

In 2004, the LS 430 became the first Lexus model to offer the new Pre-Collision System (PCS), which is designed to help reduce collision severity and damage. This advanced new system uses a millimeter-wave radar sensor to detect obstacles in front of the car and a pre-collision system computer with vehicle speed, steering angle and yaw rate inputs that helps to determine in advance whether a collision is unavoidable. If PCS determines that a collision is not avoidable, it can preemptively activate the Pre-Collision seatbelt to retract the driver and front passenger seatbelts prior to the collision. To help reduce collision speed, the Pre-Collision Brake Assist automatically applies maximum braking force as soon as the driver applies the brakes.

In 2004, the LS 430 was equipped with the Pre-Collision System (PCS), which can help reduce collision severity and damage. The PCS uses radar to detect obstacles in front of the car and uses speed, steering angle, and yaw rate to see whether a collision is unavoidable. If it is, the system can retract the driver's and front passenger's seatbelts and prepare the Brake Assist system, which, after the driver applies the brakes, automatically applies increased braking force to help reduce collision speed.

The Lexus Pre-Collision System is designed to help reduce the crash speed and damage in certain frontal collisions only. It is not a collision avoidance system and is not a substitute for safe and attentive driving. System effectiveness depends on many factors, such as speed, driver input and road conditions. Please see your Owner's Manual for further information. Some vehicles shown with optional equipment.

Visual and audio warnings and an automatic tug of the seat belt alert the driver to take action. If a collision cannot be avoided, front seat belts are automatically retracted and braking force reduces the vehicle's speed to help reduce the force of the collision. The 2006 Acura RL will pioneer this technology in America.

