

EMBARGO: 00:01 June 17th, 2010

INTRODUCING THE 2011 RANGE ROVER: THE MOST CAPABLE AND LUXURIOUS SUV IN THE WORLD

- New 4.4-litre LR-TDV8
 - o Power 313PS (an increase of 15.1 percent)
 - o Torque increased by 9.4 percent to 700Nm
 - o 14 percent reduction in CO₂ (down to 253g/km)
 - o Fuel consumption improved by 18.5 percent to 30.1mpg (EU combined)
 - o 0-60mph in 7.5 seconds
 - o 50-75mph drops from 6.3 seconds to 5.1 seconds
 - o Top speed 130mph
 - o Meets EU5 emissions regulations
- New ZF 8HP70 automatic transmission
 - o First 8-speed gearbox ever fitted to a Range Rover (LR-TDV8 only)
 - o Closer ratios improve comfort
 - o Wider ratio spread improves efficiency
 - o Transmission Idle Control reduces fuel consumption
- Terrain Response® enhancements
 - o Gradient Acceleration Control
 - o Hill Start Assist
- Improved interior equipment levels with optional reclining rear seats and laminated privacy glass

- Revised exterior design features enhance Range Rover's classic looks
- Optional Exterior Design Pack in a choice of eight colours
- Optional Harman Kardon Logic 7 1200 watt 19 speaker audio system
- Choice of five new alloy wheels
- 5.0-litre Supercharged LR-V8
 - o 510PS, 625Nm torque, EU5

"The 2011 Range Rover retains its position as one of the world's most complete luxury vehicles. Its combination of reduced CO₂ emissions and superior engine performance continue to make it a clear industry benchmark. And with the introduction of our all-new 'super diesel', we see the Range Rover delivering over 30mpg for the first time."

Phil Popham, Land Rover Managing Director

A new, class-leading V8 diesel engine, new 8-speed transmission, two significant Terrain Response® upgrades and subtle external styling all combine to ensure the 2011 Range Rover retains its crown as king of the luxury SUV segment.

The LR-TDV8 4.4-litre with parallel sequential turbocharging replaces the outstanding LR-TDV8 3.6-litre and is unique to the Range Rover. An all-new 'super-diesel', the LR-TDV8 combines superior power and massive torque with unparalleled levels of refinement. Despite the extra performance, this sublime V8 engine is cleaner too, delivering even lower fuel consumption and CO₂ emissions than its predecessor and meeting the stringent EU5 emissions standards. The headline news, though, is that the combined cycle fuel consumption of the new LR-TDV8 4.4-litre is just 30.1mpg, making this the first Range Rover ever to better 30mpg.

With 313PS and 700Nm torque, the Range Rover's new powertrain matches power with conscience, reducing CO₂ emissions by an impressive 14 percent. The new diesel engine is helped in this respect by its marriage to an impressive new, electronically controlled, ZF 8HP70, 8-speed automatic gearbox tuned by Land

Rover engineers to combine silky smooth shifting with exceptionally rapid response and outstanding fuel economy. This daunting combination is enough to catapult the Range Rover from rest to 60mph in a mere 7.5 seconds and complete the 50mph-75mph dash in just 5.1 seconds.

Available only on 4.4-litre LR-TDV8 models, this 'smart' transmission integrates with the diesel engine to deliver the most efficient operating regime in all conditions. To reflect the performance of the new 4.4-litre LR-TDV8, diesel models are fitted with the same Brembo-based braking system fitted to the 5.0-litre LR-V8 supercharged model. Providing the immense stopping power required for only the highest performing vehicles, the system comprises 380mm ventilated front discs with unique, lightweight aluminium six-piston opposed action monoblock calipers. 365mm ventilated discs with single piston sliding calipers are fitted at the rear.

For 2011, the Range Rover retains the same class-leading 5.0-litre LR-V8, supercharged petrol engine married to the ZF HP28 6-speed automatic transmission introduced in 2010. Developing 510PS and 625Nm torque the Supercharged LR-V8 will take the Range Rover from 0-60mph in a breath-taking 5.9 seconds.

The 2011 Range Rover is further enhanced by improvements to the Terrain Response® system in the form of Hill Start Assist and Gradient Acceleration Control. Inside the cabin there are optional illuminated treadplates for the front doors, new transmission controls for the diesel model, and improvements to the entertainment system. Detail improvement to the exterior include new 'Jupiter' grilles and side vents for the diesel models.

A new Exterior Design Pack option gives customers the chance to give their Range Rover a more individual look and new colours and wheels have been added to the range.

e_TERRAIN TECHNOLOGIES for reduced emissions

e_TERRAIN TECHNOLOGIES are specifically designed to target emissions and improve efficiency of Land Rover vehicles, without compromising luxury, refinement or all-terrain capabilities.

The 2011 Range Rover gains the remarkably efficient 4.4-litre LR-TDV8 engine which realises a reduction in CO₂ emissions of 14 percent from 294g/km to 253g/km compared to the outgoing 3.6-litre LR-TDV8 which it replaces. The new LR-TDV8 also complies with the latest EU5 emissions regulations which significantly reduces emissions of HC, CO₂ and NO_x.

Increasing the capacity by 22 percent over the 3.6-litre LR-TDV8 equates to a lower specific output than the smaller engine, significantly reducing emissions of engine-out NO_x. The new ceramic glow plugs operate 250°C hotter than the previous steel units and are more durable. These factors make it possible to run the glow plugs for a longer period after start-up (100 seconds) and more frequently, improving efficiency and reducing emissions. The LR-V8 petrol was designed to deliver superior low-end torque from the outset and is packed with state-of-the-art efficiency features.

The new ZF 8HP70 8-speed transmission is tuned to take advantage of the LR-TDV8's low end torque with torque converter lock-up being selected as early as possible to reduce slip and energy loss. The wider ratio spread, tall overdriven top gear and the fact that no more than two internal clutches are open at any one time all contribute to improved fuel economy and emissions.

Transmission Idle Control disengages 70 percent of the drive when the vehicle is stationary and the engine is idling in Drive, significantly reducing consumption in the urban cycle. In cold conditions, the transmission selects a lower gear to promote fast warm up and get the engine up to its efficient operating temperature as soon as possible.

The Range Rover's Intelligent Power Management System ensures the alternator is charging the battery (and drawing energy from the engine) at the most efficient times, such as when the vehicle is coasting rather than accelerating. The electrical system is scaled such that the battery only needs to be charged to 80 percent, reducing the workload on the alternator. It also moderates the charge rates in cold weather when the battery is less able to cope with high charge rates, increasing battery life for lower cost and environmental impact.

eTERRAIN TECHNOLOGIES in summary:

- 4.4-litre LR-TDV8 engine technology
- Engine optimised for maximum efficiency
- Capacity increase of LR-TDV8 aids lower emissions
- Ceramic glow plugs improve efficiency
- Higher torque, tall gearing
- Reduced torque converter slip on petrol and diesel
- Transmission promotes fast engine warm-up
- Intelligent Power System Management (IPSM) including smart regenerative charging

Matching power with conscience, the all new 4.4-litre LR-TDV8

The all-new 4.4-litre LR-TDV8, specifically designed for the Range Rover, replaces the 3.6-litre LR-TDV8 and combines substantially increased performance with greatly reduced emissions. Acceleration from rest to 60mph takes 7.5 seconds compared to 8.6 seconds for the previous 3.6-litre LR-TDV8, while top speed increases from 125mph to 130mph. More important, mid-range acceleration from 50mph-75mph has improved substantially, falling from 6.3 seconds to just 5.1 seconds. Yet CO₂ emissions have dropped from 294g/km to just 253g/km compared to the outgoing LR-TDV8 3.6-litre, a massive 14 percent reduction. Most impressive of all, combined fuel economy has improved by 18.5 percent from 25.4 mpg to 30.1 mpg making this the first Range Rover to dip above the 30mpg barrier. The new engine also meets the stringent EU5 emissions standards, so emissions of NO_x, CO₂ and HC are among the lowest in the world for an engine of this type.

Despite these dramatic reductions, power and torque have soared, from 272PS and 640Nm, to 313PS at 3,750rpm and a staggering 700Nm torque at just 2,000rpm. More important is the way the power and torque interact with one another for impressive overall performance. Maximum torque is available from 1,500rpm to

3,000rpm but then maximum power kicks in from 3,250rpm to 4,000rpm producing a wall of performance from idle onwards. None of this has been achieved at the expense of refinement though and the 4.4-litre LR-TDV8's power delivery remains silky smooth and whisper quiet throughout the engine speed range.

A new CGI cast-iron block forms the basis for the new V8 and although similar in design to the outgoing 3.6-litre engine, is taller to accommodate a longer stroke and 11mm longer to make room for duplex timing chains. The robust new engine has a forged steel crankshaft which although bigger than that of the outgoing 3.6-litre, is no heavier thanks to careful optimisation. Aluminium pistons with steel connecting rods incorporate optimised combustion chambers for high power and low emissions.

A unique approach to packaging some of the ancillaries allows the 4.4-litre LR-TDV8 to slot neatly into the engine bay despite its larger external dimensions. The oil filter, engine oil cooler and EGR (exhaust gas recirculation) cooler have been designed as one unit which sits in the centre of the 'V' taking up the minimum of room. A crankcase breather is incorporated through the centre of the assembly and incorporates a cyclone design to separate oil droplets from the fumes being ingested back into the engine.

Cylinder heads are each equipped with four-valves per cylinder and twin overhead camshafts and topped by composite cam covers, isolated from the cylinder heads by elastomeric gaskets to reduce transmission of noise. The steel glow plugs of the 3.6-litre LR-TDV8 have been superseded by new ceramic glow plugs which reach a temperature some 250°C higher and provide instant starting from key-on in normal conditions. Even at ambient temperatures -30°C the new design of glow plug heats up twice as quickly as before.

Parallel sequential turbochargers – lightning fast, hugely efficient

Key to the new engine's performance and efficiency is the Parallel Sequential turbocharger system which is almost identical in concept to that of the fantastic, 2010 3.0-litre LR-TDV6 introduced on the Discovery 4. During normal driving, a medium-sized, variable-geometry turbocharger works alone, optimising efficiency. When the engine revs climb beyond 2,400rpm, valves in the exhaust manifold open and a smaller, secondary turbo seamlessly accelerates to full speed in just 20 milliseconds,

full bi-turbo operation being achieved in only 180ms with no lag or power step. This method allows the second turbocharger to remain dormant when not required, improving engine efficiency by reducing pumping losses. A balance pipe connecting the two manifolds equalises pressure between the two exhaust systems.

Parallel sequential turbocharging - summary of advantages:

- Most of the time only one turbocharger is in use (up to motorway cruising speeds and average acceleration). Because it is a medium, rather than large-sized turbo with variable geometry, response is excellent with no discernable lag.
- Packaging is excellent, one turbo and manifold below each bank of cylinders.
- The combination of two turbochargers makes it possible to optimise efficiency and performance at all times.
- Because one turbocharger is in use most of the time, pumping losses are reduced.
- More efficient than series turbocharger systems, whose smaller primary turbocharger increases pumping losses and fuel consumption through raised exhaust back pressure.

The third generation common rail fuel injection system mirrors that of the 3.0-litre LR-TDV6 operating at a pressure of up to 2,000bar. Eight-hole piezo injectors, (compared to seven hole in the 3.0-litre LR-TDV6) are further optimised for emissions and contribute to the engine's EU5 status and minimise noise. In the past, common rail fuel pumps were designed to over-supply the injector rails, the surplus being re-circulated back to the tank. This approach raised fuel temperature significantly and meant the fuel had to be cooled before being returned to the tank, wasting energy. The new system supplies fuel on demand, increasing efficiency and reducing the amount of cooling required.

The LR-TDV8's ancillary drive-belts have been reduced from seven ribs to six compared to the outgoing 3.6-litre LR-TDV8, making it possible to reduce the thickness of the pulleys, improving efficiency, saving weight and reducing the length of the engine by 4mm. The use of a stretch belt to drive the fan and a dynamic

tensioner for the 6-rib alternator belt does away with any need for adjustment during servicing in both cases.

The LR-TDV8 is the first Land Rover engine designed from the outset to use low SAPS Sulphated Ash, Phosphorus, Sulphur) oil, reducing the build-up of ash in the DPFs (diesel particulate filters) for longer life and improved efficiency. Conventional, close coupled oxidation catalysts are used for exhaust aftertreatment. Lubrication is by the latest low-viscosity 5W-30 oil improving efficiency during the warm-up phase.

The viscous fan is no longer mounted on the water pump, allowing optimisation of the bearings for greater efficiency and robustness. This also allows the use of a larger fan, increased from 500mm to 520mm to provide ample cooling for the larger engine.

The 4.4-litre LR-TDV8 has been designed for 'top-down' servicing and doesn't need to be lifted on a ramp, even for oil changes. The oil filter unit, mounted on the EGR unit in the 'V', is first loosened to allow the oil to drain into the sump and then unscrewed and replaced with no fuss. Under normal circumstances, oil is not drained from the sump in the conventional way, but extracted from the top of the engine by a special service pump at the dealer. Service intervals are 15,000 miles.

A facility for draining oil from the bottom of the engine has been retained to allow servicing in remote areas with no access to oil extraction equipment. There's no dipstick, the oil level is monitored electronically by means of an ultrasonic sensor, informing the driver of both the oil level and the amount of oil that needs adding.

"The performance of our new LR-TDV8 can only be described as awe-inspiring. We are confident that the combination of reduced CO₂ emissions, EU5 compliance and the massive increase in performance while delivering a huge improvement in fuel economy, is world class."

Paul Walker, Chief Programme Engineer

Smart charging improves efficiency

Clever energy management means no fuel is wasted in the production of energy for the Range Rover's electrical systems. Land Rover's IPMS (Intelligent Power Management System) ensures the alternator does no more work – and the engine

consumes no more fuel – than is strictly necessary. Rather than maintaining the battery charge state at an unnecessary 100 percent, IPMS aims to maintain the battery at 80 percent charge to avoid the alternator working harder than it needs to. The alternator is configured to charge wherever possible when the car is slowing (rather than when accelerating) recovering kinetic energy in the process. Charge rates from the powerful 220amp alternator (which replaces the 150amp unit of the 3.6-litre) are carefully moderated when cold to prolong battery life.

ZF 8HP70 automatic gearbox partners 4.4-litre LR-TDV8

The first 8-speed transmission ever fitted to a Land Rover vehicle, the ZF 8HP70 transmission, delivers unrivalled response for driving pleasure while driving fuel consumption and CO₂ emissions down to an all time low. Few, if any, automatic gearboxes, including the ZF 6HP28 fitted to the MY10 range and MY11 petrol models of the Range Rover, are capable of handling the 700Nm maximum torque that the new LR-TDV8 produces. Eight speeds provide closer ratios and a greater overall ratio spread, while the higher overdrive ratio compliments the huge torque of the 4.4-litre LR-TDV8, reducing fuel consumption and CO₂ emissions. Efficiency is further improved by the internal mechanical layout of the 8HP70 which means that no more than two internal clutches are open at any one time.

The 8HP70 is packed with energy saving features. The hydraulic actuating system is more efficient too, the hydraulic pump drawing less energy from the engine. The torque converter is calibrated to lock-up at lower speeds and operating temperature, reducing fuel consumption and once again taking advantage of the 4.4-litre LR-TDV8's stupendous low-end torque. Transmission Idle Control seamlessly and transparently disengages 70 percent of the drive when the car is stationary and the engine is idling in Drive, reducing drag on the engine and saving fuel. The 8HP70 has brains too. In hot conditions it selects a lower gear to run the engine and air conditioning pump faster to cool down the cabin quickly. In cold conditions it runs the engine faster to reduce warm-up time and emissions.

Apart from CO₂-busting efficiency improvements, the 8HP70 offers performance benefits too. Taking just 200 milliseconds to complete the entire shift event, the 8HP70 ratios change with an imperceptible interruption of torque for smoothness

equalling that of a dual-clutch transmission and the elimination of 'head-nod.' The 8HP70 matches the engine speed to its turbine speed in anticipation of oncoming downshifts for an absolutely smooth transition from one ratio to the next. Closer ratios also contribute to making individual downshifts smoother as do control systems which pick-up the engine revs during downshifts.

Driver Type Detection monitors driver inputs and the car's systems to optimise the response of the gearbox to the driver's style, while Curve Detection makes sure the gearbox avoids annoying upshifts and holds on to the same gear when taking a sequence of bends. The gearbox also monitors the driver's use of the brake together with the rate of deceleration to set up the correct gear for entry and exit to the corner. The 8HP70 does not have to change to a lower gear sequentially and can skip up to six ratios if necessary, for much faster response when preparing to overtake.

Driver controls include steering wheel-mounted paddle-shift as standard enabling the driver to take control of gear shifting manually. The CommandShift lever is replaced by a rotary knob for selecting park, reverse, neutral, drive or sport modes, the last of these optimising the gearbox response times for maximum acceleration, improved response and sharper upshifts. The selector knob is flush with the centre console when the ignition is switched off, rising up when it is switched on. To avoid confusion, the Terrain Response® Rotary Switch is replaced by a new Terrain Response® Optimisation Switch.

"The new 8-speed gearbox is one of the most advanced transmissions available. Tuned by Land Rover engineers, it perfectly matches the characteristics of the new V8 diesel to achieve optimum efficiency, superb response times and the ultimate refined driving experience."

Ron Lee, Chief Engineer for Powertrain

World beating LR-V8 engine

The incomparable 5.0-litre LR-V8 supercharged petrol engine, brand new in 2010 and designed specifically with Land Rover vehicles in mind, remains in the Land Rover line-up unchanged for the 2011 model year. Without doubt, this engine raised the art of petrol engine design to a whole new level and set new benchmarks for

economy, refinement and performance when it first appeared in 2010. The lightweight engine is super-efficient and meets the stringent EU5 emissions regulations.

Delivering 510PS and 625Nm, this supreme V8 engine is 29 percent more powerful than its predecessor and produces 12 percent more torque. Such massive performance allows the supercharged Range Rover to accelerate to 60mph from rest in a mere 5.9 seconds. It's a remarkable improvement, but even more remarkable is the fact that CO₂ emissions are just 348g/km, a reduction of 7.4 percent compared to its predecessor.

The supercharged engine is joined by the naturally aspirated LR-V8 producing 375bhp and a matching 375lb ft. These figures represent an increase of 25 percent more power and 10 percent more torque than the earlier 4.4-litre V8 combined with a 7 percent reduction in fuel consumption and similar cut in CO₂ emissions. 0-60mph takes just 7.2 seconds, only 0.1 seconds slower than the previous supercharged engine.

Key technologies include the sixth-generation, twin-vortex Eaton™ supercharger whose high helix rotor improves thermodynamic efficiency by 16 percent compared to earlier designs and renders the unit almost inaudible. The 150bar, multi-hole, spray-guided direct injection system fully optimises combustion for both power and economy. A number of clever design features such as the industry-first, torque actuated variable camshaft timing on all four cams and reverse cooling all contribute to engine efficiency, performance and in-car comfort.

"The introduction of the new LR-V8 petrol engines set a standard which we expect to remain a benchmark for some time. The introduction of such a complete array of advanced technologies in one step is rare and the performance they deliver, simply astonishing."

Paul Walker, Chief Programme Engineer

6-speed transmission, the perfect partner

The Supercharged LR-V8 retains the outstanding ZF 6HP28 automatic gearbox, integrated and calibrated by Land Rover engineers especially to match the

characteristics of the new engine. The transmission has class-leading response with swift, silken shifts and is optimised to take advantage of such massive power and torque lower down the rev range by actuating the lock-up clutch sooner in each gear. Doing so reduces slip through the torque converter improving both emissions and fuel consumption. Intelligent Sport mode senses and adapts the gearbox characteristics to suit a particular driving style. For 2011, paddle-shift is standard on 5.0-litre Supercharged and an option on 5.0-litre Naturally Aspirated vehicles.

Terrain Response® enhancements

"Land Rover has always been ahead of the game when it comes to all terrain performance and now we've added two new functions to Terrain Response®, Hill Start Assist and Gradient Acceleration Control, for improved safety and peace of mind."

Nick Veale, Vehicle Engineering Manager

For 2010, the Range Rover's award winning Terrain Response® system was enhanced by the addition of Sand Launch Control for easier drive-away, revisions to the Rock Crawl Program for greater composure on rocky terrain and Gradient Release Control, which inhibits the rate of initial acceleration when descending steep inclines.

For 2011, there are two further enhancements, Hill Start Assist and Gradient Acceleration Control. Hill Start Assist retains the initial driver-generated brake pressure, long enough for the foot to move from brake pedal to throttle without the car rolling backwards. The brake is released after a sufficient time has elapsed or when the engine is supplying enough torque to move the car up the hill. Hill Start Assist is always available, not selectable and neither is its operation indicated to the driver.

Gradient Acceleration Control is designed to provide safety cover on severe gradients when the driver does not have Hill Descent Control engaged. By pressurising the brake system, GAC slows the car to a limit determined by the throttle position when the car is descending the slope in the driver's intended direction of travel. This includes descending the slope forwards in drive, or rearwards

in reverse. Otherwise (such as descending while facing up the gradient with Drive selected) GAC restricts speed to 5km/h (3.1mph) for up to 20 seconds, allowing the driver to regain proper control.

Exciting new exterior treatments

For 2011, Range Rover customers can choose the optional Exterior Design Pack available in a choice of eight colours. The Exterior Design Pack comprises a revised front bumper with fog lamp surrounds, front grille and side vents in Titan finish, revised side sills, rear bumper and stainless steel exhaust finishers.

The range of exterior paint colours has been expanded with two further choices, Fuji White (replacing Alaska White) and Baltic Blue (replacing Buckingham Blue). From the summer of 2011, optional illuminated treadplates will become available on front doors only, with the Range Rover name backlit by LED lights.

Safety first and foremost

The Range Rover can be optionally equipped with a radar blind spot monitoring system to warn of vehicles and objects in the blind spot area. A Surround Camera system makes life much easier in car parks, as well as for towing and off-road manoeuvring and the patented 'reverse tow assist' provides screen-based guidelines to help with those difficult reversing-while-towing manoeuvres. Emergency Brake Assist and optional Adaptive Cruise Control complete the Range Rover's package of active safety features.

Interiors offer unparalleled luxury

The Range Rover's European leather trim for headlining and door casings combined with sumptuous leather seat trim and upgraded waterfall lighting, cosset the occupants in luxury. The 12-inch TFT instrument display provides greater versatility than conventional instruments while the 8-inch Dual View infotainment screen displays a different image to driver and passenger. This means, for example, the driver can view the navigation display while the passenger watches a video.

Since MY2010, Range Rover navigation systems have featured hard drive storage for mapping data so there's no need to buy DVDs, while 'towards guidance' supports the junction map and icon-based information with images of the actual road signage

you see en-route. The portable Audio Interface supports connection to a wide range of audio storage devices including USB sticks and MP3 players. There's also a dedicated iPod™ connector port developed exclusively by Land Rover to prevent the iPod coming loose over the roughest terrain.

During MY2010, with chauffeur-driven passengers in mind, the already incomparable level of exclusivity for rear seat passenger was further improved by the addition of optional, electronically-controlled, reclining rear seats. Operated by the passenger, the seats have internal heating and cooling functions as well as airline-style winged head restraints and four-way adjustable lumbar support.

The rear seat controls also include a facility for moving the front passenger seat forward to gain extended legroom when the front seat is unoccupied. The luxurious rear-seat passenger environment becomes even more opulent with the addition of laminated rear-door privacy glass which has the added benefit of reducing interior noise levels.

These exceptional levels of comfort are further enhanced when customers choose the option of a Logic 7, 1200W Harman Kardon High Dynamics Audio System. Widely acknowledged as one of the finest in-car audio systems in the world, the Logic 7 has 15 independent channels driving 19 premium quality speakers.

Range Rover 2011 technical specifications

Feature	LR-V8	LR-V8 SC	LR-TDV8 4.4-litre
Height mm (in)	1865 (73.4)	1865 (73.4)	1865 (73.4)
Width mm (in)	2216 (87.2)	2216 (87.2)	2216 (87.2)
Length mm (in)	4972 (195.7)	4972 (195.7)	4972 (195.7)
Wheelbase mm (in)	2880 (113.3)	2880 (113.3)	2880 (113.3)
Turning Circle m (ft)	12.6 (41.3)	12.6 (41.3)	12.6 (41.3)
Drag coefficient Cd	0.38	0.38	0.38
Kerb Weight kg (lb)	2580-2810 (5668-6195)		
Front suspension	MacPherson Strut	MacPherson Strut	MacPherson Strut
Rear suspension	Double Wishbone	Double Wishbone	Double Wishbone
Brakes Front	2 piston sliding calliper, 360mm ventilated disc	6 piston fixed calliper, 380mm ventilated disc	6 piston fixed calliper, 380mm ventilated disc
Steering	Speed proportional PAS	Speed proportional PAS	Speed proportional PAS
Four Wheel-Drive system	Permanent 4WD, High/Low range, Air-suspension, Hill Descent Control (HDC), ABS, Traction control and Dynamic Stability Control (DSC)	Permanent 4WD, High/Low range, Air-suspension, Hill Descent Control (HDC), ABS, Traction control and Dynamic Stability Control (DSC)	Permanent 4WD; High/Low range, Air-suspension, Hill Descent Control (HDC), ABS, Traction control and Dynamic Stability Control (DSC)
Engine type	Longitudinal V8, 32 valve, four OHC	Longitudinal V8, 32 valve, four OHC, Supercharged	Longitudinal V8, 32 valve, four OHC, direct injection diesel, twin turbochargers
Displacement cc (cu in)	4999 (305.1)	4999 (305.1)	4367 (266.5)
Bore/stroke mm (in)	92.5x93 (3.64x3.66)	92.5x93 (3.64x3.66)	84x98.5
Compression ratio	11.5:1	9.5:1	16.1:1
Max power PS (kW)	375 (276) @6500rpm	510 (375) @6000-6500rpm	313 (230) @4000rpm
Max Torque Nm (lb ft)	510 (376) @3500rpm	625 (461) @2500-5500rpm	700 (516) @1500-3000rpm

Fuel consumption EU (mpg-L/100km)			
urban	13.6 / 20.8	12.5 / 22.6	24.6 / 11.5
extra urban	28.2 / 10.0	27.2 / 10.4	34.5 / 8.2
combined	20.2 / 14.0	19.0 / 14.9	30.1 / 9.4
Emissions	EU5	EU5	EU5
CO₂	326	348	253
Transmission	ZF 6HP28 6-speed auto	ZF 6HP28 6-speed auto	ZF 8HP70 8-speed auto
Fuel tank capacity litres/imp gals/US gals	101/22.2/26.7	101/22.2/26.7	97/21.3/25.6
Range, miles (km)	466 (746)	438 (701)	642 (1031)
0-60mph	7.2	5.9	7.5
0-100kph	7.6	6.2	7.8
Top speed mph (kph)	130 (210)	140 (225)	130 (210)

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