



**Contact:**

Stuart Schorr  
Vice President, Communications &  
Public Affairs  
Jaguar Land Rover North America,  
LLC  
201.760.8561  
[sschorr@jaguarlandrover.com](mailto:sschorr@jaguarlandrover.com)

Wayne York Kung  
Product Communications Manager  
Jaguar Land Rover North America,  
LLC  
201.760.8591  
[wkung@jaguarlandrover.com](mailto:wkung@jaguarlandrover.com)

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## **LAND ROVER REVEALS ALL-NEW RANGE ROVER SPORT**

### **2014 US Models and MSRP<sup>4</sup>:**

Range Rover Sport SE:	\$63,495 3-Liter Supercharged V6 340hp
Range Rover Sport HSE:	\$68,495 3-Liter Supercharged V6 340hp
Range Rover Sport Supercharged:	\$79,995 5-Liter Supercharged V8 510hp
Range Rover Sport Autobiography:	\$93,295 5-Liter Supercharged V8 510hp
<i>Price includes \$895 destination and delivery<sup>4</sup></i>	

### **At A Glance:**

- **Fastest, most-agile, and responsive Land Rover ever**
- **All-new high strength aluminum structure provides a weight savings approximately 800lbs. over the previous generation Range Rover Sport**
- **Improved agility and exceptional performance with improved fuel economy and reduced emissions**
- **New 5+2 third row seating option for occasional use**
- **Choice of 340hp supercharged V6 or a 510hp supercharged V8 engines**
- **Standard eight speed automatic transmission by ZF**
- **Choice of transfer cases - single speed Torsen or two-speed locking with low range**
- **Advanced electronic driver assistance technologies**
- **Superbly crafted, luxurious interior**
- **Standard Intelligent Stop/Start technology to improve fuel economy and reduce emissions**
- **Available new fully automatic Terrain Response<sup>®</sup> 2 system**
- **Exceptional on-road dynamics and all-terrain performance provides an unrivalled breadth of capability**

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**(NEW YORK, N.Y.) – March 26, 2013** — The all-new 2014 Range Rover Sport made its world debut today in New York City. It will be the fastest, most agile and responsive Land Rover ever. The Manhattan skyline provided the perfect backdrop for this world premiere, as the United States is the world's largest market for Range Rover Sport and the New York metropolitan area is the top market in the world. 6.

Developed alongside the 2013 Range Rover, the new Range Rover Sport delivers exceptional on-road dynamics with genuine Land Rover all-terrain capability. The



technologically advanced Range Rover Sport presents an assertive and muscular exterior, luxurious interior, and the practical flexibility provided by the option of 5+2 third row seating for occasional use.

Featuring Land Rover's breakthrough suspension design and innovative dynamic chassis technologies, the Range Rover Sport features an all-new aluminum unibody architecture to achieve a weight savings of approximately 800lbs. *(Note to editor: The previous generation vehicle featured an "Integrated body-frame," which was composed of a steel unibody mounted on a full frame chassis).*

This weight reduction transforms the vehicle's dynamic performance, enabling it to blend agile handling with exceptional comfort and to offer a unique mix of sporting luxury and a dynamic, engaging driving experience.

Speaking ahead of the official world premiere at the New York International Auto Show, Land Rover Global Brand Director John Edwards said: "The all-new Range Rover Sport is a vehicle that has been designed and engineered without compromise. With Land Rover capability at its heart, it is one of the most road focused vehicles we've ever produced, but of course still offers unsurpassed all-terrain capability. It is a vehicle which is designed to be driven. We've taken ride, handling and agility to another level for Land Rover to deliver a truly rewarding, sporting, drive together with unmatched luxury, capability and versatility.

"Building on the success of the recently launched flagship Range Rover, the new Range Rover Sport also employs a vast array of new technologies which help to transform its performance, refinement and all round capabilities," adds Edwards.

## **2014 RANGE ROVER SPORT**

1. RANGE ROVER SPORT DESIGN
  - 1.1 Bold and progressive exterior design
  - 1.2 Modern, luxurious interior with a strong sporting character
  - 1.3 Individual choice for discerning customers
2. DYNAMIC CAPABILITY
  - 2.1 Connected on-road dynamics
  - 2.2 Off-road capability
  - 2.3 Range Rover Sport powertrains
  - 2.4 Enhanced efficiency drives improved sustainability



2.5 Customer-focused vehicle and safety technologies

3. UNCOMPROMISED REFINEMENT AND VERSATILITY

3.1 Refined and luxurious experience

3.2 Uncompromised space and versatility

## 1. RANGE ROVER SPORT DESIGN

The all-new Range Rover Sport has been designed to capture the distinctive DNA of its predecessor, but with a bold evolution that places it at the heart of the three-model Range Rover portfolio, between the flagship Range Rover and the Range Rover Evoque vehicles.

With its 'faster' windshield angle, streamlined profile and sloping roofline, the new Range Rover Sport is 8-percent more aerodynamic than the previous model and achieves a drag figure of Cd 0.34.

### 1.1 Bold and progressive exterior design

The 2014 Range Rover Sport is just 2.5-inches longer than its predecessor. At 191-inches, it is shorter than many mid-sized sedans, bringing greater maneuverability and ease of parking. A wheelbase that's longer by 7-inches yields greater room and improved access for rear passengers. The new 2014 Range Rover Sport is 5.9-inches shorter and 2.17-inches lower than the new 2013 Range Rover on which it is based. It weighs about 100lbs. less than the Range Rover when similarly equipped.

New interpretations of classic Range Rover Sport design cues include the signature clamshell hood, floating roof, and side fender vents. The vehicle also features bold new versions of the powerful wheel arch design, horizontal body feature lines and distinctive rocker moldings; all are key elements of the model's strong design heritage. While retaining the powerful Range Rover Sport character, the front end has a modern, streamlined appearance, with its slimmer lights, rearward sloping grille and sculpted corners.

### Finely crafted details

Design details emphasize the new, more dynamic and contemporary character of the Range Rover Sport. The side fender vents have a more dynamic, sloping treatment and are matched by twin vents in the hood. The established Range Rover Sport two-bar theme is reflected in the twin strakes on the fender vents, the two-bar front grille and the twin lines in the tail lamp designs.



Near-flush side glass and a premium gloss black finish on the pillars accentuate the Range Rover floating roof design – which can be highlighted with contrast roof colors – while also emphasizing the streamlined body. Brembo brake calipers finished in red, and a Black Package, which removes all brightwork from the exterior, are also available.

At the front, the large outboard air intakes and bold trapezoidal shapes housing the central bumper beam and skid plate convey high-performance and high-capability. At the rear, a skid plate flanked by large twin exhaust outlets repeats the trapezoidal theme.

The headlight clusters use distinctive new LED signature designs, with the slimmer lights creating an aggressive, technical appearance. A new compact design for the rear lamp clusters uses LED technology. The main tail and stop lamps echo the headlamps' distinctive design language. Both front and rear lamps flow round into the shoulders of the body with the distinctive tapering blade design featured on the other Range Rover vehicles.

## **1.2 Modern, luxurious interior with a strong sporting character**

The interior has a sophisticated and modern appearance, incorporating distinctive Range Rover Sport design cues and providing the driver with a luxurious and sporting cockpit. For the new model, the strong, architectural forms of the design have been enhanced by a cleaner, purer surface treatment, beautifully executed using premium materials.

The centerpiece of the cabin is the bold intersection between the instrument panel's strong horizontal elements and the center stack's vertical lines. The cockpit's dynamic character is enhanced by the faster angle of the center stack. Its satin chrome pillars flow from the instrument panel through into the rear cabin, and the aluminum accents flow from the center console into the dashboard fascia.

The center console is mounted higher than before, positioning the controls closer to the driver and creating a cossetting feel for the front occupants. The smaller-diameter, thicker-rimmed steering wheel, vertical gear shifter and seats with generous side bolsters support the sporting ambience.

The front and rear seats feature a sculpted design with enhanced padding to the front, and individualized seating in the second row. Increased rear seat comfort is provided by improved rear legroom (nearly an additional inch of knee room) and shoulder-room, plus split rear seats and the option of powered third-row seats. The third row is designed for occasional use, and power-folds flat into the floor to preserve cargo versatility.



### **Superior materials, superior craftsmanship**

The new Range Rover Sport is crafted using the highest quality materials, with carefully selected colors and textures to enhance the model's unique blend of luxury with a distinctive sporting character. The use of modern finishes and veneers gives the cabin a dynamic and contemporary feel.

More luxurious soft-touch surfaces are used for key touch points around the cabin, such as the dashboard fascia mid-section. Authentic metal details include the satin chrome pillars each side of the center stack and the choice of distinctive aluminum finishes on the center console, fascia caps and door trim.

The focus on quality and traditional craftsmanship can be seen in the beautifully tailored twin-needle stitching used to finish the sumptuous leather seats and leather-wrapped interior surfaces. Range Rover designers specify all aspects of the stitching, from the length and direction of the stitches, to the spin, thickness, and material of the thread, and even the size and shape of the needle.

### **1.3 Individual choice for discerning customers**

For maximum personalization, the new Range Rover Sport offers individualized choices for customers. An expanded choice of special features includes color-themed interiors with multi-toned designs and a range of alloy wheels from 19- to 22-inches.

Selecting a 'Dynamic' pack on Supercharged and Autobiography models adds exclusive trim options and performance features, among them a gloss black grille and exterior details, body-colored lower bumpers and side sills, unique interior color themes and finishes, plus an increased top speed of 155 mph (250km/h)<sup>2</sup> for the supercharged 5-liter, special 21- or 22-inch alloy wheels, and red Brembo brake calipers.

The full range of design options available to Range Rover Sport customers will include:

- 11 interior color themes, plus additional choice of seat color
- 4 aluminum interior finishes, 3 real wood veneers
- 3 headliner colors
- 19 exterior paint finishes
- 3 contrast roof colors – Corris Grey, Santorini Black or Indus Silver
- Wheel options from ranging from 19-22 inches
- Atlas Silver, Dark Atlas or Gloss Black finish for the exterior accents
- Illuminated side sills



## **2. DYNAMIC CAPABILITY**

The Range Rover Sport marks a significant step forward for the model, adopting advanced vehicle technologies and new powertrains from the highly acclaimed new Range Rover, to transform the driving experience for customers seeking the ultimate premium sports SUV. Unprecedented investment in premium construction technologies has reinforced the Range Rover Sport model's position in the SUV segment and allows it to deliver significantly improved on-road handling with enhanced capability in challenging off-road conditions.

### **2.1 Connected on-road dynamics**

The new Range Rover Sport has been engineered to deliver dramatically improved on-road driving dynamics, with connected and agile handling complemented by enhanced ride and refinement. The vehicle's aluminum unibody platform – engineered in parallel with the new Range Rover – is 39 percent lighter than the previous model's semi-unibody plus chassis frame design, leading to significantly improved agility and performance.

This new stiff and light structure is supported by all-new front and rear suspension systems, which are designed to deliver a much broader range of dynamic capabilities across all terrains. An all-new steering system, four-corner air suspension, and the latest chassis and stability technologies – including upgraded Dynamic Response and Adaptive Dynamics systems – also contribute to the new vehicle's enhanced capability.

Its on-road dynamics are characterized by direct steering, with increased handling agility and reduced body roll delivering flatter, more confident cornering. Ride comfort and refinement have also been improved, delivering enhanced bump absorption and an effortless, supple feel.

#### **Lightweight suspension**

Underpinning the enhanced driving capability of the new Range Rover Sport is a new fully independent aluminum suspension that is double isolated, with wide-spaced double-wishbones at the front and a multi-link layout at the rear. The system delivers impressive wheel travel – with 10.2-inches (260mm) of front travel, 10.7-inches (272mm) at the rear. With 21.5-inches (546mm) of articulation, the suspension delivers the composure to deal with the toughest conditions.

The high strength aluminum chassis architecture is combined with a next-generation four-corner air suspension to maximize the vehicle's versatility both on- and off-road. This next-generation air suspension now offers variable ride height with two off-road lift settings: 1.4-inches lift for standard use



and a 2.6-inches lift for more severe off-road use (This compares to a single 2.2-inches lift position on the previous model).

The maximum ground clearance is available up to 31 mph (50 km/h). The system provides up to 4.5-inches (115mm) of regular movement, from the lowest setting 'access height' (now 0.4-inches / 10mm lower at 1.9-inches / 50mm lowering for easier entry and exit) to the standard off-road height. An automatic extension is triggered when on-board sensors determine additional 1.4" of lift is needed, and an additional manually selected extension of 1.4" can give a total adjustable height range of about 7-inches (185mm).

### **Advanced technologies enhance dynamics**

A key element of the vehicle's agile and engaging character is a new **Electric Power Assisted Steering (EPAS)** system featuring variable-ratio speed-sensitive assistance. The system has been tuned for a responsive and confident character. Geared for 3.0 turns lock-to-lock, the system provides a faster overall steering ratio, but is slower just around the on-center position for enhanced stability and control at speed.

Advanced chassis and vehicle technologies enhance suspension performance. Supercharged V8 models are equipped with a dedicated **Dynamic mode** in the Terrain Response® 2 system<sup>3</sup>, providing a more sporting bias during enthusiastic on-road driving, with a firmer ride, tighter body control, reduced roll and responsive steering and performance. Dynamic mode activates performance calibrations for a wide range of vehicle and chassis systems including the electric power steering, throttle and transmission responses, damping and lean control, and settings for the traction and stability systems.

For the ultimate sporting driving experience, Dynamic mode<sup>3</sup> is specified in combination with a number of key technologies, including Dynamic Response active lean control, a Dynamic Active Rear Locking Differential, and Torque Vectoring by Braking. Significantly reducing the amount of body lean during cornering, **Dynamic Response** transforms vehicle handling and occupant comfort. This new two-channel active lean control system is capable of controlling the front and rear suspension independently. This allows it to be tuned to deliver increased low-speed agility, along with enhanced control and stability at high speed.

The **Dynamic Active Rear Locking Differential** employs an electronically controlled differential that can vary the degree of lock-up almost instantaneously to further maximize traction, handling and cornering stability. The rear differential can react 70ms faster than one in the outgoing model.





**Torque Vectoring by Braking** uses the vehicle's brake system to generate the effect of a torque vectoring differential. This feature constantly balances the distribution of engine torque among the four wheels during cornering, resulting in improved grip and steering, and a reduced level of understeer.

The system uses the Dynamic Stability Control (DSC) module and monitors the vehicle 100 times per second. As the Range Rover Sport accelerates through a corner, the system uses yaw sensors to detect the onset of understeer. To reduce understeer, imperceptible levels of braking are used to correct the vehicle attitude, while engine torque is transferred to the outside wheels, which have more grip, thus maintaining traction and steering control.

Supercharged V8 models are also equipped with **Adaptive Dynamics**, featuring continuously variable dampers, providing the optimum balance of ride and control by offering infinitely variable damper settings between soft and firm extremes. The Adaptive Dynamics system monitors vehicle movements at least 500 times a second, reacting to driver or road inputs virtually instantaneously to give greater control and minimize body roll, providing a composed, flat ride.

### **Sports Command Driving Position enhances confidence and control**

The Sports Command Driving Position combines the supreme sense of confidence and control offered by the Range Rover, but with a sporting, less upright seating position similar to that in the Evoque. This driving position offers an elevated and reassuring view of the vehicle's surroundings, and the new model retains excellent visibility over the hood. Meticulous attention to vehicle packaging and the pillar design have improved all-round visibility. All Range Rover models are developed with headroom targets that take into account head movements that occur in off-road driving.

### **Intuitive display technologies**

The main instrument cluster consists of clear analog gauges with a 5-inch TFT display, while on certain high specification models; a new 12.3-inch high-resolution TFT virtual gauge display is available. This is accompanied by an 8-inch high-resolution touchscreen display on the center console for infotainment and secondary functions<sup>1</sup>.

The screen designs on both displays create the impression of 3D surfaces, beautifully lit with subtle chrome detailing. Each display is able to adapt its content according to the driving situation. For example, in Dynamic mode, the two primary dials in the 12.3-inch display adopt a sporting red color scheme, with the current gear position presented prominently between the two dials.





The control layout has been significantly simplified, with 50 percent fewer switches than before. The intuitive approach is reflected in the other major controls, such as the vertical gear shifter, the rotary Terrain Response® 2 control, the simplified climate control dials and the twin five-way toggle switches and auxiliary functions on the steering wheel.

## **2.2 Off-road capability**

Building on Land Rover's history for tackling the toughest climates and road surfaces, the 2014 Range Rover Sport has been developed to achieve all-terrain capability, with supreme composure in all conditions.

### **Terrain Response® 2 and off-road technologies**

The Range Rover Sport vehicle enhances its status through the introduction of the next-generation version of Land Rover's Terrain Response® system<sup>3</sup>, which takes the capabilities of the acclaimed technology to a new level of ease of use and effectiveness.

Developed by a small team of Land Rover specialists, **Terrain Response® 2** features an Auto setting that uses sophisticated systems to analyze the current driving conditions, and automatically select the most suitable terrain program. Ensuring that the vehicle is always driving using the optimum mode, the new system is able to switch completely automatically between the five settings: General, Grass/Gravel/Snow, Mud/Ruts, Sand and Rock Crawl. Like previous Terrain Response® systems, each setting optimizes drivability and traction by adapting the responses of the engine, transmission, differentials, and chassis systems to match the demands of the terrain.

While it functions automatically, Terrain Response® 2 will also provide the driver with additional advice, such as when to select low range or raise the vehicle to off-road ride height, when the system calculates that it is necessary.

Stuart Frith, Range Rover Sport Chief Program Engineer, explained: "Land Rover's Terrain Response® 2 enables even non-expert drivers to benefit from the system's full capabilities, confident that the vehicle is automatically configured in the best possible way for each moment of their trip."

Land Rover Terrain Response® is complemented by standard innovative driving aids<sup>3</sup> including Hill Descent Control (HDC), Gradient Release Control (GRC), Hill Start Assist (HSA), Dynamic Stability Control (DSC), Electronic Traction Control (ETC), and Roll Stability Control (RSC). Performance of



braking and stability systems is enhanced by the latest Bosch 6-piston brake modulator, which delivers faster, precise responses and smoother, quieter operation.

### **Full-time intelligent 4WD systems**

The new Range Rover Sport offers a choice of two full-time intelligent 4WD systems, each able to deliver outstanding traction on even the most challenging low-grip surfaces.

A two-speed transfer case system is available, with a low-range for the most demanding off-road conditions, and features a 50:50 percent default front to rear torque split. Optimum traction is maintained through an electronically controlled multi-plate clutch in the center differential, which can distribute torque between the wheels at any ratio between 100 percent front and 100 percent rear. This is combined with responsive and sophisticated electronic traction control systems. The transfer case offers selectable high and low range with shift-on-the-fly capability at speeds up to 37 mph (60km/h). The 2.93:1 low range ratio yields an extremely low crawl speed.

The standard system, which is 40lbs. lighter, features an all-new single-speed transfer case with a Torsen® differential. Its 42:58 percent default front to rear torque split is designed to provide a rear-wheel drive bias for optimum driving dynamics, while maintaining off-road performance capability.

The Torsen center differential constantly varies torque distribution between 62 percent front and 78 percent rear depending on conditions and grip available. The traction control system has been tuned to work in conjunction with the differential to deliver excellent traction in all conditions.

To maximize traction and stability in extreme conditions, a Dynamic Active Rear Locking Differential is available in combination with the dual-range (high/low) 4WD transfer case. The locking rear differential has been engineered to work in conjunction with the electronic torque vectoring system.

### **Engineered for total capability**

The 2014 Range Rover Sport has been designed and engineered to deliver the incredible breadth of capability for which the marque is famous. The new body structure was designed and engineered in parallel with that of the new Range Rover, representing the most extensive optimization process ever undertaken by Land Rover. Advanced computer simulations were used to analyze the punishing off-road loads that really push a vehicle's structure to its limits. One such example is the brutal 'ditch drop' impact.

The new Range Rover Sport features enhanced body geometry to handle all terrain conditions, with 2.3-inches more ground clearance than the previous model at 11.2-inches (measured at off-road ride height),



and generous approach and departure angles. The vehicle underfloor provides a smooth surface, with a smooth transition between suspension components, to reduce vulnerability to damage or interference.

Wading depth has been improved significantly – an increase of nearly 6-inches over the previous model to 33.5-inches, thanks mainly to an innovative air intake system, which draws air from stacks extending into the hood, before it flows down into the engine's intake system.

The re-engineered air suspension system with its new +1.4-inch (35mm) intermediate setting means that the off-road mode can be used at much higher speeds than before (50 mph / 80km/h vs 31 mph / 50km/h), which is especially useful in terrain with long, rutted dirt roads.

The all-new suspension offers outstanding wheel articulation, and this is further enhanced when the Dynamic Response active lean control system is fitted. If this system detects off-road conditions, it isolates the stabilizer bar and reduces the level of roll compensation, thus allowing greater wheel articulation and increasing the contact patch with the terrain. When operating in Dynamic Response mode, wheel articulation is 21.5 -inches (546mm).

### **Land Rover toughness and durability**

With engineering development using virtual simulation tools, followed by Land Rover's punishing on- and off-road test and development regime, the all-new Range Rover Sport has been engineered to achieve exceptional durability and reliability. Well over 20,000 physical tests have been completed across all components and systems, with a fleet of development vehicles covering countless thousands of miles over 18 months of arduous testing in more than 20 countries with extremes of climate and road surfaces.

Prototypes were driven in challenging off-road conditions such as sand, mud and snow, and their durability was put to the test in extreme exercises to verify deep wading, underfloor vulnerability, snatch recovery and towing at maximum towing weight. Further extreme strength tests include worst-case scenarios, such as driving into curbs at speed, bridge jumps, ditch drops and sideways curb strikes.

Punishing longer test regimes provide the ultimate challenge for durability and reliability including the month-long 'king of the sand' durability test in intense Middle East desert heat, a 5,000 mile flat-out endurance drive at the Nürburgring circuit in Germany, and grueling off-road test cycles involving thousands of miles at challenging UK proving grounds.



## **2.3 Range Rover Sport powertrain**

The all-new Range Rover Sport features a choice between a new 340hp 3-liter supercharged V6 engine and the formidable 510hp 5-liter supercharged V8 from the Range Rover Supercharged. Each is paired with an advanced 8-speed ZF automatic transmission, which deliver outstanding performance with immediate responses and a dynamic and connected character. The substantial weight saving of about 800lbs., courtesy of the aluminum platform, has helped to deliver both better performance and gains in fuel economy. A new standard Intelligent Stop/Start system can also reduce fuel consumption and reduce emissions in stop and go driving.

### **Formidable 510hp Supercharged V8**

The 510hp 5-liter V8 supercharged engine retains its place at the pinnacle of the Range Rover Sport line-up. With significant reserves of power and torque, the scale of the performance on offer is reflected in the 0-60 mph time of 5.0 seconds<sup>2</sup> (0.9 seconds faster than the previous model). The stunning performance is accompanied by a sporting soundtrack generated by a specially tuned exhaust system and sound symposer on the intake system.

The V8 has a compact all-aluminum design, with low levels of internal friction. The engine is managed by a new Bosch engine management system. High-pressure direct injection uses a centrally mounted, multi-hole, spray-guided injection system. Efficiency is further enhanced by a cam torque actuated, dual independent variable camshaft timing system. A sixth-generation, twin vortex system supercharger is fitted, which offers superior thermodynamic efficiency and extremely refined noise levels.

### **New 3-liter Supercharged V6**

A new 340hp 3-liter V6 engine delivers generous torque throughout the rev range, delivering confident performance with outstanding refinement with improved efficiency. As a 90-degree engine based on the Land Rover 5-liter V8, the V6 features an innovative balance weight system to ensure exceptionally smooth and refined performance. With a weight reduction of about 800lbs., the new 340hp supercharged V6 Range Rover Sport is quicker than the previous model with its 375hp 5-liter V8, achieving the dash from 0-60 mph in 6.9 seconds<sup>2</sup>, a reduction of 0.3 seconds. Enthusiastic drivers will also be pleased with a sporting engine note, emphasized by using a sound symposer on the intake system.

### **Advanced 8-speed automatic transmission**

Both Range Rover Sport engines are paired with the advanced electronically controlled ZF 8HP70



8-speed automatic gearbox, tuned by Land Rover engineers to combine silky-smooth shifting with exceptionally rapid responses and excellent fuel economy. With eight closely spaced ratios, gear changes are almost imperceptible, with each shift completed in just 200 milliseconds.

Controls include the sporting vertical gear shifter, plus the option of steering wheel-mounted paddle-shifters. Either system enables the driver to take control of gear shifting manually – the transmission will also accept multiple downshifts, maintaining an absolutely smooth transition between ratios.

The transmission is tuned to select torque converter lock-up as early as possible to reduce slip and energy loss. The wider ratio spread, tall overdrive top ratio and the fact that no more than two internal clutches are open at any one time, all contribute to improved fuel economy and lower emissions. Transmission Idle Control disengages 70 percent of the drive torque when the vehicle is stationary and the engine is idling in Drive, reducing energy consumption in urban conditions. In cold conditions, the transmission selects a lower gear to speed warm up and quickly get the engine up to its efficient operating temperature.

## **2.4 Enhanced efficiency drives improved sustainability**

The new Range Rover Sport demonstrates Land Rover's commitment to enhancing the sustainability of its products and operations. The new Range Rover Sport takes a comprehensive approach to reducing environmental impact throughout the life-cycle of the vehicle, from development and manufacturing, to customer use and end-of-life.

### **High-strength aluminum construction**

The all-new Range Rover Sport features an advanced all-aluminum body structure, delivering significantly reduced weight, improved performance and enhanced sustainability, thanks to the manufacturing process's reduced CO<sub>2</sub> footprint.

This advanced aluminum architecture underpins the next generation of Range Rover SUVs – including the recently launched Range Rover flagship model – and is the result of a £1 billion GBP investment program. The next-generation platform design continues Jaguar Land Rover's leadership in such aerospace-inspired, high-performance aluminum structures, having pioneered this technology in mass production since 2003.



### **High-strength aluminum structure is light, strong, and refined**

The all-aluminum unibody structure helps to reduce the combined body/chassis weight by 39 percent compared to the previous steel unibody mounted on a full frame chassis. Not only is the aluminum structure impressively light, it is also incredibly strong. The body has been engineered to withstand the same punishing off-road use as all Land Rover vehicles. The joints in the shell are riveted and bonded together using aerospace techniques adapted for automotive use. Traditional energy intensive construction methods, such as spot welding, are not required. The Range Rover Sport is constructed in an all-new aluminum specific body fabrication shop.

Critical to engineering such a weight-efficient body is the way different forms of aluminum components are employed within the structure: press formed panels, plus cast, extruded and rolled aluminum alloy parts, are combined in a rigorously developed structure where the strength is concentrated precisely where the loads are greatest. The resulting structure protects occupants using a strong and stable safety cell, and provides a very stiff platform for superior NVH and vehicle dynamics.

Innovations to further reduce weight and enhance performance include the first automotive use of high strength AC300 aluminum within the crash structure. In another automotive first, the entire vehicle body sides are formed as single aluminum panels – reducing the number of joints, eliminating complex assemblies and improving structural integrity.

### **Advanced technologies cut weight by 800lbs.\***

Land Rover engineers have combined the high-strength aluminum structure with substantial weight reductions throughout the chassis, driveline and interior systems, to deliver a weight savings of about 800lbs. when compared to a similarly equipped previous generation model.

Key weight-saving technologies in the vehicle include:

- All-aluminum door construction, including high-strength aluminum side intrusion beams
- All-new front and rear suspension design with aluminum front and rear subframes
- Painstakingly developed spring, damper and anti-roll bar designs
- Aluminum final drive units and driveline components including new single-speed 4WD system with a Torsen differential
- High precision magnesium castings used for the cross car beam and front end carrier
- SMC (Sheet Molded Composite) tailgate
- High-strength steel seat structures



### **Streamlined aerodynamics**

The aerodynamic performance of the new Range Rover Sport was honed during an intensive development campaign using computational fluid dynamics (CFD) simulation tools. Special aerodynamic innovations produced during development included:

- **Aerodynamic underfloor paneling** – extensive paneling creates a smooth, flat profile under the vehicle. Additional deflectors have been added around the front and rear suspension components, with front and rear undertrays around the main driveline components.
- **Enhanced air flow** – detail features to improve air flow include near-flush glazing on the A-pillars and vehicle side glass; separation edges incorporated in the rear lamps and D-pillars; optimized shaping of the door mirrors and upper rear spoiler.

Special attention has also been given to water management on the vehicle, including a hydrophobic coating on the front side door glass to help keep it clear of droplets, roof panels shaped to avoid unwanted drips when the tailgate is opened and a rear washer/wiper designed to avoid annoying drips.

### **Efficiency maximizing powertrain technologies**

The advanced powertrains in the new Range Rover Sport have been extensively engineered to minimize fuel consumption and emissions. To ensure the greatest possible fuel efficiency, the latest Range Rover Sport powertrains incorporate a comprehensive selection of fuel saving technologies, including:

- **Stop/Start system** – Intelligent Stop/Start system, which reduces fuel consumption by up to seven percent. The system features a Tandem Solenoid Starter with a dedicated secondary battery for instant restarting.
- **Smart regenerative charging** – the electrical charging system has an intelligent power management system that prioritizes charging when the vehicle is decelerating, capturing the wasted kinetic energy and reducing the fuel demand of the electrical system.
- **High-pressure direct injection** – engines feature the latest high-pressure direct injection technology for efficient combustion.
- **Low-friction designs** – developed to minimize internal powertrain frictional losses.
- **Low viscosity transmission fluids** – the 8-speed automatic is specified with the latest low viscosity fluid to maximize efficiency.

The new Range Rover Sport further reduces fuel consumption by adopting energy efficient Electric Power Assisted Steering (EPAS) in place of the previous hydraulic system.





Drivers may also make use of a new ECO Driving feature which provides them with fuel consumption information via the 8-inch touchscreen, to help them adopt more economical driving habits.

### **Sustainable by design, with a full lifecycle approach**

The all-new Range Rover Sport has been designed with a full lifecycle approach, aiming to minimize the environmental impact by considering the entire lifecycle of the vehicle: from development and manufacturing, through customer use, to end-of-life recycling and re-use. Each element of the lifecycle was analyzed with a view to consuming fewer natural resources, using more sustainable materials and minimizing the generation of waste. The development process has included a full lifecycle assessment in line with ISO 14040/14044.

The new model's aluminum construction makes a major contribution to its reduced carbon footprint. Up to 75-percent of the aluminum material is sourced from reclaimed content, including closed loop recycling of waste metal from the manufacturing process, resulting in a significant saving of energy and emissions (body panels made from recycled material use only 5-percent of the energy required for new aluminum). Further energy is saved during the manufacturing process, which does not require highly energy intensive processes like welding.

Recycled and renewable materials have been used wherever possible. High specification vehicles use up to 59lbs. (26.7kg) of recycled plastics, diverting thousands of tons of plastic from landfill during the carline's life. Natural and renewable materials, such as the luxurious leathers and veneers, represent nearly 62lbs. (28kg) in each vehicle.

## **2.5 Customer-focused vehicle and safety technologies**

The all-new Range Rover Sport has been engineered with the latest developments in customer-focused technologies to enhance comfort and confidence, from premium interior features to advanced chassis and driver assistance technologies.

### **Smart driver assistance technologies**

The new Range Rover Sport is packed with smart, relevant technologies to ensure that drivers enjoy a relaxed and stress-free experience. An innovative digital camera system supports three driver assistance features that help deliver improved driver awareness<sup>3</sup>. Mounted next to the rear view mirror, the forward facing camera captures a view of the road ahead, which is analyzed by an on-board computer.



***Lane Departure Warning*** (limited availability during first year)<sup>3</sup>

This system is designed to warn the driver via a vibration in the steering wheel if an unintentional drift out of the lane begins. If the vehicle drifts from the center of the lane, and the system does not detect an obvious lane-change maneuver or use of the signals, the vibration alert is triggered. This is reinforced by an alert in the instrument cluster. The system operates above 37 mph (60km/h) so it does not interfere in urban conditions. The driver can adjust the system's sensitivity (two levels) and the alert intensity (three levels), or can turn the system off.

***Traffic Sign Recognition*** (limited availability during first year)<sup>3</sup>

This system uses the camera to identify traffic signs on either side of the road and on bridges, providing the driver with information about the latest detected speed limit, road closure signs and passing regulations via the instrument cluster display. To indicate how recent the information is, the displayed sign fades away in a series of steps as the distance increases from the sign. The driver can configure the system to flash the speed limit sign in the display when the vehicle exceeds a limit that he or she sets.

***Automatic High Beam Assist***<sup>3</sup>

This system switches the headlamps automatically between high and low beam, helping to maximize visibility and avoid the distraction of switching the lamps manually. The system identifies the headlights or taillights of other vehicles so that low beam can be activated when required. Ambient lighting levels are also monitored so high beam is not used in built-up areas.

***Flank Guard*** (limited availability during first year)<sup>3</sup>

Flank Guard helps alert the driver to potential side impacts, and scrapes on the sides of the vehicle during tight man maneuvers such as in parking garages, where it can be challenging to drive around pillars, barriers or other vehicles. The new feature is enabled by the addition of extra distance sensors on the vehicle (now 6 sensors front and rear, instead of 4), which provide wider coverage around the vehicle than conventional park distance sensors. The driver is warned of potential impacts by audible beeps, while the central instrument cluster display uses distance bars to indicate the proximity of objects. Using information on the vehicle's steering angle and trajectory, the system only warns when there is a threat of impact, and can ignore close objects if the vehicle is steering away from them.

Additional driver assistance features available include an enhanced ***Adaptive Cruise Control*** (ACC)<sup>3</sup> which operates even when the vehicle is travelling slowly or is stationary. Adding to the standard ACC functionality, which maintains a pre-set time gap to the vehicle in front, the new ***Queue Assist***<sup>3</sup> feature extends the ACC function to allow the vehicle to come to a stop when it reaches a traffic stoppage. When



the car in front moves off, the driver can resume ACC operation by briefly touching the accelerator. The Range Rover Sport then accelerates back to the pre-set cruising speed, maintaining the selected time gap to vehicles ahead.

For enhanced awareness in congested traffic conditions, Range Rover Sport drivers can also specify advanced new technologies to alert them to nearby vehicles that could create a hazard.

***Blind Spot Monitoring*** (limited availability during first year)<sup>3</sup>

This system uses side-mounted radar sensors to survey potential blind spots either side of the vehicle and alert the driver when vehicles are detected within this area. The system is engineered to work at speeds commonly encountered in urban conditions or on congested highways.

It is now combined with ***Closing Vehicle Sensing***<sup>3</sup>, a new feature that scans a zone much further behind the vehicle to detect vehicles which are closing quickly and which could cause a threat during a lane change maneuver. Drivers are alerted by a rapid flashing of the Blind Spot warning light in the corresponding exterior mirror.

***Reverse Traffic Detection***<sup>3</sup> uses radar detectors in the rear of the vehicle to warn about potential collisions during reversing maneuvers. The system is active when reverse gear is selected and can detect a vehicle approaching from either side, alerting the driver to a potential collision.

***Adjustable Speed Limiter Device***<sup>3</sup>, which enables the driver to set their own personal maximum speed limiting governor. This can be quickly deactivated by driver demand if needed.

***Surround Camera System***<sup>3</sup> incorporating "T-Junction" (Intersection) view, Trailer reverse park guidance and Trailer hitch guidance.

***Adaptive Xenon*** headlamps - which turn in the direction of steering travel.

**Electric Power-Assisted Steering with advanced Park Assist functions**<sup>3</sup>

The new Range Rover Sport model's electric power-assisted steering enables advanced Park Assist features, including:

- ***Park Assist*** – which helps to identify a suitable parallel parking space, and then automatically steers the vehicle into place. The driver controls gearshift selection, throttle, and brake application.



- **Park Exit** (*limited availability during first year*) – which helps drivers exit tight parallel parking spaces, by automatically steering the vehicle back onto the road.
- **Perpendicular Park** (*limited availability during first year*) – which extends the function of the system to help the driver to reverse into perpendicular spaces, using sensors to help identify a suitable space where the vehicle can be parked and the doors on each side opened safely.

Each of the functions provides the driver with clear instructions via the instrument cluster display, and uses the Park Distance Controls, and Camera systems (where fitted) to help warn the driver of objects in close proximity during the maneuver (multiple shuttles back and forward may be required to complete the maneuvers safely and accurately).

### **Powerful braking and enhanced active safety technologies**

The new Range Rover Sport has been engineered with a powerful braking system, featuring (on the supercharged 5-liter) six-piston lightweight Brembo front calipers for enhanced performance. The generous disc diameters of 14.96-inches (380mm) front /14.32-inches (365mm) rear (or 13.8-inches / 350mm front / 13.8-inches / 350mm rear on V6 models, and those fitted with 19-inch wheels, provide huge thermal capacity, capable of achieving outstanding stopping performance.

Stopping power is complemented by a comprehensive suite of active safety technologies, designed to enhance braking, stability and traction.

The full suite of active safety features<sup>3</sup> on the new Range Rover Sport includes:

- Dynamic Stability Control (DSC)
- Roll Stability Control (RSC)
- Electronic Traction Control (ETC)
- Trailer Stability Assist (TSA)
- Hill Descent Control (HDC) and Gradient Release Control (GRC)
- Hill Start Assist (HSA)
- Engine Drag Torque Control (EDC)
- Anti-lock Braking System (ABS)
- Electronic Brake Force Distribution (EBD)
- Emergency Brake Lights (EBL)
- Emergency Brake Assist (EBA)
- Corner Brake Control (CBC)



- Electronic Park Brake (EPB) - activates directly on the rear brake calipers and has been engineered to provide smooth and refined automatic disengagement.

### **Engineered for maximum occupant protection**

The all-new Range Rover Sport has been engineered to meet and exceed the most stringent global safety standards. It was developed in parallel with the new Range Rover, which was awarded a maximum five-star safety rating by the independent European testing organization, Euro NCAP. The body structure protects occupants using an incredibly strong and stable safety cell, which is complemented by a comprehensive system of airbags and restraints.

Computer simulation tools allowed engineers to conduct a significant number of 'virtual' crash tests long before physical prototypes were available. Vehicle crash performance has been verified during a rigorous program of 70 full vehicle crash tests and over 20 sled tests.

Designed to minimize peak impact forces and intrusion into the safety cell, while delivering maximum occupant protection, the aluminum body structure includes key features such as the use of high strength AC300 aluminum within the crash structure and a composite reinforced B-post area to maximize side impact protection.

The occupant safety package includes driver and passenger airbags, side curtain and thorax airbags (including an extended curtain airbag which covers passengers occupying the third row seats), and active front seat belts linked to the vehicle's emergency braking functions.

Pedestrian safety has been addressed with an optimized design for the front-end, bumpers, hood and cowl area to minimize potential injuries. Key measures include a raised hood A-surface, hood and bumper profiles designed for energy absorption, along with the optimization of the coupling of surface parts with under-body structures to maximize energy absorption.

### **3. UNCOMPROMISED REFINEMENT AND VERSATILITY**

Befitting its status, the all-new Range Rover Sport model's agile handling is accompanied by significantly improved levels of refinement and comfort, with the kind of premium features that make every journey a welcoming and luxurious experience.



At the same time, the new vehicle's appeal is extended further by new levels of versatility, with a spacious and flexible interior that offers the option of occasional use "5+2" seating, and the capability to take on whatever task is required, from towing a 7,700 pound trailer to taking the family on vacation.

### **3.1 Refined and luxurious experience**

Both front and rear seat passengers will appreciate the added comfort and convenience available in the luxurious leather-trimmed cabin, with their comfort being assured by the latest interior technologies.

#### **Superior NVH for all-day comfort**

The Range Rover Sport features low noise levels and refinement that match the highest luxury standards. Unwanted sounds and traces of harshness were eliminated through the use of advanced computer simulations in the engineering phase, followed by painstaking optimization with test cells using sophisticated analysis tools such as specialized acoustic cameras. Under hard acceleration there is sporting engine note from a sound symposer on the intake system – while the engines remain hushed at cruising speeds.

The structure incorporates extremely stiff chassis attachment points, to further minimize the transmission of noise and vibrations, while the use of stiff alloy suspension components, along with special developed bushings, help to eliminate road noise. Acoustic lamination applied to the windshield glass helps to further reduce powertrain noise as well as wind noise, which has been minimized through analysis with computational fluid dynamics and exhaustive wind tunnel tests.

All operating sounds within the new Range Rover Sport, from door closing sounds to the noises made by switches and motors, have been rigorously analyzed and refined to create premium sound quality.

#### **Enhanced ride quality**

With its long wheel travel and upgraded four-corner air suspension, the Range Rover Sport combines outstanding poise and stability with excellent ride isolation on all surfaces. Finely calibrated damping ensures that the vehicle delivers a supple and absorbent ride, along with excellent composure and body control.

#### **Premium interior features, with exclusive audio and seamless connectivity**

Luxury in the Range Rover Sport has been raised to a higher level with the latest premium interior features and technologies. Exclusive audio systems have been developed with **Meridian™**, a world



leader in audio technologies and digital sound processing. These Meridian™ systems promise stunning sound quality in all seating positions.

Three branded Meridian™ audio systems are available, ranging up to the stunning 1700W\*\* Signature Reference system which has 23 speakers including a subwoofer to offer the ultimate surround sound experience (*\*\* Power ratings are at a practically audio distortion free level of 0.2% THD + N [Total Harmonic Distortion plus Noise]*).

The three systems feature amplifiers that incorporate the latest Meridian™ digital processing technology to ensure ideal sound quality, along with high-efficiency speakers for exceptional clarity and dynamics. Range Rover and Meridian™ audio specialists have also applied the sophisticated Audyssey MultEQ XT audio tuning system, which digitally corrects any imperfections created by the cabin environment to deliver accurate, enveloping, and distortion-free sound throughout the vehicle.

The connectivity package<sup>1</sup> includes:

- Hands-free mobile phone via Bluetooth, enabling the phone to be controlled via the 8-inch touchscreen or steering wheel controls
- Bluetooth audio streaming, to play music stored on a phone, or other portable Bluetooth device, via the car's audio system
- Voice control, with intuitive 'Say What You See' display prompts
- USB connectivity for iPods/MP3 players or memory sticks

### **Travelling in the ideal climate**

The new Range Rover Sport features a new automatic climate control system that has been tested in punishing real-world conditions in temperatures ranging from +122 to -22 deg F. Two versions are available: A standard two-zone system provides individual controls for the driver and front passenger, or an optional premium four-zone system, which has an additional climate control unit in the rear compartment, and separate controls for driver, front passenger, and each side of the rear cabin.

Employing discharge air temperature sensors on all outlets, along with solar sensors in both front and rear compartments, the climate control system can respond quickly and accurately. With its independent heating and cooling capability in the rear compartment, the four-zone system offers exceptional rear seat comfort, with multiple outlets at upper and lower levels.





The new Range Rover Sport offers a full-size sliding panoramic glass roof. Significantly larger than the previous model's glass roof, the new glass roof has been engineered to maximize its length and width – with no unsightly supporting structure – to deliver an uninterrupted vista and enhanced headroom.

To maintain a comfortable interior temperature and to provide a sense of privacy, the toughened glass has a dark tint, and is treated to offer a high degree of solar protection. When additional shade or privacy is required, an electric fabric sun blind with a solar reflective coating can be extended across the full surface of the glass. An alternative fixed glass panoramic roof will be available in early 2014.

### **Added comfort and convenience in every detail**

Each aspect of the new Range Rover Sport has been meticulously refined with premium luxury in mind, with added comfort and convenience in every detail. New and enhanced features include:

- **Enhanced seating** – high series models now offer 14-way power adjustable front seats with new features including climate control, adjustable bolsters and winged headrests. Rear seats now offer adjustable recline and climate control, with a 60/40 split, while the versatility of occasional 5+2 third-row seating can be specified as an option.
- **Premium infotainment** – Rear Seat Entertainment (RSE) package with twin video screens and a dedicated remote control, RSE systems are supplied with 'White Fire' infrared wireless digital headphones, giving CD quality sound.
- **Customer configurable mood lighting** – sophisticated LED ambient lighting with variable colors that can be adjusted by the customer.
- **Powered tailgate** – power operation using the remote control key fob, buttons on the tailgate, or from the driver's seat. Remote close from the key fob is a new feature.
- **Keyless entry and start system** – Smart Key system enabling keyless entry and start.
- **Soft door close** – for additional convenience, the new model is offered with power latching on all doors.
- **Power operated child locks** – power operated child locks on the rear doors are fitted as standard.
- **Center Console Cooler** – a generous cooler compartment in the front center console armrest is available as an option.
- **Heated front windshield/seats/steering wheel** – for cold climates, the new model offers a heated windshield, plus individually adjustable heated front seats and steering wheel.



### **3.2 Uncompromised space and versatility**

The streamlined exterior conceals a surprise in the form of a spacious and versatile interior, exploiting the longer wheelbase and skillful interior packaging.

Stuart Frith, Range Rover Sport Chief Program Engineer, said: "The added space and seating flexibility makes this a car you can buy with your head, as well as with your heart. We have added a new level of versatility, without any compromise to the Range Rover Sport's incredible breadth of performance."

#### **Spacious interior with versatility of 5+2 third row seating for occasional use**

Even before prototypes were made, extensive development using a 3D CAVE virtual simulator verified that the space, practicality and visibility provided by the interior delivered the best possible experience for all occupants.

Interior packaging was optimized around a 7-inch (178mm) longer wheelbase, creating a spacious rear cabin with .9-inches (24mm) more knee room, while occupants also benefit from a wider cabin with increased shoulder and elbow room. A slightly lower rear seating position along with a larger rear door opening have also significantly improved the ease of access. Rear seat comfort has also been enhanced by the availability of rear seats with adjustable recline and heating/cooling, together with significantly improved second-row climate control performance as part of the optional four-zone system, which has an additional climate control unit in the rear compartment.

For additional versatility, neatly integrated third row seats can be optioned, and provide "5+2" third row seats designed for occasional use. These seats split 50/50 and are designed to be suitable for children and teenagers. They may also be used for adults on short trips. The second row seats tip and slide forward to provide access to the third row using a convenient lever on the backrest with one-hand operation. The second row seats also provide 3.8-inches (100mm) fore/aft movement to allow customers a flexible choice of space in the rear seat rows and in the luggage compartment.

The third row seats include power operation, and can be raised/lowered electrically using controls mounted on either side of the cabin and within the luggage area. When folded, the third row seats leave a flat floor, with no loss of capacity in the luggage compartment when compared to the 5-seat model.

#### **Enhanced luggage and stowage space**

Accessed via a power-operated tailgate, the luggage compartment offers increased volume compared to the previous model, even in vehicles equipped with third row seating. Interior stowage space has been



increased on all models, with a larger glove box, more generous door bins, twin 44oz cup holders in the center console, large central armrest stowage, plus improved cup holders in rear armrests.

### **Towing capability and lifestyle accessories extend versatility**

The all-new Range Rover Sport can tow up to 7,716lbs. (3,500kg). Key additional features to enhance towing include the Surround Camera system with Tow Assist for easier hitching and reversing, and the Trailer Stability Assist system.

Power-deployable side steps are available for the first time on Range Rover Sport. The full range of lifestyle accessories provides a wide selection of functional items including: roof rails and cross bars complemented by an extensive roof carrying range, exterior features including side protection tubes, side steps and stainless steel undershields, interior load carrying aids including loadspace liners, luggage guards and a rail system, and a new lockable security box.

*All data based on manufacturer's estimates*

*\*Lightest 'weight from' figure on previous Range Rover Sport 2535kg; lightest 'weight from' figure on all-new Range Rover Sport is 2022kg.*

*<sup>1</sup> Driving while distracted can result in loss of vehicle control. Do not operate, adjust or view the navigation or multimedia systems under conditions that will affect your safety or the safety of others. Only use mobile phones and other devices, even with voice commands, when it is safe to do so*

*<sup>2</sup> Always follow local speed limits*

*<sup>3</sup> These systems are not a substitute for driving safely with due care and attention and will not function under all circumstances, speeds, weather and road conditions, etc. Driver should not assume that these systems will correct errors of judgment in driving. Please consult the owner's manual or your local authorized Land Rover Retailer for more details*

*<sup>4</sup> Price shown is MSRP. Includes destination. Excludes, tax, title, license, retailer fees and optional equipment. Retailer price, terms and vehicles availability may vary. See your local authorized Land Rover retailer for details*



## 2014 Range Rover Technical Specifications

	3-Liter Supercharged V6	5-Liter Supercharged V8
<b>Height mm (in)</b>	1780 / 70.1	
<b>Width excl. wing mirrors / wing mirrors folded mm (in)</b>	1983 (78.1) / 2073 (81.6)	
<b>Length mm (in)</b>	4850 (191)	
<b>Wheelbase mm (in)</b>	2923 (115.1)	
<b>Approach angle deg</b>	25.8 (standard height) 33.0 (off-road height)	
<b>Departure angle deg</b>	26.4 (standard height) 31.0 (off-road height)	
<b>Ramp breakover angle</b>	20.6 (standard height) 27.0 (off-road height)	
<b>Wading depth mm (in)</b>	850 (33.5)	
<b>Turning circle m (ft)</b>	12.6 (41.3)	
<b>Drag coefficient (Cd)</b>	0.37	0.37
<b>Estimated Weight (kg)</b>	2144 kg (4727 lbs)	2310 kg (5093 lbs)
<b>Front suspension</b>	SLA suspension with twin lower links with air springs/CVD with Passive ARB or optional ARC	SLA suspension with twin lower links with air springs/CVD with ARC
<b>Rear suspension</b>	Integral link suspension with air springs/ CVD with Passive ARB or optional ARC	Integral link suspension with air springs/ CVD with ARC
<b>Brakes</b>	350mm ventilated disc front / 350mm ventilated disc rear	380mm ventilated disc front / 365mm ventilated disc rear
<b>Steering</b>	Electric Power Assisted Steering (EPAS) rack and pinion	
<b>Four wheel drive system</b>	Permanent four-wheel drive with standard locking center differential & Terrain Response™ 2, Available locking rear axle differential.	
<b>Engine type</b>	Longitudinal / 90 degree V6 / 24 Valve Quad cam DIVCT (Dual Independent Variable Cam Timing)	Longitudinal / 90 degree V8 / 32 Valve Quad cam DIVCT (Dual Independent Variable Cam Timing)



<b>Displacement cc (cu.in)</b>	2995 (182.8)	4999.7 (305.1)
<b>Bore / Stroke mm (in)</b>	84.5 / 89.0 (3.33 / 3.50)	92.5 / 93.0 (3.64 / 3.66)
<b>Compression ratio: 1</b>	10.5	9.5
<b>Max Power US bhp</b>	340	510
<b>Max Torque Nm (lb ft)</b>	450 (332)	625 (461)
<b>Transmission</b>	ZF 8HP70 Eight Speed Automatic	ZF 8HP70 Eight Speed Automatic
<b>Fuel tank capacity</b>	105 liters (27.7 US gallons)	105 liters (27.7 US gallons)

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#### **About Land Rover**

*Land Rover, the British maker of Land Rover and Range Rover sport utility vehicles, is renowned for providing its' clientele with some of the most luxurious and capable vehicles in the world. Every Land Rover product is equally at home both on and off road, and in any setting; be it in the heart of the city, or traversing the countryside. Today's Land Rover lineup includes the legendary Defender, LR2 (Freelander 2), LR4 (Discovery 4), Range Rover Sport, Range Rover and Range Rover Evoque. Land Rover designs, engineers, and manufactures their vehicles in the United Kingdom. Land Rover is fully engaged with sustainability initiatives and social concerns with continuous involvement in environmental and community programs. For more information visit the official Land Rover website at <http://www.landroverusa.com>.*

#### **About Jaguar Land Rover**

- *Jaguar Land Rover is the UK's largest automotive manufacturing business built around two iconic British car brands with a rich heritage and powerful consumer appeal and loyalty. Additionally, Jaguar Land Rover is at the centre of the UK automotive industry's drive to deliver technical innovation in all areas of vehicle development.*
- *As the UK's largest automotive employer, JLR has a world class team of nearly 25,000 people.*
- *In the 2011/12 fiscal year, JLR achieved record profits of £1.5 billion, an increase of £392m when compared to the previous year.*
- *Jaguar Land Rover is the largest investor in automotive R&D and engineering in the UK.*
- *Jaguar Land Rover has two state of the art engineering and design facilities and three advanced manufacturing plants in the UK.*
- *Headquartered in Mahwah, New Jersey in the United States, Jaguar Land Rover North America, LLC has offices across the USA and Canada and is represented by more than 330 retail outlets.*