

OFF-ROAD CAPABILITY



ABOVE & BEYOND

DEFENDER

LOOKS TOUGH, IS TOUGH

The New Land Rover Defender is based on the bespoke new D7x (stands for Extreme) monocoque architecture, engineered to withstand the Extreme Event Test procedure. It's strong, safe, light and package efficient, inherently enabling world-class off-road capability.

SIDE AIR INTAKE

This helps deliver Defender's 900mm wade depth

MINIMAL OVERHANG

Tailgate-mounted spare wheel minimises rear overhang for greater all-terrain ability

20mm CASTER

Made from aluminium, this raises the body to enable all-terrain angles

815mm

Larger diameter tyres increase the contact patch to ensure capability with composure



38°

APPROACH ANGLE

FOR 90 MODEL: 31°

28°

RAMPOVER ANGLE

40°

DEPARTURE ANGLE

BODY STRUCTURE

3x

stiffer than a typical body-on-frame

300kg

static roof load

168kg

dynamic roof load

UP TO 18 TONNES

snatch recovery load through the recovery points

29

kNm/DEGREE

The stiffest aluminium Land Rover body

7

TONNES

vertical load through the suspension

