lid spoiler and 18-inch alloy wheels, unique to the model. The Lexus GS saloon just manages to pull off the luxury look, while remaining true to its Japanese roots. There's a plethora of buttons around the centre console, and a high-tech looking colour screen providing information on heating, audio, SatNav, trip information and the status of the batteries and electric motors. The seats are leather, heated and move about electrically, of course, and are very comfortable, even on long journeys.

The hybrid power train is very responsive, especially for quick passing manoeuvres, and pins you back in the seat in hard acceleration. It's a full-hybrid system, meaning you can crawl ahead in slow traffic with electric power alone. During most driving, the system uses a combination of the gasoline engine and electric power, and it charges the battery system with the engine and during braking. But the system in the Lexus GS 450h is calibrated for performance, rather than absolute fuel economy, so EPA estimates are 22 mpg city, 25 mpg highway versus the Lexus GS 350's 19/27 mpg; according to the experience of owners and TheCarConnection.com's editors, the hybrid's real-world mileage is even lower.

One of the musts for any luxury car buyer is a good ride quality. The Lexus GS soaks up bumps with the same ease as a Jaguar XF, but road noise can become intrusive over badly maintained A roads and motorways. Even after long-distance journeys, occupants will emerge relaxed and free from aches. Although the Lexus GS is no sports car, our test car also proved itself worthy on twisting B roads while never losing its composure.

The Lexus GS 450h isn't at all averse to being driven like a sport saloon. The shifter has a manual mode that simulates six different gears, and there's impressive stability in corners, even when the road surface turns rough, thanks to the double-wishbone front suspension and multilink rear. The electric-assist steering is well weighted, but it doesn't convey much road feel. She is Fast and she is a Hybrid. Those two words used to be mutually exclusive, but the Lexus GS has proved otherwise. It will hit 62mph from rest in less than six seconds and head on to 155mph, putting it in the



Subaru Impreza territory. At slow speeds the GS will run silently on its electric motors, while at moderate or cruising speeds, the petrol engine drives the wheels and recharges the battery. At full chat, the Lexus is powered by both its 292bhp 3.5-litre V6 engine and electric motor. Combined power adds up to the equivalent of a 450bhp V8 (hence the GS 450h badge).

The GS interior is a major drawback, as it sorely lacks backseat space, and headroom is limited in front. The ride isn't always perfect either; it can be harsh on rough patches and railroad crossings. The Lexus GS 450h gets a conservatively styled but sporty-feeling instrument panel, while seldom-used controls are kept out of the way in a drawer.

And there's no shortage of high-technology features inside to live up to the image of a sport sedan for green geeks. Standard features on the Lexus GS 450h include keyless entry, adaptive front lighting, Bluetooth hands-free calling, and front ventilated and cooled seats. The options list includes an excellent navigation system with voice address entry, laser cruise control, and a 14-speaker Mark Levinson sound system with DVD audio/video capability. Another noteworthy option is the active stabilizer system—which provides the advantage of a heavier stabilizer bar almost instantaneously without sacrificing ride quality.

Front side airbags, side curtain airbags, and dual front knee airbags are standard on the Lexus GS 450h. Vehicle Dynamics Integrated Management (VDIM), a stability control system that closely integrates the steering and brakes, is also standard. Included with the optional laser cruise control is the Pre-Collision System (PCS), which prepares safety systems for an anticipated collision. The insurance industry-supported IIHS has tested the non-hybrid GS sedan and given it the top "good" rating in both frontal and side impacts, with a "marginal" rating in the seat-based rear-impact test.

Outwardly, TheCarConnection.com spies few differences between the hybrid Lexus GS 450h and its gasoline-powered sibling.

Kelley Blue Book says "the GS brings a legitimate sense of design passion to its sleekly flowing sheet metal that arguably qualifies it as the best-looking Lexus sedan." Edmunds reports the GS hybrid has "rakish styling." Cars.com feels "the GS is more futuristic than its predecessor, touting its long hood and set-back cabin."

Autoblog says "visual differences, for the astute Lexus admirer, include 18-inch light-alloy wheels," adding that "the badge on the trunk will also reflect the "Lexus hybrid power-train"; beyond this, "all other features, including dimensions, match with the standard GS 430." Cars.com also remarks that the Lexus GS 450h is "virtually identical to the GS 350 and GS 460 sedans... [Sporting] Lexus' now-familiar face with its steeply raked headlights and thick C-

pillars.” Because it shares so much with the good-looking GS line, this Lexus model’s styling “is sexier than that of many other hybrids,” as the reviewer at Forbes Autos puts it.

The Lexus GS saloon is loaded with safety kit and scored a full five stars in the Euro NCAP crash tests. Our test car featured Lexus’ Vehicle Dynamics Integrated Management (VDIM) which is an advanced package of electronically-controlled braking, brake assist, brake force distribution, traction and stability control. The range-topping SE-L features Lexus’ Pre-Crash Safety system which anticipates impending collisions and primes the seat belt tensioners and brake assist for maximum protection. It has the most comprehensive airbag protection in its class, with dual-stage driver and passenger, two front knee, four curtain and front and rear side airbags. All models in the range come with a huge list of standard features. The highlight is a full colour, dash-mounted screen which provides information on the state of the hybrid system, navigation, audio, climate control and telephone. The clever rear parking camera superimposes guide lines on the screen so the driver can quickly see whether a tight manoeuvre can be made in one go. The SE and SE-L models have a superb audio system with 5.1 surround sound. It’s just about the best system fitted to any car on sale today.



The similarity extends to this Lexus’s interior; Cars.com notes this Lexus model’s interior “is identical to other GS models.” This is not necessarily a bad thing, as Car and Driver points out: “like other Lexus, this one features a beautifully finished interior.” Edmunds describes the Lexus in glowing terms: “genuine wood and aluminium trim complements the rich leather seating surfaces,” though stating that “the highly polished wood can reflect glare annoyingly at times.”

The Lexus GS 450h has reasonably good handling, but its hybrid power-train doesn’t provide a substantial fuel-economy gain over the gas-powered version.

Autoblog reports this Lexus vehicle is “tuned for even more performance and has the rear-wheel drive to handle it.” Between the gasoline and electric motors, the power plant “will produce more than 300 horsepower and get the hybrid moving to 60 mph in less than six seconds—almost equal to the V-8.”

According to Cars.com, this Lexus’s “direct-injection, 3.5-liter V-6 engine is shared with Lexus’ smaller IS 350 sedan,” which teams up “with two electric motors—one providing power during start-up, the other boosting acceleration—for a combined 339 hp.” Automobile points out “gasoline and electric propulsion units really do work as a single entity.” Consumer Guide notes that the “hybrid power train lacks immediate kick of V8, but does surge ahead with dispatch,” an impression confirmed in Car and Driver: “when all the ponies and volts are online, the 450h is capable of respectable haste.” There were a couple of criticisms with the transmission. Car and Driver complains “the continuously variable transmission never stopped hunting.” Automobile notes that “the continuously variable transmission acts more like a standard automatic in its engine-braking abilities—just slide the lever over into ‘S’ and toggle down through six ‘gears.’” This source adds that the “faux downshifting doesn’t help with acceleration, but the GS doesn’t need it.”

According to Forbes Autos, “a sophisticated Vehicle Dynamics Integrated Management system coordinates the car’s electronic power steering, stability control and electronic brake system,” allowing it to deliver “good road feel, ride comfort and cornering.”

Because the Lexus GS 450h is a hybrid that depends on batteries, major sacrifices had to be made in terms of cargo space and storage. Cars.com notes “due to intrusion from the hybrid system’s two battery packs, trunk volume shrinks from 12.7 cubic feet in non-hybrid GS models to 7.5 cubic feet in the GS 450h.” In addition, “bulky rear wheel arches

intrude,” and the “small opening makes for awkward loading,” according to Consumer Guide. This Lexus’s harshest critic, Car and Driver, nonetheless concedes that “damped lids ease open to reveal small nooks, [and] hinged panels enhance the usefulness of door pockets.”



The Lexus GS 450h should allow its occupants to feel safe and secure while travelling.

Optional Lexus safety equipment includes “adaptive cruise control that can sense impending collisions and alert the driver, and an adaptive front lighting system swivels the headlights several degrees during turns to better illuminate corners.” The Lexus GS 450h are XENON HID headlamps and quick-responding LED tail lamps [that] make it easier for you to see and be seen, day or night.”

Why Buy?

The Lexus GS 450h is luxury performance motoring with a conscience. It’s a marvellous car in its own right, and with clever use of the hybrid technology, it reduces its emissions without impacting on performance or driveability.

DATA Card Resume on the GS450h

LEXUS GS450h Hybrid 6SpdAuto 4 Dr Sport Saloon

Date of First Registration: **06th March 2007**

VIN/Chassis/Frame Number: **JTHBC96S305008740**

Engine Number: **2GR8571014**

Cylinder Capacity: **3546 cc**

Recorded Mileage: **56,500miles (Warranted)**

RegistrationNumbers: **S700BUR/TIL1220/DG07RMZ**

M. O. T. Valid until: **12th May 2017**

No. of Previous Owners: **5**

Drive Train: **Rear-Wheel-Drive RWD**

Transmission: **6-Speed Automatic**

Body Colour: **Mercury Silver Metallic**

Interior Style: **Grampian Grey Leather**

Running Costs:

Urban mpg: 30.7mpg

Extra Urban mpg: 39.2mpg

Average mpg: 35.8mpg

CO₂ emissions: 186gm/km

Annual Tax: £260

Performance:

Total HYBRID Horse power: Total 339BHP / 253kW

Engine Horse Power: 292 BHP / Torque: 275 Nm

Engine size: 3456cc / Brochure Engine size: 3.5 Litre

Acceleration (0-60mph): 5.2secs

Top speed: 155mph

Drive-train: Rear-Wheel-Drive



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2007 LEXUS GS450h Petrol/Electric Hybrid 3.5L V6 DOHC CVT 6-Speed Auto.

A superb piece of Japanese automotive Engineering in absolutely immaculate condition throughout with warranted 56,500 low miles and full LEXUS Service History. The last major service was carried out only a few weeks ago by Snows LEXUS in Southampton and comes with full receipted service paperwork and stamped service book. This extremely High Spec stunner has been finished in beautiful Mercury Silver Metallic with Full Grampian Grey leather interior with matching designer Lexus floor over-mats. From every angle, the Lexus GS is not only a luxury performance saloon; it's also an environmentally friendly one. A polished performer in every respect. This is a performance-focused hybrid system designed into the Lexus GS 450h combining a 292-horsepower, 3.5-liter V-6 with an electric motor system driving the rear wheels. Altogether, the hybrid power train makes 339 horsepower and can push the 450h to 60 mph in just 5.2 seconds. Understated and classy are the best buzzwords to describe the styling of the Lexus GS saloon. This car is every inch the svelte executive express. The sweeping roofline gives the GS an almost coupe-like stance, while the front and rear ends both reflect this smoothness with a look devoid of unnecessary clutter. But despite the all-important 'h' on the boot lid, denoting hybrid, the 450h is actually the high performance flagship of the range. That means a discreet boot lid spoiler and 18-inch alloy wheels, unique to the model. The Lexus GS saloon just manages to pull off the luxury look, while remaining true to its Japanese roots. There's a plethora of buttons around the centre console, and a high-tech looking colour screen providing information on heating, audio, SatNav, trip information and the status of the batteries and electric motors. The seats are leather, heated and move about electrically, of course, and are very comfortable, even on long journeys. The hybrid power train is very responsive, especially for quick passing manoeuvres, and pins you back in the seat in hard acceleration. It's a full-hybrid system, meaning you can crawl ahead in slow traffic with electric power alone. During most driving, the system uses a combination of the petrol engine and electric power, and it charges the battery system with the engine and during braking. But the system in the Lexus GS 450h is calibrated for performance, rather than absolute fuel economy. One of the musts for any luxury car buyer is a good ride quality. The Lexus GS soaks up bumps with the same ease as a Mercedes S-Class, but road noise can become intrusive over badly maintained "A" roads and motorways. Even after long-distance journeys, occupants will emerge relaxed and free from aches and pains. Although the Lexus GS is no sports car, our test car also proved it worthy on twisting "B" roads while never losing its composure. The Lexus GS 450h isn't at all averse to being driven like a sport saloon. The gear lever has a manual mode that simulates six different gears, and there's impressive stability in corners, even when the road surface turns rough, thanks to the double-wishbone front suspension and multilink rear. The electric-assist steering is well weighted, but it doesn't convey much road feel. She is Fast and she is a Hybrid. Those two words used to be mutually exclusive, but the Lexus GS has proved otherwise. It will hit 62mph from rest in less than six seconds and head on to 155mph, with the slight twitching of your right toe. At slow speeds the GS will run silently on its electric motors, while at moderate or cruising speeds, the petrol engine comes in and drives the wheels and recharges the hybrid batteries. At full chat, the Lexus is powered by both its 292bhp 3.5-litre V6 engine and the electric motor. Combined power adds up to the equivalent of a 450bhp V8 (hence the GS 450h badge). And there's no shortage of high-technology features inside to live up to the image of a sport saloon for green geeks. Standard features on the Lexus GS 450h include keyless entry, adaptive front lighting, Bluetooth hands-free calling, and front ventilated and cooled seats. The options list includes an excellent navigation system with voice address entry, laser cruise control, and a 14-speaker Mark Levinson sound system with DVD audio/video capability. Another noteworthy option is the active stabilizer system—which provides the advantage of a heavier stabilizer bar almost instantaneously without sacrificing ride quality. Front side airbags, side curtain airbags, and dual front knee airbags are standard on the Lexus GS 450h. Vehicle Dynamics Integrated Management (VDIM), a stability control system that closely integrates the steering and brakes, is also standard. Included within the extras list are Full Map Navigation Pack (HDD Satellite Navigation with Dynamic Route Guidance (DRG), Reverse Camera with bending Guide Lines, 7 inch Electro Multi-Vision VGA Display, Air-Conditioning (Automatic), Cruise Control, Full in-car Entertainment system, iPad and iPhone AV connector, Electronic Climate Control with Separate Driver/Passenger Controls, Heated Front Seats, Front & Rear Parking Sensors, Rear Parking Assist Monitor, Electronic Power Steering Voice Activated Controls, 18 inch 5-Triplespoke Design Alloy Wheels with 245/40/R18 premium tyres, Anti-Theft System - Siren, Bluetooth Mobile Phone Connectivity, Luxury full Leather Upholstery, Mark Levinson Premium Surround System, In-Dash DVD Auto-changer, 5.1 Surround Sound, FM/AM/LW Tuner with RDS, Memory Package, Multi-Information Display, One-Touch Power Windows Front and Rear, Rain-Sensing Wipers, Smart Entry and Start System, TPWS (Tyre Pressure Warning System), WIL (Whiplash Injury Lessening) Front Seats, Engine push-button START/STOP system, Electrically controlled 3-Memory seats-Driver and Front Passenger, and so the list of extras goes on and on... Why Buy? Well, the Lexus GS 450h is luxury performance motoring with a conscience. It's a marvellous car in its own right, and with clever use of the hybrid technology, it reduces its emissions without impacting on performance or driveability.

MAKE:	LEXUS
MODEL:	GS450h Petrol/Electric Hybrid 3.5L V6 DOHC CVT 6-Spd Auto
Registration NUMBERs:	S700BUR/TIL1220/DG07RMZ
Date of First Registration:	06th March 2007
COLOUR [Exterior / Interior]:	Mercury Silver Metallic/ Grampian Grey Leather
Number of Cylinders & TYPE:	V-6 24V DOHC CVT, Petrol/Electric HYBRID, 339BHP - 0 to 60 5.2sec
Cylinder CAPACITY:	3456 cc
Chassis/Frame NUMBER:	JTHBC96S305008740
Engine NUMBER:	2GR8571014
Fuel TYPE:	PETROL: SHELL v-Power