



## MEDIA INFORMATION

### INTRODUCING THE LAND ROVER DEFENDER

- **Incomparable, unstoppable:** An icon reimagined for the 21<sup>st</sup> century
- **Designed with purpose, engineered to excite:** Clever and characterful with an instantly recognisable silhouette that features signature Defender elements including short front and rear overhangs
- **Looks tough, is tough:** Durable New D7x architecture engineered to withstand the Extreme Event Test procedure, above and beyond the normal standard for an SUV
- **World-class expert off and on-road:** New Land Rover Defender redefines breadth of capability, all-terrain ability is beyond question, on-road comfort adds to its character
- **Expedition-ready:** A maximum payload of up to 900kg, static roof load of up to 300kg, dynamic roof load of 168kg, towing capacity of 3,720kg and wading depth of up to 900mm combine to make New Defender the ultimate 4x4 for overland adventures
- **Intelligent off-road tech:** Land Rover's pioneering Terrain Response 2 technology moves the game on again with new Wade programme and world-first off-road Configurable Terrain Response allowing experts and novices to optimise traction no matter the conditions
- **Intelligent All-Wheel Drive:** New all-wheel drive system optimises on-road performance, economy, and off-road capability for new in-line six cylinder Ingenium diesel models
- **On-road comfort:** New Defender is composed on any road surface with supreme comfort ensuring long journeys are covered with ease regardless of the conditions
- **Efficiency at its heart:** Electrified powertrains introduced to Defender with advanced mild-hybrid and plug-in electric vehicle options, as well as powerful and efficient petrol and diesel engines
- **Five- or six-seat plug-in hybrid:** New P400e available with unrivalled off-road ability for a PHEV, 27-mile electric-only range and CO<sub>2</sub> emissions of just 74g/km, plus 0-60mph in just 5.4 seconds
- **Six-cylinder diesels:** New in-line six-cylinder diesel with MHEV technology introduced in three power outputs – D200, D250 and D300 – all debuting new Intelligent All-Wheel Drive technology
- **Performance and economy:** Eu6d-Final and RDE2-compliant, new performance D300 delivers higher torque and superior fuel economy and emissions to previous diesels
- **21<sup>st</sup> Century technology:** Pivi Pro infotainment features an intuitive interface while Software-Over-The-Air updates provide the latest software at all times, anywhere in the world
- **Reductionist, purposeful interior:** The functional, durable and flexible interior is unique with exposed structural elements and optional centre front jump seat – perfect for sharing adventures
- **Meet the family:** Defender 110 available with 5+2 seating in four distinct Accessory Packs (Explorer, Adventure, Country and Urban) and with 170 individual accessories. Defender 90 complete the family
- **Capable of great things:** Defender has the inner strength necessary to make great things happen. The champion of those with the courage to provide help where others dare not, or cannot go
- **Global partners:** Land Rover to continue long-term humanitarian partnership with the International Federation of Red Cross and Red Crescent Societies (IFRC) with Defender at the heart of it



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This is the Land Rover Defender. An icon reimagined for the 21<sup>st</sup> century, it is clever, capable and safe for all the family, and in a category of its own.

New Defender is built for adventurous hearts and curious minds, for those who know the value of community and strive to make a difference.

The unmistakable silhouette is familiar yet new. It looks tough and is tough but designed with purpose and engineered to excite. Iconic in name, shape and capability, Defender can be personalised to allow owners to make the most of their world.

Across seven decades of pioneering innovation, Land Rovers have earned a unique place in the hearts of explorers, humanitarian agencies and adventurous families across the world. Proven in the harshest environments on earth, the New Defender maintains this bloodline.

Beside the peerless luxury and refinement of the Range Rover family and the highly capable and versatile Discovery SUVs, New Defender completes the Land Rover dynasty. The 110 was just the start for this family of the most capable and durable 4x4s in the world. It has been followed by the compact, short wheelbase 90.

Driven by a passion and respect for the original, New Defender delivers transformational breadth of capability. Advanced all-terrain technologies redefine adventure for the 21<sup>st</sup> century, remaining true to the pioneering spirit that has been a Land Rover hallmark for over 70 years.

### **Emotionally charged design**

A distinctive silhouette makes the New Defender instantly recognisable, with minimal front and rear overhangs providing excellent approach and departure angles. Land Rover's designers re-envisioned familiar Defender trademarks for the 21<sup>st</sup> century, giving the new 4x4 a purposeful upright stance and Alpine light windows in the roof, while retaining the side-hinged rear tailgate and externally-mounted spare wheel that make the original so identifiable.

**Gerry McGovern, Chief Design Officer, Land Rover, said:** *"The New Defender is respectful of its past but is not harnessed by it. This is a new Defender for a New Age. Its unique personality is accentuated by its distinctive silhouette and optimum proportions, which make it both highly desirable and seriously capable – a visually compelling 4x4 that wears its design and engineering integrity with uncompromised commitment."*

The stripped-back personality of the original Defender has been embraced inside, where structural elements and fixings usually hidden from view have been exposed, with the emphasis on simplicity and practicality. Innovative features include a dash-mounted gear shifter to accommodate an optional centre front 'jump' seat, which provides three-abreast seating across the front like early Land Rovers.

As a result, the Defender 110 offers five, six or 5+2 seating configurations, with a loadspace behind the second-row seats of up to 1,075-litres, and as much as 2,380-litres when the second row is folded. The Defender 90 is capable of accommodating six occupants in a vehicle the length of a compact family hatchback.



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User-friendly features include practical touches and advanced technological innovations. Durable rubberised flooring shrugs off the spills of daily adventures and once-in-a-lifetime expeditions, providing a brush or wipe clean interior. An optional full-length Folding Fabric Roof – available on both 90 and 110 – provides an open-top feel. It also allows passengers in the second-row seats to stand up when parked to provide the full safari experience.

### **The definition of durability**

Land Rover's new purpose-engineered D7x (for extreme) architecture is based on a lightweight aluminium monocoque construction to create the stiffest body structure Land Rover has ever produced. It is three times stiffer than traditional body-on-frame designs, providing perfect foundations for the fully independent air or coil sprung suspension and supports the latest electrified powertrains.

The New Defender has been through more than 62,000 tests for engineering sign-off, while the chassis and body architecture have been engineered to withstand Land Rover's Extreme Event Test procedure – repeated and sustained impacts, above and beyond the normal standard for SUV and passenger cars.

During development testing, prototype models have covered millions of kilometres across some of the harshest environments on earth, ranging from the 50-degree heat of the desert and sub 40-degree cold of the Arctic to altitudes of 10,000ft in the Rocky Mountains in Colorado.

### **A world-class expert off and on-road**

A transformational breadth of capability sets New Defender apart. Permanent all-wheel drive and a twin-speed automatic gearbox, centre differential and optional Active Locking Rear Differential ensure it has all the hardware required to excel in the soft sand of the desert, the freezing tundra of the arctic and everywhere in between.

Configurable Terrain Response debuts on New Defender, allowing experienced off-roaders to fine-tune individual vehicle settings to perfectly suit the conditions, while inexperienced drivers can let the system detect the most appropriate vehicle settings for the terrain, using the intelligent Auto function.

The new body architecture provides ground clearance of 291mm and world-class off-road geometry, giving the 110 approach, breakover and departure angles of 38, 28 and 40 degrees (Off-Road height) respectively. Its maximum wading depth of 900mm is supported by a new Wade programme in the Terrain Response 2 system, which ensures drivers can ford deep water with complete confidence.

On dry land, Land Rover's advanced ClearSight Ground View technology helps drivers take full advantage of Defender's all-conquering capability by showing the area usually hidden by the bonnet, directly ahead of the front wheels, on the central touchscreen.

As a result, the New Defender redefines breadth of capability, raising the threshold for both off-road ruggedness and on-road comfort. It can negotiate crowded city streets as effortlessly as climbing mountains, crossing deserts and withstanding freezing temperatures. Its carefully honed handling delivers both a rewarding drive and first-class long-haul comfort across all terrains.



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### **Power and efficiency <sup>a</sup>**

A choice of advanced petrol and cleaner diesel engines ensure New Defender has the power, control and efficiency for any environment, while a Plug-in Hybrid Electric Vehicle (PHEV) powertrain provides silent EV-only progress of up to 27 miles – unique in a vehicle with the Defender's off-road capabilities.

The petrol line-up comprises a four-cylinder P300 and a powerful six-cylinder P400, featuring efficient Mild Hybrid Electric Vehicle (MHEV) technology.

Alternatively, introduced at 2021 Model Year, customers can choose a new in-line six-cylinder diesel – the D300 – providing a muscular 650Nm of torque. For ultimate choice, this powertrain is also available in D200 and D250 variants, also featuring MHEV technology for superior responses and enhanced efficiency.

The new in-line six-cylinder diesel engine is available with the all-new Intelligent All-Wheel Drive system and Defender is the first Land Rover to feature the technology. Following years of extensive development, the new set-up allows for enhanced on-road performance and balance, as well as responsive off-road capability.

The intelligent torque distribution system optimises the driveline for traction, on road dynamics and driveline efficiency, resulting in improved fuel economy and reduced CO<sub>2</sub> emissions – all without sacrificing any of the Defender's inherent off-road capability.

Innovative engineering solutions support the efficiency drive, including a flat underbody which both optimises aerodynamic performance (as low as 0.38Cd) and protecting the vehicle's underbody.

### **21st century technology**

New Defender is as technologically advanced as it is durable. It introduces Land Rover's new Pivi Pro infotainment system. The next-generation touchscreen is intuitive and user-friendly, requiring few inputs to perform frequently used tasks, while its always-on design guarantees almost instant responses.

In addition, the New Defender takes Software-Over-The-Air (SOTA) technology to a new level, with 14 individual modules capable of receiving remote updates. By downloading data while customers are asleep at home or in far-flung locations, the New Defender will get better with age: as electronic updates cascade down to the vehicle immediately, without delay and with no need to visit a Land Rover retailer.

**Nick Rogers, Executive Director, Product Engineering, Jaguar Land Rover, said:** *"We've embraced Defender's stunning capability and minimalistic, functional interior to reinvent the icon for the 21st century. New Defender gives us the licence to do things differently, to push the boundaries and do the unthinkable, without ever losing the character and authenticity of the original. From the start we had an absolute obsession with functionality beneath the skin, from choosing the right materials through to state of the art connectivity. The result is not only the most capable Land Rover ever made, but also a truly comfortable, modern vehicle that people will love to drive."*



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### Personalised for your world

New Defender is available in 90 and 110 body designs, with up to six seats in the 90 and the option of five, six or 5+2 seating in the 110. At launch, the model range comprised Defender, First Edition and top-of-the-range Defender X models. New for 2021 Model Year is the Defender X-Dynamic, bridging the gap between Defender and Defender X with a tough exterior look and unique interior fittings to set it apart from the rest of the line-up. The Defender X-Dynamic can be enhanced further with a choice of S, SE and HSE Specification Packs.

Customers are able to personalise their vehicle in more ways than any previous Land Rover with four Accessory Packs. The Explorer, Adventure, Country and Urban Packs each give Defender a distinct character with a specially selected range of enhancements. The exclusive First Edition model features a unique specification across 90 and 110 body designs.

Satin Protective Film can be specified to make the exterior paintwork even more durable. The wrap helps protect against everything from car park scratches to bramble rash and is available as a factory-fit option in Gondwana Stone, Pangea Green and Eiger Grey, providing a unique contemporary finish as it protects the Defender's paintwork.

In addition to the Accessory Packs, New Defender is available with the widest choice of individual accessories ever assembled for a new Land Rover, with everything from a Remote Control Electric Winch<sup>®</sup>, Rooftop Tent and Inflatable Waterproof Awnings to more conventional tow bar systems and roof racks.

**Felix Bräutigam, Chief Commercial Officer, Jaguar Land Rover, said:** *"New Defender will be available in 128 global markets and meets or exceeds the toughest emissions and safety requirements in the world. Combining advanced technology and durable mechanical underpinnings we have delivered the toughness and character you can only find in a Defender. Our new 4x4 has been developed for adventurous hearts and curious minds. With four personalities to choose from, two body styles and a comprehensive range of options and accessories, customers will be able to personalise Defender to make their ultimate 4x4 companion – whatever their lifestyle."*

### Above and Beyond Collection

The potential to accessorise Defender extends beyond the vehicle itself, as customers can also shop from the new Above and Beyond Collection – a 24-piece capsule collection designed and developed in collaboration with Musto<sup>®</sup>. The range of outdoor performance apparel, technical equipment and accessories delivers the same toughness as the famous off-roader and features everything from a hybrid jacket, which effortlessly transforms into a gilet using Quickburst zip technology, to a belt with a tensile strength of 6,000kg.

A selection of lifestyle packs is also available mirroring those available for New Defender, grouping specially chosen kit that suit country life, city living, outdoor adventure and exploration respectively.

An intuitive online configurator lets customers personalise the Defender quickly and easily. To choose your perfect specification go to: [www.landrover.com/Defender](http://www.landrover.com/Defender)



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### DESIGN: REINVENTING A DESIGN ICON

Land Rover has defined all-terrain capability and toughness from the conception of its very first 4x4. The Series and Defender models before it, have gone above and beyond for decades, securing iconic status for their ability to help people make more of their world. The New Defender takes these much loved characteristics and reimagines them for the 21st century.

The result is a visually compelling vehicle that couldn't be anything else but a modern Defender for a world that has changed massively since the original was created.

With its distinctive silhouette and optimum proportions, the New Defender has toughness at its core while its interior's rugged modular architecture embraces the spirit of adventure that has been a fundamental part of Land Rover DNA for more than 70 years.

**Gerry McGovern, Chief Design Officer, Land Rover, said:** *"The New Defender is respectful of its past but is not harnessed by it. This is a new Defender for a New Age. Its unique personality is accentuated by its distinctive silhouette and optimum proportions, which make it both highly desirable and seriously capable – a visually compelling 4x4 that wears its design and engineering integrity with uncompromised commitment."*

New Defender's high sills, short overhangs and externally mounted rear wheel facilitate all conquering off-road capability, its elemental yet sophisticated surfaces combined with a strong horizontal emphasis communicate the Defender's tough and purposeful character.

The New Defender is available in perfectly proportioned 90 and 110 body designs, sharing the same short front and rear overhangs. Several models are available, including: Defender, X-Dynamic, Defender X and First Edition, with S, SE and HSE Specification Packs for Defender and X-Dynamic.

Customers can select from the widest range of accessories ever produced by Land Rover, including a choice of four Accessory Packs; Explorer, Adventure, Country and Urban.

These additional characters have been designed to give customers even more choice, all are compelling and equally desirable and demonstrate the ability of this vehicle to embrace different personalities without compromising the integrity of the overall vehicle design.

**Gerry McGovern, Chief Design Officer, Land Rover, said:** *"This is our vision of a modern Defender. The clean body side contrasts dramatically against the sheer verticality of its front and particularly its rear to create a reassuringly purposeful stance. The overall impression is of an elemental design, yet this clean reductive approach is underpinned by sophisticated surfacing of the highest quality."*

Defender's characterful front is tough but approachable, emphasised by the geometric forms of its highly technical headlamps which feature the latest adaptive technology, while beautifully sculptured fenders combined with squared wheel arches and strong shoulders all contribute to the vehicle's sense of solidity and robustness.



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At the rear, the geometric forms of the distinctive high-tech lamps harmonise perfectly with the front end design.

The sheerness of the rear vertically maintains the short overhang for a superior departure angle while maximising interior space and accentuating the vehicle's strong shoulder section.

Every detail of the exterior design has been creatively developed to re-enforce Defender's DNA; sophisticated, durable and extremely tough, a vehicle design like no other.

**Massimo Frascella, Creative Director, Land Rover Design, said:** *"For us designers, nothing comes close to redesigning the last automotive icon. The design of the New Defender is a manifestation of our modernist design philosophy, elemental yet incredibly sophisticated."*

### Exterior finishes

Land Rover has developed a curated exterior palette with unique colours just for New Defender. A lot of body work is exposed in the interior – so the colour palettes are modular between interior and exterior.

On the X derivative, the gloss black inset contrast bonnet is standard along with Gloss Black claddings. To give further differentiation between the X and the Core vehicles, the front and rear skid pans and other detailed exterior parts are coated in a Starlight Satin finish. To perfectly bridge the gap between the two, Defender X-Dynamic blends gloss painted Narvik Black exterior door and wheelarch cladding with Silicon Satin skid pans.

### Satin Protective Film

New Defender is the first Land Rover available with a factory-fitted Satin Protective Film which delivers enhanced design and durability.

The PU-based wrap is applied to external bodywork and gives the standard metallic paint a rich and contemporary satin finish, showing the sophisticated surfacing of the exterior design in the best possible light.

This durable wrap meets rigorous standards and has been developed for the highest performance in extreme conditions.

The film can be removed at any time, making it significantly quicker to repair than standard paint finishes. It is available in Gondwana Stone, Pangea Green and Eiger Grey paint options, is solvent-free and contains no volatile organic compounds (VOCs).

A choice of 12 wheel designs is available, ranging from 18-inch white-painted pressed steel rims to 22-inch Luna alloys, finished in silver as standard and Dark Grey for X-Dynamic and X derivatives.

Body colour options include three new metallic shades unique to the Defender with Tasman Blue, Pangea Green and Gondwana Stone joining Fuji White, Eiger Grey and Santorini Black. For 2021 Model Year, Hakuba Silver, Yulong White, Silicon Silver and Carpathian Grey complete the Defender colour palette.



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A striking Contrast Roof option is available in a choice of white or black, giving customers ultimate freedom to personalise their Defender\*.

### **Constructivist Interior Design**

Defender's constructivist modular interior architecture communicates its highly functional nature. Underpinned by its practical layout and reductive design.

This approach is most evident by the exposed, powder-coated magnesium cross car beam which is integral to the overall strength of the body architecture.

This structural die-cast magnesium alloy beam which is available in a range of finishes, features integrated grab handles to aid entry but also for a secure grip when the vehicle is performing serious off-road driving.

The main controls, including the central touchscreen, are ergonomically clustered within the magnesium frame to enable the installation of an innovative optional front row centre seat while also allowing for movement across the front of the cabin.

Practicality is a hallmark of Land Rover interior design and the New Defender comes with an abundance of storage opportunities including a choice of high and low centre consoles.

The durable constructivist theme is consistent throughout the interior with visible fixings that retain the structural door casings while partially exposing the painted doors.

This pared-back design philosophy extends to the durable rubberised flooring which combines with flush door sills to provide genuine mop or brush clean functionality. Other details include; cast magnesium features, padded waist rails, grab handles and arm rests.

The innovative Front Row Centre Seat (otherwise known as jump seat) allows three people to travel in the front row. Conceived and designed as an occasional seat, the practical addition means the Defender 110 can be specified with five, six or 5+2 seating while the short-wheelbase Defender 90 can accommodate six occupants in a compact family hatchback length body. When not in use, the seatback folds down to provide a front armrest and oddment stowage, including a pair of additional cupholders.

**Alan Sheppard, Director, Interior Design, Land Rover, said:** *"Within, we strived to harness Defender's profound spirit of boundless adventure. A comfortable interior which is at once impeccably handsome for the discerning, shrewd in functionality and prudently qualified in anticipation of any adversity."*

Comfort is also a key part of New Defender, with interior materials focused on retained newness – so even after thousands of miles of adventure the New Defender is sure to look and feel fresh. Customers can choose from three interior colour schemes with scope for personalisation, available by mixing these with different interior finish options.

Material choices include Resolve textile on standard models while S and SE trims feature Grained Leather combined with a durable Robust Woven Textile featuring higher decitex fibres for added





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strength (in addition to using recycled polyester), in areas subjected to the most wear. This tough and tactile material pays homage to the canvas hoods fitted to early Series Land Rovers.

HSE models feature high grade Windsor Leather, while the Defender X features Windsor Leather in combination with Steelcut Premium Textile accent for enhanced durability. This premium textile from Kvadrat is a 30 per cent wool blend and is also available as a full alternative to the leather upholstery paired with Miko Suedecloth.

With a higher tensile tear strength than conventional materials as well as high breathability, wool naturally regulates the climate keeping you warm in the cold and cool in the heat. These fit-for-purpose materials promise to take off-road thrills and on-road spills in their stride.

Customers can also choose from a curated range of veneers and finishes, which include a rugged rough-cut Walnut or Natural Smoked Dark Oak Veneer, both of which are open pore to give a more natural haptic. Powder coating colours available include Dark Grey for the 'X' derivative and Light Grey as standard on mainline Defender and X-Dynamic models, with the option of the product-inspired white for all the exposed metal parts.

The new Defender X-Dynamic features unique interior materials that confirm its place between core Defender models and the X. Highly durable Robustek material is found on the seat ribbons and Console Finisher. Robustek is a protective and hard-wearing material inspired by textiles used in extreme outdoor activities, and is used inside Defender on areas that are subject to heightened wear. The Robustek accents feature in the same selection of colourways available across S, SE and HSE models.

**Amy Frascella, Director, Colour and Materials, Land Rover, said:** *"Essentially a tool – obtaining this balance of tactility, softness and durability was key to create a modern premium aesthetic for both the interior and exterior materials. We have enabled innovation of materials by creating new approaches to development, challenging conventions of traditional methods of make and modifying existing technologies."*

**Gerry McGovern, Chief Design Officer, Land Rover, said:** *"The New Defender family of vehicles with multiple characters, are all emotionally engaging with modern, relevant design at their core."*

\* Fuji White/Yulong White cannot be specified with White Contrast Roof, Santorini Black cannot select Black Contrast Roof

## CAPABILITY: REDEFINING BREADTH OF CAPABILITY

The Defender has always been a symbol of strength and the new model is the toughest and most capable Land Rover yet, combining a new body structure with world-first technologies and proven hardware to create a Defender that is fit for the 21st century.

The lightweight all-aluminium monocoque construction of the new D7x architecture delivers the stiffest Land Rover body ever created, with a torsional rigidity of 29kNm/Degree – making it three times more



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rigid than traditional body-on-frame designs. These strong foundations provide the perfect basis for the all-independent suspension, twin-speed transfer box and permanent all-wheel drive for petrol and PHEV models, and Intelligent AWD for diesels.

Configurable Terrain Response makes its debut in New Defender, allowing drivers to fine-tune the set-up of the vehicle to suit the precise off-road conditions like never before. The Terrain Response 2 system also includes a new Wade programme to provide the ultimate reassurance when driving through water by optimising all of the vehicle systems accordingly.

Delivering transformational breadth of capability and on-road handling, Defender is in a category of its own, further reinforced by the introduction of the advanced P400e Plug-In Hybrid (PHEV) powertrain. It offers a unique adventure opportunity previously untapped by PHEV drivers and is in a class of its own when it comes to off-road capability delivered by a vehicle with a plug-in hybrid electric powertrain.

**Nick Rogers, Executive Director, Product Engineering, Jaguar Land Rover, said:** *"We've embraced Defender's stunning capability and minimalistic, functional interior to reinvent the icon for the 21st century. New Defender gives us the licence to do things differently, to push the boundaries and do the unthinkable, without ever losing the character and authenticity of the original. From the start we had an absolute obsession with functionality beneath the skin, from choosing the right materials through to state-of-the-art connectivity. The result is not only the most capable Land Rover ever made, but also a truly comfortable, modern vehicle that people will love to drive."*

The core team of engineers and designers agreed the New Defender family would include 90 and 110 body designs, retain the distinctive silhouette, side-hinged rear door arrangement and include a centre front jump seat at the very beginning of the programme.

### **Strong and tough body structure**

To retain the famous Defender silhouette, accommodate a family of body designs and support the latest range of electrified powertrains, Land Rover developed the new all-aluminium D7x platform. It has the unique combination of practicality, flexibility and capability expected from a 4x4 wearing the Defender name and doesn't share a single body-in-white panel with another Land Rover model. This commitment to engineering integrity means the Defender has its own line in body assembly at the new manufacturing facility in Nitra, Slovakia.

Raising the position of the body by 20mm compared to Land Rover's existing range of large SUVs and relocating elements including the battery and cooling circuits, has enabled Land Rover's engineers to deliver ultra-short front and rear overhangs, which guarantee impressive approach and departure angles of 38 and 40 degrees respectively. With a wheelbase of 3,022mm (99mm longer than a Discovery) the 110 has a breakover angle of 28 degrees (31 degrees for the 90) ensuring excellent off-road geometry\*.

The short rear overhang, the same for both body designs, is made possible by mounting the spare wheel externally, rather than under the rear floor, where it is readily accessible off-road, and the trademark side-hinged rear door is engineered to accommodate any of the available wheel and tyre combinations.



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The comprehensive choice of 18-, 19-, 20- and 22-inch wheels ranges from utilitarian 18-inch Gloss White Steel rims to 22-inch Gloss Black five-spoke alloy designs. With All-Season or Off-Road tyres available, all with an outside rolling diameter of 815mm, the Defender is available with the biggest contact patch of any Land Rover – for peerless traction and grip in any environment. Specialist Professional Off-Road tyres are also available through Land Rover retailers in selected markets, for customers who need the ultimate capability and robustness.

### **Sophisticated chassis**

The monocoque body construction developed for New Defender is the stiffest aluminium body Land Rover has ever produced and able to withstand 6.5 tonnes snatch load through the recovery points. This strong, stiff structure provides the perfect foundations for the 4x4's advanced all-independent chassis. The sophisticated double wishbone front and integral link rear suspension optimises off-road performance while delivering excellent handling dynamics and comes with a choice of passive coil or Electronic Air Suspension.

The familiar suspension layout uses all-new components to deliver world-class durability with new steel subframes and uprated ball joints and bushes that are designed to withstand severe off-road impacts – the wheels can withstand up to seven tonnes of vertical load into the body\*\*\*\*. As a result, the New Defender delivers an unmatched breadth of capability, combining long-haul cruising comfort and rewarding handling characteristics with immediate responses and peerless off-road performance.

Adaptive Dynamics is available with Electronic Air Suspension, allowing customers to fine-tune the driving characteristics. The system's adaptive dampers monitor body movements up to 500 times per second and respond almost instantaneously to optimise control and comfort.

The introduction of air suspension helps to transform the 4x4's on-road handling and supports its all-terrain capability, providing an off-road ride height lift of 75mm and supreme ride comfort across all surfaces. An additional 70mm of lift means the air system can raise the body by a maximum of 145mm when needed, while Elegant Arrival automatically lowers the body by 40mm to aid access.

The confidence-inspiring and sure-footed New Defender excels off-road, where its maximum suspension articulation of 500mm comes into its own. It can tackle 45-degree side slopes and inclines of 45 degrees with customary composure, but the biggest transformation comes on the road, where the New Defender is engaging and agile.

**Mike Cross, Chief Engineer, Vehicle Integrity, Jaguar Land Rover said:** *“We wanted to maintain the analogue, connected driving experience of the past and introduce modern handling and comfort. The old Defender was fun to drive, but flawed. New Defender is fun, but without the flaws. The result is a 4x4 that will put a smile on your face on any terrain and leave you feeling refreshed after a long drive, yet tow up to 3,720kg\*\*, carry a dynamic roofload of up to 168kg and wade through water up to 900mm deep.”*

A transformational breadth of capability sets New Defender apart. Permanent all-wheel drive and a twin-speed automatic gearbox, centre differential and optional Active Locking Rear Differential ensure it



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has all the hardware required to excel in the soft sand of the desert, the freezing tundra of the arctic and everywhere in between.

All-new Intelligent All-Wheel Drive (iAWD) is available for the first time on any Land Rover model, fitted to the latest in-line six-cylinder Ingenium diesel Defender models as standard. The iAWD system enhances on-road performance and off-road capability while delivering improved efficiency by continually varying axle torque based on sensor data from the vehicle surroundings and driver inputs to distribute all torque to one axle or the other as required. This intelligent torque distribution system optimises traction, on road dynamics and efficiency, resulting in improved fuel economy and reduced CO<sub>2</sub> emissions – all without sacrificing any of the Defender's inherent off-road capability.

### **Configurable Terrain Response**

Land Rover has introduced a series of technologies to help deliver the capability customers expect from a Defender, including the latest generation of its patented Terrain Response system. Configurable Terrain Response technology allows drivers to use the touchscreen of the new Pivi Pro infotainment to fine-tune every aspect of the vehicle to suit its precise surroundings\*.

In the original Defender, drivers could lock the central differential manually using the high-to-low range gear selector. In the New Defender, drivers can prevent cross-axle slip using the Centre Slip Limited and Centre and Rear Slip Limited options on the central touchscreen controller. In addition, there is a choice of three settings for the throttle and gearbox response, steering and traction control, allowing experienced off-roaders and all-terrain novices to tailor the vehicle set-up to suit their requirements. The system allows four individual profiles to be saved, so different drivers can quickly activate their preferred settings.

Alternatively, the intelligent Auto functionality of Terrain Response 2 can recognise the surface and configure the vehicle appropriately with no input from the driver.

The Defender is also the first Land Rover to feature a Wade programme within the Terrain Response 2 menu. The new setting automatically softens the throttle response, sets the heating and ventilation to recirculate cabin air, locks the driveline and adjusts the ride height to its off-road setting while activating the Wade Sensing screen on the infotainment system. This allows drivers to see the depth of surrounding water and provides ultimate confidence when fording deep water – allowing drivers to take full advantage of New Defender's world-class maximum wading depth of 900mm.

Land Rover's advanced All-Terrain Progress Control and ClearSight Ground View technologies also support drivers in extreme off-road situations, removing the stress of maintaining a low crawl speed and showing the hidden area directly in front of the vehicle using the central touchscreen.

### **Towing and carrying**

The Defender's strong body architecture helps customers make more of their world, whether they want to tow heavy loads or carry them, with a comprehensive range of roof racks and tow bar systems, and a maximum towing capacity of 3,720kg\*\*. State-of-the-art technologies include Advanced Tow Assist, which takes the stress out of difficult reversing manoeuvres by letting drivers steer trailers with their



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fingertips using a rotary controller on the central console. New for Defender, the intelligent set-up works with 3D visualisation on the central touchscreen.

The ultra-strong body is ready for overland adventures, with a maximum roof load of 168kg making it perfectly suited to both camping trips and visits to the hardware store. The 300kg maximum static roof load allows adventurous souls to make use of the expedition-ready pop-up roof tent accessory, turning Defender into an all-terrain home from home.

### Versatile loadspace

The rear loadspace delivers customary Defender practicality with the 110 providing up to 1,075-litres when using the full height. Folding the row-two seats provides a generous maximum load volume of up to 2,380-litres and, with a maximum payload of up to 900kg (110 P400), the New Defender lives up to the practical heritage of its iconic predecessors.\*\*\*\*

### Loadspace volumes

#### ***110, five-seat 110, 5+2 seat 90, five-seat***

Max. load capacity, behind row three (to the roofline):	n/a	231 litres	n/a
Max. load capacity, behind row two (to the waistline):	646 litres	464 litres	240 litres
Max. load capacity, behind row two (to the roofline):	1,075 litres	916 litres	397 litres
Max. load capacity to the roofline (row two seats folded):	2,380 litres	2,233 litres	1,563 litres

The second-row seatbacks are split 40:20:40 for maximum flexibility, while loadspace rails on the floor of the luggage space come with a range of load retention accessories to prevent smaller items from moving around inside. A lockable Security Box provides added protection on overland adventures – the heavy-duty steel box secures to the loadspace rails and is big enough to hold laptops, tablets and other valuables†. In addition, all Defenders feature a lockable 5.8-litre glovebox and deep door pockets. The exposed cross car beam also doubles as a shelf to provide 6.9-litres of open oddment stowage.

Defender has always been the perfect companion for outdoor adventures and the new model is no different. The clip-in loadspace cover is designed to double as a ground mat for picnics or when changing mucky footwear on wet surfaces. The hose-clean and machine washable material is another example of Defender's rugged and practical design.

The versatile loadspace is both big and clever. A switch panel inside the rear door allows customers to adjust the rear ride height of the Electronic Air Suspension and operate the deployable towbar, for simple trailer hitching, when fitted. Customers can also choose detachable and multi-height tow bar designs, allowing them to make full use of the Defender's 3,720kg\*\* maximum towing weight.

Reinventing and updating the hose-clean interior of old Series and Defender models, New Defender also features a durable rubber floor with flush fitting sills, allowing customers to brush or wipe the interior clean after muddy or dusty adventures. Customers can specify carpet inserts for a more premium look and feel, but these are easily removed to reveal the durable flooring beneath when necessary.



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### Next generation braking performance

New Defender is the first Land Rover to introduce next-generation braking technology which provides quicker and quieter responses than conventional systems, improving safety and enhancing the driving experience. An actuator-controlled piston operated by the foot pedal applies braking effort, delivering much finer control.

The system comes into its own during low-speed off-road manoeuvres and, when the Traction Control and Autonomous Emergency Braking systems are triggered, it can lock a wheel within only 150 milliseconds – versus 300 milliseconds with a conventional set-up.

In everyday use, the benefits include Hill Launch Assist with Enhanced Hill Hold, so the vehicle is prevented from rolling back on inclines – leaving the driver to focus solely on pulling away and negotiating objects ahead – with a smoother transition from the brakes to power in all environments.

### Tested to extremes

Defender is truly capable of great things and the front and rear recovery points can withstand up to 10 and nine tonnes of pull respectively. During its global development programme, Land Rover engineers were able to complete iconic trails in Moab, USA, for the first time, including Hell's Revenge, the Poison Spider and the Steel Bender Trails. Closer to home, the Defender met Land Rover's toughest durability standards during testing at the global design and engineering headquarters at Gaydon. As part of these extreme events, the Defender withstood repeated 200mm kerb strikes at 40km/h (25mph)\*\*\*.

<b>Capability in numbers*</b>	<b>110</b>	<b>90</b>
Length	4,758mm (5,018mm with spare wheel)	4,583mm (with spare wheel)
Width	2,008mm (door mirrors folded)	2,008mm
Height	1,967mm	1,969mm
Wheelbase	3,022mm	2,587mm
Turning circle	12.84m	11.3m
Front overhang	845mm	845mm
Rear overhang wheel)	891mm (1,151 including spare wheel)	891mm (1,151 with spare wheel)
Approach angle	38 deg	38 deg
Departure angle	40 deg	40 deg



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Breakover angle	28 deg	31 deg
Ground clearance	291mm	291mm
Articulation	500mm	500mm
Maximum wading depth	900mm	900mm
Maximum roof load	168kg / 300kg (dynamic / static)	118kg / 300kg
Maximum towing weight	3,720kg (NA only – 3,500kg, ROW)	3,500kg
Maximum payload	900kg (110 P400)	800kg (90 P300)

*\* Measured in off-road height*

*\*\* US market only (3,500kg for UK, Europe and RoW)*

*\*\*\* Models fitted with 18 and 19-inch wheels and with off-road tyres*

*\*\*\*\* All figures for five-seat configuration. When optional third row seats are fitted, 231-litres, 916-litres and 2,233-litres respectively*

*† 110 five-door only*

## TECHNOLOGY: A 21<sup>ST</sup> CENTURY DEFENDER

Over seven decades of pioneering innovation, Land Rover has been at the forefront of all-terrain capability and adventure. The New Defender is fit for the 21st century, using the latest technologies to provide new levels of connectivity, capability and convenience.

Land Rover's next-generation Electronic Vehicle Architecture, dubbed EVA 2.0, underpins the digital revolution, supporting Software-Over-The-Air (SOTA) updates that ensure New Defender will get better with age and enabling Land Rover's fast and intuitive new Pivi Pro infotainment system.

Under the bonnet, a Mild Hybrid Electric Vehicle (MHEV) powertrain is available alongside a powerful and efficient Plug-in Hybrid Electric Vehicle (PHEV) capable of silent zero tailpipe emissions driving in EV-mode, ensuring New Defender is equipped for today and engineered for tomorrow.<sup>3</sup>

**Alex Heslop, Director of Electrical Engineering, Jaguar Land Rover, said:** *"The New Defender is a future-proofed 4x4 for the 21st century, using the latest technologies to optimise efficiency, enhance capability and revolutionise connectivity. With plug-in hybrid electric powertrains, software updates that are sent over the air and next-generation always-on touchscreen infotainment, New Defender is every bit as pioneering today as the original Land Rover was in 1948."*

Just as the Defender's breadth of dynamic capability is underpinned by a new body architecture, its connected technologies are enabled by a new state-of-the-art scalable EVA 2.0, which supports the next-generation of driver assistance and customer convenience systems. In total, 85 individual ECUs work in harmony to turn the New Defender into an all-terrain super-computer capable of handling 21,000 network messages at any one time – up from 13,000.



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### **Software-Over-The-Air**

The future-proof 5G-ready network takes SOTA technology to the next level, ensuring New Defender is always operating on the latest software available. Up to 14 onboard electronic control modules, more than any previous Jaguar Land Rover vehicle, can receive updates, without the need to visit a Land Rover retailer. In this way, New Defender will get better with age and even the most adventurous customers can use the technology – all that's required is a data connection. In isolated locations a satellite-phone could download data for installation.

Within the lifetime of the New Defender, the embedded diagnostics system will be able to alert customers to issues and either prevent or resolve them automatically as a data connection replaces a traditional toolkit.

Software updates are sent to the vehicle and downloaded in the background using the vehicle's built-in data plan. Once ready, a notification will alert customers to the availability of an update, allowing the installation to be scheduled for a convenient time.

Customers are able to stay truly connected with the Online Pack\* which provides unlimited data for music streaming, weather updates and calendar information on the move. By purchasing the onboard Wi-Fi package all passengers are able to stay connected, with a separate external antenna providing the best possible service.

Inspired by the latest mobile devices, New Defender employs state-of-the-art consumer technology including high-performance Snapdragon processors and advanced QNX operating systems to deliver its connected features.

### **Pivi Pro Infotainment**

Customer technology has also driven the development of Jaguar Land Rover's fastest and most intuitive infotainment system, which makes its debut in the New Defender. The next-generation Pivi Pro software is inspired by the latest smartphones and accessed through the central 10-inch touchscreen with an always-on design that provides instant responses, even when starting the vehicle for the first time.

Supported by a built-in back-up battery, navigation initialisation takes just seconds while an easy-to-follow menu structure ensures customers can carry out the most common tasks directly from the home screen, reducing driver distraction. The easily customised and redesigned layouts reduce the number of steps by an average of 50 per cent versus previous systems and incorporates wireless device charging and Apple CarPlay and Android Auto for intuitive smartphone integration. Its Bluetooth technology can even connect to two smartphones simultaneously.

The new navigation system uses self-learning algorithms and dynamic guidance to optimise routing, while Smart Voice Guidance even knows to cancel audio instructions when drivers are travelling in familiar surroundings. Maps will always be up-to-date thanks to SOTA technology. In combination with the 12.3-inch Interactive Driver Display, the advanced system provides high-definition 3D mapping within the instrumentation, leaving the central touchscreen free to control other applications.





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The high-resolution digital instruments can be configured to show a pair of conventional dials, full-screen 3D navigation guidance or a combination of the two, allowing drivers to optimise the display to suit the circumstances and their individual preference.

Customers can even keep tabs on the New Defender from afar, using Land Rover's Remote tracking technology, which allows owners to monitor its location, fuel level, lock and unlock the vehicle and even initiate the climate control to heat or cool the cabin before setting off.

Driver distractions are kept to the absolute minimum with Land Rover's Generation 2 Head-up Display (HUD). The full-colour backlit TFT set-up provides key information to the driver, while its new video capability can replicate displays from the central touchscreen – including articulation graphics to assist the driver in off-road environments.

Land Rover's new Electrical Vehicle Architecture, state-of-the-art forward-facing digital camera, advanced ultrasonic sensors and powerful 3Gbit/s onboard network support a comprehensive suite of driver assistance technologies, with the cameras and sensors governed by a single integrated processor, or domain controller, for optimised security.

These include a 3D Surround Camera that goes above and beyond, providing both 360-degree plan and new 3D exterior perspective views of the surrounding area, both off and on road. The advanced system provides enhanced augmented on-screen visualisation when using Tow Sensing, Wade Sensing and Land Rover's ClearSight Ground View transparent bonnet technology, to improve visibility of the vehicle's surroundings.

To maintain rearward visibility, all new Defenders fitted with the front jump seat also feature ClearSight Rear View technology. At the touch of a button, the frameless interior mirror switches from a conventional mirror to a digital screen showing a feed provided by a high-definition rear-facing camera mounted high at the back of the vehicle.

The clever technology effectively makes the rear pillars and spare wheel invisible, while also providing a 50-degree wider field of vision to eliminate rear blindspots. The 1.7-megapixel camera also provides superior clarity in low light conditions and has a hydrophobic coating to maintain performance in wet and muddy conditions.

A Driver Assist Pack includes Adaptive Cruise Control and Rear Pre-Collision Monitor, which alerts following drivers who are failing to slow down by automatically flashing the hazard lights, as well as Blind Spot Assist, Rear Traffic Monitor and Clear Exit Monitor.

The comprehensive list of driver assistance technologies includes Emergency Braking, Lane Keep Assist, Traffic Sign Recognition, Cruise Control and Speed Limiter functions, a Driver Condition Monitor and front and rear Parking Aids, while the advanced chassis control features are supported by an ultra-fast Flexray network. Customers can also choose from six speaker, and 10 and 14-speaker (both plus subwoofer) Meridian™ sound systems delivering 180W, 400W or 700W of amplifier power, providing rich sound quality for all occupants.



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### **Stay connected**

A comprehensive supply of charging sockets throughout the cabin keeps occupants charged and connected at all times, whether using digital devices to stream music or camping accessories to provide home comforts in remote locations. Front-row occupants can choose from a pair of 12V power supplies and two USB sockets, one of which is located behind the central touchscreen – perfectly located to minimise trailing wires when used to power a dashcam.

In the second row, occupants have two USBs and a pair of 12V charging points and, when third-row seats are fitted, they come with a USB outlet and 12-volt socket. The loadspace also includes an additional 12-volt socket while a three-pin 230V domestic socket is also available.

Thoughtful touches include the availability of USB sockets on the front seatbacks, specifically positioned to allow second-row occupants to charge devices while using the optional Click and Go tablet holders.

### **Secure and convenient key technology**

State-of-the-art keyless technology brings added cyber security and convenience with advanced Ultra Wide Band (UWB) transceivers preventing thefts from copycat devices. Jaguar Land Rover was the first vehicle manufacturer to introduce the pioneering keyless entry system and New Defender uses the innovative set-up to resist relay attack and meet the world's toughest security standards.

The second-generation Activity Key can be specified in addition to the pair of standard fobs for heightened convenience. The water resistant (4 ATM) and shock-proof wearable device now incorporates an LCD watch. The wrist-worn device allows customers to unlock any door, lock or start the vehicle – doing away with the electronic 'handshake' previously required to lock or unlock the vehicle. Instead, customers can access or secure the Defender either using a button on the watch screen or its keyless entry functionality.

### **Powertrains**

New Defender is available with a wide range of powertrains including Plug-In Hybrid Electric Vehicle (PHEV) and Mild Hybrid Electric Vehicle (MHEV) technologies and a range of advanced and efficient Ingenium petrol and diesel engines, all fitted with intelligent Stop/Start technology to minimise emissions\*. The advanced P400e PHEV powertrain joins the range with the promise of silent zero tailpipe emissions driving in EV-mode for up to 27 miles and CO<sub>2</sub> emissions of just 74g/km.

The advanced P400e PHEV powertrain uses a 300PS 2.0-litre four-cylinder Ingenium petrol engine combined with a 105kW electric motor powered by a 19.2kWh prismatic cell lithium-ion battery for a combined power output of 404PS. The P400e delivers 0-60mph in 5.4 seconds (0-100km/h in 5.6 seconds) and fuel economy of 85.3mpg (3.3l/100km). Available on Defender 110, the P400e powertrain offers a new Defender experience, with 640Nm of torque.

The P400e delivers a unique proposition, as the only PHEV on the market with high and low range gears that can be driven exclusively in all-electric mode in low range, adding a new dimension of adventure to the Defender experience.



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The P400e operates in one of three driving modes. Hybrid mode is the default driving mode and combines petrol and electric power for optimum efficiency. SAVE mode holds the battery charge status so it can be deployed later in a journey, for example in urban areas, while EV mode runs solely on electric power for up to 27 miles (43km) with zero tailpipe emissions. Regenerative braking recuperates charge to top up the battery for short periods of EV operation. In EV mode the P400e can reach speeds of up to 85mph.

When the vehicle needs charging, a standard Mode 3 cable plugged into a 7kW public or domestic wallbox will charge the battery to 80 per cent in as little as two hours, while a standard domestic socket and a Mode 2 charging cable will charge to the same level in seven hours. If using a rapid DC charger, it takes just 30 minutes to charge to 80 per cent.

Introduced for 2021 Model Year, diesel power comes from a choice of powerful and efficient in-line six-cylinder D200, D250 or D300 Ingenium engines. The D200 delivers 500Nm of torque and 0-60mph in 9.5 seconds (0-100km/h in 10.2 seconds) for the Defender 110, with fuel consumption of 32.2mpg (8.8l/100km). The more powerful D250 returns the same economy figures and a boost in torque to 570Nm, contributing to 0-60mph in 7.9 seconds (0-100km/h in 8.3 seconds).

The powerful D300 produces 650Nm of torque and powers the Defender from 0-60mph in 6.3 seconds (0-100km/h in 6.7 seconds) for the Defender 90, with fuel economy of 32.2mpg (8.8l/100km) and emissions as low as 230g/km. All six-cylinder diesel engines feature state-of-the-art MHEV technology to harvest energy lost under deceleration and braking to boost fuel efficiency. A belt-integrated starter motor ensures more responsive and refined operation of the Stop/Start system and provides extra assistance to the engine when accelerating.

In combination with the MHEV system, the new six-cylinder diesels also feature lightweight aluminium construction and a pair of close-coupled series sequentially-arranged turbos to maximise heat delivered to the catalyst to reduce the time it takes to warm up, optimising efficiency. Alongside this, state-of-the-art low friction steel pistons contribute to improved efficiency over previous diesel engines, while variable nozzle turbo technology ensures 90 per cent of peak torque is delivered in just over a second at 2,000rpm.

Petrol customers can choose between a turbocharged four-cylinder P300 engine and an efficient six-cylinder P400 MHEV powertrain. The 300PS unit uses an advanced twin-scroll turbo for smooth performance and efficiency, accelerating from 0-60mph in 7.0 seconds (0-100km/h in 7.4 seconds) with CO<sub>2</sub> emissions as low as 227g/km (NEDC equivalent).<sup>9</sup>

The in-line six-cylinder Ingenium petrol, with MHEV technology, features both a conventional twin-scroll turbocharger and an advanced 48-volt electric supercharger, with a belt-integrated starter motor in place of the alternator to assist the petrol engine, and a 48-volt lithium-ion battery to store energy captured as the vehicle slows down.

In combination, these advanced technologies provide 400PS and 550Nm of torque in the P400, providing acceleration from 0-60mph in 5.8 seconds (0-100km/h in 6.1 seconds) and fuel consumption



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as low as 29.4mpg (9.6l/100km) for the Defender 110 with CO<sub>2</sub> emissions of 220g/km (NEDC equivalent).<sup>9</sup>

All engines drive through a smooth and responsive eight-speed ZF automatic gearbox and twin-speed transmission, to provide a set of low-range ratios essential for towing or off-road driving when more control is required.

### Tested to extremes

To ensure the electrical systems are as rugged and robust as the rest of the vehicle, Defender is the first new Land Rover to benefit from enhanced validation testing, the result of a £37m investment in new facilities and infrastructure. As a result, the new EVA 2.0 system has been through the most comprehensive development programme the company has ever completed, ensuring every aspect of the vehicle lives up to its rugged reputation.

*\* Market dependent*

*<sup>9</sup> Range achieved will vary dependent on vehicle and battery condition, actual route and environment and driving style.*

*<sup>9</sup> The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. For comparison purposes only. Real world figures may differ. CO<sub>2</sub>, fuel consumption and range figures may vary according to factors such as driving styles, environmental conditions, load and accessories. All figures relate to Defender 110 model only*

## ACCESSORIES: MAKE MORE OF YOUR WORLD WITH THE MOST ACCESSORISED AND PERSONALISED LAND ROVER

Personal experiences and adventures are part of the Land Rover landscape and New Defender maintains this rich heritage, allowing customers to personalise their vehicle to fit their lives with more choice than ever before.

The most accessorised and personalised Land Rover ever produced is available in 90 and 110 body designs and Defender, X-Dynamic, First Edition and Defender X trim levels, while customers can choose from a range of four Accessory Packs to give the rugged new 4x4 a unique character. This is in addition to S, SE and HSE Specification Packs available for Defender and X-Dynamic customers.

A choice of 170 individual accessories means the chances of finding two identical Defenders is remote while Land Rover's new Above and Beyond Collection of outdoor performance apparel and equipment delivers the same durability and toughness as New Defender.

The full range of official accessories is available individually, but four Accessory Packs help customers to tailor New Defender to suit their lifestyle:

### Explorer Pack

Conquer unmapped extremes with a Raised Air Intake, lightweight 26kg Expedition Roof Rack\* and an Exterior Side-mounted Gear Carrier. Front and Rear Classic Mud Flaps, Wheel Arch Protection and a



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Spare Wheel Cover provide extra ruggedness while a Matte Black bonnet decal, featuring 90 or 110 cut-out detailing, completes the Explorer Pack's head-turning appearance.

Customers can also upgrade the Explorer Pack with Fixed Side Steps and a Deployable Roof Ladder, while the Front Expedition Protection System adds a Front Undershield and 'A'-Frame Protection Bar with raised corners to improve the front approach angle.

### **Adventure Pack**

A Portable Rinse System with a 6.5-litre pressurised water reservoir, boot-mounted Integrated Air Compressor and Exterior Side-mounted Gear Carrier equip New Defender for time spent in the wilds. Protection is enhanced by Front and Rear Mud Flaps, a Spare Wheel Cover and a Bright Rear Scuff Plate, to guard the rear bumper against scrapes and scratches when loading and unloading, while a practical 20-litre Seat Backpack, which you can take with you when you leave the vehicle, completes the interior.

### **Country Pack**

Designed for time spent off the beaten track, the Country Pack features rugged Wheel Arch Protection, a Bright Rear Scuff Plate to protect the top of the rear bumper and Front and Rear Classic Mud Flaps. A Portable Rinse System and Full-Height Loadspace Partition equip the interior for everyday adventures.

### **Urban Pack**

To stand out in the concrete jungle, the Urban Pack adds a Bright Rear Scuff Plate, Spare Wheel Cover and Front Undershield while Bright Metal Pedals add to the robust interior. Customers can then opt for a range of alloy wheel upgrades including a distinctive 22-inch five-spoke design.

A selection of Side Tubes and both Fixed or Deployable Side Steps are available across all four Accessory Packs alongside a full range of durable deep-sided rubber mats to protect the interior.

The comprehensive range of accessories can also be purchased separately including the innovative Exterior Side-mounted Gear Carrier, which aligns with the Defender's distinctive floating pillars\*\* and is perfect for holding mucky equipment. The lockable stowage pod has been aerodynamically tested to minimise wind noise and withstand extreme conditions and its 24-litre capacity can support up to 17kg, making it perfect for storing muddy boots or soggy wetsuits, without soiling the interior.

### **Expedition-ready**

If the Gear Carrier isn't fitted, New Defender's floating pillars also provide a home for the Deployable Roof Ladder, which folds down from its locked position to allow easy access to items being carried on the roof. With a choice of Aqua Sports Carriers, Roof Rails and Roof Racks, customers can make full use of New Defender's impressive 168kg\*\*\* maximum dynamic roof load.

For overnight camping trips and overland adventures, a Rooftop Tent makes full use of New Defender's maximum static roof load of 300kg. Its one-click operating mechanism is easy-to-use and, when fitted



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with the Deployable Roof Ladder and Expedition Roof Rack, New Defender doubles as all-terrain accommodation for remote camping trips.

### **Additional accessories**

The Portable Rinse System includes a 6.5-litre reservoir, hose and shower attachment and can be used to clean everything from dirty kit to filthy dogs and is also available as part of Land Rover's existing Pet Packs. The user-friendly and practical list of standalone accessories also includes an Inflatable Waterproof Awning and a range of towing systems.

To ensure the toughest and most capable member of the Land Rover family inspires complete confidence in the most inhospitable environments on earth, a Remote Control Electric Winch provides complete assurance even when miles from home. Packaged neatly within the front bumper, its integrated design generates a maximum force of 4,536kg, holds 40m of synthetic rope and can be wirelessly operated up to 45m away for the ultimate convenience and safety off-road.

Raised Air Intakes are a vital addition in dusty locations, protecting the engine by delivering cleaner air from their elevated position, and the Defender is available with a close-fitting semi-integrated design that fits neatly onto the side-mounted engine air intake in the front fender, to preserve performance in dusty environments.

An intuitive online configurator lets customers personalise the New Defender quickly and easily – to see how your perfect specification looks, go to: [www.landrover.com/Defender](http://www.landrover.com/Defender)

### **Above and Beyond Collection**

The potential to accessorise Defender extends beyond the vehicle itself, as customers can also shop from the new Above and Beyond Collection – a 24-piece capsule collection designed and developed in collaboration with Musto®. The range of outdoor performance apparel, technical equipment and accessories delivers the same toughness as the famous off-roader and features everything from a hybrid jacket, which effortlessly transforms into a gilet using Quickburst zip technology, to a belt with a tensile strength of 6,000kg.

A selection of lifestyle packs is also available mirroring those available for New Defender, grouping specially chosen kit that suit country life, city living, outdoor adventure and exploration respectively.

*\* 168kg roofload and expedition rack only available with off-road tyre.*

*\*\* Floating pillars fitted as standard to 110 body designs, optional on 90*

*\*\*\* Must include weight of roof rack/ rails rated at 36kg (110) / 30Kg (90).*

**END**