



THE NEW RANGE ROVER SPORT: POWERFUL, ELECTRIFIED AND EFFICIENT

- **Electrifying power:** Powerful, refined and efficient powertrain line-up includes a pair of extended range Electric Hybrids and a choice of mild-hybrid petrol and diesel engines
- **Extended range:** Advanced P510e and P440e Electric Hybrids are capable of up to 113km of pure-electric driving, with overall CO₂ emissions from 18g/km¹
- **Fast charger:** New Range Rover Sport is capable of rapid DC charging up to 80 per cent in under an hour, or from 0-100 per cent on a 7kW AC home charger in as little as five hours¹
- **Visceral responses:** New 390 kW/530 pk V8 delivers characterful, dynamic performance with 750Nm of torque and 0-100km/h in just 4.5 seconds, all with enhanced efficiency
- **Silent dynamism:** Luxury performance SUV line-up will expand to include a fully electric model in 2024, alongside New Range Rover as Land Rover's second pure-electric model

New Range Rover Sport's unique character is shaped by its superior on-road driving dynamics and powerful and efficient powertrain line-up. The electrified range includes a choice of petrol-electric plug-in hybrids and mild hybrid petrol and diesels, while near-silent pure-electric power will arrive in 2024 – ensuring the luxury performance SUV has a propulsion choice to suit every customer.

The new extended range Plug-in Hybrid Electric Vehicle (PHEV) powertrains are led by the high-performance P510e. It provides a compelling balance of powerful performance and immediate responses from its six-cylinder Ingenium petrol engine, 105kW electric motor and 38.2kWh battery, which seamlessly combine to develop 375 kW/510 pk.

For customary Range Rover Sport performance, a new P530 V8 Twin Turbo is available, providing 390 kW/530 pk, 750Nm of torque and a 0-100km/h time of just 4.5 seconds with Dynamic Launch engaged – matching the previous Range Rover Sport SVR – while providing a 17 per cent improvement in efficiency over the old V8.

Erol Mustafa, Programme Chief, Range Rover Sport, Jaguar Land Rover, said: *“New Range Rover Sport is available with a comprehensive choice of powertrains tailored to suit the vehicle’s dynamic character. The electrified range of Ingenium six-cylinder mild-hybrid petrol and diesels provides effortless performance, whilst our extended range plug-in hybrids deliver the ultimate combination of power and efficiency with the ability to drive up to 70 miles using pure electric power.”*

The full engine line-up includes the following:

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Plug-in Hybrid Electric Vehicle

- P510e, 375 kW/510 pk 3.0-litre six-cylinder, PHEV, 700Nm of torque at 1,500-5,000rpm
- P440e, 324 kW/440 pk 3.0-litre six-cylinder, PHEV, 620Nm of torque at 1,500-5,000rpm

Petrol

- P530, 530PS 4.4-litre Twin Turbo V8, 750Nm of torque at 1,800-4,600rpm

Diesel

- D250, 183 kW/249 pk 3.0-litre six-cylinder, MHEV, 600Nm of torque at 1,250-2,250rpm
- D300, 221 kW/300 pk 3.0-litre six-cylinder, MHEV, 650Nm of torque at 1,500-2,500rpm
- D350, 258 kW/350 pk 3.0-litre six-cylinder, MHEV, 700Nm of torque at 1,500-3,000rpm

Extended range Electric Hybrid

The plug-in hybrid powertrain combines the effortless performance of Land Rover's 3.0-litre straight-six Ingenium petrol with a 105kW electric motor and 38.2kWh battery (with a usable capacity of 31.8kWh – nearly three times the capacity of the model it replaces).

Two versions of the Electric Hybrid are available: the range topping P510e and the P440e. Both deliver CO₂ emissions from 18g/km, and a WLTP electric driving range of up to 113km and an expected real-world range of up to 88km¹. Based on real-world data from existing customers, Range Rover Sport owners will be able to complete around 75 per cent of their journeys² using hushed electric-only power. For longer journeys, drivers benefit from a total driving range of 740km in real-world conditions.

The two plug-in hybrids offer trademark Range Rover Sport performance, with the P510e capable of accelerating from 0-100km/h in 5.4 seconds and a top speed of 242km/h. It provides the perfect blend of thrilling driver engagement and effortless refinement, provided by a combination of its 3.0-litre six-cylinder Ingenium petrol engine and electric motor, for a combined output of 375 kW/510 pk and 700Nm of torque.

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The P440e returns the same impressive efficiency credentials, while retaining smooth and responsive performance, with a total combined power output of 440PS, 620Nm of torque and a 0-100km/h time of 5.8 seconds.

The 3.0-litre six-cylinder Ingenium petrol engine delivers strong performance even without the aid of the electric powertrain, so customers enjoy customary Range Rover Sport acceleration even when battery charge is low. Conversely, in full EV mode, drivers are able to cruise at a hushed 140km/h without using the petrol engine. The PHEV drives through an advanced eight-speed ZF automatic transmission and power is delivered to the wheels by Land Rover's advanced Intelligent All-Wheel Drive system.

To make the most of their all-electric driving capability, plug-in hybrids feature rapid DC charging capability – New Range Rover Sport is one of the few plug-in hybrids to provide this technology. It will charge from 0 to 80 per cent in less than an hour using a 50kW rapid charger, while a domestic 7.2kW AC wallbox will deliver a full charge in under five hours, delivering ultimate convenience when charged at home overnight¹. Brake Energy Recuperation technology also harvests energy normally lost under braking and deceleration, which is fed back into the battery to maximise the EV driving range.

Predictive Energy Optimisation works in harmony with built-in geofencing technology and the navigation system to maximise the effectiveness of the PHEV powertrain, deploying electric drive when most suitable along the route, for example when entering low emissions zones. It automatically calculates the most suitable method of propulsion, optimising efficiency and reducing localised CO₂ emissions. The intelligent system also learns regular routes – via the advanced Pivi Pro system – and will recognise a daily commute (or similar journeys) to select the most appropriate method of propulsion.

Customers can choose between three different driving modes:

- **HYBRID MODE** – the default driving mode on start-up. Hybrid mode seamlessly optimises New Range Rover Sport's hybrid powertrain for any situation. The advanced system uses eHorizon navigation data to preserve and prioritise running in EV mode, for example in low-emissions zones and built-up areas – while also prioritising EV mode for the last 6km of journeys in urban areas for smooth, zero-emissions arrivals.
- **EV MODE** – uses electric power only, for hushed zero tailpipe emissions journeys.



- **SAVE MODE** – preserves battery charge to be used at a point later in the journey. Drivers can set the desired level of charge to be retained using the Pivi Pro touchscreen.

Connected convenience

Drivers can make the most of the plug-in hybrid using the connectivity options delivered by the comprehensive Land Rover Remote app³. These include Cabin Pre-Conditioning, which can be activated while the car is plugged in and charging, enabling customers to pre-warm or pre-cool their Range Rover Sport ahead of journeys, all via the convenience of a smartphone. Drivers can also manage a suite of PHEV-related Timed Charging functions, including:

- **Immediate Charging** – commences battery charging immediately.
- **Low-Cost Hours Only** – when plugged in, priority is given to charging during a specific time period (for instance, when energy costs are at their lowest).
- **Smart Charging** – the car's intelligent charging system will charge as efficiently as possible based on the planned departure time set by the driver. In conjunction with the pre-conditioning function, it will begin charging at the most cost-effective time.

Both the P510e and P440e PHEVs are available with a Mode 2 charging cable for at-home charging, while a Mode 3 charging cable suitable for AC charging – via a domestic wallbox or public charging points – is also available. The charging port is conveniently located on the rear side panel on the left-hand side of the vehicle.

Thrilling new V8 petrol engine

The pinnacle of the New Range Rover Sport's petrol line-up is the new V8 Twin Turbo, delivering a visceral driving experience that makes the most of its advanced chassis technologies.

The 4.4-litre Twin Turbo V8 produces 390 kW/530 pk, making it the most powerful option available, with 750Nm of torque and a 0-100km/h time of just 4.5 seconds when Dynamic Launch mode is engaged – a system that consistently provides a transient rise in torque from a standing start for optimum acceleration.

The characteristic V8 soundtrack and authentic high-performance credentials of the new V8 combine with a 17 per cent improvement in fuel economy over the previous V8, while also delivering 20 per cent more torque for an elevated driving experience. Its twin-scroll turbochargers, which feature ceramic bearings, provide immediate responses and virtually

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eliminate turbo lag, while peak power and efficiency are enhanced by a water-cooler that reduces intake air temperature more effectively, ensuring the Range Rover Sport is a strong and consistent performer in all conditions.

Valvetronic variable intake lift brings precise control over the combustion process throughout the rev range, always ensuring strong and smooth performance, while steel cylinder liners have been replaced by spray bore technology, reducing weight and friction, and improving thermal efficiency.

The advanced eight-speed automatic transmission has been thoroughly re-engineered to optimise gearshift patterns based on inputs from the driver, including factors such as accelerator pedal gradient and downshifting behaviour. Hundreds of potential shift sequences have been optimised, for a flexible, dynamic and engaging drive.

Advanced and efficient diesels

A broad range of powerful and efficient six-cylinder diesel engines is also available, offering strong responses with generous torque levels, bolstered by MHEV technology for optimised efficiency and responses. Three options are available – D250, D300 and D350 – with 183 kW/249 pk, 221 kW/300 pk and 258 kW/350 pk, respectively.

The D250 produces 600Nm of torque, ensuring strong pulling power, and is capable of 0-100km/h in 8.0 seconds. The D300 delivers 650Nm of torque, for a 0-100km/h time of 6.6 seconds, while the most powerful D350 provides 700Nm of torque and takes just 5.9 seconds to accelerate from 0-100km/h.

All three diesels return up to 7.4l/100km fuel economy (WLTP) and use energy-harvesting 48-volt MHEV technology to boost efficiency while also providing more rapid responses. The D250 and D300 produce 194g/km of CO₂, and the D350 195g/km.

The mild-hybrid system harvests energy normally lost during braking or deceleration. A Belt-integrated Starter Generator delivers faster responses and more refined operation of the stop-start system, while also providing added assistance for more rapid and responsive acceleration.

Land Rover's six-cylinder Ingenium diesel engines are constructed using lightweight aluminium and a pair of close-coupled series sequentially arranged turbos. This delivers maximum heat to the catalyst, reducing the time the car takes to warm up and run with greater efficiency. Low-friction steel pistons and 2,500bar piezo injection also contribute to the diesel

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MHEV's enhanced efficiency, while variable nozzle turbo technology allows 90 per cent of peak torque to be delivered in just over a second at 2,000rpm – ensuring the smoothest and most responsive drive.

Transmissions

All powertrains in the New Range Rover Sport use a rapid-responding eight-speed ZF automatic gearbox and twin-speed transmission, linked with Land Rover's Intelligent All-Wheel Drive system, seamlessly managing power distribution for the most capable and effortless driving experience in all conditions, from demanding off-road manoeuvres in low-range ratios to faster, engaging driving on more twisting sections of tarmac in the most involved Dynamic driving mode.

ENDS

¹The figures provided are as a result of official manufacturer's test in accordance with EU WLTP legislation derivatives with a fully charged battery. For comparison purposes only. Real world figures may differ. CO₂, fuel economy, energy consumption and range figures may vary according to factors such as driving styles, environmental conditions, load, wheel fitment, accessories fitted, actual route and battery condition. Range figures are based upon production vehicle over a standardised route. Assumes charging only at home and based on anonymised ownership data from Range Rover customer

²Manufacturer's Estimates. Actual charge times may vary according to environmental conditions and available charging installation.

³Compatible smartphones only