RANGE ROVER

ENTER

TRUE TO ITS ROOTS:

Range Rover leads by example with breathtaking modernity, peerless refinement and unmatched Range Rover capability informed by over 50 years of evolution

MODERN LUXURY:

Range Rover is defined by presence and formality, achieved by the harmony of proportions, surface and lines

MATERIALITY CHOICES:

Luxurious alternatives to traditional leather include a new premium textile that combines Ultrafabrics™ and Kvadrat™ wool-blend

RANGE ROVER SV:

An exquisite interpretation of Range Rover luxury and personalisation, with endless curation options handcrafted by Special Vehicle Operations

PEERLESS REFINEMENT:

Engineers have reduced the cognitive load on the driver at every point, while next-generation noise-cancelling headrest speakers create ultimate refinement

PERFECT POISE:

Dynamic Response Pro[1] provides supreme ride comfort using Electronic Air Suspension that primes the vehicle for corners using eHorizon data, while Terrain Response 2® introduces new Adaptive Off-Road Cruise Control

DYNAMIC AGILITY:

Standard All-Wheel Steering combines superior high-speed stability with exceptional manoeuvrability at low speeds – and a turning circle of less than 11m[2]

AT A GLANCE

BREADTH OF CHOICE:

MLA-Flex body architecture provides Standard and Long Wheelbase body designs with luxurious four, five or seven-seat interiors and a range of electrified powertrains

PURE ELECTRIC:

Battery-electric Range Rover premiers as JLR embraces new Reimagine strategy with an all-electric powertrain for its original luxury SUV

ELECTRIC HYBRID:

New 550PS and 460PS plug-in electric hybrids deliver a hushed EV range of up to 121km and CO_2 emissions as low as 16g/km for serene and efficient driving

SERENE PERFORMANCE:

P530 V8 features mild-hybrid technology for a five per cent improvement in efficiency, while Range Rover SV is available with powerful new 615PS V8

TRANQUIL SANCTUARY:

Cabin Air Purification Pro features PM2.5 filtration and nanoe™ X ionisation to combat pathogens and help significantly reduce odours, bacteria and allergens[5]

CONFIGURE YOURS:

Range Rover is available to order now. Configure yours here: www.landrover.fi/c/nrr

ELECTRIFIED EFFICIENCY

Range Rover maintains its compelling combination of effortless performance and peerless refinement with a comprehensive line-up of advanced six- and eight-cylinder powertrains. Spearheading JLR's Reimagine strategy, a pure-electric model will join the family in 2024, bringing full-time zero tailpipe emissions driving to Range Rover for the first time.

In addition to the latest plug-in electric hybrid powertrains, advanced mild-hybrid (MHEV) efficient D250, D300 and D350 diesels are available. A powerful new petrol flagship – the P530 Twin Turbo V8 – delivers increased refinement and performance and is 17 per cent more efficient than the previous Range Rover V8, with a newly introduced 615PS version exclusively for the Range Rover SV too.

The powerful and efficient plug-in electric hybrid engines have been enhanced with a new 160kW electric motor which, when combined with the 3.0-litre six-cylinder Ingenium petrol engine, produces 550PS and 460PS in the P550e and P460e respectively – up from 510PS and 440PS.

The updated technology provides improved acceleration in EV mode, reducing the time it takes to reach 100km/h under pure-electric power alone by 5.0 seconds. Using both power sources, the P560e can sprint from 0-100km/h in 5.0 seconds.

They provide CO_2 emissions of 16g/km with an increased pure-electric driving range of up to 121km delivering an expected real-world range of up to 94km.

An electric hybrid powertrain is available on the long wheelbase Range Rover SV for the first time (P460e only) while a Twin Turbo V8 MHEV petrol engine is also introduced exclusively for Range Rover SV, featuring an enhanced power output of 615PS and 750Nm of torque, delivering smooth and powerful performance.

INTRODUCING THE RANGE ROVER: BREATHTAKING MODERNITY, PEERLESS REFINEMENT AND UNMATCHED CAPABILITY

The elegant Range Rover defines modern luxury, providing more refinement, client choice and scope for personalisation than ever before.

Range Rover is the original luxury SUV and has led by example for 50 years, combining serene comfort and composure with all-conquering capability. Range Rover is the most desirable yet, mixing breathtaking modernity and aesthetic grace with technological sophistication and seamless connectivity.

With a suite of efficient mild-hybrid and plug-in electric hybrid powertrains – and a pure-electric Range Rover set to join the line-up in 2024 – plus a choice of four, five or seven-seat interiors available across Standard and Long Wheelbase body designs, Range Rover is at home in any environment.

The luxurious interior is underpinned by modern, intuitive and relevant technologies, designed to work harmoniously with the finest materials and wellbeing innovations to create a calm sanctuary for all occupants – turning every trip into an experience to savour.

The exterior colour palette elevates Range Rover's elegant proportions and clean surfaces while the interior options are more sustainable, responsible and progressive than ever. Clients have a wider choice of materials and finishes, including innovative textiles and tactile Ultrafabrics™ with a continuation of JLR's pioneering relationship with Kvadrat™ – Europe's leading manufacturer of premium textiles. It is combined with Ultrafabrics™ to create a defining materiality option that is lighter and generates only a quarter of the CO_2 of traditional leather.

PEERLESS REFINEMENT

Range Rover makes every journey an occasion to be remembered, combining advanced technology with modern luxury to deliver peerless refinement for every occupant, including those in the new third-row seats. By eliminating unwanted noises, vibrations and distractions – and reducing the cognitive load on the driver and passengers – occupants will arrive at their destination feeling refreshed, even after the longest journeys.

Advanced speaker technology builds on the fundamental refinement provided by the MLA-Flex body architecture to deliver serene cabin calmness – ensuring passengers enjoy a first-class experience. It uses the 1,600W Meridian Signature Sound System to create one of the quietest vehicle interiors on the road, with additional 20W speakers in the four main headrests for the most immersive sound experience.

The third-generation Active Noise Cancellation[9] system monitors wheel vibrations, tyre noise and engine sounds transmitted into the cabin and generates a cancelling signal, which is played through the system's 35 speakers. These include a pair of 60mm diameter speakers in the headrests for each of the four main cabin occupants, which create personal quiet zones similar to the effect when using high-end headphones.

WELLBEING

Range Rover brings new levels of wellbeing to the luxury SUV sector and Cabin Air Purification Pro[5] is the culmination of this pioneering technology. It combines dual-nanoe™ X technology for allergen reduction and pathogen removal, to help significantly reduce odours and viruses, while CO_2 Management and PM2.5 Cabin Air Filtration enhance air quality. Advanced nanoe™ X technology is scientifically proven to combat pathogens and help significantly reduce odours, bacteria and allergens[5]. The innovative technology is active in the air, so particles don't have to pass through a filter to be trapped and neutralised. A second nanoe™ X device in Row 2 optimises its effectiveness for all occupants.

The Range Rover was the first luxury SUV to feature Electronic Air Suspension, in 1992, and Range Rover continues this pioneering approach with Dynamic Response Pro[1] and pre-emptive suspension that uses eHorizon Navigation data to read the road ahead and prime the suspension to provide perfect responses.

The intelligent technology also works in conjunction with the Adaptive Cruise Control with Steering Assist to smooth out body movements resulting from sudden changes in speed. Fully independent suspension underpins the luxurious ride and features Range Rover's first ever five-link rear axle, which isolates the cabin from surface imperfections more effectively than ever using advanced air springs.

New Country Road Assist technology features for the first time on Range Rover to further enhance passenger comfort and reduce driver effort when using Adaptive Cruise Control. The intelligent system uses navigation data to automatically adjust the target speed, taking into account bends in the road and changes to the speed limit, effortlessly accelerating or decelerating accordingly.

Inside, the new Versatile Loadspace Floor protects luggage and enhances convenience. Its clever floor panel can be raised forward, across the width of the load area around its mid-point, forming a partition to contain smaller items and keep them within easy reach when unloading. It can also pivot backwards along its leading edge to serve as a backrest when using the lower tailgate as outdoor seating. The new Tailgate Event Suite[7] takes the Versatile Loadspace Floor backrest concept to new heights, combining additional lighting, audio features and tailored cushions to create the perfect vantage point for outdoor relaxation.

Five-seat models debut a new Auto-Folding Loadspace Cover. Combining the practicality of a rigid cover with the convenience of a retractable design, it elegantly retreats when the upper tailgate is opened to provide unrestricted access to the load area, without opening the lower tailgate.

13.1

INCH TOUCHSCREEN WITH CURVED GLASS & HAPTIC FEEDBACK

Range Rover elevates JLR's award-winning Pivi Pro infotainment technology with its largest ever touchscreen. The 13.1-inch curved, floating screen embodies the architectural lightness of the interior with a minimalist frame design. It provides intuitive control of all the major vehicle functions, using the latest consumer technology to deliver a smartphone-inspired interface.

New sidebars with easy-to-use sliding controls for the volume and climate control provide immediate and precise operation for key functions directly, whatever menu screen is displayed, and approximately 80 per cent of tasks can be performed within two taps of the home screen.

For the first time, the central display provides haptic feedback when clients touch and press the screen. Allowing users to feel a positive confirmation without the need to glance at the screen, it reduces the need to look away from the road and makes Pivi Pro even more intuitive.

Pivi Pro works in harmony with an elegant new semi-floating 13.7-inch Interactive Driver Display, which features new high-definition graphics based around a three-panel layout that intuitively reflects the design of the Pivi Pro homescreen. Clients can choose from a variety of configurations, including a conventional analogue layout, using the steering wheel controls.

Rear passengers can enjoy a new Rear Seat Entertainment (RSE) system, which provides adjustable 11.4-inch HD touchscreens mounted on the rear of the front seatbacks. They can be operated independently and support the connection of most devices with an HDMI port, while using Wi-Fi hotspot capability means rear-seat passengers can enjoy smart TV entertainment on the move. The eight-inch Rear Seat Touchscreen Controller[11] mounted in the centre armrest of Executive Class Rear Seats provides quick and intuitive control for the perfect seating position, elevating the luxurious rear-seat experience.

1.3m

INDIVIDUALLY CONTROLLABLE DIGITAL MICRO-MIRROR DEVICES (DMDS) IN EACH HEADLIGHT

Efficient and powerful all-LED lighting is provided on every Range Rover, with the new high-definition Digital LED Headlights providing a beam range of up to 500m. They create an exceptional design detail and feature Signature daytime running lights, animated indicators, Adaptive Front Lighting and Image Projection technology on start-up, making them the most advanced headlights ever fitted to a Range Rover. Adaptive Front Lighting is capable of shadowing up to 16 objects in Range Rover's path, ensuring other road users are not dazzled while maintaining optimum lighting for the driver. Predictive Dynamic Bending Light technology uses navigation information to actively adjust the light beam for approaching corners in the road.

New Manoeuvring Lights help drivers complete low-speed manoeuvres in dimly lit surroundings with complete confidence, by creating a carpet of light around the perimeter of the vehicle, working with the 3D Surround Camera system to provide effortless manoeuvrability.

Drivers can even control Range Rover from outside the vehicle using Remote Park Assist[6], which is operated using a smartphone app. It allows the luxury SUV to manoeuvre into and out of parking spaces while the driver monitors progress nearby – perfect for entering or leaving narrow city spaces or negotiating rural gates.

SERENE CAPABILITY AND COMPOSURE

The flagship of the Range Rover family represents the pinnacle of refined capability thanks to advanced hardware and software systems working in complete harmony, enabled by the new MLA-Flex body architecture. This unrivalled breadth of dynamic capability is governed by Range Rover's Integrated Chassis Control – a single control system for a suite of advanced technologies that tailor the vehicle dynamics to suit every mile of every journey, to pre-emptively and reactively fine-tune the driving characteristics.

MLA–FLEX

80%

ALUMINIUM

REAR AXLE STEERING PROVIDES UP TO

7.3°

OF STEERING ANGLE

Every Range Rover features All-Wheel Steering for an effortless drive with heightened high-speed stability and improved manoeuvrability at low speeds, ensuring it is equally at home on the open road and negotiating tight urban streets.

The electrically operated rear axle provides up to seven degrees of steering angle and, at low speeds, turns out-of-phase of the front wheels, giving Range Rover a turning circle of less than 11m² – the smallest of any Range Rover. At higher speeds the rear axle turns in phase with the front wheels for enhanced stability and comfort.

Range Rover also features Dynamic Response Pro[1]. The powerful new active 48-volt electronic roll control system is faster-acting and more efficient than a hydraulic set-up, with a torque capacity of up to 1,400Nm fed into the anti-roll bars to keep body movements under control.

Fully independent air suspension isolates the cabin from surface imperfections more effectively than ever, for serene composure at all times. It combines industry-leading airsprings volumes with twin-valve dampers – all managed by in-house-developed Adaptive Dynamics control software.

The intelligent All-Wheel Drive (iAWD) transmission is controlled by Range Rover's Intelligent Driveline Dynamics (IDD) system, which monitors grip levels and driver inputs 100 times a second to predictively distribute torque between the front and rear axles, and across the rear axle, for optimum traction on and off-road.

Every Range Rover also features an Active Locking Rear Differential. This optimises traction from the rear axle during high-speed cornering, on slippery surfaces and during off-road wheel articulation, delivering enhanced capability and driver confidence.

All of this technology feeds into Range Rover's award-winning Terrain Response 2® system, which harnesses the various chassis systems to automatically provide the perfect settings for the surroundings, from a choice of six driving modes, to minimise driver workload across all terrains.

Alternatively, the driver can select the most appropriate setting manually or, use Configurable Terrain Response to create a bespoke chassis set-up. As a feature of Terrain Response 2®, Range Rover's unmatched all-terrain capability is enhanced with the introduction of Adaptive Off-Road Cruise Control that provides reassuring comfort and composure over rough terrain by intelligently adjusting the vehicle's speed to maintain a pre-set comfort level.

EXQUISITE PERSONALISATION

Range Rover SV provides an exquisite interpretation of Range Rover luxury and personalisation, giving clients even more scope to create a truly individual vehicle with a choice of exclusive design themes, details and material choices from SV.

This hand-crafted model is the first vehicle to carry the new ceramic SV roundel and simplified naming strategy – known simply as SV. The SV roundel represents the distillation of Special Vehicle Operations' design and engineering passion for modern luxury, performance and capability. The SV roundel will identify all new Range Rover vehicles launched by Special Vehicle Operations in future.

Both Standard and Long Wheelbase body designs – including a five-seat LWB configuration for the first time – are available with specially curated SV Serenity and SV Intrepid design themes, which introduce two-tone front-to-rear contrasting colourways to Range Rover. Exclusive materials include lustrous plated metals, smooth ceramics, intricate mosaic marquetry and soft near-aniline leather, as well as sustainable non-leather Ultrafabrics™.

The sumptuous new SV Signature Suite option on LWB models epitomises the heightened luxury and craftsmanship of Range Rover SV, providing a peerless travelling environment for its most discerning clients.

Its uniquely cosseting seats feature 24-way adjustment with massage functionality while an elegant electrically deployable Club Table rises theatrically from the fixed full-length centre console on beautifully engineered supports to provide a convenient workspace when required.

The Range Rover SV is available with Electric Hybrid Power as well as the refined new mild-hybrid P615 Twin Turbo V8 and efficient D350 straight-six Ingenium diesel. Clients now have the option to specify the four-seat long wheelbase body design coupled with the SV Signature Suite option and efficient electric hybrid power for the first time (electric hybrid previously available on SWB only), representing the pinnacle of Range Rover luxury.

The front cabin proportions have an architectural lightness, elevated by a curved, floating glass 13.1-inch touchscreen. The largest ever touchscreen fitted to a Range Rover sits at the centre of the dashboard, featuring the latest generation of award-winning Pivi Pro infotainment with haptic feedback, making the system even more user-friendly[2].

The excellent all-round visibility of Range Rover's Command Driving Position provides complete confidence with the facia's low top maximising forward vision. The elegant dashboard design features stratified horizontal layers – including exquisitely integrated air vents – so the major controls and features have a clear hierarchy, making the layout immediately intuitive and refined.

The instrument cluster is similarly engineered as a semi-floating glass panel, while the steering wheel echoes the interior theme, with a strong horizontal detail and hidden-until-lit controls.

COLOUR & MATERIALS

Range Rover represents the pinnacle of JLR's material innovation strategy; to redefine luxury materials in the automotive sphere, epitomising the elegance, sophistication and refinement of the new flagship SUV.

The exterior colour palette elevates Range Rover's elegant proportions and clean surfaces while the interior options are more sustainable, responsible and progressive than ever. The quality and precision of Range Rover is communicated through the elements customers touch and feel, and this tactility is a vital part of the luxury experience.

Customers have a wider choice of materials and finishes than before, including innovative textiles and tactile Ultrafabrics™ with a continuation of JLR's pioneering relationship with Kvadrat™ – Europe's leading manufacturer of premium textiles.

A Kvadrat™ remix wool blend fabric will be offered on Range Rover as a leather-free interior option at the highest specification levels – a first for Range Rover. Its wool-blend is warm and cossetting, making it the perfect cloth to accompany the technical Ultrafabrics™ material. This soft-feeling PU material has all the tactile qualities of leather but is 30 per cent lighter and generates only a quarter of the CO_2.

The choice of innovative materials extends to the floor mats. They are made using ECONYL® yarns, which are produced using recycled industrial plastic, fabric offcuts and reclaimed ocean plastics. This tactile and responsibly sourced material contains 40 per cent recycled content and embodies the concept of modern sustainable luxury. Customers can still choose luxurious leather with semi- and, for the first time, near-aniline options. The new near-aniline choice is softer, with fewer treatments and less artificial pigmentation for a more natural feel while meeting Range Rover's demanding durability standards. These responsibly produced leathers have the natural finish and tactility of furniture-grade leather, with advanced techniques used to increase the utilisation of every hide by 10 per cent – saving over 42kg of CO_2 equivalent per vehicle.

PRACTICAL CABIN STOWAGE

There is a practical side to first-class travel. Range Rover's designers and engineers studied how customers use the space in their Range Rovers to provide smart stowage that preserves the clean lines of the elegant interior, while providing all the convenience and flexibility they need.

As a result, the centre console provides a combination of flexible open stowage spaces for quick access to everyday items, and a closed three-litre storage space under the centre armrest big enough for an iPad. This area is also available with a Front Centre Console Refrigerator Compartment, which is capable of rapidly chilling up to four 500ml drinks bottles or 330ml cans using temperatures reaching as low as five degrees Celsius.

The same exacting approach has been applied to the paint pigments, to create different colour perspectives that emphasise the carefully honed body design, elegant proportions and clean surfaces.

Paint options for Range Rover include a selection of 12 solid, metallic and premium metallic shades, among them new Lantau Bronze, Belgravia Green, Batumi Gold and Charente Grey. In addition, Range Rover SV clients can select from 13 specially developed SV Bespoke Premium Palette colours.

SV Bespoke provides enhanced personalisation for Range Rover Autobiography and SV clients, with an extended choice of materials, colour combinations and finishes. Up to 391 material colourways are available for the interior, while 230 colours feature in the SV Bespoke paint palette in a choice of Satin and Gloss finishes[3] while the SV Bespoke Match-to-Sample service provides limitless scope for customisation.

The colour and materials strategy for Range Rover reflects the evolution of customer tastes and Range Rover's awareness of environmental impacts. It represents the culmination of Range Rover's work innovating materials, processes and technologies and ensures customers can enjoy aesthetics with ethics – evolving new ways of creating beautiful harmonious interiors and demonstrating true modern luxury.

INTELLIGENT LOADSPACE

Range Rover features the practical two-piece split tailgate arrangement that has been a hallmark of the flagship SUV since its introduction in 1970. For 2021, a series of new technologies provide elevated versatility and convenience.

Five-seat models debut a new Auto-Folding Loadspace Cover which combines the practicality of a rigid loadspace cover with the convenience of retractable design. It automatically and elegantly retracts when the upper tailgate is opened to optimise access to the load area, without having to open the lower tailgate.

Inside, the new Versatile Loadspace Floor protects luggage and enhances convenience. Its clever floor panel hinges backwards, across the width of the load area at its mid-point, to contain smaller items and keep them within easy reach when unloading. The vertical partition also includes adjustable straps on its underside to securely stow those smaller items, such as bottles.

312L
MINIMUM LOADSPACE
(7-SEAT MODEL)

2,601L
MAXIMUM LOADSPACE

The partition has been engineered to withstand forces of up to 750Nm and has been subjected to 10,000 use cycles. It performs another function – when pivoted forwards, along its leading edge, the hinged floor section serves as a backrest when using the lower tailgate as outdoor seating.

Range Rover is a highly versatile and practical luxury vehicle.

Even with seven seats in place, there is 312 litres of luggage space, allowing for a pair of cabin cases or golf bag to fit behind the third-row seats. Capacity rises to more than 1,000 litres in five-seat mode and, with the second row folded forwards, Range Rover LWB can accommodate 2,601 litres of luggage, including items measuring two metres long.

LOADSPACE VOLUMES	STANDARD WHEELBASE (LITRES)	LONG WHEELBASE (LITRES)
Max. load capacity, behind row three (to the roofline)	n/a	312
Max. load capacity, behind row two (to the waistline)	725	713
Max. load capacity, behind row two (to the roofline)	818	1,061
Max. load capacity, behind row one (to the roofline, all seats folded)	1,841	2,601

TECHNOLOGY

ADVANCED CONNECTIVITY:

Advanced hardware, software and the latest Electrical Vehicle Architecture (EVA 2.0) work in harmony for seamless connectivity, safety and convenience

ALWAYS ON, ALWAYS CONNECTED:

Intuitive Pivi Pro infotainment provides immediate start-up with elegant new 13.1-inch curved floating glass touch-screen and haptic feedback

DIGITAL INTERIOR:

New 13.7-inch Interactive Driver Display complements advanced Pivi Pro technology with high-definition graphics and configurable layout

SIGNATURE SOUND:

New audio systems are available across the line-up, including a 1,600W Meridian Signature Sound System with next generation Active Noise Cancellation technology

AT A GLANCE

SEAMLESS CONVENIENCE:

Standard Wireless Device Charging, plus Wireless Apple CarPlay®, Wireless Android Auto™ and Baidu CarLife keeps customers effortlessly connected[3]

SOFTWARE OVER THE AIR:

Range Rover will get better with age, with over 70 modules able to receive updates over-the-air

BACKSEAT DRIVER:

Rear passengers can control their environment using a new eight-inch Rear Seat Touchscreen controller[4]

WELCOME GLOW:

Digital LED headlights with signature DRL, Image Projection and Adaptive Front Lighting use navigation data to pre-emptively follow the road ahead

CONFIDENCE INSPIRING:

New Manoeuvring Lights provide an expansive carpet of light to the sides of the vehicle to help drivers using 3D Surround Camera at low speeds

REMOTE PARKING:

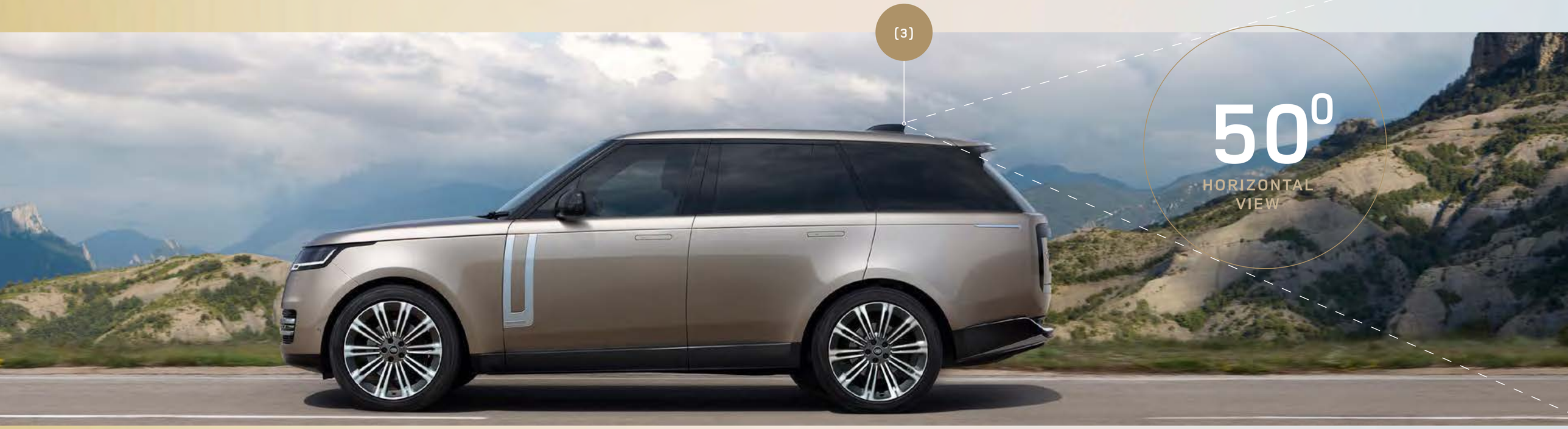
Remote Park Assist allows Range Rover to manoeuvre into and out of spaces or through gates, while the driver controls from up to three metres away[5]

INTERACTIVE DRIVER DISPLAY

Pivi Pro works in harmony with an elegant new semi-floating 13.7-inch Interactive Driver Display, which features new high-definition graphics based around a three-panel layout that intuitively reflects the design of the Pivi Pro homescreen. Customers can choose from a variety of configurations, including a conventional analogue layout, using the steering wheel controls.

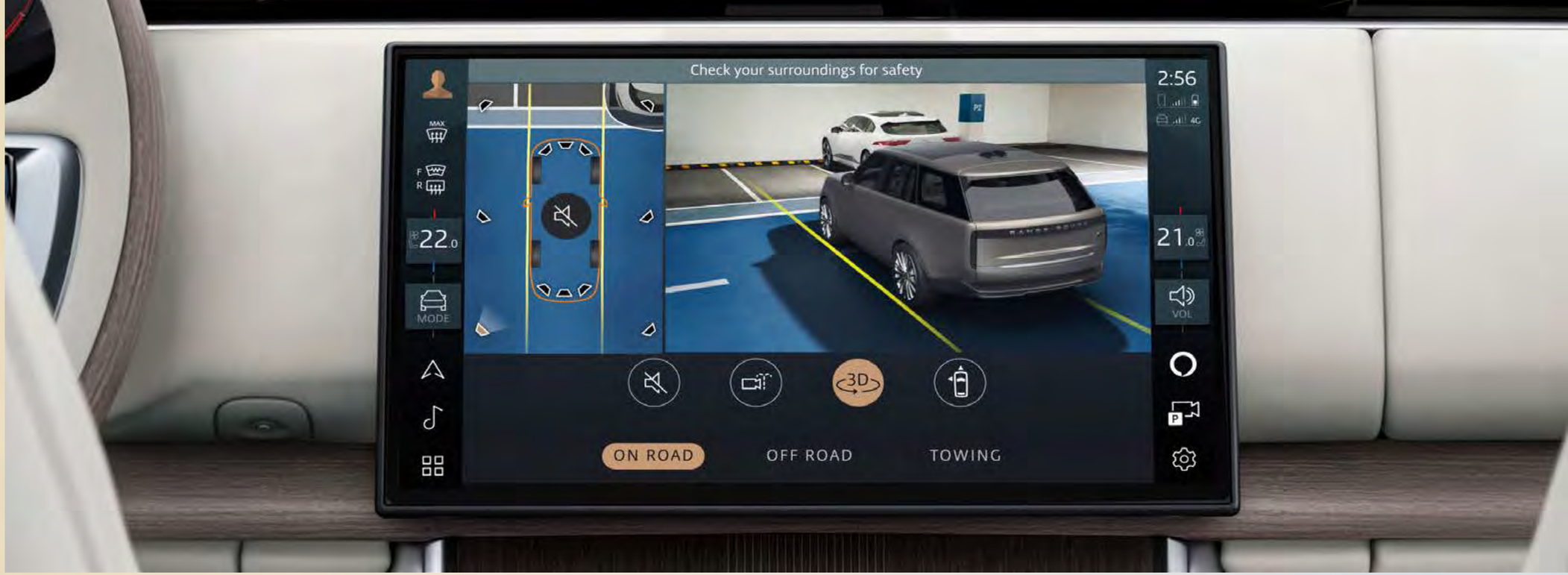
By allowing customers to customise the layout, Range Rover minimises potential distractions, assisted by the Head-Up Display, which positions information directly in the driver's eyeline. The projection itself appears 2.0m away from the driver, increased from 1.8m, and requires minimal 'look-down' from the driver, halving the time it takes the driver to read important information compared to the instrumentation.

13.7
INCH INTERACTIVE DRIVER DISPLAY



(3) To maintain rearward visibility when carrying large loads or a full complement of seven occupants, Range Rover is available with ClearSight Interior Rear View technology[9]. At the touch of a button, the frameless interior mirror switches from a conventional mirror to a digital screen showing a feed provided by a high-definition rear-facing camera mounted high at the back of the vehicle. The position of the camera makes the rear pillars and any objects inside the vehicle invisible, while providing a 50-degree horizontal view and 9.8 degrees vertical field of vision to eliminate blindspots. It provides superior clarity in low light conditions and has a hydrophobic coating to maintain performance in wet and muddy conditions.

Looking forwards, ClearSight Ground View[9] transparent bonnet technology allows drivers to take full advantage of Range Rover's supreme all-terrain capability by visualising the area hidden by the bonnet on the central Pivi Pro touchscreen. Trajectory overlays help drivers clearly position the vehicle and the clever system is even able to make the vehicle 'disappear', providing a plan view of the area around and beneath the vehicle.



REMOTE PARK ASSIST

Range Rover looks after drivers like never before and Remote Park Assist brings new levels of convenience. It allows the luxury SUV to manoeuvre into and out of parking spaces while the driver monitors progress from outside the vehicle – perfect for entering or leaving narrow urban spaces or negotiating rural gateways.

Drivers activate the system using Pivi Pro and designate which of the available spaces to use – narrow spaces only accessible using Remote Park Assist are highlighted to the driver, who is then able to exit the vehicle to complete the manoeuvre, providing a continuous input via the Remote app[10]. The system is designed to operate with the driver within a three-metre radius of the vehicle and the system can also drive out of perpendicular or parallel spaces, with the ultrasonic sensors and onboard cameras monitoring the surroundings for potential hazards at all times.

Remote Park Assist[5] augments the latest generation of Park Assist, which can park Range Rover automatically in and out of perpendicular and parallel spaces. More intuitive than ever, the system uses 12 ultrasonic sensors and the four surround cameras to locate suitable spaces in the background, and at speeds up to 19mph (30km/h). Its findings are displayed on the central touchscreen for the driver to make their selection.

SYSTEM USES

12

ULTRASONIC SENSORS + 4 SURROUND CAMERAS

CAPABILITY

AT A GLANCE

TAILORED EXPERIENCE:

Suite of technologies works in harmony to deliver peerless capability, composure and control – all governed by new Integrated Chassis Control system

INTELLIGENT FOUNDATIONS:

New MLA-Flex architecture supports outstanding off-road suspension geometry while Dynamic Response Pro introduces electronic Active Roll Control

DYNAMIC AGILITY:

Standard All-Wheel Steering makes this the most manoeuvrable Range Rover ever, providing superior high-speed stability and a turning circle smaller than 11m[1]

PRE-EMPTIVE COMFORT:

Next-generation Electronic Air Suspension features industry-leading airbag volumes and primes the vehicle for approaching corners for supreme ride comfort

EFFICIENT CAPABILITY:

Intelligent All-Wheel Drive puts torque where it's needed most for optimum efficiency and control, both on and off-road

ALL-TERRAIN GUARDIAN:

Intuitive Terrain Response 2 system tailors the driving dynamics to suit the conditions without any driver input

ADVANCED INNOVATIONS:

All-terrain composure and competence taken to the next level with introduction of Adaptive Off-Road Cruise Control

BRAKE-BY-WIRE:

Range Rover includes world-first combination of next-generation braking technology with Active Brake Cooling

PRACTICAL LUXURY:

With a maximum towing capacity of up to 3,500kg, Electronically and Advanced Tow Assist technology, the Range Rover is an effortless tow vehicle

INTELLIGENT ELECTRONIC AIR SUSPENSION WITH ADAPTIVE DYNAMICS AND TWIN VALVE DAMPING

Fully-independent air suspension isolates the cabin from surface imperfections more effectively than ever before and combines industry-leading air spring volumes with twin-valve monotube dampers – all managed by in-house-developed next generation Adaptive Dynamics control software – for serene composure at all times.

The intelligent pre-emptive Electronic Air Suspension uses eHorizon Navigation data and a network of vehicle sensors to read its surroundings and prime Range Rover for any eventuality:

COLLISION PREVENTION

To enhance safety, the suspension automatically switches to Dynamic mode when the Forward Collision Warning system detects a collision risk, assisting the driver if evasive manoeuvres are required by delivering the most agile responses.

CORNERING CONTROL

eHorizon and vehicle speed data is used to determine when the Range Rover is approaching a corner and to prepare the suspension for cornering forces, reducing body roll and enhancing the driving experience.

ENHANCED EFFICIENCY

Speed lowering makes use of eHorizon data for the first time, so the vehicle is able to detect dual carriageway driving more quickly and engage speed lowering sooner than before, to maximise the fuel efficiency benefit.

CRUISING COMPOSURE

For supreme comfort, the system is also linked to the Adaptive Cruise Control, so the suspension is primed to cope with any pitching motions caused by changes to the vehicle speed.

AS HIGH AS

135mm

TOTAL BREADTH OF THE MOVEMENT

AS LOW AS

50mm

The air suspension also provides variable ride height with four stages of elevation. Automatic Access Height allows customers to elegantly enter and exit the vehicle by lowering the vehicle by 50mm while Active Speed Lowering drops the body height by 16mm when cruising at above 65mph (105k m/h) for enhanced efficiency. In off-road situations, the body can be raised by 75mm and again by an additional 60mm to provide superior ground clearance.

Adaptive Dynamics is the second generation of the intelligent suspension control system and monitors a range of data to calculate the optimum damper settings. It senses the road 500 times per second and can adjust individual dampers to enhance control and comfort.

New faster-acting twin-valve Bilstein active dampers are the enabler here. They can react within 12 milliseconds and provide a 63 per cent greater bandwidth of operation than before. Two continuously variable valves inside each damper adjust the damping force; one for the initial upwards movement, the other to control the forces generated during the downward rebound phase.

Each Terrain Response 2® setting has its own bespoke calibration to ensure Range Rover maintains its peerless composure in all situations and, just like Dynamic Response Pro, the advanced dampers are efficient as they do not draw any current in the most frequently used Comfort mode.

ELECTRONIC ACTIVE DIFFERENTIAL WITH TORQUE VECTORING BY BRAKING

Range Rover features an Active Locking Rear Differential as standard to optimise traction from the rear axle during high-speed cornering, on slippery surfaces and during off-road wheel articulation. It provides enhanced capability and driver confidence and is controlled by the IDD system. Together, the IDD system along with Torque Vectoring by Braking deliver the maximum available torque to the rear wheel with the greatest traction.

Torque Vectoring by Braking (TVBB) enhances agility, grip and cornering stability by constantly monitoring the balance and distribution of torque. The system controls understeer and oversteer by applying controlled braking to the inner or outer rear wheel, with the Electronic Active Differential also capable of locking the rear axle and creating a 50/50 split of torque across each rear wheel.

The Active Locking Rear Differential also enables heightened off-road capabilities. With the Electronic Active Differential acting as an open differential, it works with the Torque Vectoring by Braking system by braking the wheel that has the least grip or is spinning, and automatically transferring torque to the wheel with most grip to enable continuous progress.

TERRAIN RESPONSE 2 WITH CONFIGURABLE TERRAIN RESPONSE

The latest Terrain Response technology optimises all-terrain capability by harnessing all of the vehicle chassis systems – from the iAWD, Dynamic Response Pro and All-Wheel Steering to the Electronic Air Suspension, brakes and electric power steering – to provide the perfect vehicle settings for the surroundings.

Terrain Response 2® was first introduced on Defender and includes Comfort (general driving), Dynamic, Eco, Grass/Gravel/Snow, Mud & Ruts, Sand, Rock Crawl and Wade modes, while Auto mode detects, selects and deploys the most appropriate setting for the terrain at any given time.

Configurable Terrain Response allows the driver to tailor a bespoke combination of settings to suit their precise requirements. The differentials, throttle, traction control and ride height are all configurable and up to four custom profiles can be stored.

Wade Mode locks the driveline, sets ride height to its maximum and closes all cabin vents, to allow Range Rover to ford up to 900mm of water. It also activates the Wade Sensing screen on the Pivi Pro system, allowing drivers to see the depth of surrounding water to provide ultimate confidence when fording deep water. Terrain Response even applies the brakes to 'wipe' the discs when a different Terrain Response mode is selected – ensuring full braking performance is available from the first application.

Range Rover's All-Terrain Progress Control supports drivers in extreme off-road situations, removing the stress of maintaining a low crawl speed, enhanced by the new Adaptive Off-Road Cruise Control system. The advanced system helps drivers navigate tricky terrain by maintaining steady progress according to the ground conditions.

Drivers can select one of four comfort levels and the system will intelligently adjust the vehicle speed accordingly to maintain the same level of comfort. This allows the driver to focus more attention on steering a path across challenging terrain.

Terrain Response 2® also features Hill Descent Control that ensures composure and control are maintained when driving down steep inclines. All features of the Terrain Response 2® system are intuitively controlled via the Pivi Pro touchscreen, accessed via a tap one of the sidebars to quickly access a drawer full of driving modes and adjust the vehicle's setup.

TOWING TECHNOLOGY

Range Rover is available with technology that takes the stress out of hitching and towing a trailer. Advanced Tow Assist helps drivers complete difficult reversing manoeuvres by allowing them to steer trailers with their fingertips, using a rotary controller on the central console and trajectory lines projected on to the Pivi Pro touchscreen from the rear camera feed.

In addition, Advanced Tow Assist, Hitch Assist and Trailer Stability Control combine to provide convenience and confidence for customers, while the Electronically Deployable Towbar preserves the elegant lines of Range Rover when not in use by raising into position at the touch of a button.

POWERTRAIN

COMPREHENSIVE CHOICE:

Advanced 48-volt mild-hybrid Ingenium petrol and diesel engines are joined by efficient new six-cylinder plug-in electric hybrids

EXTENDED-RANGE:

New plug-in hybrids produce 550PS and 460PS, and deliver a hushed EV driving range of up to 121km with CO_2 emissions as low as 16g/km[1]

UNCOMPROMISED ELECTRIFICATION:

Plug-in hybrid's large 38.2kWh battery – useable capacity of 31.8kWh – is mounted under-floor for uncompromised load space and all-terrain capability

FAST CHARGE:

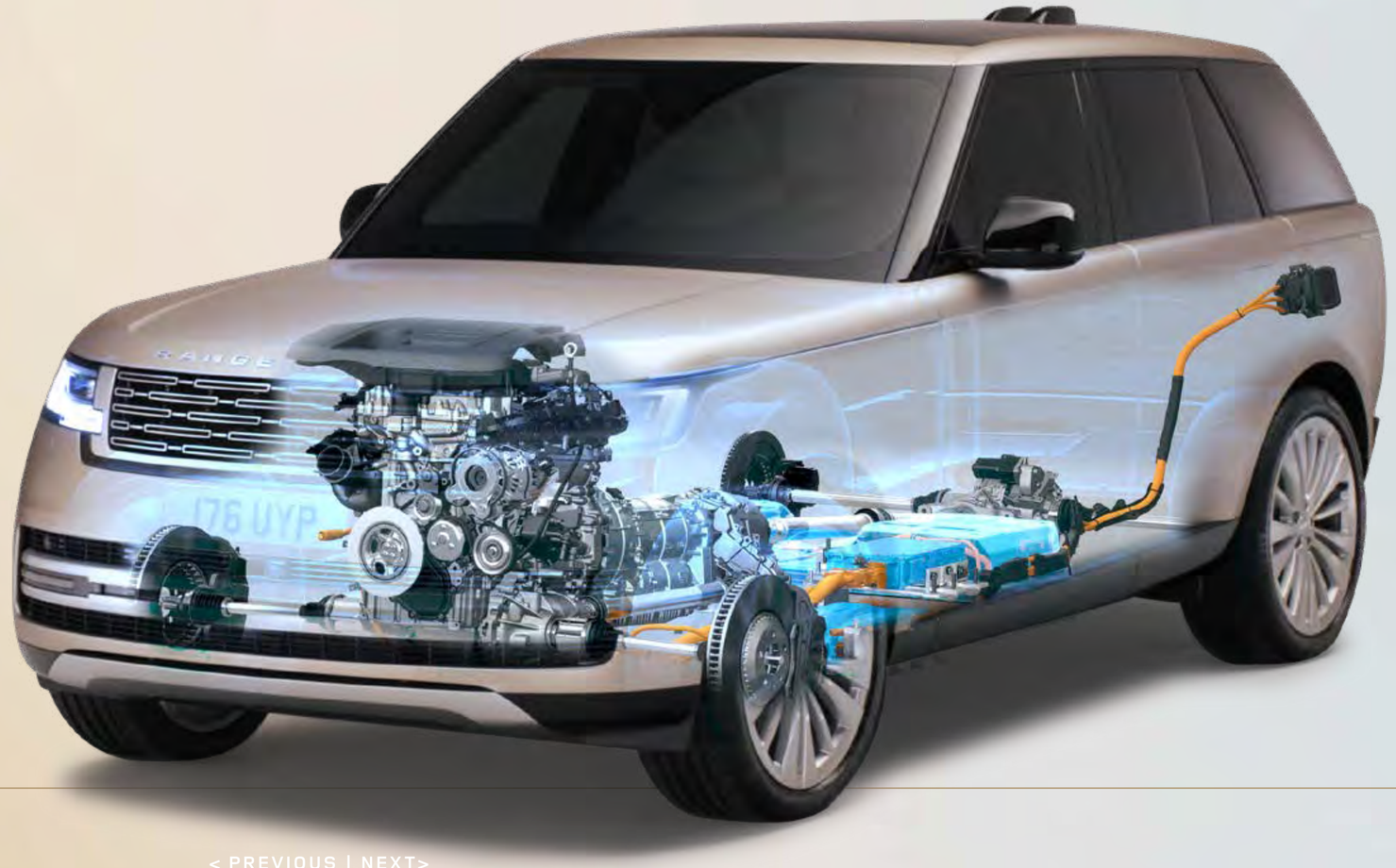
The PHEVs are capable of 0-80 per cent charge in under an hour using 50kW DC rapid charging, making Range Rover one of the fastest-charging plug-in hybrids[2]

SUSTAINABLE LUXURY:

A fully electric powertrain will join the line-up in 2024, spearheading JLR's drive towards an electric future

SERENE PERFORMANCE:

New twin turbo V8 petrol features mild-hybrid technology for enhanced efficiency, with up to 615PS and 750Nm of torque in Range Rover SV



AT A GLANCE

THE FULL ENGINE LINE UP INCLUDES THE FOLLOWING:

(1)

PLUG–IN HYBRID ELECTRIC VEHICLE

P460e
3.0-litre six-cylinder,
PHEV, 660Nm of torque
at 1,500-5,000rpm

P550e
3.0-litre six-cylinder,
PHEV, 800Nm of torque
at 1,500-5,000rpm

(3)

V8 PETROL

P530
530PS 4.4-litre V8,
750Nm of torque
at 1,800-4,600rpm

615PS (SV)
615PS 4.4-litre V8,
750Nm of torque
at 1,800-4,600rpm

(4)

MHEV DIESEL

D250
249PS 3.0-litre six-cylinder,
MHEV, 600Nm of torque
at 1,250-2,250rpm

D300
300PS 3.0-litre six-cylinder,
MHEV, 650Nm of torque
at 1,500-2,500rpm

D350
350PS 3.0-litre six-cylinder,
MHEV, 700Nm of torque
at 1,500-3,000rpm

SIX-CYLINDER PLUG-IN ELECTRIC HYBRID POWER

The new electric hybrid powertrains combine the inherent refinement of Range Rover's in-line 3.0-litre six-cylinder Ingenium petrol engine with a 38.2kWh lithium-ion battery – with 31.8kWh usable battery capacity – and a 160kW electric motor integrated with the transmission. This combination provides a WLTP electric vehicle (EV) range (for comparison purposes) of up to 121km (75 miles), delivering an expected real-world range up to 94km (59 miles) and overall CO_2 emissions as low as 16g/km[1].

Together, the straight-six Ingenium engine and electric motor combine with Range Rover's hallmark qualities to bring new levels of refinement to the luxury SUV, providing a compelling balance of performance, refinement and assured driving dynamics. In this way Range Rover can be operated as a fully electric vehicle when customers want, and as a conventional ICE when they need.

The powerful P550e – replacing the P510e – combines a 400PS (294kW) Ingenium engine with a 160kW electric motor for a combined maximum power output of 550PS and 700Nm of torque, and accelerates from 0-60mph in 4.8 seconds (0-100km/h in 5.0s). Efficiency is outstanding, providing CO_2 emissions as low as 16g/km[1].

AS LOW AS

16

G/KM

Clients can also now choose a P460e electric hybrid – replacing the P440e – which features the same EV range figures as the P550e and will accelerate from 0-60mph in 5.6 seconds (0-100km/h in 5.8 seconds). The enhanced EV technology on both powertrains provides improved acceleration in EV mode, reducing the time it takes to reach 100km/h on pure-electric power alone by 5.0 seconds.

In EV mode, the state-of-the-art plug-in hybrids can drive at speeds of up to 140mph (225km/h). This combination of range and performance will allow customers to enjoy Range Rover's flagship as an EV-only model for most journeys in town and country – according to Range Rover UK customer data, customers will be able to complete 75 per cent of their daily journeys in EV mode, without needing to charge away from home[2].

Range Rover is one of the few PHEVs to offer 50kW DC rapid charging capability. It can charge up to 80 per cent in under an hour, making it one of the fastest charging plug-in hybrids[2]. For added convenience, charging the battery at home using a domestic 7.2kW AC wall box supply will allow customers to achieve a full charge in five hours[2]. Brake Energy Regeneration also harvests energy that would be lost when the driver lifts off the accelerator or brakes, with the motor acting as a generator to replenish the battery.

Customers can choose how to use the energy by selecting one of three driving modes:

HYBRID MODE – the default driving mode uses Predictive Energy Optimisation to seamlessly optimise efficiency for every journey. Geo-fencing technology uses navigation and location data through eHorizon to automatically preserve and prioritise EV mode – for example where routes include roads within a low-emissions zone – while the system will intelligently preserve enough battery capacity to prioritise EV mode for the last 6km of journeys in urban areas, ensuring a smooth arrival.

EV MODE – uses purely electric power for silent zero tailpipe emission driving.

SAVE MODE – preserves the battery charge level to be deployed at a later point in the journey. Customers can choose the precise state of charge they wish to retain using the Pivi Pro touchscreen.

The electric hybrids operate as battery-electric vehicles for most trips but can call upon the six-cylinder Ingenium petrol whenever longer trips are required, increasing the expected real world combined range to around 400 miles[1]. The six-cylinder Ingenium engine also optimises refinement and performance when operating as an ICE vehicle.

CONNECTED CONVENIENCE

Range Rover is always online and always connected, so owners can keep track of the charging status of the vehicle using Range Rover's Remote app[4]. Customers are also able to use the supplementary heater and air conditioning system fitted to PHEV models to precondition the cabin more effectively than ever.

The remote Cabin Pre-Conditioning function can be activated while charging[5] – without affecting the battery level – or by using the residual power within the battery. This ensures customers in cold or hot climates are greeted by a perfectly defrosted or air-conditioned cabin before every trip. Timed Charging allows customers to schedule battery top-ups when the vehicle is connected to a suitable charging device in one of three ways:

IMMEDIATE CHARGING
begins battery charging straight away

LOW-COST HOURS ONLY
allows customers to conveniently plug in when they arrive at a destination but only charge when energy costs are at their lowest – for example during low-tariff periods at night

SMART CHARGING
ensures the vehicle is charged as efficiently as possible based on the planned departure time set by customers. The intelligent system will, in conjunction with the cabin preconditioning function, begin charging at the most cost-effective time available

The PHEVs are supplied with a Mode 3 charging cable suitable for AC charging at both domestic wall boxes and public charging points, with the charging port located on the rear side panel on the left-hand side of the vehicle.

RANGE ROVER SV

THE RANGE ROVER SV: EXQUISITE INTERPRETATION OF RANGE ROVER LUXURY AND PERSONALISATION

Range Rover SV is an exquisite interpretation of the pinnacle luxury SUV, providing greater choice, heightened craftsmanship and greater functionality. This hand-crafted model from Special Vehicle Operations is the first vehicle to carry the new ceramic SV roundel and simplified naming strategy – known simply as SV.

The SV roundel represents the distillation of Special Vehicle Operations' design and engineering passion for modern luxury, performance and capability. The SV roundel will identify all new Range Rover vehicles launched by Special Vehicle Operations in the future.

Range Rover SV flagship features exclusive design details and material choices throughout, with greater scope for personalisation and clients choice than ever before.

Both Standard and Long Wheelbase body designs – including a five-seat LWB configuration for the first time – can be specified with curated SV Serenity and SV Intrepid design themes inside or out, which introduce two-tone front-to-rear contrasting colourways to Range Rover. Exclusive materials include lustrous plated metals, smooth ceramics, intricate mosaic marquetry and soft near-aniline leather, as well as sustainable non-leather Ultrafabrics™.

The sumptuous new SV Signature Suite option on Long Wheelbase models epitomises the heightened luxury and craftsmanship from Special Vehicle Operations, providing ultimate comfort for two rear-seat passengers. Its cosseting seats with Range Rover SV-specific contours feature 24-way adjustment with massage functionality while an elegant electrically deployable Club Table rises theatrically from the fixed full-length centre console on beautifully engineered supports to provide a convenient workspace when required.

Powerful and efficient Range Rover SV engine choices include the new 615PS MHEV V8 Twin Turbo, 550PS plug-in electric hybrid and the efficient D350 straight-six Ingenium diesel.

EXCLUSIVE DESIGN

Range Rover SV is distinguished by carefully crafted enhancements that showcase and complement Range Rover's modernist design.

(1) Exclusive front bumper and five-bar grille designs set the new flagship model apart, with the lower aperture featuring five precisely executed full-width metal-plated blades. This finish also features on the lower tailgate, rear wing ingot and bodyside graphic, complete with a laser-etched SV logo.

(2) Unique identifiers for the Range Rover SV include a black background for the Range Rover oval on the grille and a white ceramic SV roundel on the tailgate.

The use of exquisite materials is a key differentiator for Range Rover SV and ceramic has been chosen to symbolise its expression of modern luxury.

The SV roundel is produced using the same techniques applied to luxury watch faces – the first time such methods have been used on a vehicle exterior. The signature roundel combines over-moulded black lettering on a smooth white background.

(1)

The raw material is injection moulded to shape, then sintered at 1,500 degrees Celsius. A precision grinder creates a perfectly even surface before the components are either diamond polished or sand-blasted to achieve the desired gloss or satin finish. The whole process takes around ten weeks, including final quality inspection by hand.

Range Rover SV customers can choose from a selection of the standard Range Rover colour palette or one of 14 additional colours in the SV Bespoke Premium Palette, which include a range of vibrant Gloss and sophisticated Satin finishes.

For the ultimate in exterior tailoring, the SV Bespoke Match to Sample service is able to replicate any colour a customer requests.

SV Bespoke also gives clients the opportunity to choose from an expanded range of colours for the exterior of the Range Rover.

(2)

EXQUISITE INTERIOR

Special Vehicle Operations has taken a no-compromise approach to material choices in the interior too. (1) The smooth, tactile ceramic used on the exterior badging is repeated here, giving the gear shifter, Terrain Response and volume controls an elegant cool-to-the-touch feel.

The smooth white ceramic on Range Rover SV contrasts with deep-pile mohair carpets and soft semi-aniline or near-aniline leather options for the uniquely shaped and embroidered seats.

For the first time, Special Vehicle Operations clients can specify a Range Rover with a leather alternative by choosing the sustainable Ultrafabrics™ material option with the SV Intrepid interior. With a soft haptic and technical aesthetic, the Ultrafabrics material is applied in a unique duotone colourway. (2) This is complemented by Kvadrat Remix textile on the seat backs and headrests to create the most progressive materiality choice to date.

LEATHER-FREE

ULTRAFABRICS™

ON RANGE ROVER SV FOR THE FIRST TIME

Special Vehicle Operations' craftsmanship extends to the interior veneers, including optional mosaic marquetry. Made from FSC-certified wenge, the meticulously arranged wood veneer features hundreds of hand-laid laser-cut pieces, the smallest of which measures just 6mm by 8mm. Ceramic coated finishers with an embossed mosaic pattern, and anodised metal finishers, are also available. These touchpoints showcase the attention to detail that is a hallmark of the whole car. Even the digital instrumentation in the Configurable Driver Display features unique SV graphics.

All Range Rover SV models are available with 13.1-inch Rear Seat Entertainment screens. Exclusive to the SV model, these are the largest ever fitted to a Range Rover and the optimum size for comfort – with high-fidelity headphones that are also designed specifically for Range Rover SV. Increasing the speaker driver diameters by 3mm and a 2.5g increase in driver mass gives smoother responses for both THD (Total Harmonic Distortion) and operation in higher frequency ranges, as well as Range Rover SV-specific equalizer tuning. The combination of advanced technologies, exquisite luxury and commanding Range Rover visibility create a tranquil sanctuary like no other.

DISTINCTIVE THEMES

As standard, Range Rover SV features a body-coloured roof, monotone interior colourways and White Gloss ceramic interior touchpoints. Exclusive metal-plated Atlas Silver detailing features on the two-piece upper grille, front bumper accents, rear fender ingots and lower tailgate finisher, while the door gills feature an Atlas Silver finish with Anthracite inserts. This attention to detail extends to the Range Rover lettering, which has two-tone Graphite Atlas inserts and Silver satin surrounds.

Beyond this, clients can choose from two design themes that each give Range Rover a distinct personality – SV Serenity and SV Intrepid – and they can further refine and tailor each theme, inside and out, to create a more personalised vehicle.

SV BESPOKE

The SV Bespoke commissioning service represents the pinnacle of personalisation and is available on Range Rover Autobiography and Range Rover SV.

SV Bespoke provides access to a vast range of materials, and interior and exterior finishes. Working with SV experts, clients follow a unique and comprehensive seven-step creation process that considers colours, themes, SV exclusive options, materials, veneers and finishers, customisations and personalisation. Each finished vehicle promises to be as unique as its creator, although curated design combinations chosen by the Range Rover Design team are available to help clients make their dreams a reality.

Inside, there are up to 391 material colourways available, while the curated SV Bespoke paint palette comprises more than 230 colours in satin and gloss finishes. Alternatively, the SV Bespoke Match to Sample paint service can replicate any exterior colour request, providing limitless scope for individuality.

The level of craftsmanship available from the experts at SV Bespoke is exemplified by the attention to detail lavished on the Range Rover bonnet and tailgate script, which is available in a range of precious metal finishes including 24ct gold.

CONTENTS

ENGINES AND TECHNICAL SPECIFICATION

Range Rover features advanced engine options, providing new levels of performance, efficiency, and refinement. There is an extended range plug-in Electric Hybrid (PHEV) for all-electric, zero tailpipe emissions driving, as well as petrol and diesel engine options.

STANDARD WHEELBASE

			PETROL ELECTRIC HYBRID (PHEV)	
ENGINE			**P460e**	**P550e**
Plug-in Hybrid Electric Vehicle (PHEV)			■	■
Transmission			Automatic	Automatic
Driveline			All Wheel Drive (AWD)	All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			460 (338.3) / 5.500-6.500*	550 (404.5) / 5.500-6.500*
Maximum torque (Nm / rpm)			660 / 2.000-5.000	800 / 2.000-5.000
Capacity (cc)			2.997	2.997
No. of cylinders / Valves per cylinder			6 / 4	6 / 4
Cylinder layout			In-line	In-line
Bore / stroke (mm)			83 / 92,29	83 / 92,29
Compression ratio (:1)			10,5	10,5
FUEL ECONOMY – NEDC**				
EV Range		km	121	120
NEDC Consumption	Urban	l/100km	–	–
	Extra Urban	l/100km	–	–
	Combined	l/100km	TBC	TBC
NEDC CO_2 Emissions	Urban	g/km	–	–
	Extra Urban	g/km	–	–
	Combined	g/km	TBC	TBC
FUEL ECONOMY – WLTP†				
EV Range	Combined	km (miles)	121-109 (75-68)	120-109 (75-68)
WLTP Consumption	Low	l/100km (mpg)	–	–
	Medium	l/100km (mpg)	–	–
	High	l/100km (mpg)	–	–
	Extra High	l/100km (mpg)	–	–
	Combined	l/100km (mpg)	0,6-0,8 (448,4-353,1)	0,6-0,8 (448,1-353,1)
WLTP CO_2 Emissions	Low	g/km	–	–
	Medium	g/km	–	–
	High	g/km	–	–
	Extra High	g/km	–	–
	Combined	g/km	16-19	16-19
Fuel tank capacity – useable litres			71,5	71,5
Selective Catalytic Reduction Filter / Gasoline Particulate Filter (SCRF / GPF)			■	■

■ Standard – Not Available.

*When combined with electric motor. **The figures provided are NEDC calculated from official manufacturer's tests. Figures may vary according to environment and driving style. For comparison purposes only. Real-world figures may differ.
†The figures provided are as a result of official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real-world figures may differ. CO_2, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route.

STANDARD WHEELBASE

	PETROL ELECTRIC HYBRID (PHEV)	
PERFORMANCE	**P460e**	**P550e**
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	5,7 (5,5)	5,0 (4,8)
Maximum speed km/h (mph)	225 (140)	242 (150)
BATTERY AND CHARGING TIMES		
Battery capacity total (Usable) kWh	38,2 (31,8)	38,2 (31,8)
Home Charger / Wall box 7kW	5 hours to 100%	5 hours to 100%
DC Charger 50kW	40 mins to 80%	40 mins to 80%
Domestic Plug*	15 hours to 100%	15 hours to 100%
Charging cable length (m)	5	5
ELECTRIC MOTOR DATA		
Maximum Power kW	160	160
Maximum Torque (Nm)	450	450
BRAKES		
Front type	Ventilated disc	Ventilated disc
Front diameter (mm)	400	400
Rear type	Ventilated disc	Ventilated disc
Rear diameter (mm)	370	370
Park Brake	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)**		
Unladen weight (EU)†	2.770	2.810
Unladen weight (DIN)††	2.695	2.735
Gross Vehicle Weight (GVW)	3.480	3.480
TOWING (kg)		
Unbraked trailer	750	750
Maximum towing	3.000	3.000
Maximum coupling point (nose weight)	120	120
Maximum vehicle and trailer combination	6.480	6.480
ROOF CARRYING (kg)		
Maximum roof load (including cross bars)	100	100

*Optional Home charging cable required. **Weights reflect vehicles to standard specifications. Optional extras increase weight. †Includes a 75kg driver, full fluids and 90% fuel. ††Includes full fluids and 90% fuel.

STANDARD WHEELBASE

			DIESEL MILD HYBRID (MHEV)		
ENGINE			**D250**	**D300**	**D350**
Mild Hybrid Electric Vehicle (MHEV)			■	■	■
Transmission			Automatic	Automatic	Automatic
Driveline			All Wheel Drive (AWD)	All Wheel Drive (AWD)	All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			249 (183) / 4.000	300 (221) / 4.000	350 (258) / 4.000
Maximum torque (Nm / rpm)			570 / 1.250-2.500	650 / 1.500-2.500	700 / 1.500-3.000
Capacity (cc)			2.998	2.998	2.998
No. of cylinders / Valves per cylinder			6 / 4	6 / 4	6 / 4
Cylinder layout			In-line	In-line	In-line
Bore / stroke (mm)			83 / 92,31	83 / 92,31	83 / 92,31
Compression ratio (:1)			15,5	15,5	15,5
FUEL ECONOMY – WLTP*					
WLTP Consumption	Low	l/100km (mpg)	11,3-12,9 (25,0-21,9)	11,3-12,9 (25,0-21,8)	11,3-12,9 (25,0-21,8)
	Medium	l/100km (mpg)	7,8-8,2 (36,1-34,4)	7,8-8,2 (36,1-34,4)	7,8-8,2 (36,2-34,4)
	High	l/100km (mpg)	6,0-6,5 (47,2-43,2)	6,0-6,5 (47,2-43,2)	6,0-6,5 (47,3-43,2)
	Extra High	l/100km (mpg)	7,3-8,1 (38,7-34,7)	7,3-8,1 (38,7-34,7)	7,3-8,1 (38,7-34,7)
	Combined	l/100km (mpg)	7,5-8,3 (37,5-34,0)	7,5-8,3 (37,5-34,0)	7,5-8,3 (37,5-34,0)
WLTP CO_2 Emissions	Low	g/km	297-339	297-339	296-339
	Medium	g/km	205-215	205-215	205-215
	High	g/km	157-171	157-171	156-171
	Extra High	g/km	191-214	191-214	191-214
	Combined	g/km	198-218	198-218	198-218
Fuel tank capacity – useable litres			80	80	80
Selective Catalytic Reduction Filter / Gasoline Particulate Filter (SCRF / GPF)			■	■	■

■ Standard.

*The figures provided are as a result of official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real-world figures may differ. CO_2, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route.

STANDARD WHEELBASE

	DIESEL MILD HYBRID (MHEV)		
PERFORMANCE	**D250**	**D300**	**D350**
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	8,3 (7,8)	6,9 (6,5)	6,1 (5,8)
Maximum speed km/h (mph)	206 (128)	218 (135)	234 (145)
BRAKES			
Front type	Ventilated disc	Ventilated disc	Ventilated disc
Front diameter (mm)	380	380	380
Rear type	Ventilated disc	Ventilated disc	Ventilated disc
Rear diameter (mm)	355	355	355
Park Brake	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)*			
Unladen weight (EU)**	2.505	2.505	2.505
Unladen weight (DIN)†	2.430	2.430	2.430
Gross Vehicle Weight (GVW)	3.350	3.350	3.350
TOWING (kg)			
Unbraked trailer	750	750	750
Maximum towing	3.500	3.500	3.500
Maximum coupling point (nose weight)	150	150	150
Maximum vehicle and trailer combination	6.850	6.850	6.850
ROOF CARRYING (kg)			
Maximum roof load (including cross bars)	100	100	100

*Weights reflect vehicles to standard specifications. Optional extras increase weight. **Includes a 75kg driver, full fluids and 90% fuel. †Includes full fluids and 90% fuel.

STANDARD WHEELBASE

			PETROL V8 MILD HYBRID (MHEV)	
ENGINE			**P530**	**P615**
Transmission			Automatic	Automatic
Driveline			All Wheel Drive (AWD)	All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			530 (390) / 5.000-7.000	615 (452) / 5.855-7.000
Maximum torque (Nm / rpm)			750 / 1.800-4.600	750 / 1.800-5.400
Capacity (cc)			4.395	4.395
No. of cylinders / Valves per cylinder			8 / 4	8 / 4
Cylinder layout			Longitudinal V	Longitudinal V
Bore / stroke (mm)			88 / 88,3	88 / 88,3
Compression ratio (:1)			10,5	10,5
FUEL ECONOMY – NEDC*				
NEDC Consumption	Urban	l/100km	TBC	TBC
	Extra Urban	l/100km	TBC	TBC
	Combined	l/100km	TBC	TBC
NEDC CO_2 Emissions	Urban	g/km	TBC	TBC
	Extra Urban	g/km	TBC	TBC
	Combined	g/km	TBC	TBC
FUEL ECONOMY – WLTP**				
WLTP Consumption	Low	l/100km (mpg)	19,3-19,6 (14,6-14,4)	11,6-12,0 (24,3-23,5)
	Medium	l/100km (mpg)	11,1-11,8 (25,5-23,9)	19,5-19,6 (14,5-14,4)
	High	l/100km (mpg)	9,2-9,8 (30,6-28,8)	11,5-11,8 (24,6-23,9)
	Extra High	l/100km (mpg)	10,2-11,1 (27,6-25,5)	9,5-9,8 (29,7-28,7)
	Combined	l/100km (mpg)	11,3-12,0 (25,0-23,6)	10,6-11,2 (26,7-25,3)
WLTP CO_2 Emissions	Low	g/km	438-445	442-445
	Medium	g/km	251-267	260-267
	High	g/km	209-222	215-223
	Extra High	g/km	232-251	240-253
	Combined	g/km	256-271	263-272
Fuel tank capacity – useable litres			90	90
Selective Catalytic Reduction Filter / Gasoline Particulate Filter (SCRF / GPF)			■	■

■ Standard – Not Available.

*The figures provided are NEDC calculated from official manufacturer's tests. Figures may vary according to environment and driving style. For comparison purposes only. Real-world figures may differ. **The figures provided are as a result of official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real-world figures may differ. CO_2, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route.

STANDARD WHEELBASE

	PETROL V8 MILD HYBRID (MHEV)	
PERFORMANCE	**P530**	**P615**
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	4,6 (4,4)	4,5 (4,3)
Maximum speed km/h (mph)	250 (155)	261 (162)
BRAKES		
Front type	Ventilated disc	Ventilated disc
Front diameter (mm)	400	400
Rear type	Ventilated disc	Ventilated disc
Rear diameter (mm)	370	370
Park Brake	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)*		
Unladen weight (EU)**	2.585	2.791
Unladen weight (DIN)†	2.510	2.716
Gross Vehicle Weight (GVW)	3.380	3.400
TOWING (kg)		
Unbraked trailer	750	750
Maximum towing	3.500	3.500
Maximum coupling point (nose weight)	150	150
Maximum vehicle and trailer combination	6.880	6.880
ROOF CARRYING (kg)		
Maximum roof load (including cross bars)	100	100

*Weights reflect vehicles to standard specifications. Optional extras increase weight. **Includes a 75kg driver, full fluids and 90% fuel. †Includes full fluids and 90% fuel.

LONG WHEELBASE

			DIESEL MILD HYBRID (MHEV)
ENGINE			**D350**
Mild Hybrid Electric Vehicle (MHEV)			■
Transmission			Automatic
Driveline			All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			350 (258) / 4.000
Maximum torque (Nm / rpm)			700 / 1.500-3.000
Capacity (cc)			2.998
No. of cylinders / Valves per cylinder			6 / 4
Cylinder layout			In-line
Bore / stroke (mm)			83 / 92,31
Compression ratio (:1)			15,5
FUEL ECONOMY – NEDC*			
Seating			5 / 7
NEDC Consumption	Urban	l/100km	–
	Extra Urban	l/100km	–
	Combined	l/100km	–
NEDC CO_2 Emissions	Urban	g/km	–
	Extra Urban	g/km	–
	Combined	g/km	–
FUEL ECONOMY – WLTP**			
Seating			5 / 7
WLTP Consumption	Low	l/100km (mpg)	11,6-13,0 (24,4-21,8) / 12,0-12,8 (23,5-22,2)
	Medium	l/100km (mpg)	7,9-8,2 (35,9-34,4) / 8,0-8,2 (35,4-34,6)
	High	l/100km (mpg)	6,0-6,5 (46,7-43,3) / 6,1-6,5 (46,0-43,7)
	Extra High	l/100km (mpg)	7,4-8,1 (38,2-35,0) / 7,5-8,0 (37,8-35,1)
	Combined	l/100km (mpg)	7,6-8,3 (37,0-34,1) / 7,8-8,2 (36,4-34,4)
WLTP CO_2 Emissions	Low	g/km	303-340 / 315-335
	Medium	g/km	206-215 / 209-214
	High	g/km	158-171 / 161-170
	Extra High	g/km	194-212 / 196-211
	Combined	g/km	200-217 / 204-215
Fuel tank capacity – useable litres			80
Selective Catalytic Reduction Filter / Gasoline Particulate Filter (SCRF / GPF)			■

■ Standard – Not Available.

*The figures provided are NEDC calculated from official manufacturer's tests. Figures may vary according to environment and driving style. For comparison purposes only. Real-world figures may differ. **The figures provided are as a result of official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real-world figures may differ. CO_2, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route.

LONG WHEELBASE

	DIESEL MILD HYBRID (MHEV)
PERFORMANCE	**D350**
Seating	5 / 7
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	6,3 (5,9) / 6,4 (6,1)
Maximum speed km/h (mph)	234 (145)
BRAKES	
Front type	Ventilated disc
Front diameter (mm)	380
Rear type	Ventilated disc
Rear diameter (mm)	355
Park Brake	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)*	
Seating	5 / 7
Unladen weight (EU)**	2.569 / 2.666
Unladen weight (DIN)†	2.494 / 2.541
Gross Vehicle Weight (GVW)	3.390 / 3.400
TOWING (kg)	
Seating	5 / 7
Unbraked trailer	750
Maximum towing	3.500
Maximum coupling point (nose weight)	150
Maximum vehicle and trailer combination	6.890 / 6.900
ROOF CARRYING (kg)	
Maximum roof load (including cross bars)	100

*Weights reflect vehicles to standard specifications. Optional extras increase weight. **Includes a 75kg driver, full fluids and 90% fuel. †Includes full fluids and 90% fuel.

LONG WHEELBASE

			PETROL ELECTRIC HYBRID (PHEV)	PETROL V8	
ENGINE			**P460e**	**P530**	**P615**
Plug-in Hybrid Electric Vehicle (PHEV)			■	–	–
Transmission			Automatic	Automatic	Automatic
Driveline			All Wheel Drive (AWD)	All Wheel Drive (AWD)	All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			460 (338.3) / 5.500-6.500*	530 (390) / 5.000-7.000	615 (452) / 5.855-7.000
Maximum torque (Nm / rpm)			660 / 2.000-5.000	750 / 1.800-4.600	750 / 1.800-5.400
Capacity (cc)			2.997	4.395	4.395
No. of cylinders / Valves per cylinder			6 / 4	8 / 4	8 / 4
Cylinder layout			In-line	Longitudinal V	Longitudinal V
Bore / stroke (mm)			83 / 92,29	89 / 88,3	89 / 88,3
Compression ratio (:1)			10,5	10,5	10,5
FUEL ECONOMY – NEDC**					
Seating			5	5 / 7	5
EV Range		km	TBC	–	–
NEDC Consumption	Urban	l/100km	–	TBC	TBC
	Extra Urban	l/100km	–	TBC	TBC
	Combined	l/100km	TBC	TBC	TBC
NEDC CO_2 Emissions	Urban	g/km	–	TBC	TBC
	Extra Urban	g/km	–	TBC	TBC
	Combined	g/km	TBC	TBC	TBC
FUEL ECONOMY – WLTP†					
Seating			5	5 / 7	5
EV Range	Combined	km (miles)	120-111 (75-69)	–	–
WLTP Consumption	Low	l/100km (mpg)	–	19,4-19,6 (14,6-14,4) / 19,5-19,7 (14,5-14,4)	19,5-19,6 (14,5-14,4)
	Medium	l/100km (mpg)	–	11,3-11,9 (25,0-23,8) / 11,5-11,9 (24,5-23,7)	11,4-11,8 (24,7-23,9)
	High	l/100km (mpg)	–	9,4-9,9 (30,1-28,6) / 9,5-9,9 (29,6-28,6)	9,5-9,9 (29,7-28,7)
	Extra High	l/100km (mpg)	–	10,4-11,1 (27,1-25,4) / 10,6-11,2 (26,7-25,3)	10,6-11,2 (26,7-25,3)
	Combined	l/100km (mpg)	0,6-0,8 (441,4-362,2)	11,5-12,0 (24,6-23,5) / 11,6-12,1 (24,3-23,4)	11,6-12,0 (24,3-23,5)
WLTP CO_2 Emissions	Low	g/km	–	440-446 / 443-446	442-445
	Medium	g/km	–	256-269 / 261-270	259-267
	High	g/km	–	212-223 / 216-224	215-223
	Extra High	g/km	–	236-252 / 239-253	240-253
	Combined	g/km	16-19	260-272 / 264-273	263-272
Fuel tank capacity – useable litres			71,5	90	90
Selective Catalytic Reduction Filter / Gasoline Particulate Filter (SCRF / GPF)			■	■	■

■ Standard – Not Available.

*When combined with electric motor. **The figures provided are NEDC calculated from official manufacturer's tests. Figures may vary according to environment and driving style. For comparison purposes only. Real-world figures may differ.
†The figures provided are as a result of official manufacturer's tests in accordance with EU legislation with a fully charged battery. For comparison purposes only. Real-world figures may differ. CO_2, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route.

LONG WHEELBASE

	PETROL ELECTRIC HYBRID (PHEV)	PETROL V8	
PERFORMANCE	**P460e**	**P530**	**P615**
Seating	5	5 / 7	4 / 5
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	6,0 (5,7)	4,7 (4,5) / 4,8 (4,6)	4,6 (4,4)
Maximum speed km/h (mph)	225 (140)	250 (155)	261 (162)
BATTERY AND CHARGING TIMES			
Battery capacity total (Usable) kWh	38,2 (31,8)	–	–
Home Charger / Wall box 7kW	5 hours to 100%	–	–
DC Charger 50kW	40 mins to 80%	–	–
Domestic Plug*	15 hours to 100%	–	–
Charging cable length (m)	5	–	–
ELECTRIC MOTOR DATA			
Maximum Power PS (kW)	160	–	–
Maximum Torque (Nm)	450	–	–
BRAKES			
Front type	Ventilated disc	Ventilated disc	Ventilated disc
Front diameter (mm)	400	400	400
Rear type	Ventilated disc	Ventilated disc	Ventilated disc
Rear diameter (mm)	370	370	370
Park Brake	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)**			
Seating	5	5 / 7	4 / 5
Unladen weight (EU)†	2.810	2.708 / 2.810	2.800 / 2.785
Unladen weight (DIN)††	2.735	2.663 / 2.735	2.725 / 2.710
Gross Vehicle Weight (GVW)	3.480	3.400 / 3.480	3.310 / 3.400
TOWING (kg)			
Seating	5	5 / 7	4 / 5
Unbraked trailer	–	750	750
Maximum towing	–	3.500	3.500
Maximum coupling point (nose weight)	–	150	140 / 150
Maximum vehicle and trailer combination	–	6.900 / 5.980	6.810 / 6.900
ROOF CARRYING (kg)			
Maximum roof load (including cross bars)	100	100	100

– Not Available.

*Optional Home charging cable required. **Weights reflect vehicles to standard specifications. Optional extras increase weight. †Includes a 75kg driver, full fluids and 90% fuel. ††Includes full fluids and 90% fuel.

DIMENSIONS AND CAPABILITIES

VEHICLE HEIGHT

Standard Ride height 1.870mm
Access height air suspension setting will reduce the above by 50mm

OBSTACLE CLEARANCE

Off-road height (SWB / LWB) 295mm / 294mm
Standard ride height 219mm

TURNING CIRCLE

Kerb-to-kerb (SWB / LWB) 10,95m / 11,54m
Wall-to-wall (SWB / LWB) 11,37m / 11,96m
Turns lock-to-lock 2,78

WADING DEPTH

Maximum wading depth 900mm*

HEADROOM

Maximum front row headroom 999mm
Maximum second row headroom (SWB / LWB / LWB 7 Seats)
996,5mm / 978,3mm / 1.005mm
Maximum third row headroom (LWB 7 Seats) 909mm

LEGROOM

Maximum front row legroom (SWB / LWB / LWB 7 Seats)
1.013mm / 1.014mm / 1.014mm
Maximum second row legroom (SWB / LWB / LWB 7 Seats)
1.027mm / 1.220mm / 1.027mm
Maximum third row legroom (LWB 7 Seats) 864mm

LOADSPACE CAPACITY**

Height 845,8mm
Width (SWB / LWB / LWB 7 Seats)
1.444mm / 1.444mm / 1.255mm
Width between arches (SWB / LWB / LWB 7 Seats)
1.057,3mm / 1.057mm / 1.059mm

Length behind first row (SWB / LWB / LWB 7 Seats)
1.975,5mm / 2.165mm / 2.175mm

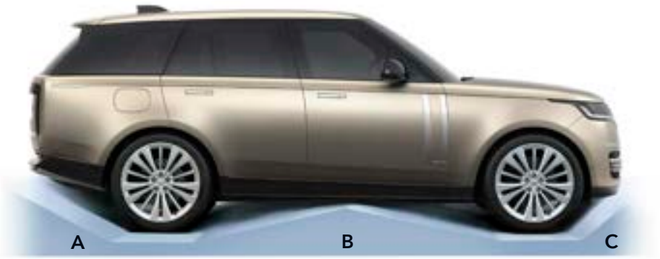
Maximum loadspace volume behind first row**
(SWB / LWB / LWB 7 Seats)
Dry† 1.841 / 2.176 / 2.050 litres
Wet†† 2.335 / 2.727,6 / 2.601 litres

Length behind second row** (SWB / LWB / LWB 7 Seats)
1.092,6mm / 1.093mm / 1.286mm

Maximum loadspace volume behind second row**
(SWB / LWB / LWB 7 Seats)
Dry† 818 / 818 / 857 litres
Wet†† 1.050 / 1.050 / 1.061 litres

Length behind third row (LWB 7 Seats) 434mm

Maximum loadspace volume behind third row (LWB 7 Seats)
Dry† 212 litres
Wet†† 312 litres



Ride Height	A Departure Angle	B Ramp Angle (SWB / LWB / LWB 7 Seats)	C Approach Angle
Off-road	29,0°	27,7° / 25,9° / 25,9°	34,7°
Standard	24,5°	21,4° / 20,1° / 20,1°	26,1°

*Wading depth (25 deg entry and exit) 750mm, Deep Fording depth (9 deg entry and exit) 900mm.
**Rear loadspace is reduced when Rear Executive Class seating is selected. Please contact your local retailer for more detail. †Dry: Volume as measured with VDA-compliant solid blocks (200mm x 50mm x 100mm). ††Wet: Volume as measured by simulating the loadspace filled with liquid. Please note: Figures relate to Standard Wheelbase (SWB), Long Wheelbase (LWB), and Long Wheelbase Seven Seats (LWB 7 Seats) models unless stated. Figures shown may also differ for PHEV or SV models.