RANGE ROVER
SPORT

THE NEW RANGE ROVER SPORT: POWERFUL, ELECTRIFIED AND EFFICIENT

New Range Rover Sport's unique character is shaped by its superior on-road driving dynamics and powerful and efficient powertrain line-up. The electrified range includes a choice of petrol-electric plug-in hybrids and mild hybrid petrol and diesels, while near-silent pure-electric power will arrive in 2024 – ensuring the luxury performance SUV has a propulsion choice to suit every customer.

The extended range plug-in electric hybrid powertrains are led by the high-performance P550e. It provides a compelling balance of powerful performance and immediate responses from its six-cylinder Ingenium petrol engine, 160kW electric motor and 38.2kWh battery, which seamlessly combine to develop 550PS. A 460PS plug-in electric hybrid model, the P460e, is also available.

For customary Range Rover Sport performance, a new P530 V8 Twin Turbo MHEV is available, providing 530PS, 750Nm of torque and a 0-100km/h time of just 4.5 seconds (0-60mph in 4.3 seconds) with Dynamic Launch engaged – matching the previous Range Rover Sport SVR – while providing a 17 per cent improvement in efficiency over the old V8.

EXTENDED RANGE ELECTRIC HYBRID

The plug-in hybrid powertrain combines the effortless performance of Land Rover's 3.0-litre straight-six Ingenium petrol with a 160kW electric motor and 38.2kWh battery (with a usable capacity of 31.8kWh – nearly three times the capacity of the model it replaces).

Two versions of the electric hybrid are available: the range topping P550e and the P460e. Both deliver CO_2 emissions from 15g/km. They have a WLTP elecrtic driving range of up to 121km (75 miles) and 123km (76 miles) and an expected real-world range of up to 94km (59miles) and 96km (60 miles) respectively. Based on real-world data from existing customers, Range Rover Sport owners will be able to complete around 75 per cent of their journeys[2] using electric-only power. For longer journeys, drivers benefit from a total driving range of up to 750km (466 miles) in real-world conditions. An advanced new eight-speed automatic transmission elevates performance and efficiency for both electric hybrids. The P550e is capable of accelerating from 0-100km/h in 4.9 seconds (and can reach 0-60mph in 4.7 seconds) and a top speed of 242km/h (150mph). It provides the perfect blend of thrilling driver engagement and effortless refinement, provided by a combination of its 3.0-litre six-cylinder Ingenium petrol engine and electric motor, delivering a combined output of 550PS and 800Nm of torque.

The P460e returns the same impressive efficiency credentials, while retaining smooth and responsive performance, with a total combined power output of 440PS, 600Nm of torque and a 0-100km/h time of 5.5 seconds (0-60mph in 5.3 seconds). Electric-only acceleration from 0-50km/h on both the P460e and P550e takes 3.5 seconds, while 0-100km/h takes 10.9 seconds.

P550E DELIVERS A WLTP DRIVING RANGE OF UP TO

121km

(75 miles)

Customers can choose between three different driving modes:

HYBRID MODE – the default driving mode on start-up. Hybrid mode seamlessly optimises New Range Rover Sport's hybrid powertrain for any situation. The advanced system uses eHorizon navigation data to preserve and prioritise running in EV mode, for example in low-emissions zones and built-up areas – while also prioritising EV mode for the last 6km of journeys in urban areas for smooth, zero-emissions arrivals.

EV MODE – uses electric power only, for hushed zero tailpipe emissions journeys.

SAVE MODE – preserves battery charge to be used at a point later in the journey. Drivers can set the desired level of charge to be retained using the Pivi Pro touchscreen.

CONNECTED CONVENIENCE

Drivers can make the most of the plug-in hybrid using the connectivity options delivered by the comprehensive Land Rover Remote app[3]. These include Cabin Pre-Conditioning, which can be activated while the car is plugged in and charging, enabling customers to pre-warm or pre-cool their Range Rover Sport ahead of journeys, all via the convenience of a smartphone. Drivers can also manage a suite of PHEV-related Timed Charging functions, including:

PLUG-IN HYBRID POWERTRAIN FEATURES A

160kW

ELECTRIC MOTOR

IMMEDIATE CHARGING

Commences battery charging immediately.

LOW-COST HOURS ONLY

When plugged in, priority is given to charging during a specific time period (for instance, when energy costs are at their lowest).

SMART CHARGING

The car's intelligent charging system will charge as efficiently as possible based on the planned departure time set by the driver. In conjunction with the pre-conditioning function, it will begin charging at the most cost-effective time.

Both the P550e and P440e electric hybrids are available with a Mode 2 charging cable for at-home charging, while a Mode 3 charging cable suitable for AC charging – via a domestic wallbox or public charging points – is also available. The charging port is conveniently located on the rear side panel on the left-hand side of the vehicle.

EVERYDAY ELECTRIC

Complete the average daily journey in Range Rover Sport electric hybrid in EV mode only.

New Range Rover Sport electric hybrid has an all-electric capability for almost every journey*, with up to 96km (60 miles) real-world EV driving range.

121 km
(75 miles)
WLTP EV range**

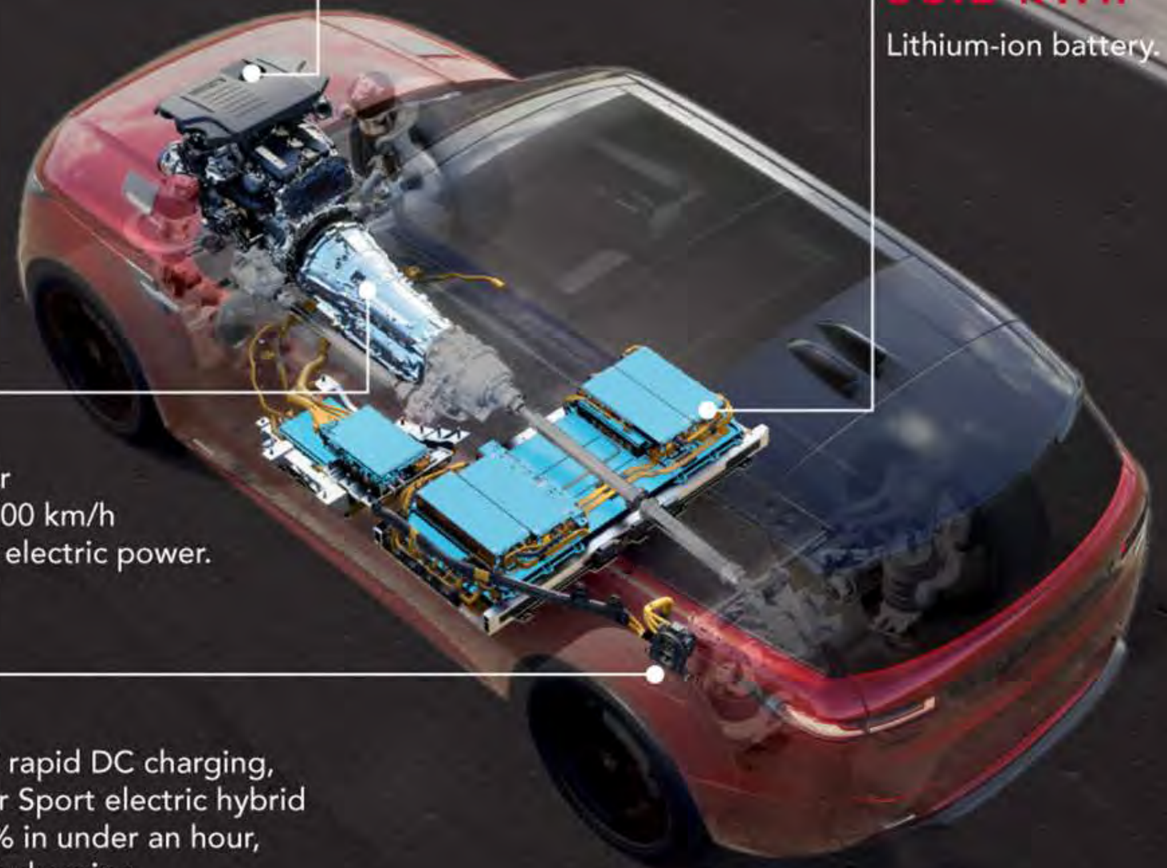
15 g/km
CO_2

P550e

550 PS, 800 Nm
0-100 km/h = 4.9 seconds
94 km (59 miles) real-world EV range

P460e

460 PS, 660 Nm
0-100 km/h = 5.5 seconds
96 km (60 miles) real-world EV range



3.0-litre
Inline 6-cylinder Ingenium petrol engine.

38.2 kWh
Lithium-ion battery.

160 kW
Powerful new electric motor reduces the time to reach 100 km/h by 5.0 seconds, under pure electric power.

50 kW
Capable of 50kW rapid DC charging, New Range Rover Sport electric hybrid will charge to 80% in under an hour, one of the fastest charging plug-in electric hybrid systems.

*Average daily journey length (62 km) calculated using InControl data from 30 global markets for Range Rover Sport vehicles between 2019 and 2023. Assumes fully charged battery.
* 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.
**P550e Range: 121km (75miles); P460e Range: 123km (76miles)

THE FULL ENGINE LINE-UP INCLUDES THE FOLLOWING:

PLUG-IN HYBRID ELECTRIC VEHICLE

P460e
3.0-litre six-cylinder,
PHEV, 600Nm of torque
at 1,500-5,000rpm

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

V8 MHEV PETROL

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

SV
635PS 4.4-litre Twin Turbo V8,
750Nm[4] of torque
at 1,800-5,855rpm

MHEV PETROL

P360
360PS 3.0-litre six-cylinder,
MHEV, 500Nm of torque
at 1,750-5,000rpm

P400
400PS 3.0-litre six-cylinder,
MHEV, 550Nm of torque
at 2,000-5,000rpm

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

AT A GLANCE

DYNAMIC LUXURY:
New Range Rover Sport combines dramatic modernity and distinctive character with electrified performance

SOPHISTICATED LUXURY:
The interior cocoons the driver with sweeping console and fast-angled dashboard, finished with modern materials including sustainable Ultrafabrics™

SMOOTH AND POWERFUL:
Six-cylinder 48V mild-hybrid Ingenium petrol and diesel engines, plus a new V8 Twin Turbo 530PS V8, deliver customary Range Rover Sport performance

TERRAIN RESPONSE®:
Award-winning and patented system, now with road-focused Dynamic Mode alongside Configurable Terrain Response, plus innovative new Adaptive Off-Road Cruise Control

SEAMLESS TECHNOLOGY:
13.1-inch curved touchscreen for award-winning Pivi Pro infotainment is complemented by intuitive 13.7-inch Interactive Driver Display, with Software Over The Air

DISTINCT PROPORTIONS:
Muscular stance and taut surfaces communicate power and agility, while reductive design approach elevates Range Rover Sport DNA

ELECTRIC HYBRIDS:
Pure-electric propulsion in 2024, and extended range plug-in electric hybrid with 550PS, total real-world range of up to 750km and CO_2 emissions from 15g/km[1]

PIONEERING SUSPENSION:
Dynamic Air Suspension introduces switchable volume air springs – a Range Rover first – with twin-valve active dampers for ultimate agility, control and composure

INNOVATIVE FLAGSHIP:
New Range Rover Sport SV features exclusive, pioneering performance-enhancing chassis and audio technologies for the most engaging Range Rover Sport drive ever

FOCUSED REFINEMENT:
Sculpted seating, Cabin Air Purification Pro and Meridian Signature Sound with the latest Active Noise Cancellation[2] systems deliver modern sporting luxury

DIGITAL VISION:
High-performance visibility is guaranteed by new Digital LED Headlights featuring Adaptive Front Lighting, while new Low Speed Manoeuvring Lights provide ultimate convenience

COMPELLING PROPORTIONS:

Muscular stance and taut surfaces communicate power, performance, and agility

UNMISTAKABLE PROFILE:

Reductive design principles amplify Range Rover Sport characteristic falling roofline, rising waistline and minimal overhangs

DESIGN-ENABLING TECHNOLOGY:

Laser welded roof joints, hidden waist rail finisher, flush glazing and door handles accentuate Range Rover Sport's breath-taking modernity

STEALTH-LIKE DETAILING:

Slim, intricately designed LED lighting flawlessly integrates into the front grille design to promote drama and a touch of menace

DYNAMIC CABIN:

Interior design is precise and technology-rich, with a cockpit-like feel from the Command Driving Position, providing supreme confidence

TECHNICAL MATERIALS:

Reductive interior design features next-generation lightweight Ultrafabrics™ textiles to create a modern and refined environment

AT A GLANCE

THE NEW RANGE ROVER SPORT IS THE LATEST MANIFESTATION OF RANGE ROVER'S REDUCTIVE MODERNIST DESIGN PHILOSOPHY

Range Rover Sport has defined sporting luxury since 2005. When it arrived, it set the standard, bringing unprecedented levels of dynamism to the luxury SUV class – and a new dimension to the Range Rover family.

The New Range Rover Sport is modern, relevant and progressive. The third generation evolves its unique character into a vehicle of breath-taking desirability. Its design embraces modernism and refinement with levels of sophistication that redefine sporting luxury once again.

Inside, the reductive nature of the vehicle's modernist design philosophy strikes a compelling balance between sartorial restraint and visceral desire. A purposeful, dynamic driving position sets the tone for a focused interior that promotes exhilarating driver engagement.

INTERIOR DESIGN

The latest Range Rover Sport promotes luxury and refinement with impeccable taste. This is bolstered by a dynamic cockpit-like driving position that instils confidence and sets the tone for the most sporting Range Rover, while harmoniously echoing the assertive nature of the exterior.

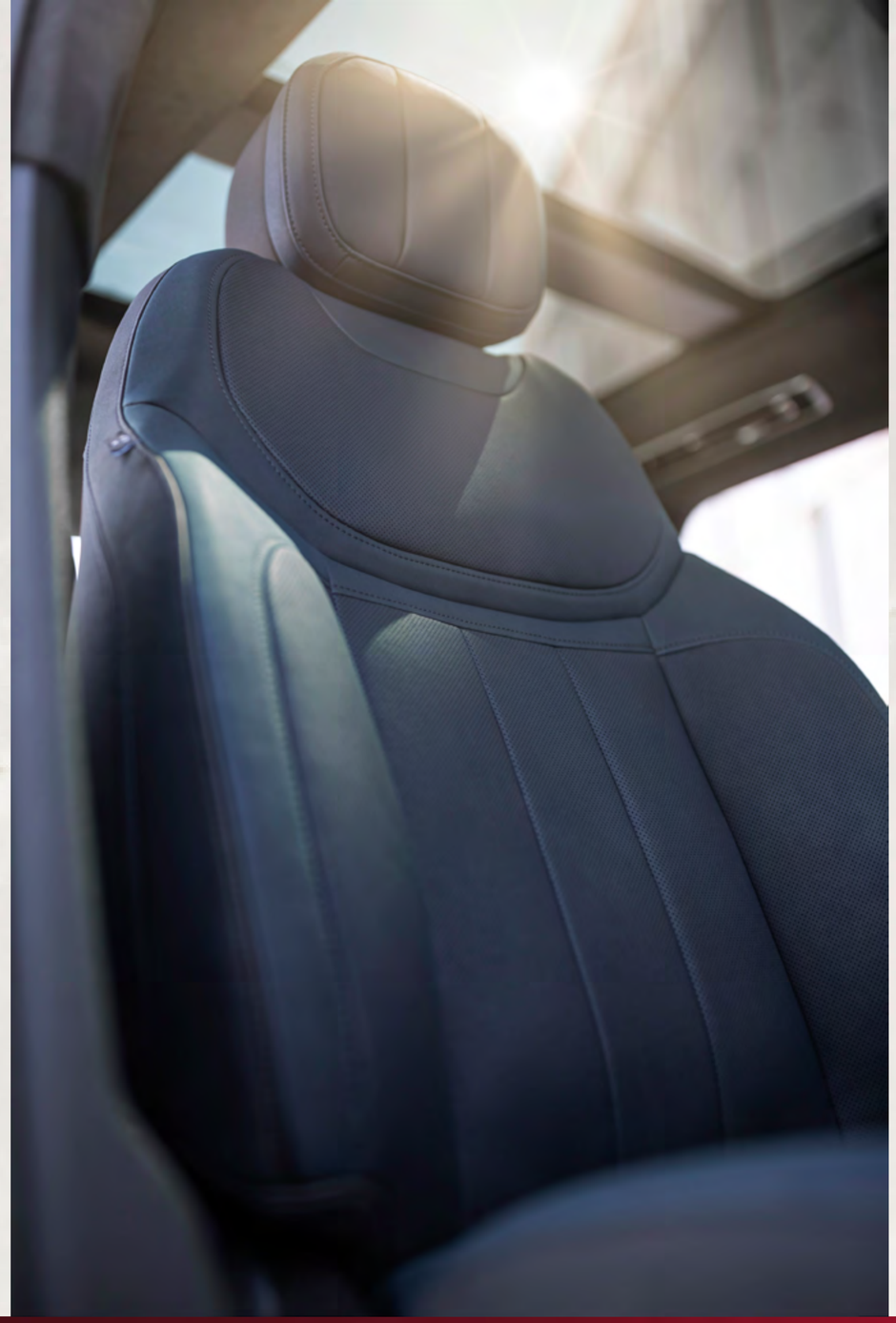
The cabin provides a cocooning and welcoming environment, enhanced by the smaller steering wheel, contoured seats and rising waistline. The Command Driving Position provides excellent all-round visibility, inspiring confidence and enabling the driver to place New Range Rover Sport perfectly both on and off road.

The interior has an architectural lightness that effortlessly fuses modernist design with sophisticated detailing and precise controls, impeccably crafted from the finest materials.

Technology has been elegantly integrated with the floating 13.1-inch Pivi Pro screen centrally located on the slimline mid-roll section of the dashboard.

The infotainment touchscreen is met by the angled centre console that sweeps beneath the lower edge of the floating screen, driving the eye forward and accentuating the engaging driving position. This dynamic design ensures core vehicle controls are close at hand, while providing enhanced storage within and beneath the centre console.

The uninterrupted surfacing of the clean interfaces on the centre console contribute to its technical, precise impression. The floating central touchscreen provides a reductive interior design with tactile usability, and clean surfacing at all times, controlling all major vehicle functions via a crisp and elegant curved glass touchscreen. The steering wheel controls use hidden-until-lit technology for additional technical and sophisticated detailing.



COLOUR & MATERIALS

Inspired by architecture and interior design, New Range Rover Sport is a sophisticated representation of modern luxury. A highly desirable, technical aesthetic is achieved, while using responsible material options of the highest quality.

New Range Rover Sport is available with a wider choice of sustainable materials than with any previous generation, including lightweight Ultrafabrics™ offered in several colourways, from Duo Tone Light Cloud and Ebony, to Raven Blue and Ebony. The sophisticated new options for the Dynamic model feature contrasting elements to the beautifully sculpted seats and dashboard.

The luxurious and tactile materials combine with technical elements to accentuate the modernity of New Range Rover Sport's interior, including Moonlight Chrome jewellery to reinforce the rich, stealthy and performance-focused cabin.

AT A GLANCE

DYNAMIC REFINEMENT:

New Range Rover Sport combines an engaging driving experience with peerless luxury and refinement using state-of-the-art technologies

COMMANDING VIEW:

Command Driving Position mixes a cockpit-style seating position and a cocooning cabin environment with excellent visibility for the ultimate driver confidence

SCULPTED SEATING:

New sports seats provide elevated support on dynamic drives and enhanced comfort on long-haul journeys with 22-way adjustment and massage function

PURE CABIN:

Advanced Cabin Air Purification Pro System with PM2.5 Filtration and nanoe™ X technology significantly reduces odours, bacteria and allergens, including the SARS-CoV-2 virus[1]

SUPERIOR SOUND:

29-speaker Meridian™ Signature Sound System envelopes the cabin, creating personal sound environments for each of the four main occupants

FOCUSED INTERIOR:

Next-generation Active Noise Cancellation[2] filters out unwanted exterior sounds, giving priority to tones that enhance the driving experience and improve refinement

EFFORTLESS CONVENIENCE:

Approach Unlock and Walkaway Locking ensure New Range Rover Sport is ready to go, or secure, aided by Flush Deployable Door Handles with Soft Door Close

PREMIUM SPACE:

Larger interior provides more rear space, an 835-litre boot capacity and enhanced stowage, including a refrigerator compartment that can hold four 500ml bottles

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New Range Rover Sport effortlessly balances a dynamic on-road experience, for ultimate engagement behind the wheel, with the superior refinement and luxury associated with the Range Rover family. By harnessing the strength of our MLA-Flex architecture and incorporating the latest cabin technologies, we have been able to create a performance SUV with new levels of comfort and refinement.

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NICK COLLINS
EXECUTIVE DIRECTOR OF VEHICLE PROGRAMMES
JLR

22–WAY

ADJUSTABLE, HEATED AND VENTILATED ELECTRIC MEMORY FRONT SEATS

DYNAMIC PERSONALITY

The Command Driving Position is part of Range Rover's DNA, providing peerless visibility and complete confidence when judging the vehicle's dimensions. New front window panels and slim pillars provide an improved view out to the front and side, balancing the familiar Range Rover Command Driving Position with a cockpit-like seating position. This is achieved by a 20mm drop in driving position compared with New Range Rover, a higher, angled centre console, a faster rake to the windscreen and a sloping roofline. A smaller diameter steering wheel gives a more sporting feel.

The sense of engagement is enhanced by the availability of 22-way adjustable, heated and ventilated electric memory front seats with massage function and winged headrests. They provide all the support required during dynamic driving, while delivering effortless comfort on longer trips. This extends to the rear cabin, where heated and ventilated seats with power recline and winged headrests are available. The seat base angle provides enhanced support with more legroom than before – improving comfort and support in all types of driving.

ACTIVE NOISE CANCELLATION[2]

The baseline refinement delivered by the flexible MLA architecture is augmented by next-generation Active Noise Cancellation technology. It allows customers to enjoy undiluted sounds from the powertrain by filtering out unwanted road and tyre noise. In this way, the system enhances refinement, allowing occupants to easily hold conversations, listen to media or simply enjoy the soundtrack of the powertrain.

Active Noise Cancellation is an integral feature of the new flagship Meridian™ Signature Sound System and uses individual single-axis accelerometers to measure structure-born noise, with microphones that measure airborne noise located in each wheelarch. These monitor sound and modulate the Active Noise Cancellation to continuously and instantaneously generate a cancelling signal played through the system's 29 cabin speakers, to actively remove additional road noise frequencies of up to 1kHz before they reach cabin occupants. In this way the system operates faster than the speed of sound – detecting and masking unwanted sounds before they reach the ears of occupants.

The cabin speakers, which include a pair of speakers in the headrests of each of the four main seating positions, work in a similar way to high-end headphones. They cancel out the widest possible range of frequencies detected by the accelerometers and microphones to create 'quiet zones' for each individual, helping make New Range Rover Sport three decibels quieter inside than its predecessor.

The system allows more of the sound from New Range Rover Sport's powertrains to come through during dynamic driving. Controlled via a central Audio Domain Controller, it responds to the selected driving mode to optimise the acoustic experience and provide a greater sensory connection for the driver.

Selecting Dynamic mode raises the level of the authentic powertrain sounds reaching the cabin. This brings a new level of duality to the driving experience, providing customary Range Rover quiet in Comfort mode and an even more thrilling and rewarding drive when Dynamic mode is activated.

ACTIVE NOISE CANCELLATION IS PLAYED THROUGH

29

CABIN SPEAKERS

ADVANCED MERIDIAN™ AUDIO

Customers can choose from a range of Meridian sound systems, led by the new Meridian Signature Sound System. Delivering the highest quality and purest sound experience, its high-fidelity audio playback uses up to 29 speakers – including a subwoofer – with 1,430W of amplifier power capable of creating personal sound environments for each of the four main occupants. This is delivered through speakers positioned to the front, side, above and behind each occupant, plus a 20W digital amplifier in each outer headrest.

One of the finest and most powerful in-car audio experiences in the world is made possible by 10 separate Digital Signal Processors (DSPs), with five times the processing power of the previous generation sound system. New speaker enclosures provide a premium appearance and form an integral part of the door using the same specially developed acoustic textile, like a high-end home speaker system, while also enhancing sound transmission. The new arrangement allows consistent, controlled and distortion-free audio playback that is pure, from music and podcasts to infotainment sounds.

Each Meridian sound system available is a high-performance masterpiece, with upgraded digital amplifiers and a new centre channel speaker to provide a true-to-life listening experience.

ADDITIONAL MERIDIAN™ SYSTEMS INCLUDE:

- Meridian™ Sound System – 15 speakers, one subwoofer and 400W of amplifier power.
- Meridian™ 3D Surround Sound System – 19 speakers (including subwoofer) and 800W of amplifier power. An evolution of the previous system, it now includes speakers integrated into the headlining, bringing an enhanced and more realistic listening experience.

AWARD–WINNING INFOTAINMENT

The award-winning Pivi Pro[9] infotainment is accessed via a curved 13.1-inch touchscreen with haptic controls. Like New Range Rover, it is the largest touchscreen ever fitted to a Land Rover – with mounts engineered for optimum rigidity and strength – and its contemporary near-frameless design seamlessly 'floats' on the centre of the dashboard.

As soon as the vehicle is unlocked and driver's door is opened, the Pivi Pro[9] system is active and ready to go thanks to a built-in back-up battery, so drivers can set the navigation and stream music as soon as they get in. At the beginning of every journey, drivers are presented with a useful Pre-Drive panel for fast and convenient control of commonly used features at the beginning of every journey, such as window demisters and the optional heated seats. Once on the move, the Pre-Drive panel disappears to reveal a three-panel home screen display that can be customised to suit individual preferences.

In a first for Range Rover Sport, the central touchscreen incorporates haptic controls. By providing positive sensory feedback when interacting with the screen, it removes the need for drivers to take their eyes off the road for a second, confirmatory glance – offering a more focused and safer driving experience. Trademark Pivi Pro[9] flexibility and intelligence is provided by the familiar three-panel central layout, with approximately 80 per cent of tasks performed within two taps of the home screen.

The new Pivi Pro system allows the driver to control everything using the intuitive central touchscreen, and positions climate controls higher up inside the vehicle, closer to the driver. It includes new sidebars featuring multi-functional sliding controls on either side of the display. These virtual buttons are always visible and provide immediate access to frequently used items, including individual temperature controls for front occupants, audio volume and Terrain Response® mode selection. To operate, the user simply needs to complete a light hold and drag action on the icon to control the sliders, while a tap on each icon opens a drawer of more detailed options and in-depth features.

For added convenience, additional controls in the permanently visible switch panels positioned along the vertical edges of the display, include shortcuts for media and navigation, cameras and window demisters. The next-generation infotainment system was the subject of extensive testing and development, both digitally and physically with human testers, to reduce task and interaction time and deliver the most user-friendly technology experience possible.

Like a host of other systems, Pivi Pro[9] improves as the vehicle matures thanks to SOTA updates, which deliver the latest software upgrades wherever customers are, without interruption or inconvenience. This is possible thanks to two embedded eSIMs[1] within the Pivi Pro infotainment, meaning updates can be completed without disrupting other applications such as music streaming.

Pivi Pro[9] also learns and recognises habits, to make the infotainment as personalised and effortless as possible. For example, the navigation will identify regularly used routes – such as daily commutes – and set the destination accordingly, so the driver can take advantage of traffic updates along the route. Given the familiarity of the surroundings, it will intelligently reduce the number of voice instructions on such trips for an undisturbed journey.

Drivers can also interact with New Range Rover Sport by simply saying “Hey Land Rover”, which wakes the cloud-based voice assistant. It is more responsive than ever, allowing occupants to control functions such as navigation, media, climate and phone controls using natural speech in up to 31 languages. It can also be activated via the steering wheel button.

INTERACTIVE DRIVER DISPLAY

The digital experience is enhanced by the new 13.7-inch Interactive Driver Display, a semi-floating high-definition screen that uses an intuitive three-panel layout similar to the main Pivi Pro screen. Drivers can specify individual configurations for the display to personalise the information ahead of them, controlled via the new steering wheel controls.

Information can also be displayed via a high-resolution colour Head-Up Display, positioned directly in the driver's eyeline to reduce the need to look away from the road. It displays key information – such as gear selection, up or downshift indicator and navigation instructions – as if two metres ahead of the driver. The display has been positioned to make it easier to read and reduce eye movements required by the driver.

EFFORTLESS, WIRELESS SMARTPHONE INTEGRATION

Wireless Apple CarPlay™ is standard on New Range Rover Sport[2], with added convenience provided by the 15W Wireless Device Charger with Phone Signal Booster. It is located below the Pivi screen in a subtle, dedicated compartment at the top of the centre console. While keeping devices safely stored out of sight – to minimise the potential for distraction – it allows remaining stowage areas to be used for other items and is large enough to accommodate the largest smartphones.

The Qi-compatible device features an integrated signal booster for enhanced call quality, while the pad also features active cooling to prevent smartphones from overheating. Wireless Android Auto® is also standard. Baidu CarLife is also available, providing the right connection method for a comprehensive range of users.

Passengers can also stay connected with up to seven USB-C connections available across the two rows of seats inside, with the ability to charge laptops, as well as the option of a 230V domestic plug socket. In addition, there are 12V charging sockets in the glove compartment and in the end of the centre console, accessed via the rear cabin.

REAR SEAT ENTERTAINMENT

Rear passengers can enjoy the Rear Seat Entertainment option, displayed on two 11.4-inch touchscreens. Featuring curved glass screens like the main Pivi Pro touchscreen, the displays are elegantly integrated to the rear of the front seats, providing an intuitive interface and High-Definition viewing.

Working with the Wi-Fi Hotspot with Data Plan, the rear-seat passengers can stream their favourite entertainment connected via HDMI or USB port, acting like an extension of at-home viewing, with individuals able to watch separate things on each screen.

DIGITAL LED HEADLIGHTS WITH PREDICTIVE FRONT LIGHTING AND DYNAMIC LIGHT PROJECTION

New Range Rover Sport features slim LED headlights with a distinctive new Daytime Running Light (DRL) signature that embodies the overall design of the luxury performance SUV. Efficient and powerful LED lighting is used throughout and the stealth-like headlights also feature Adaptive Front Lighting and Image Projection technology.

The new Adaptive Front Lighting system uses high-performance Dynamic Light Projection technology to optimise the dipped beam and shape its pattern to suit the driving conditions, precisely illuminating the road ahead around 10 times more effectively than before.

Inside each headlight, 1.3 million individually controllable Digital Micro-mirror Devices (DMDs) allow the HD-Adaptive Driving Beam to respond to the road ahead and shadow up to 16 objects ahead of the vehicle, to avoid dazzling oncoming road users. The system is intelligent enough to recognise signposts and dims the beam to reduce reflection glare, while at junctions and roundabouts it will increase the beam width to enhance visibility and illuminate pedestrians and cyclists at the roadside.

Using eHorizon navigation data, the lights can 'see' the road ahead to automatically set the correct beam pattern from one of four modes:

COUNTRY – standard beam operates between 0-110km/h (0-70mph) when an urban environment is not detected

CITY – wider headlight beam operates up to 48km/h (30mph) in urban environments

HIGHWAY – raised headlight beam operates above 110km/h (70mph)

ADVERSE WEATHER – operates when the windscreen wipers are active for more than two minutes and the vehicle's speed is below 64km/h (40mph)

At the rear, new slimline taillights feature surface LED technology for the first time on Range Rover Sport. The crisp and vibrant red lighting signature is consistent from all viewing angles, using super red LED technology for an uninterrupted, crisp, and dynamic rear light signature.

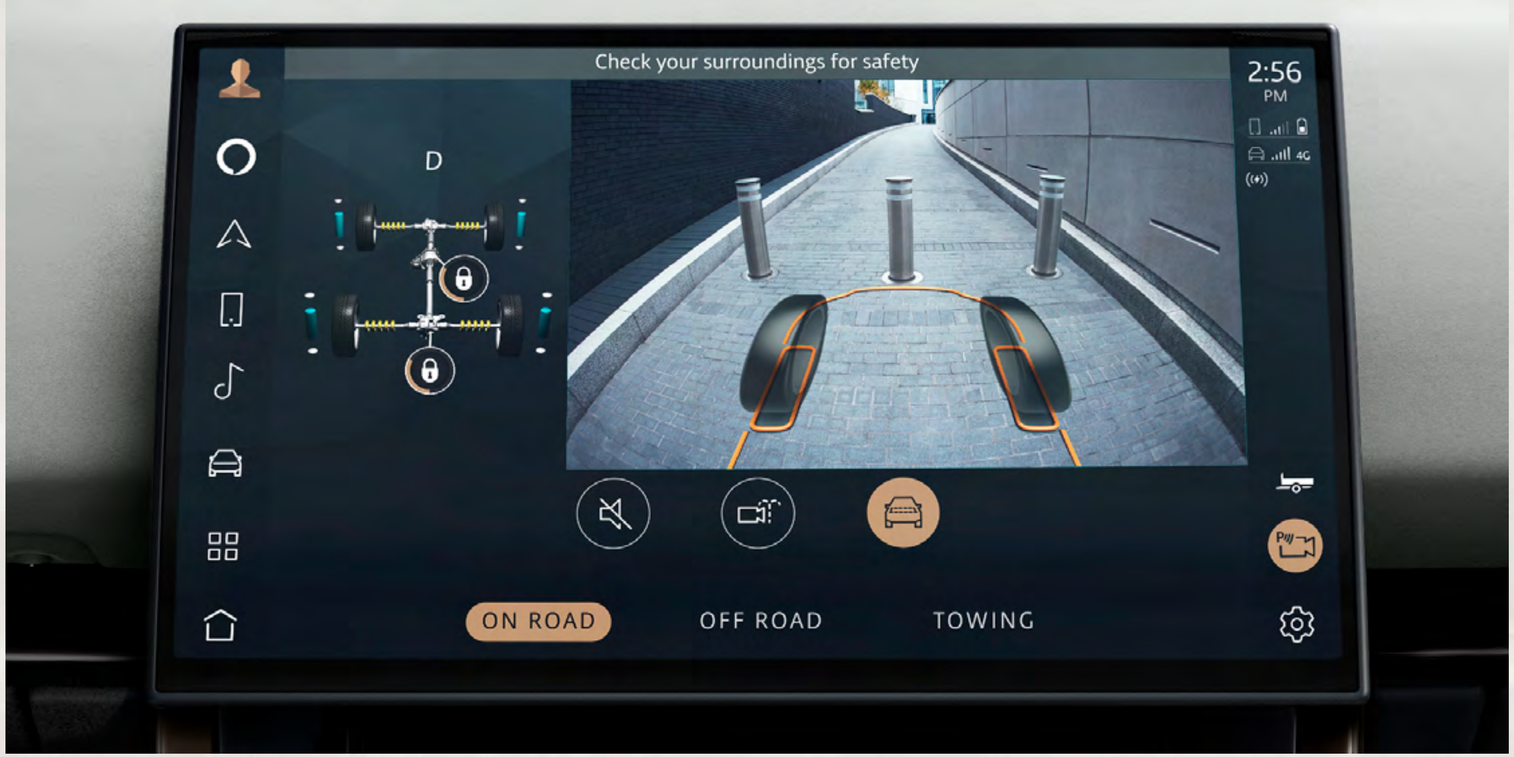
1.3M

INDIVIDUALLY CONTROLLABLE DIGITAL MICRO-MIRROR DEVICES IN EACH HEADLIGHT

New Range Rover Sport is also available with ClearSight Interior Rear View Mirror™ technology[7]. The frameless interior mirror changes at the touch of a button from a conventional rear-view mirror to a digital screen showing a feed from the high-definition rear-facing camera mounted high at the back of the vehicle.

It provides a 50-degree horizontal view and 9.8-degree vertical field of vision to the rear of the vehicle with no blind spots, enhancing the view out in low light and when carrying bulky objects. A hydrophobic coating ensures the view is not impeded by wet and muddy conditions.

At the front, ClearSight Ground View™ [7] transparent bonnet technology enhances off-road driving by visualising the area hidden by the bonnet on the central Pivi Pro touchscreen. Trajectory overlays help drivers clearly position the vehicle on challenging terrain, and the system is capable of making the vehicle ‘disappear’, providing a plan view of the area around and beneath the vehicle.



ADVANCED DRIVER ASSISTANCE SYSTEMS

New Range Rover Sport's dynamic performance and enhanced refinement is supported by the latest safety-focused Advanced Driver Assistance Systems (ADAS). All models are fitted with Emergency Braking, 3D Surround Camera, including front and rear parking sensors, Wade Sensing, ClearSight Ground View™ [7] and Manoeuvring Lights – Cruise Control, Driver Condition Monitor, Lane Keep Assist and Traffic Sign Recognition.

Additional features are provided by packages:

DRIVER ASSIST PACK – Adaptive Cruise Control with Steering Assist, Driver Condition Response, Rear Collision Monitor and Occupant Protection Assist

BLIND SPOT ASSIST PACK – Blind Spot Assist and Rear Traffic Monitor

Adaptive Cruise Control (ACC) with Steering Assist and Driver Condition Response are both included in the Driver Assist Pack. Adaptive Cruise Control with Steering Assist maintains a constant speed and will safely adapt to the speed of vehicles ahead by maintaining a set following distance. It will also help the driver keep the vehicle centred in the lane, operating at up to 200km/h (124mph).

The system remains active in traffic, with the Stop & Go functionality bringing the vehicle to a stop and moving off again with the traffic flow without the need to touch the pedals – for an effortless drive. Additionally, lane changes can be completed with Lane Merge Assist. Activated using the indicators, the system assesses the conditions in the desired lane and accelerates or decelerates as necessary for a smooth change.

The ACC has been enhanced with the introduction of Country Road Assist, which features for the first time on Range Rover Sport to raise passenger comfort and reduce driver effort. 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 the vehicle accordingly.

Speed Assist is also part of the Driver Assist Pack, aiding the driver by dynamically adjusting the vehicle speed based on the prevailing speed limit.

Driver Condition Response is activated when the vehicle determines that the driver is unresponsive following prolonged warnings from the vehicle. After a series of audible and visual warnings, New Range Rover Sport will initiate three brake pulses, after which – if the driver is still unresponsive – it will bring the vehicle to a full stop in its lane with hazard lights activated to warn other road users.

Additional protection at the rear of the vehicle is provided by Rear Collision Monitor and Occupant Protection Assist, which uses rear corner radars to identify potential collision risks – sounding an audible warning and preparing the cabin for a potential impact. If required, the hazard lights will flash, and the interior is primed by tensioning the seat belts, moving the head rests forwards, inclining the seats and closing the windows – as well as closing the panoramic roof.

ADAPTIVE CRUISE CONTROL WITH STEERING ASSIST OPERATES AT UP TO

200KM/H (124MPH)

AT A GLANCE

PERFORMANCE POWERHOUSE:

Range Rover Sport delivers dynamic breadth of capability with Integrated Chassis Control system providing effortless composure at all times

AGILE BY NATURE:

Dynamic Response Pro optimises composure using powerful electronic active roll control technology to enhance driving engagement and passenger comfort

OFF-ROAD CRUISE:

New Adaptive Off-Road Cruise Control maintains comfort and composure by responding to the terrain for consistent and stable progress in all conditions

ALERT RESPONSES:

All-Wheel Steering provides exceptional agility with enhanced stability at high speeds and superior manoeuvrability at low speeds for supreme confidence in all environments

FULLY CONFIGURABLE:

Drivers can tailor New Range Rover Sport to suit their preferences, with Configurable Dynamics and Configurable Terrain Response

TERRAIN RESPONSE 2®:

Latest version of Land Rover's advanced all-terrain technology ensures New Range Rover Sport is as capable off-road as it is dynamic on it

NEW RANGE ROVER SPORT:
DYNAMIC CHARACTER, PRECISE RESPONSES AND EFFORTLESS PERFORMANCE

ADAPTIVE DYNAMICS RECALIBRATES

500

TIMES EVERY SECOND

New Range Rover Sport is the most dynamic ever produced, combining a range of powerful and responsive powertrains with sophisticated and technology-rich chassis systems to provide new levels of driver engagement and agility – all with customary Range Rover refinement.

The advanced, MLA-Flex body architecture provides the perfect basis – a toolkit of hardware, software, design and manufacturing processes that underpins New Range Rover Sport's dynamic handling and refinement. The latest Integrated Chassis Control system builds on these foundations and governs the advanced chassis technologies that deliver the same elevated level of control, composure and dynamic ability, regardless of the powertrain or specification.

New Range Rover Sport's chassis advancements deliver a dynamic, responsive and composed drive at all times thanks to its state of-the-art chassis control technologies. These include Dynamic Air Suspension with new switchable volume air springs, Dynamic Response Pro with an electronic Active Roll Control system, All-Wheel Steering, an Electronic Active Differential with Torque Vectoring by Braking and Configurable Programs.

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New Range Rover Sport benefits from our advanced MLA-Flex body architecture and advanced chassis systems and technologies. It's the first Land Rover to feature switchable-volume air springs, allowing our engineers to combine the comfort of a Range Rover and the engaging dynamics associated with the Range Rover Sport. The result is a sportier character than ever before, with elevated luxury and refinement.

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MATTHEW BECKER
VEHICLE ENGINEERING DIRECTOR
JLR

AERODYNAMIC EXCELLENCE

New Range Rover Sport represents an impressive aerodynamic evolution over its predecessor, with multiple design and engineering developments contributing to a 15 per cent reduction in drag coefficient at 0.29Cd, even with the new model's more imposing and assertive front design.

The most significant gains come from the contoured underfloor design enabled by the MLA architecture. A clean-sheet approach was taken to the underfloor design and the contoured underside, which features aerodynamically optimised teardrop-shaped recesses for the fixings, smooths the air flow underneath the vehicle to reduce drag, improves efficiency and enhances stability.

Elements of New Range Rover Sport's reductive exterior design also improve the aerodynamic performance and interior refinement. These include the flush glazing and door handles, laser-welded roof panel and hidden waist rail finisher, while the longest and largest spoiler ever fitted to a Range Rover provides a dramatic design statement alongside significant aerodynamic benefits.

DYNAMIC AIR SUSPENSION AND ADAPTIVE DYNAMICS

Land Rover pioneered air suspension 30 years ago, and every New Range Rover Sport is fitted with the latest Dynamic Air Suspension system for unrivalled breadth of capability, from rapid responses and enhanced performance on the road to peerless all-terrain ability. It is engaging, precise and supple, perfectly balancing effortless comfort with controlled dynamics for a truly sporting character.

The system introduces switchable volume air springs for the first time on a Land Rover, featuring dual adaptable air chambers that provide a wider bandwidth of operation. Pressure within the electronically controlled springs can be adjusted by a control valve. For a more dynamic drive, pressure is increased inside the chamber for flatter cornering and enhanced agility, allowing the driver to personalise the driving experience and prioritise handling.

In everyday driving, the second chamber comes into operation to deliver a more composed, consistent and controlled ride. Technologies such as Active Speed Lowering – which automatically lowers the body height by 16mm at high cruising speeds – contribute to greater aerodynamic efficiency and refinement.

ACTIVE SPEED LOWERING AUTOMATICALLY LOWERS THE BODY HEIGHT BY

16MM

Imperceptible to the driver, the switch between driving modes happens silently and instantaneously to provide the desired dynamic response. Working in harmony with the other chassis systems governed by the Integrated Chassis Control system, the state-of-the-art switchable volume air springs bring together the best available technology to provide elevated roll and pitch control – ensuring New Range Rover Sport can precisely respond for ultimate control and comfort at all times.

Dynamic Air Suspension also features Pre-Emptive Suspension technology that monitors the route ahead to prime the suspension for approaching bends to maintain composure. It intelligently uses eHorizon navigation data to perfectly prepare for the finest ride, ensuring the following:

CORNERING CONTROL

Vehicle speed data and information from the eHorizon navigation system are used to assess approaching corners and determine the most suitable settings for the suspension, reducing body roll for engaging cornering abilities.

CRUISING COMPOSURE

Changes to the vehicle speed and potential body pitching movements while using Adaptive Cruise Control is being used are countered by priming the suspension to ensure the smoothest ride.

ENHANCED EFFICIENCY

Range Rover Sport lowers by 16mm at speeds above 105km/h (65mph) for the most efficient performance on faster roads, assisted by eHorizon navigation data to detect dual carriageway driving faster than before, and lower the car accordingly.

COLLISION PREVENTION

Agile responses are provided by the car switching to Dynamic mode if a collision is detected, ensuring Range Rover Sport can deal with a rapidly developing collision situation in a fast and effective way.

New Range Rover Sport's Adaptive Dynamics 2 system is the latest generation of advanced suspension and damper control software – with a bespoke setup to ensure the finest ride tuning, with superior roll control. It complements the stiffer dual-rate air springs, using twin-valve monotube dampers to control the primary pitch, roll and ride of the vehicle in the most effective way possible – ensuring a consistently rewarding drive.

The Bilstein active dampers feature continuously variable valves, reacting within 12 milliseconds to any upward movement, while also being able to control the forces generated in the rebound following an upward movement.

BILSTEIN ACTIVE DAMPERS REACT WITHIN

12

MILLISECONDS

ALL-WHEEL STEERING

New Range Rover Sport is available with All-Wheel Steering – standard on P510e electric hybrid and P530 powertrains – which improves responses and agility in dynamic driving and manoeuvrability at lower speeds. At speeds of up to 50km/h (31mph) the system is configured to provide unparalleled manoeuvrability, such as in city streets and car parks, where a tight turning circle is key.

The wheels turn by up to 7.3 degrees in the opposite direction to the front wheels to effortlessly deliver a turning circle of less than 11m, assisted by a faster steering rack that also provides more agile responses in low-speed changes of direction.

At above 50km/h (31mph) the rear wheels turn in the same direction as the front wheels, providing exceptional stability and enhanced agility. All-Wheel Steering ensures New Range Rover Sport feels even more agile than before – and like a much smaller vehicle – for a confidence-inspiring drive in all surroundings.

REAR WHEELS TURN BY UP TO

7.3°

DYNAMIC RESPONSE PRO

Dynamic Response Pro ensures Range Rover Sport consistently delivers the most composed responses. The electronic active roll control system is powered by a 48-volt power supply that governs the front and rear actuators, controlling the level of roll in corners and providing stable and consistent body control. The advanced technology provides a similar level of roll resistance to the previous Range Rover Sport SVR, only with superior comfort.

The actuators provide up to 1,400Nm of torque between the two halves of the anti-roll bar in all driving modes, with an integrated torque sensor and decoupling unit for precise control of the anti-roll system. Developed in-house, Dynamic Response Pro works with the latest Adaptive Dynamics 2 system to synchronise vehicle systems for the most appropriate and engaging vehicle setup.

Independent control of the actuators allows the system to adjust the distribution of roll control forces between the front and rear axles every 10 milliseconds – offering a finely balanced driving experience and honed agility in response to a variety of external factors, from lateral acceleration and vehicle speed to friction from the road surface.

The agility of New Range Rover Sport is heightened when Dynamic driving mode is selected. Dynamic Response Pro responds by reducing body roll movements even further, increasing agility. The system has additional benefits for the off-road performance, where the anti-roll bar is decoupled to maximise wheel articulation and improve ride comfort on rough terrain. The closed-loop torque control functionality means the electronic actuators actively assist the vehicle on uneven surfaces to maintain stability.

ELECTRONIC ACTIVE ROLL CONTROL ACTUATORS PROVIDE UP TO

1,400Nm

OF TORQUE

CONFIGURABLE DYNAMIC MODE

Configurable Programs allows drivers to personalise the Dynamic Mode. Multiple elements can be adjusted, with Normal and Dynamic options available. In Dynamic, the powertrain is more responsive with a more sensitive throttle pedal for faster responses, while steering weight is increased for greater feel and engagement through corners.

The transmission maintains higher engine speeds in each gear, keeping the car in the optimum powerband, while the air suspension is adjusted for greater agility. Dynamic mode is also where Dynamic Launch mode can be engaged, setting up the powertrain to maximise straight-line acceleration from a standing start.

ELECTRONIC ACTIVE DIFFERENTIAL WITH TORQUE VECTORING BY BRAKING

High-speed cornering performance is assisted by the New Range Rover Sport's Electronic Active Differential. It optimises traction from the rear axle when traction is limited during high-speed cornering, on slippery surfaces and during off-road wheel articulation, instilling greater confidence and complementing the Intelligent Driveline Dynamics system that controls it, which prioritises drive to the rear wheels.

Torque Vectoring by Braking technology contributes to this high-speed cornering capability, enhancing agility and grip by monitoring torque distribution across the axles. The system manages understeer and oversteer during cornering and balances the distribution of torque by braking one of the rear wheels. The rear axle can be locked so there is a 50/50 split of torque across each wheel.

The Electronic Active Differential also optimises traction on slippery surfaces and all-terrain articulation. In the open differential configuration, the Electronic Active Differential works with the torque vectoring system to shuffle the balance of torque by braking the wheel with the least grip and sending it to the wheel with the most grip for continuous progress over slippery terrain.

HIGH–PERFORMANCE BRAKING

Range Rover Sport's braking technologies have been honed to complement its peerless dynamic capabilities, providing a high-performance experience and consistent pedal feel. Its advanced brake-by-wire technology provides faster and more refined responses than conventional setups, enhancing the drive and improving safety. Finer braking control is a result of an actuator-controlled piston operated by the foot pedal.

The latest braking system also features Active Brake Cooling technology to enable the Range Rover Sport to deliver consistent performance and reliability, in both dynamic on-road driving and demanding off-road manoeuvres. Efficiency is also maintained, by opening the ducts only when additional cooling is required – contributing to New Range Rover Sport's impressive drag coefficient of just 0.29Cd. Paired with lightweight brake discs that reduce unsprung mass for enhanced dynamics, lifecycle emissions are also reduced by a CO_2 equivalent of up to 80kg across the lifetime of the vehicle.

TERRAIN RESPONSE 2® WITH CONFIGURABLE TERRAIN RESPONSE

New Range Rover Sport's peerless off-road capabilities are governed by the latest generation of Terrain Response 2®, featuring Configurable Terrain Response with the most comprehensive selection of bespoke settings for the most demanding of off-road manoeuvres.

Fitted to all models, Terrain Response 2® intelligently detects and adapts to the surroundings and conditions, perfectly setting up the vehicle for effortless progress across a range of terrain – providing all the capability any owner could need and getting them where they need to be with minimum effort.

Configurable Ride Comfort settings enable the driver to control the comfort levels over rough terrain, with the Terrain Response® system applying the appropriate settings to ensure the desired comfort. Off-road performance is also enhanced by the Range Rover Sport's improved turning circle, while the All-Wheel Steering System is programmed to react differently in each Terrain Response® mode, optimising responses across different surfaces.

Configurable Terrain Response utilises the advanced chassis technologies to provide the most capable all-terrain performance. Individual preferences can be specified, with up to four custom terrain profiles available, while three configuration levels can be chosen for five different vehicle systems – the differentials, powertrain, steering, traction control and ride control. In Auto mode the Terrain Response® system will automatically give the best control in each situation, displaying recommended setting changes to the driver to select via the Pivi Pro screen. The Dynamic Air Suspension plays a vital role in the New Range Rover Sport's off-road capability, able to lift to 135mm in the most extreme situations for up to 15 seconds when wheel slip is detected, to maintain progress in the most challenging off-road articulations.

ADAPTIVE OFF-ROAD CRUISE CONTROL

Navigating rough terrain is even more relaxed and effortless with New Range Rover Sport's innovative Adaptive Off-Road Cruise Control – a Land Rover first. This takes All-Terrain Progress Control to the next level by sensing the ground conditions and automatically fine-tuning the speed of the vehicle to maintain stability, control and comfort according to which of the four comfort settings is selected.

The advanced system uses multiple algorithms, analysing body tilt, roll, pitch and yaw rates to automatically determine the optimum speed to maintain control on rough terrain. The driver is kept informed via the Pivi infotainment screen and the chosen speed and comfort setting are selected using the same steering wheel controls used to operate the on-road Adaptive Cruise Control.

The confidence-inspiring system allows drivers to effortlessly negotiate sandy beaches or muddy terrain as they focus solely on steering the vehicle. In flooded areas it even works in tandem with the Wade Mode function to help drivers maintain the perfect bow wave, for ultimate confidence and capability.

Wade Mode locks the driveline, sets ride height to its maximum and closes all cabin vents, to allow wading in up to 900mm of water. The Wade Sensing screen allows drivers to see the depth of water around the vehicle via the Pivi Pro screen, while the brake discs are 'wiped' when a different Terrain Response® mode is selected.

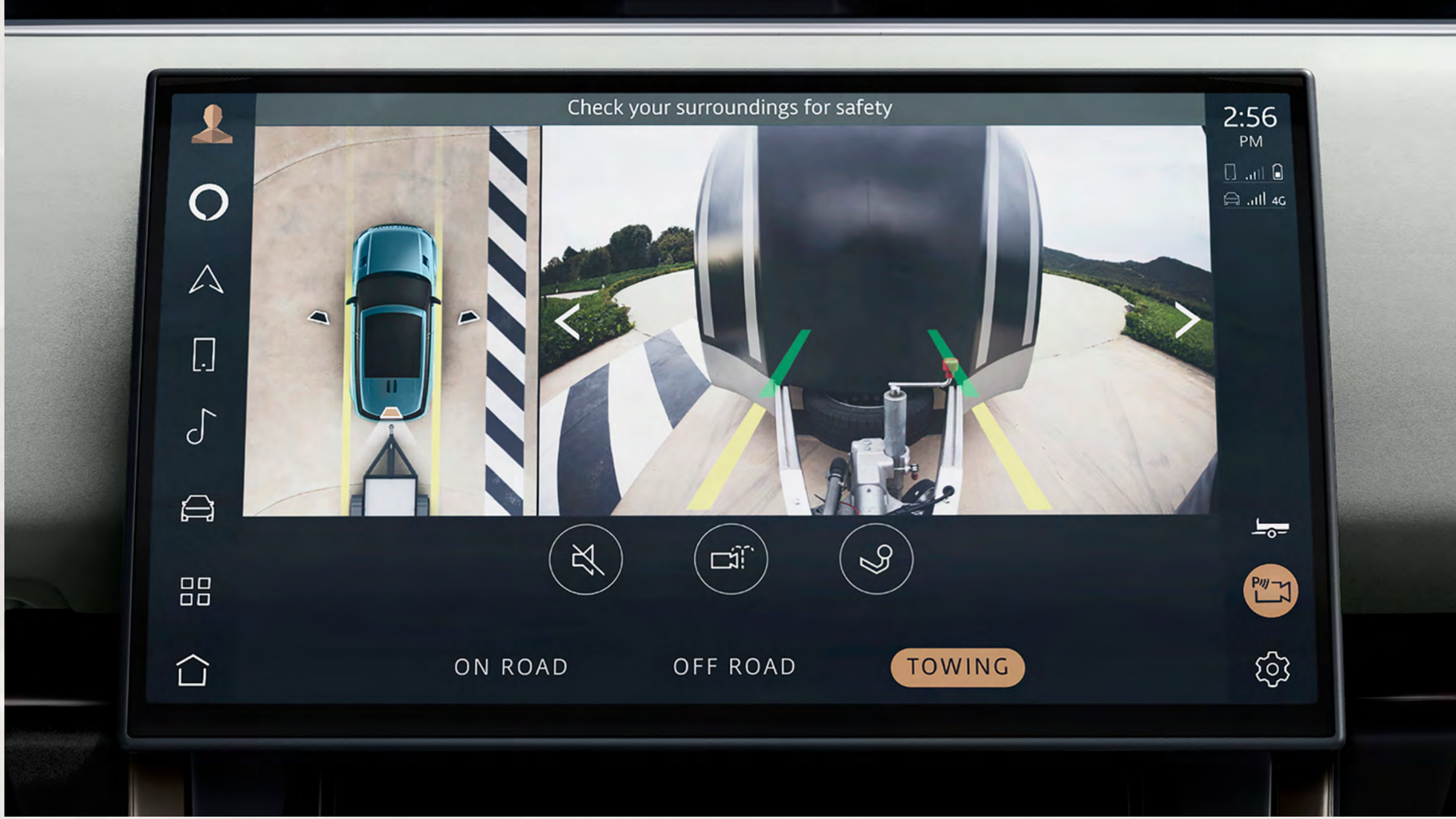
TOWING

New Range Rover Sport's advanced capabilities extend beyond its on- and off-road dynamics. It will tow up to 3.5 tonnes (3.0 tonnes for electric hybrid), with Advanced Tow Assist to aid reversing manoeuvres. The driver is able to steer a trailer into a space just using a rotary controller on the centre console – guided by trajectory lines displayed on the Pivi Pro screen via the rear camera.

Hitch Assist and Trailer Stability control make it easier to hitch a trailer and get driving with confidence and convenience, while the Electronically Deployable Towbar neatly stows out of sight at the touch of a button when not required.

NEW RANGE ROVER SPORT WILL TOW UP TO

3.5 TONNES



ELECTRIFYING POWER:

Powerful, refined and efficient powertrain line-up includes a pair of extended range electric hybrids and a choice of mild-hybrid petrol and diesel engines

EXTENDED RANGE:

Advanced P550e and P460e electric hybrids are capable of up to 123km (75 miles) of pure-electric driving, with overall CO_2 emissions from 15g/km[1]

STRONGER PERFORMANCE:

Both P460e and P550e electric hybrids feature new eight-speed automatic gearboxes, improving efficiency, electric-only driving range and performance

FAST CHARGER:

New Range Rover Sport is capable of rapid DC charging up to 80 per cent in under an hour, or from 0-100 per cent on a 7kW AC home charger in as little as five hours[1]

VISCERAL RESPONSES:

New 530PS V8 MHEV delivers characterful, dynamic performance with 750Nm of torque and 0-100km/h in just 4.5 seconds (0-60mph in 4.3 seconds), all with enhanced efficiency

SILENT DYNAMISM:

Luxury performance SUV line-up will expand to include a fully electric model in 2024, alongside New Range Rover

ENGINES AND TECHNICAL SPECIFICATION

Range Rover Sport features our most advanced engine options, providing new levels of performance, efficiency and refinement. There is a plug-in electric hybrid (PHEV) for all-electric, zero tailpipe emissions driving, as well as petrol and diesel engine options.

Configure your Range Rover Sport at landrover.com

DIMENSIONS AND CAPABILITIES

VEHICLE HEIGHT

Standard ride height 1.820mm
Access height air suspension setting will reduce the above by 50mm

OBSTACLE CLEARANCE

Off-road height 280mm / 273mm†
Standard ride height 216mm / 209mm†

TURNING CIRCLE

Kerb-to-kerb Two wheel steering 12,53m
Kerb-to-kerb Four wheel steering 10,95m
Wall-to-wall Two wheel steering 12,73m
Wall-to-wall Four wheel steering 11,42m
Turns lock-to-lock 2,8

WADING DEPTH

Maximum wading depth 900mm

HEADROOM

Maximum front row headroom 998mm
Maximum second row headroom 982mm

LEGROOM

Maximum front row legroom 1.024mm
Maximum second row legroom 961mm

LOADSPACE CAPACITY**

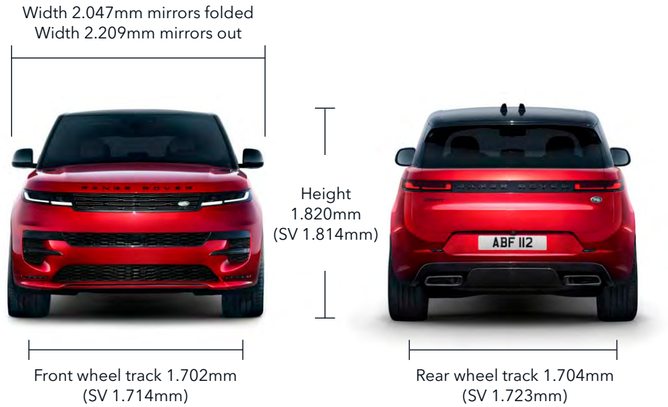
Height 844mm
Width 1.400mm
Width between arches 1.103mm

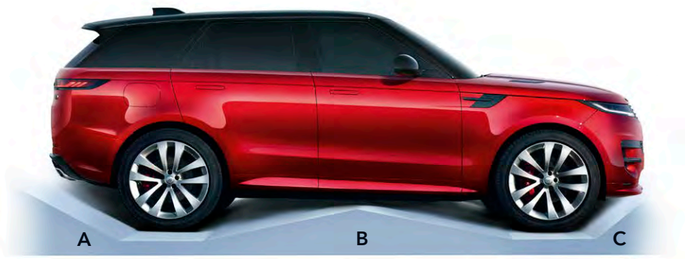
Length behind first row 1.827mm

Maximum loadspace volume behind first row
Dry* 1.491 litres
Wet** 1.860 litres

Length behind second row 970mm

Maximum loadspace volume behind second row
Dry* 647 litres
Wet** 835 litres





Ride Height	A Departure Angle	B Ramp Angle	C Approach Angle
Off-road	30,0°	26,9° / 24,5°†	33,0° / 29,7°††
Standard	24,9°	21,5° / 19,1°†	26,1° / 22,5°††

*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.
†On PHEV models. ††On Dynamic models.

Figures shown may differ on SV models.

ENGINES

			PETROL 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) / 5.500-6.500	550 (405) / 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*				
NEDC Consumption	Urban	l/100km	–	–
	Extra Urban	l/100km	–	–
	Combined	l/100km	From 1,6	From 1,6
NEDC CO_2 Emissions	Urban	g/km	–	–
	Extra Urban	g/km	–	–
	Combined	g/km	From 37	From 37
FUEL ECONOMY – WLTP**				
WLTP Consumption	Low	l/100km (mpg)	–	–
	Medium	l/100km (mpg)	–	–
	High	l/100km (mpg)	–	–
	Extra High	l/100km (mpg)	–	–
	Combined	l/100km (mpg)	0,7-0,8 (403,5-357,6)	0,7-0,8 (397,9-362,2)
WLTP CO_2 Emissions	Low	g/km	–	–
	Medium	g/km	–	–
	High	g/km	–	–
	Extra High	g/km	–	–
	Combined	g/km	15-18	15-18
Fuel tank capacity – useable litres			71,5	71,5
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.

ENGINES

	PETROL PHEV	
BATTERY AND CHARGING TIMES	**P460e**	**P550e**
Home Charger / Wall box 7kW	5h 00m to 100%	5h 00m to 100%
Rapid DC Charger 50kW	40 mins to 80%	40 mins to 80%
Domestic Plug 2,3kW	15h 00m to 100%	15h 00m to 100%
Battery capacity Total (Usable) kWh	38,2 (31,8)	38,2 (31,8)
Charging cable length (m)	5	5
PERFORMANCE		
Acceleration (secs) 0-100 km/h (0-60 mph)	5,5 (5,3)	4,9 (4,7)
Maximum speed km/h (mph)	225 (140)	242 (150)
ELECTRIC MOTOR DATA		
Maximum speed km/h (mph)	140 (87)	140 (87)
EV Range Class A Combined (NEDC2*) km (miles)	125 (78)	125 (78)
EV Range Combined (WLTP**) km (miles	123 (76)	121 (75)
EV Range expected Real World data (up to) km (miles)	96 (60)	94 (59)
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	
WEIGHTS (kg)†		
Unladen weight (EU)††	2.735	2.810
Unladen weight (DIN)‡	2.660	2.735
Gross Vehicle Weight (GVW)	3.450	3.450
TOWING (kg)		
Unbraked trailer	750	750
Maximum towing	3.000	3.000
Maximum coupling point (nose weight)	350	350
Maximum vehicle and trailer combination	6.450	6.450
ROOF CARRYING (kg)‡‡		
Maximum roof load (including cross bars)	100	100

*The figures provided are NEDC2 calculated from official manufacturer's WLTP 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 and accessories fitted. NEDC2 are figures calculated using a Government formula from WLTP figures equivalent to what they would have been under the old NEDC test. The correct tax treatment can then. **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. †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. ‡‡Roof carrying is only available with fixed and sliding panoramic roofs.

ENGINES

			PETROL MHEV V8	
ENGINE			**P530**	**P635**
Transmission			Automatic	Automatic
Driveline			All Wheel Drive (AWD)	All Wheel Drive (AWD)
Maximum power (PS (kW) / rpm)			530 (390) / 5.000-7.000	635 (467) / 6.000-7.000
Maximum torque (Nm / rpm)			750 / 1.800-4.500	750† / 1.800-5.855
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)			89 / 88,3	89 / 88,3
Compression ratio (:1)			10,5	10,5
FUEL ECONOMY – NEDC*				
NEDC Consumption	Urban	l/100km	From 16,2	–
	Extra Urban	l/100km	From 9,2	–
	Combined	l/100km	From 11,8	–
NEDC CO_2 Emissions	Urban	g/km	From 380	–
	Extra Urban	g/km	From 214	–
	Combined	g/km	From 275	–
FUEL ECONOMY – WLTP**				
WLTP Consumption	Low	l/100km (mpg)	19,3-19,5 (14,6-14,5)	19,7-20,3 (14,4-13,9)
	Medium	l/100km (mpg)	11,0-11,5 (25,7-24,5)	11,4-12,2 (24,8-23,2)
	High	l/100km (mpg)	9,1-9,6 (30,9-29,5)	9,7-10,4 (29,2-27,3)
	Extra High	l/100km (mpg)	10,0-10,7 (28,2-26,3)	10,8-11,5 (26,3-24,6)
	Combined	l/100km (mpg)	11,2-11,7 (25,2-24,1)	11,7-12,5 (24,1-22,7)
WLTP CO_2 Emissions	Low	g/km	438-442	447-460
	Medium	g/km	250-261	259-276
	High	g/km	207-217	220-235
	Extra High	g/km	227-243	244-260
	Combined	g/km	254-265	267-282
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. For comparison purposes only. Real-world figures may differ. CO_2 and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment and accessories fitted. †800Nm combined Engine/MHEV output when using Dynamic Launch Mode.

ENGINES

	PETROL MHEV V8	
PERFORMANCE	**P530**	**P635**
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	4,5 (4,3)	3,8 (3,6)‡
Maximum speed km/h (mph)	250 (155)	290 (180)
BRAKES		
Front type	Ventilated disc	Ventilated disc
Front diameter (mm)	400	420 (440)‡
Rear type	Ventilated disc	Ventilated disc
Rear diameter (mm)	370	390
Park Brake	Electric Park Brake (EPB) integrated into brake caliper	Electric Park Brake (EPB) integrated into brake caliper
WEIGHTS (kg)*		
Unladen weight (EU)**	2.505	2.560
Unladen weight (DIN)†	2.430	2.485
Gross Vehicle Weight (GVW)	3.220	3.250
TOWING (kg)		
Unbraked trailer	750	750
Maximum towing	3.500	3.500
Maximum coupling point (nose weight)	350	330
Maximum vehicle and trailer combination	6.720	6.750
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. ††Roof carrying is only available with fixed and sliding panoramic roofs. ‡When fitted with Carbon Ceramic Braking System and Carbon Fibre wheels

ENGINES

			DIESEL 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)			600 / 1.250-2.500	650 / 1.500-2.500	700 / 1.500-3.000
Capacity (cc)			2.997	2.997	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)	10,8-12,3 (26,2-22,9)	10,8-12,3 (26,2-22,9)	11,0-12,0 (25,8-23,5)
	Medium	l/100km (mpg)	7,7-8,1 (36,7-35,0)	7,7-8,1 (36,7-35,0)	7,7-8,0 (36,5-35,4)
	High	l/100km (mpg)	5,8-6,3 (48,5-44,5)	5,8-6,3 (48,5-44,5)	5,9-6,3 (48,2-45,0)
	Extra High	l/100km (mpg)	7,1-7,9 (39,8-35,9)	7,1-7,9 (39,8-35,9)	7,1-7,8 (39,6-36,2)
	Combined	l/100km (mpg)	7,3-8,0 (38,5-35,1)	7,3-8,0 (38,5-35,1)	7,4-7,9 (38,3-35,5)
WLTP CO_2 Emissions	Low	g/km	284-323	284-323	288-315
	Medium	g/km	202-211	202-211	203-210
	High	g/km	154-167	154-167	154-164
	Extra High	g/km	189-207	189-207	187-204
	Combined	g/km	192-211	192-211	193-208
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. For comparison purposes only. Real-world figures may differ. CO_2 and fuel economy figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment and accessories fitted.

ENGINES

	DIESEL MHEV		
PERFORMANCE	**D250**	**D300**	**D350**
Acceleration (secs) 0-100 km/h (0-60 mph) with Dynamic Launch	8,0 (7,5)	6,6 (6,3)	5,9 (5,6)
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)**	2.390	2.390	2.435
Unladen weight (DIN)†	2.315	2.315	2.360
Gross Vehicle Weight (GVW)	3.220	3.220	3.220
TOWING (kg)			
Unbraked trailer	750	750	750
Maximum towing	3.500	3.500	3.500
Maximum coupling point (nose weight)	350	350	350
Maximum vehicle and trailer combination	6.720	6.720	6.720
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. ††Roof carrying is only available with fixed and sliding panoramic roofs.


5
YEAR
WARRANTY