



NEWS

EMBARGO: 7:01pm (EDT) on September 26, 2012

2013 LAND ROVER LR4 CAPABILITY, CONFIDENCE, AND COMFORT

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US Models and MSRP²:

LR4	\$49,950
LR4 HSE	\$54,175

Price includes \$850 destination and delivery²

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 colors offered
- New Extended Leather Package available as an option
- Navigation system fitted with premium features, including 4x4i
- 5-liter 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 performance¹
- Available Surround Camera System with Tow Assist, Passive Keyless Entry, Push Button start, optional Automatic High Beam Assist³
- Certified as an Ultra-Low Emissions Vehicle (LEVII – ULEV)

Mahwah, N.J., September 26, 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 center differential and a two-speed transfer case with a low-range and an array of traction-aiding technologies. The LR4 uses

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integrated body-frame construction, featuring a steel unibody mounted on a rigid boxed full frame.

The Terrain Response® system allows the driver to tailor the vehicle's capabilities to the prevailing road conditions.¹ 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 37.6-inch legroom in the second row seats and 36.3-inch for the third row seats. With the second row seats in use and the third row folded, the LR4 offers a generous 42.1 cu. ft. of carrying space, and this more than doubles to 90.3 cu. ft. 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 center console add to the ambiance of fine craftsmanship in the Land Rover LR4.

The center 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 models with the Premium Leather package also feature electrically adjustable side bolsters. The Terrain Response® control is prominently located at the front of the center 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 colors 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. Cosmic Grey interior finishers are also introduced as a new 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 a trim 190.1-inches, the LR4 stretches about the length of a midsize sedan. That dimension, along with a 37.57-foot turning circle, helps make the LR4 easily maneuverable.

Five new body colors 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-liter 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 zero to 60 mph in just 7.5 seconds (0-100km/h in 7.9 seconds.)³ The engine meets the stringent ULEV (ultra low emissions vehicle) regulations.

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 15,000 mile (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 center 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-liter 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.¹ 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 center 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.¹ 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.⁴

The navigation system offers features such as TMC (Traffic Message Channel), 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.⁵ 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 Center 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 HD Radio®, Surround Camera System and a key system that offers Keyless Entry and Push Button start.

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 North America, LLC

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 274,000 vehicles annually. The Jaguar Land Rover business employs 24,000 people globally. There are 16,000 employees in the United Kingdom, including 3,500 engineers at two product development centers.

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.

The 2013 Land Rover LR4

Technical Data

(All numbers are preliminary manufacturer estimates)

Engine	
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
Drivetrain	
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 center differential 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. 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
Chassis/Structure	
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. 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	37.6 ft.
Wheels	19 x 8 in. aluminum alloy (20-in. available)
Tires	255/55R-19 performance all-season
Exterior Dimensions	
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) 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) 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 35/35 deg. continuous
Base curb weight	5,659 lbs.
Max roof-rack load	165 lbs.
Towing capacity	Braked trailer: 7,716 lbs. Unbraked trailer: 1,653 lbs.
Max tongue weight	551 lbs.
Interior Dimensions	
Seating capacity	5 or 7
Headroom (f/r/3 rd)	40.4/42.4/40.1 in. (1,027/1,076/1,018 mm)
Legroom (f/r/3 rd)	42.4/37.6/36.3 in. (1,078/955/923 mm)
Shoulder room (f/r/3 rd)	59/59.2/42.8 in. (1,499/1,503/1,087 mm)
Max. loadspace length	Behind 1 st row: 76.8 in. (1,950 mm) Behind 2 nd row: 44.3 in. (1,125.2 mm) Behind 3 rd 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)
Cargo space (Cu.Feet) (7-seat)	90.3 behind first row, 42.1 behind second row, 9.9 behind third row
Performance	
0-60 mph	7.5 sec.
0-100 km/h	7.9 sec.
Max. track speed	121 mph (195 km/h)
Fuel Economy (EPA)	
City/combined/highway mpg	12/14/17
Fuel capacity	22.8 gal. (86.3 liters)

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. Includes 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)