



# NEWS

## 2013 LAND ROVER LR4 CAPABILITY, CONFIDENCE, AND COMFORT

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### Canadian Models and MSRP<sup>2</sup>:

|             |          |
|-------------|----------|
| LR4         | \$59,490 |
| LR4 HSE     | \$63,290 |
| LR4 HSE LUX | \$70,790 |

*Price excludes \$1,270 destination and delivery<sup>2</sup>*

### At A Glance:

- The Land Rover LR4 is a luxurious all-purpose, all-terrain SUV, available with three-row seating for seven adults
- Demonstrates a true dual-purpose nature with luxurious interior appointments and exceptional on-road comfort coupled with rugged off-road capability
- A new Black Design Package creates a striking look. Available with either 19-inch or 20-inch black painted wheels, the package includes gloss black treatments to the grille, fender vents, door handles, mirror caps, and badging
- Five new body colours offered
- New Extended Leather Package available as an option
- 5-litre V8 direct injected engine making 375 hp and 375 lb.-ft. torque, coupled to a 6-speed adaptive automatic transmission and two-speed transfer case
- Integrated body-frame construction features a steel unibody mounted on a rigid boxed full frame
- Four-wheel independent height-adjustable air suspension
- Terrain Response® system enhances all-terrain performance<sup>1</sup>
- Available Surround Camera System with Tow Assist, Passive Keyless Entry, Push Button start, optional Automatic High Beam Assist<sup>3</sup>
- Certified as an Ultra-Low Emissions Vehicle (LEVII – ULEV)

**(MISSISSAUGA, ON) – October 15, 2012** – The Land Rover LR4 is a luxurious all-purpose, all-terrain SUV, available with three-row seating for seven adults.

This exclusively V8-powered, high-capability vehicle continues into 2013 with technology updates, along new interior and exterior options, including a striking new Black Design Package.

Distinguishing the Land Rover LR4 from competitive luxury SUVs is a blend of on-road comfort and off-road capability, bolstered by a permanent four-wheel drive system with a lockable centre differential and a two-speed transfer case with a low-range and an array of traction-aiding technologies. The LR4 uses integrated body-frame construction, featuring a steel unibody mounted on a rigid boxed full frame.

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North America products is  
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resolution photographs and  
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The Terrain Response® system allows the driver to tailor the vehicle's capabilities to the prevailing road conditions.<sup>1</sup> The four-wheel independent, height-adjustable air suspension lets the driver adapt the LR4 to varying situations or weather conditions.

## **INTERIOR**

The Land Rover LR4 provides ample room for up to seven adults, with 955 mm legroom in the second row seats and 922 mm for the third row seats. With the second row seats in use and the third row folded, the LR4 offers a generous 1,192 L of carrying space, and this more than doubles to 2,557 with the middle row folded forward.

All occupants in a Land Rover LR4 enjoy the skyward view through a standard Alpine Roof, which combines a power glass sunroof over the front seats with stationary glass panels over the second and third rows. A choice of natural-finish woods, along with stitched and wrapped dashboard, door casings, and centre console add to the ambiance of fine craftsmanship in the Land Rover LR4.

The centre console is inclined towards the driver, improving visibility and access to the controls. First and second-row seating have an extended front seat cushion profile to improve support and comfort. HSE LUX models with upgraded Windsor Leather also feature electrically adjustable side bolsters. The Terrain Response® control is prominently located at the front of the centre console, making the cup-holder more accessible. The steering wheel features controls for driver information, remote audio controls, phone controls, cruise control, and controls for the optional heated steering wheel.

The 2013 Land Rover LR4 offers two new interior colours and two new trim finishes. Arabica (brown) seats with Nutmeg stitching and Ivory seats with Ivory stitching are both now available in Windsor premium leather. A new Grand Ivory Lacquer veneer provides a contrast with an Ebony dashboard and door panels, while new Gloss Black switches on the steering wheel have been added to the Grand Black Lacquer veneer option.

Offering a more luxurious interior, the Extended Leather Package is a new interior option for the HSE LUX trim line. The Extended Leather Package includes premium soft Windsor leather with twin-stitch detailing to the top of the dashboard and doors, armrest and grab handles and also around the instrument cluster.

## **EXTERIOR**

The Land Rover LR4 has evolved a distinct design heritage over 20 years, conveying a strong brand identity. At trim 4,828.5 mm, the LR4 stretches about the length of a midsize sedan. That dimension, along with a 11.45-metre turning circle, helps make the LR4 easily maneuverable.

Five new body colours are available on the LR4 for the 2013 model year: Havana (Brown), Barolo Black, Barossa, Mariana Black and Causeway Grey.

A twin-7-spoke 19-inch wheel design is standard, while a 10-spoke 20-inch wheel is available as an option. The HSE Lux trim line also offers a new, 19-inch 7-spoke alloy wheel.

A new Black Design Package creates a striking look for the 2013 LR4. Available with either 19-inch 7-split-spoke or 20-inch 5-spoke all-black painted wheels, the optional Black Design Package includes gloss black treatments to the grille, fender vents, door handles, mirror caps, and badging. A satin black finish is applied to newly added extended roof rails.

## **ENGINE AND TRANSMISSION**

The LR4 is powered by a 5-litre V8 engine that develops 375 hp and 375 lb.-ft. torque. Engineered for a balance of performance and efficiency, the all-aluminum alloy V8 delivers responsive power throughout the rev range, making it ideal for on-road and off-road performance and towing. On road, the LR4 can accelerate from 0-100km/h in 7.9 seconds.

The engine is built around a strong aluminum block with cast-in iron liners and cross-bolted main bearing caps, to reduce noise, vibration and harshness. The blocks are high pressure die-cast rather than sand-cast, providing a superior finish and excellent dimensional accuracy. Continuing the high-strength “bottom end” are the spheroidal-graphite cast-iron crankshaft and steel connecting rods. Reclaimed aluminum is used in the manufacture of the cylinder block and heads, thus helping to reduce environmental impact. Frictional losses have been reduced by the use of Diamond-Like Carbon Coating (DLC) on some components.

The V8 has a pressure die-cast deep oil sump to accommodate the extreme tilting angles (up to 45 degrees) that Land Rover vehicles can be subjected to during all-terrain driving. The engine's belt drives are waterproofed, as are the alternator, air conditioning compressor, power steering pump and starter motor. A 24,000 km service interval helps reduce cost of ownership.

A key feature of the V8 is a centrally mounted, multi-hole, spray-guided direct fuel injection system, delivering fuel at a pressure of up to 150 bar (2,175 psi) directly into each cylinder. Twin, high-pressure fuel pumps are driven by an auxiliary shaft in the engine block. The injectors are positioned to deliver fuel precisely to the centre of the combustion chamber for maximum air-fuel mixing and accurate combustion control. The charge cooling effects of the direct injection system allow a high compression ratio of 11.5:1, which contributes to engine efficiency. Direct injection also improves low-speed response, particularly useful when off-road and in urban driving conditions. During the engine warm-up phase, the combustion system employs multiple injection mode strategies to deliver 50 percent more heat for fast catalyst warm-up and substantially reduced emissions.

The double overhead cam (DOHC) V8 engine is equipped with four valves per cylinder and Variable Cam Timing (VCT) on all four cams. Unlike conventional variable valve-timing systems that rely on oil pressure, VCT is actuated by the positive and negative torques generated by the opening and closing of the valves, reducing energy consumption. The VCT units work independently on all four camshafts and timing is managed by the engine control unit for torque, power, and economy at every point in the engine's speed range. Cam profile switching (CPS) selects different lift and duration cam profiles suitable for low speed torque or a high-rpm performance.

A variable intake manifold helps to maximize torque and power by changing the length of its eight inlet tracts. The manifold switches between a 26.8-inch (680mm) inlet tract, to provide high torque at low engine speeds, and a 13.8-inch (350mm) inlet path, which allowing maximum power at higher engines speeds. The precise position is continually adjusted throughout the RPM range at all times.

A reverse flow cooling system, where coolant passes through the cylinder heads before the block, allows the heads to remain cooler, which extends the knock threshold for greater efficiency and performance. A water-cooled oil cooler promotes faster engine warm-up for reduced emissions, and helps maintain a stable oil temperature. For maximum cooling under tough conditions, the engine is also fitted with a mechanical cooling fan.

An Intelligent Power Management System includes smart regenerative charging. When possible, the alternator charges the battery when it is most economical to do so, such as when the vehicle is coasting rather than accelerating.

The 5-litre V8 engine is mated to a ZF 6HP28 six-speed automatic transmission. Land Rover engineers tailored the transmission's performance to provide responsive actions, with rapid and refined shifts. The transmission also features an intelligent sport mode, which can sense and adapt transmission characteristics to particular driving styles.

## **TERRAIN RESPONSE®**

Terrain Response® is a fully integrated system that manages multiple vehicle parameters to provide ideal traction in varying situations.<sup>1</sup> The system manages:

1. Engine Management
2. Transmission Control: when Terrain Response® special programs are engaged, different transmission shift mappings are applicable, depending on the mode chosen. The Transmission Control Module also manages torque converter lock-up, which has different requirements depending on the selected Terrain Response® mode

3. Electronic Traction Control and Anti-lock Brakes: these slip and braking control systems are all adjusted and tuned by Terrain Response® to offer optimum grip, braking power and safety on the chosen terrain
4. Dynamic Stability Control (DSC): is designed to stop torque to a wheel after loss of traction, but in some off-road situations torque feed is still desirable, even when traction is being lost. Terrain Response® automatically adjusts the DSC so that appropriate torque is maintained
5. Locking centre differential
6. Locking rear differential (optional)

Terrain Response® optimizes the vehicle set-up for virtually all on-road or off-road driving situations, with five different settings to suit specific terrain demands:

1. **General driving** – Four wheel drive active, and adapts to changing road conditions
2. **Grass/gravel/snow** – For low friction surfaces. Provides high traction control sensitivity to reduce slip, and programs the engine, transmission, and differentials to provide gradual torque delivery
3. **Sand** – One of the most power-hungry surfaces is soft sand. Sand Launch Control makes for an easier drive-away. Speed-dependent targets for the traction control system permit only very limited wheel slip, helping to prevent the wheels digging down into the sand
4. **Mud and ruts** – To preserve forward momentum, this setting allows more aggressive traction thresholds in muddy and rutted surfaces and uses preloading on differentials for increased traction
5. **Rock crawl** – For low-speed movement over rocky terrain. The Rock Crawl program applies low-level brake pressure when the vehicle is in First or Reverse gear at speeds below 3 mph (5km/h). This low-level brake force reduces the vehicle's tendency to move fore/aft, and provides active intervention of the traction control system, giving a more composed drive over rocky terrain. The transmission delays upshifts

#### **Other features integrated into Terrain Response®:**

- **Hill Descent Control (HDC®)** automatically restricts speed downhill, using the anti-lock brake system, and improves driver control on slippery descents. HDC is automatically engaged on appropriate Terrain Response® programs. Downhill speed rates vary according to which surface is selected
- **Gradient Release Control** inhibits the initial rate of acceleration when descending very steep inclines to increase control when braking is released at extreme angles. The system activates automatically whenever HDC is engaged, temporarily maintaining brake pressure after the driver releases the brake pedal. It then progressively eases braking pressure to control vehicle momentum and acceleration. Once the vehicle's target off-road speed is achieved, HDC operates to take the vehicle to the bottom of the slope in its customary composed manner

- **Hill Start Assist** automatically retains the driver-generated brake pressure when the driver's foot moves from brake to throttle without the vehicle rolling backwards
- **Gradient Acceleration Control** slows the vehicle by pressurizing the brake system to a limit determined by the throttle position when the vehicle is descending the slope in the driver's intended direction of travel

## TOWING

The Land Rover LR4 has a 7,716-lb (3,500kg) towing capacity with a braked trailer, and is available with an integrated factory trailer hitch receiver. The "Trailer Stability Assist" function of Dynamic Stability Control detects trailer oscillations by monitoring key vehicle behaviors, such as steering movements and slight vehicle motions in relation to trailer behavior.<sup>1</sup> The system can initiate engine torque reduction and individual wheel braking interventions to assist in stabilizing the trailer.

The optional "tow assist" camera function (selected from the touch screen menu) helps the driver to perform accurate, safe towing maneuvers. The wide views from the side cameras give a clear picture of the reversing trailer. The images are electronically manipulated to provide an undistorted view, with guide lines overlaid on the rear camera image to illustrate both the vehicle and trailer's trajectory. Specific characteristics such as type of trailer, number of axles, and width guides can be fed into the system to fine-tune guidance.

## INTERIOR TECHNOLOGIES

Inside and out, the LR4 supplies relevant technology to improve the driving experience. The entertainment and information systems feature a high speed MOST Gen 2.1 fiber optic communications network. A hard-drive based navigation system provides fast route calculation.<sup>4</sup>

The navigation system offers features such as 4x4i (displays vehicle status for example, wheel articulation graphics), Voice and Off-Road guidance. The Points of Interest (POI) function has been extended. POIs can also be downloaded from the Internet and personalized with name, icon and audible warnings. A 'My POI' category is included, and POIs can now be uploaded from a USB stick in 'GPX' format. A new function, "Avoid Points," can be accessed from Stored Locations and used during route planning.

In the navigation display, highway overhead signs are displayed in split screen junction view to show a more representative display of lane and road signs ahead. There's also a new Map Auto Zoom function which, when enabled, automatically zooms in on intersections or highway junctions as they are approached. The touch screen control is available independently of the navigation system.

The Land Rover LR4 offers clean, powerful sound through a 380 Watt harman/kardon® sound system with 11 speakers, or an optional 825Watt harman/kardon LOGIC7® system with 17 speakers.<sup>5</sup> An available Rear Seat Entertainment (RSE) system is equipped with a single-slot DVD drive in the audio head unit so the disc can be conveniently loaded from the front seats. The Rear Seat Entertainment system incorporates WhiteFire® cordless headphones and can be controlled by wireless remote control. The system supports connectivity with game consoles and video playback of MP4 files stored on a USB device. The phonebook stores several thousand entries, while the TFT Message Centre interface displays audio, phone and navigational information.

The Portable Audio Interface allows connectivity to an array of personal audio storage devices, USB sticks and MP3 players. Their functions can be accessed and controlled through the dashboard's touch-screen system. A 5-inch Thin Film Transistor (TFT) driver information LCD screen is within the instrument cluster.

One of the connectivity ports is a dedicated iPod® point. Features available for the LR4 include Surround Camera System and a key system that offers Keyless Entry and Push Button start.

As part of the Vision Assist Pack, five digital cameras make up the available Surround Camera System, relaying to the touch-screen a near 360-degree view of the vehicle. The cameras, which support easier parking, towing and off-road maneuvering, have options for selecting and zooming.

The headlights incorporate available Automatic High Beam Assist, which can automatically switch on high beam headlights where external light levels are below the system's threshold. Importantly, the system is also designed to detect traffic ahead, and in a split second will automatically switch back to low beam to avoid dazzling others.

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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 Canada ULC**

*Jaguar Land Rover is a business built around two great British car brands that are designed, engineered and manufactured in the United Kingdom. Jaguar Cars Limited, founded in 1922, is one of the world's premier manufacturers of luxury sedans and sports cars. Since 1948, Land Rover has been manufacturing authentic 4x4s that define "breadth of capability" in their segments.*

*Jaguar manufactures all their cars exclusively in the United Kingdom, at the Castle Bromwich manufacturing plant in the British Midlands. Land Rover and Range Rover models are built in the United Kingdom at the Solihull and Halewood plants. Land Rover exports to 169 countries and Jaguar exports to 63 countries, with global sales for both*

brands exceeding 240,000 vehicles annually. The Jaguar Land Rover business employs 16,000 people in United Kingdom, including 3,500 engineers at two product development centres.

Headquartered in Mississauga in Canada, Jaguar Land Rover Canada ULC is represented by 25 retail outlets.

## The 2013 Land Rover LR4

### Technical Data

(All numbers are preliminary manufacturer estimates)

|                          |   |
|--------------------------|---|
| <b>Engine</b>            |   |
| Configuration            | 90-degree V8, aluminum-alloy cylinder block and heads   |
| Displacement             | 5,000 cc / 305 cu. in.  |
| Bore x Stroke            | 92.5 x 93.0 mm / 3.64 x 3.66 in.  |
| Compression ratio        | 11.5:1  |
| Valvetrain               | Chain-driven double overhead camshafts, four valves per cylinder, torque-activated Variable Camshaft Timing (VCT)   |
| Fuel/Induction           | Sequential direct fuel injection  |
| Ignition                 | Distributorless   |
| Engine management system | Denso Gen 1.5   |
| Horsepower               | 375 @ 6,500 rpm   |
| Torque                   | 375 lb.-ft. @ 3,500 rpm   |
| Emissions compliance     | ULEV 2  |
| Fuel requirement         | Premium   |
| <b>Drivetrain</b>        |   |
| Transmission             | ZF6 HP28 six-speed electronically controlled automatic transmission with CommandShift™ (Normal, Sport and Manual shift modes); locking torque converter   |
| Transfer gearbox         | Two-speed electronic transfer gearbox; shift-on-the-move capability; electronically controlled, infinitely variable locking centre differential<br>Transfer gear ratio: 2.93  |
| Drive system             | Permanent four-wheel drive with four-wheel Electronic Traction Control (4ETC)   |
| Dynamic control systems  | Dynamic systems include: All-terrain Dynamic Stability Control (DSC), Active Roll Mitigation (ARM), Cornering Brake Control (CBC) and Hill Descent Control (HDC) with Gradient Release Control (GRC).   |
| Terrain Response®        | Modifies response of engine, transmission, differentials, dynamic systems (DSC, 4ETC, HDC) and air suspension.<br><br>Multi-mode system to maximize traction and control in a variety of driver-selectable settings: General (optimizing systems for most normal driving conditions), Grass/Gravel/Snow, Mud/Ruts, Sand, Rock Crawl |
| Transmission ratios      |   |
| Forward 1 - 6            | 4.17 2.34 1.52 1.14 0.87 0.69   |
| Reverse                  | 3.40  |
| Final drive ratio        | 3.54  |
| <b>Chassis/Structure</b> |   |
|                          | Integrated body-frame with hydroformed members and advanced high-strength steels, including boron steel in the A and B pillars.<br>Body panels made from double-sided zinc-coated steel and aluminum alloy.   |
| Suspension               | 4-wheel independent Electronic air suspension with automatic load-leveling and multiple modes: Access, Standard, Off-Road and Extended Height. Terrain sensing  |



|  |   |
|--|---|
|  | software and cross-link valving for improved off-road performance.  |
| Front                                    | Double wishbone; long-travel variable-rate computer-controlled air springs; gas-filled shock absorbers, anti-roll bar. Vertical wheel travel: 10.0 inches (255 mm)                            |
| Rear                                     | Double-wishbone with long-travel variable rate computer-controlled air springs with cross valving and gas-filled shock absorbers.<br>Vertical wheel travel: 13.0 inches (330 mm)              |
| Brakes                                   | Power-assisted 4-wheel disc with Electronic Brake-force Distribution (EBD), 4-channel all-terrain Anti-lock Braking System (ABS), Emergency Brake Assist (EBA), and electronic parking brake. |
| Front rotors                             | 14.2-inch dia. (360 mm), ventilated   |
| Rear rotors                              | 13.8-inch dia. (350 mm), ventilated   |
| Steering                                 | Speed-sensitive power-assisted rack-and-pinion  |
| Turns, lock-to-lock                      | 3.32  |
| Turning circle                           | 11.45 m   |
| Wheels                                   | 19 x 8 in. aluminum alloy (20-in. available)  |
| Tires                                    | 255/55R-19 performance all-season   |
| <b>Exterior Dimensions</b>               |   |
| Coefficient of drag (Cd)                 | 0.40  |
| Wheelbase                                | 113.6 in. (2,885 mm)  |
| Length                                   | 190.1 in. (4,829 mm)  |
| Width                                    | With mirrors: 85.7 in. (2,176 mm)<br>With mirrors folded: 75.4 in. (1,915 mm)   |
| Height                                   | 74.1 in. (1,882 mm)   |
| Track (front/rear)                       | 63.2/63.5 in. (1,605/1,613 mm)  |
| Min. ground clearance                    | Standard mode: 7.3 in. (185 mm)<br>Off-road mode: 9.5 in. (240 mm)  |
| Angle of approach                        | 32.2-37.2 deg. (range with EAS in Standard and Off-Rode modes)  |
| Angle of departure                       | 26.7-29.6 deg. (range with EAS in Standard and Off-Rode modes)  |
| Ramp breakover angle                     | 22.8-29.9 deg. (range with EAS in Standard and Off-Rode modes)  |
| Max. wading depth                        | 27.6 in. (700 mm) (Off-Road mode)   |
| Ascent/descent                           | 45/40 deg. drive-through<br>35/35 deg. continuous   |
| Base curb weight                         | 2,567 kg  |
| Max roof-rack load                       | 74.8 kg   |
| Towing capacity                          | Braked trailer: 3,500 kg<br>Unbraked trailer: 750 kg  |
| Max tongue weight                        | 250 kg  |
| <b>Interior Dimensions</b>               |   |
| Seating capacity                         | 5 or 7  |
| Headroom (f/r/3 <sup>rd</sup> )          | 40.4/42.4/40.1 in. (1,027/1,076/1,018 mm)   |
| Legroom (f/r/3 <sup>rd</sup> )           | 42.4/37.6/36.3 in. (1,078/955/923 mm)   |
| Shoulder room (f/r/3 <sup>rd</sup> )     | 59/59.2/42.8 in. (1,499/1,503/1,087 mm)   |
| Max. loadspace length                    | Behind 1 <sup>st</sup> row: 76.8 in. (1,950 mm)<br>Behind 2 <sup>nd</sup> row: 44.3 in. (1,125.2 mm)<br>Behind 3 <sup>rd</sup> row: 13.3 in. (337.8 mm)                                       |
| Width between wheel housings             | 45.1 in. (1,146 mm)   |
| Max. cargo area width                    | 48.6 in. (1,235 mm)   |
| <b>Cargo space</b><br>(Cu.Feet) (7-seat) | 90.3 behind first row, 42.1 behind second row, 9.9 behind third row   |
| <b>Performance</b>                       |   |

|                         |                                      |
|-------------------------|--------------------------------------|
| 0-60 mph                | 7.5 sec.                             |
| 0-100 km/h              | 7.9 sec.                             |
| Max. track speed        | 121 mph (195 km/h)                   |
| Fuel Economy (L/100 km) | City 17.1 Highway 11.6 Combined 14.6 |
| Fuel capacity           | 22.8 gal. (86.3 litres)              |

1. These features 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 features will correct errors of judgment in driving
2. Price shown is MSRP. Excludes \$1,270 destination and delivery fee. Excludes taxes, title, license and other local fees. Actual price set by retailer. See your local authorized Land Rover retailer for details
3. Always obey local speed limits
4. 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 devices with voice commands when it is safe to do so
5. Power ratings are at a practically audio distortion free level of 0.2% THD + N (Total Harmonic Distortion plus Noise)