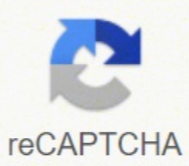




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Lexus ls 460 specs 2015

Wondering which trim is right for you? Our 2015 Lexus LS 460 trim comparison will help you decide. Interior Front head room 38 " Rear head room 38 " Front shoulder room 59 " Rear shoulder room 56 " Front hip room 55 " Rear hip room 56 " Front leg room 43.7 " Rear leg room 36.7 " Luggage capacity 18.0 cu.ft. Maximum cargo capacity 18.0 cu.ft. Standard seating 5 Exterior Length 205.0 " Body width 73.8 " Body height 58.3 " Wheelbase 121.7 " Ground clearance 5.1 " Curb 4,695 lbs. Gross weight 5,790 lbs. Fuel Fuel tank capacity 22.2 gal. EPA mileage estimates 16 City / 23 Hwy Performance Base engine size 4.6 liters Base engine type V-8 Horsepower 360 hp Horsepower rpm 6,400 Torque 347 lb-ft. Torque rpm 4,100 Drive type all-wheel drive Turning radius 18.7 " Show More The verdict: Versus the competitor: The 2015 Lexus LS 460 falls short of the exceptional drivability we've come to expect from the car's German rivals, but its value and craftsmanship are still impressive. The years are piling up on Lexus' LS flagship sedan, which hasn't been fully redesigned since 2007. But the brand has maintained a steady trickle of updates and face-lifts, and the LS still costs thousands less than comparable rivals. Lexus' attention to detail leaves no stone unturned (or B-pillar uncovered), and the current generation is as reliable as high tide. It lacks the fierce acceleration and cloudlike ride that other flagships now bring to the table, but there's still plenty to like. An extended wheelbase turns the Lexus LS 460 into the LS 460 L. It adds roughly 5 inches to the car's length and wheelbase, and it's the only way you can get the pricier LS 600h L hybrid. For 2015, the LS gets some multimedia upgrades; click here to compare the 2015 and 2014 Lexus LS 460 engine and vehicle details. We cover the Lexus LS 600h L separately on Cars.com. Click here to see it. Heavily updated three years ago with Lexus' so-called spindle grille, the LS has stayed abreast of Lexus' styling zeitgeist. F Sport versions sway the standard 18-inch alloy wheels for 19s; they also get a unique, darker grille, a lowered suspension and slightly more aggressive bumpers. The LS' defining attribute remains smoothness, but it misses the target (if barely) of absolute isolation from the road. Road and wind noise are near-silent, and ride quality with the car's base coil suspension is composed over everything but the worst disruptions. Still, broken pavement and manhole covers reveal a degree of disturbance that the Mercedes-Benz S-Class and BMW 7 Series sedans we've driven filter out. We've also driven an LS with the optional air suspension, and that brings the Lexus closer to its German rivals in terms of outright comfort, but it's still not quite there. Characteristic of Lexus' silky-smooth steering, the LS' wheel spins as if the rack sat in a tub of butter, even in Lexus' driver-selectable Sport mode. Work the sedan into a turn, and the nose points predictably, but slowly, into corners. The suspension limits body roll after a few degrees of initial wallow, but the movements all seem too gradual for much fun. That keeps with the LS' character, though the F Sport might be more dynamic; RWD versions get a limited-slip differential. Our all-wheel drive (AWD) Lexus LS 460 had a 360-horsepower, 4.6-liter V-8 engine and eight-speed automatic transmission. In a class plagued by accelerator lag, I welcome the car's predictable pedal response. The drivetrain upshifts seamlessly and provides quiet, steady power, but it shows moments of confusion as you catapult to highway speeds — upshifting too soon from one gear, holding the next too long. The rear-wheel (RWD) Lexus LS 460 gets another 26 hp and more torque to boot, but we've driven it, and it's safe to say no LS can match the seat-pinning acceleration of the sport-tuned turbocharged V-8s in the S-Class, 7 Series and Audi A8. Meticulous attention to detail is a hallmark of top-flight luxury sedans, and the LS doesn't disappoint. Generous, stitched cushioning adorns touch-points like the upper doors and center console. Leather dashboards have many imposters these days, but the LS' semi-aniline cowhide, which can optionally cover lower portions of the dash, looks and feels lush. Even the consistency of materials is impressive, with uniform, top-of-the-line graining and padding over virtually every inch of the cabin. BMW and Mercedes can't claim that. Both of those automakers can claim more features, however. The LS does have all manner of available extras, from massaging rear seats to quad-zone climate control, but many of the innovations elsewhere in this segment are unavailable. Massaging front seats, heated armrests, 360-degree cameras and panoramic moonroofs — all offered by one or more competitors — are not available in the Lexus. In long-wheelbase models, the extra inches translate to just one more inch of backseat legroom, and shoulder room actually decreases half an inch. Fortunately, the regular-length LS is roomy enough, with legroom to spare for adult passengers. Upgraded for 2015, Lexus' standard Enform system includes app integration for a slew of apps, including Pandora, Slackr and iHeartRadio internet radio services, Bing search and Yelp reviews. Navigation, Bluetooth phone and audio streaming, Siri Eyes Free integration, USB/iPod inputs and umpteen stereo speakers are also standard. The standard HD radio can pause, rewind and fast-forward up to 15 minutes; such DVR-like capabilities are spreading to a lot of vehicles. Lexus' standard Remote Touch Interface controls the action on a massive, 12.3-inch center screen. It lacks the laptop-style touchpad that Lexus has added to a few models (but now seems to be moving away from in future redesigned models). Some Cars.com editors have criticized the console-mounted mouse-like touchpad harshly. Mark Levinson premium audio with a CD/DVD changer is optional. We've sampled the system in past Lexus LS 460 sedans, however, and it's disappointing. Typical of a luxury vehicle, cabin storage is marginal. Trunk room, though, is a generous 18 cubic feet. The optional power-adjustable rear seats diminish that space, but Lexus doesn't have specific measurements for that configuration. In crash tests by the Insurance Institute for Highway Safety, the LS earned top scores in moderate-overlap frontal and head-restraint tests. IIHS has not conducted side, roof-strength or small-overlap frontal crash tests. Standard features include adaptive headlights, a backup camera and eight airbags. Optional rear side-impact airbags and a knee airbag for the optional, passenger-side rear-seat ottoman bring the maximum total to 11. A blind spot monitor, full-speed adaptive cruise control and forward collision warning with auto-braking are optional. Lexus' Advanced Pre-Collision System adds a driver attention monitor and corrective steering movement to keep you in your lane. Click here to see the LS' standard safety features and here to see our Car Seat Check. The LS steamrolls the competition in one area: reliability. The current generation, which dates back to the 2007 model year, has a squeaky-clean record for dependability. You might find that less important if you're looking to lease the vehicle, but mishaps are still mishaps, and the LS will likely have fewer. The RWD LS starts around \$73,500, which ranges from a small discount to a huge savings versus German competitors. Standard features include self-closing doors, heated leather seats with umpteen power adjustments, a moonroof and the multimedia system detailed earlier. The F Sport runs about \$8,000 more. Throw in AWD drive (\$2,945 to \$3,485), the extended wheelbase (\$6,300 to \$6,840, unavailable on the F Sport) and a bevy of four-figure option packages, and the LS can top out well into the \$100,000 range. Still, the vehicle commands transaction prices well below many of its top rivals. The Lexus LS 460 is not the best sedan in its class, but it's competitive in many areas, and the value equation should turn some shoppers in Lexus' direction. Page 2 Wondering which trim is right for you? Our 2015 Lexus LS 460 trim comparison will help you decide. Lift the LS' large hood and you'll be greeted by...well, a sea of black plastic shrouds and a silver engine cover. With the exception of the washer fluid filler and the oil cap and dipstick, Lexus has hidden all of the sedan's mechanical bits from the driver. Nothing to see here!Somewhere beneath the plastic is the same smooth workhorse of a 4.6-liter V-8 gasoline engine that Lexus has been using for years now. With a combination of port and direct injection that is largely unique to Toyota/Lexus vehicles, this internal combustion engine turns its crank with 367 pound-feet of twisting force and 366 horsepower. That power flows through an eight-speed automatic transmission on its way to the rear wheels, where it is divvied up by an open differential. The LS is available with an optional all-wheel-drive system that can send a portion of that torque to the front axle when needed, but our vehicle was not so equipped — not that San Francisco's typically mild climate necessitated the additional expense. The EPA estimates that the 2015 Lexus LS 460 will cruise for 16 miles in the city and 24 miles on the highway for every gallon of premium gasoline that its V-8 burns with a combined average of 19 miles per gallon. Our LS 460L is slightly longer and heavier than the standard wheelbase model, but its fuel economy estimates are unchanged.On the center console, near the shifter, is a control knob for selecting one of the LS' three drive modes. Normal is the LS 460's baseline mode. The vehicle's computer attempts to offer a reasonable balance of power, economy, and comfort. Twist to the left to activate Eco mode, which adjusts the engine's output for maximum efficiency and remaps your throttle inputs to reduce lead-footedness. The V-8 is quite torque-y, and the LS is built for smooth driving, so the sedan remains very driveable even with Eco mode's slight throttle handicap. Twist the Drive Mode knob to the right and the Lexus transitions into its Sport mode, which adjusts the engine output, transmission shift points, and throttle mapping to maximize responsiveness and power at the expense of a few MPG. When equipped with the optional Adaptive Air Suspension (\$2,120), the LS gains two additional modes: Comfort and Sport+. Select the Comfort mode and the suspension softens up for a smoother, more supple ride. Give the knob another clockwise twist when in Sport mode to activate Sport+ mode, which firms up the adaptive suspension system and adjusts the power steering ratio for better handling and feedback. While the changes for Sport and Sport+ modes are immediately noticeable where the throttle and steering responsiveness are concerned, the LS 460's adaptive suspension never transcend its comfort imperative. Through the same bends that I recently tested the 2015 BMW 740dL, I found that that Lexus felt significantly softer, heavier and simply less fun. The Bimmer encouraged me to go faster and was a surprisingly fun drive for such a big car. The Lexus lacked that sense of fun and excitement. On the other hand, I don't think that anyone picks up the long wheelbase version of an already massive luxury sedan to drive it like they stole it. Drive the LS the way it was designed to be driven (like a person who is too important to be rushed), and you'll be rewarded with a fantastically smooth and quiet ride. Lexus has really perfected the LS' premium appeal. The cabin is coffin-quiet — an analogy that should be disturbing to the LS' older demographic — and the steering is light and relaxed without feeling mushy.This long wheelbase variant also rewards the passengers by adding an extra 5 whole inches of legroom to the LS's already spacious cabin. I was able to cross one leg over the other while seated in the rear seat on one occasion and used a laptop without colliding with the front-seat back on another. There's more than enough space for two large adults with the rear center armrest in place and plenty for three average-size folk with the rest stowed away.The rear-seat experience is upgradable with a \$5,240 Ultra Luxury package that adds power adjustable rear outboard seats with massage, four-zone climate controls, a small refrigerator and more. If that's not luxurious enough, there's the \$16,400 Executive Class Seating package that gets all of that plus a Blu-ray rear seat entertainment system, some significant cabin comfort upgrades all around, and replaces the right-rear seat with a power recliner with ottoman and multifunction shiatsu massage. This is the box you check if you're going to be driven in, rather than drive, the LS.Antuan's Comparable Picks 2015 BMW 740Ld xDrive2015 Mercedes-Benz S-Class2015 Hyundai GenesisBack on the front row, the driver interacts with the standard Lexus Enform infotainment system via the automaker's Remote Touch controller. The LS still uses the original joystick Remote Touch system, rather than the new trackpad version, but I think I prefer this physical controller's tactile feedback and ease of use. The driver moves a cursor around the non-touch display with the joystick and receives vibration and haptic feedback when passing over a clickable zone.The infotainment software hasn't changed a whole lot since we last looked at the 2013 model-year LS, but it has received a subtle, but substantial visual refresh with sharper graphics, fewer superfluous gradients and higher-resolution maps. The system now looks like it belongs in a modern luxury car. However, there's still the issue of the system's awkward organization, which relies too heavily on popping back to a home screen to change infotainment modes and requires too much precision pointing and clicking by the driver. Voice command somewhat helps avoid this, and it's actually pretty good on the Lexus with conversational input and onscreen prompts.Much of Lexus' current generation of advanced driver-aid tech debuted on the LS, but there wasn't much installed on our tester. We had the standard (and very crisp) rear camera with dynamic guide overlay, forward and rear parking-distance sensors, and a \$500 blind-spot-monitoring upgrade. An optional Advanced Pre-Collision System package adds the rest of the driver-aid tech with one \$6,500 checkbox. For the extra money, the LS gains a forward collision-avoidance system that can stop the car at low speeds, a pedestrian detection system, full-speed adaptive cruise control, lane-keep assist and a driver attention monitor with closed-eye detection.The 2015 Lexus LS 460 starts at \$72,520, but our 460L model stretches its chassis and that price to \$78,820. At that price the LS comes very well equipped with the best cabin tech that the automaker has to offer, an excellent level of comfort and amenities, and a pretty good loadout of standard driver-aid tech. Go nuts with the options and it is easy to push the LS' price tag north of the \$100,000 mark.In the UK and Australia, the LS is available only with the standard wheelbase starting at £71,995.00 and AU\$195,655, respectively.

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