

# CAR AND DRIVER TRACK SHEET



PLEASE RETURN TO: TECHNICAL DEPARTMENT  
1585 EISENHOWER PLACE, ANN ARBOR, MI 48108

DATE 10/24/18 TRACK CPL DRIVER JFJ  
 MAKE/MODEL (W/ALL BADGING) COMPARO LONG TERM INITIAL/FINAL TURNS LCK-LCK 2.7  
LEXUS UX 250h Hybrid  
 MODEL YEAR 2019 ODOMETER 875 VIN JTHU9JBH1K2000174  
 VEHICLE TYPE FRONT/MID/REAR-ENGINE FRONT/REAR/4-WHEEL-DRIVE 5-PASSENGER 4-DOOR  
 ENGINE 2.0-LITER -Inline-4 TURBOCHARGED SUPERCHARGED +MOTOR DIESEL  
 REDLINE 6200 SHIFT RPM N/A REV CUT N/A FUEL REGULAR  
 TRANS - SPEED MAN/AUTO/CVT AUTOMAN DUAL CLUTCH MANUAL SHIFT MODE  
 MSA POWER: WINDOWS/LOCKS/SEATS (DRIVER/PASS) SUNROOF A/C REMOTE (LOCK/START)  
 PROXY KEY CRUISE REAR (DEFROST/WIPER) [(POWER) TILT/TELE] STEERING WHEEL  
 STEREO: BRAND NO BRAND AM/FM/SAT AUX/USB/RCA/BT MEDIA CARD-AUDIO INPUTS  
 CD (PLAYER/CHANGER) IPOD CONNECTOR - GB MEDIA STORAGE 7 SPEAKERS  
 TIRES BRIDGESTONE TURANZA ELYSO RFT PRESS (F/R) 33/33  
 SIZE, FRONT 225/50 RF18 95V MTS REAR SAME  
 SPARE: COMPACT (HIGH-PRESS/INFLATABLE) FULL USE/SIZE (STEEL/ALUM/MATCH ALUM) INFLATION KIT NONE RUNFLAT  
 STABILITY CONTROL FULLY DEFEAT PART DEFEAT TRAC OFF COMP MODE LAUNCH CTRL

CURB WEIGHT	
LF <u>1075</u>	RF <u>960</u>
LR <u>750</u>	RR <u>815</u>
TOTAL <u>3600</u>	
% (F/R) <u>56.5 / 43.5</u>	
GVWR <u>4650</u> COG <u>-</u>	

VMAX		
DIR	SPEED	GEAR
<u>W</u>	<u>112</u>	<u>-</u>
<u>E</u>	<u>112</u>	<u>-</u>
<u>112</u>	MPH	D G R

SOUND LEVEL		
IDLE	<u>27.6 / 30.0</u>	<u>29</u>
WOT	<u>73.0 / 73.1</u>	<u>73</u>
70 CR	<u>69.4 / 69.5</u>	<u>69</u>
TRUE 70 MPH	<u>68</u>	INDICATED

PRACTICAL STORAGE	
BOX: ALL UP <u>-</u>	3 <sup>RD</sup> DOWN <u>-</u>
ALL DOWN <u>-</u>	
PIPE <u>-</u> FT <u>-</u> IN	
PLYWOOD <u>-</u> IN <u>-</u> IN	

ONE ODOMI = <u>5342</u> FT	
LATERAL ACCELERATION	
<u>300</u> FT DIA SKIDPAD	
LEFT	RIGHT
<u>14.46</u>	<u>15.00</u>
<u>-</u>	<u>14.75</u>
<u>0.86 g</u>	
INHIBITED	
UNDERSTEER MILD MOD EXCE	

SLALOM		BRAKING	
TIME	CONES		
<u>-</u>	<u>-</u>	<u>172</u>	
<u>-</u>	<u>-</u>	<u>175</u>	
<u>-</u>	<u>-</u>	<u>173</u>	
<u>-</u>	<u>-</u>	<u>173</u>	
<u>-</u>	<u>-</u>	<u>179</u>	
<u>-</u>	<u>-</u>	<u>177</u>	
<u>-</u>	<u>-</u>	<u>70-0 173</u>	
<u>-</u>	<u>-</u>	FIRST <u>172</u>	
<u>-</u>	<u>-</u>	LONG <u>179</u>	
<u>-</u>	<u>-</u>	FADE	
<u>-</u>	<u>-</u>	NONE SLIGHT	
<u>-</u>	<u>-</u>	MOD HEAVY	
<u>-</u>	<u>-</u>	MPH	
INHIBITED			

ACCELERATION	
30	<u>3.0</u> 5-60 <u>9.4</u>
40	<u>4.5</u> 30-50 <u>3.9</u>
50	<u>6.4</u> 50-70 <u>5.6</u>
60	<u>8.6</u> 1/4 MILE
70	<u>11.2</u> <u>16.6 @ 86</u>
80	<u>14.4</u> WEATHER
90	<u>18.2</u> WB <u>40</u>
100	<u>23.8</u> DB <u>51</u>
110	<u>32.5</u> IN HG <u>29.30</u>
120	<u>-</u> VP <u>0.133</u>
130	<u>-</u> RH <u>35.34</u>
140	<u>-</u> CORRECTION
150	<u>-</u> FULL HALF
160	<u>-</u> SP <u>1.0027</u>
170	<u>-</u> ET <u>0.9978</u>
	<u>-</u> LIN <u>0.9849</u>

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