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Land Rover is proud to introduce the SDV6 Hybrid – the world's first Diesel Hybrid SUV with full off-road capability.



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Range Rover is the pinnacle of refinement and the most luxurious Land Rover. It is a design icon that offers an effortless, elegant and sophisticated driving experience.

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Range Rover Hybrid is 100% HYBRID, 100% LAND ROVER. It has been designed and engineered to deliver class-leading capability and versatility. By fully integrating the hybrid technologies into the chassis, nothing has been lost in ground clearance, approach and departure angles or the 900mm wading depth.

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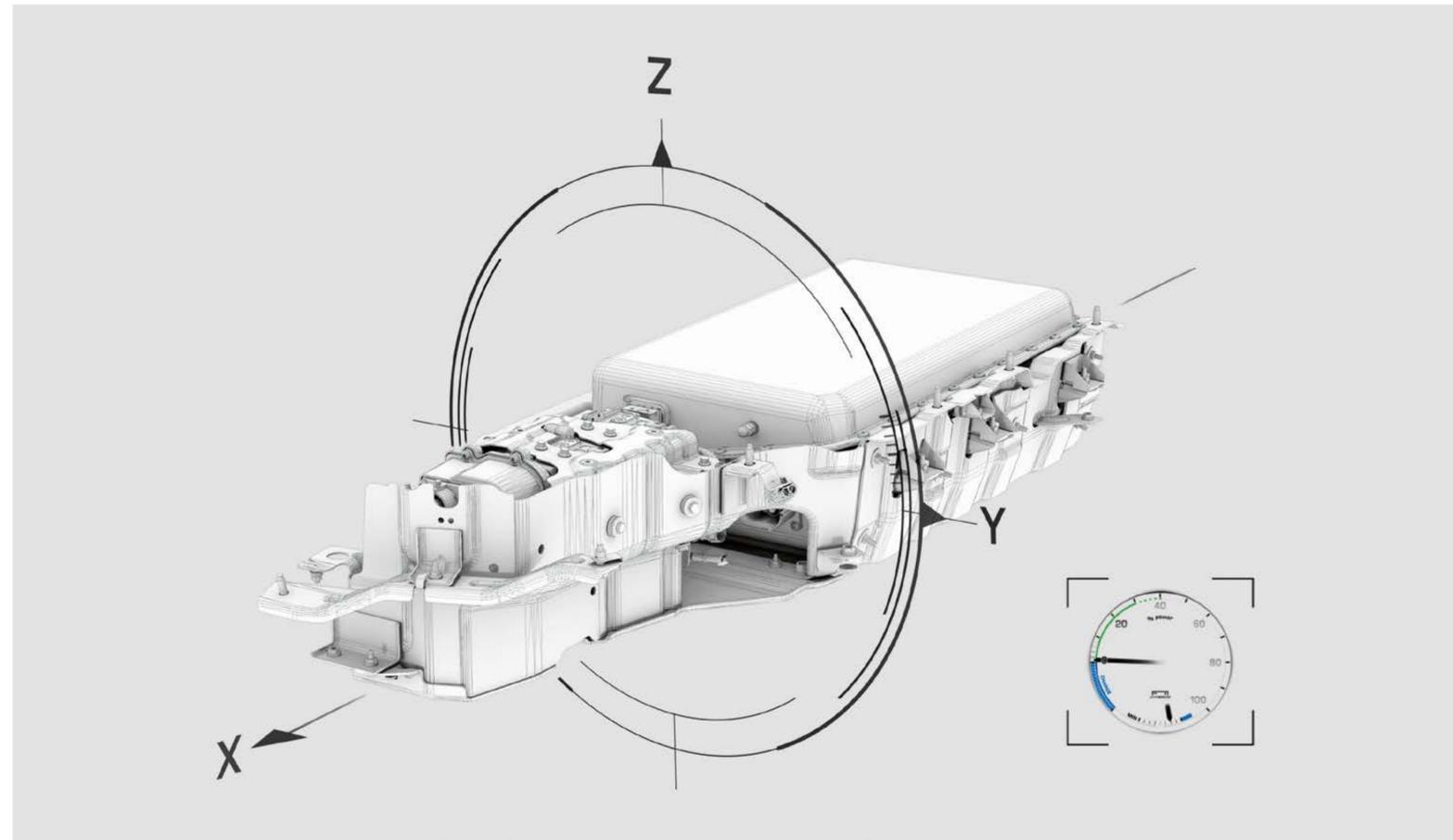
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MORE ABOUT HYBRID
PERFORMANCE AND EFFICIENCY

Range Rover Hybrid has been tested on the most demanding terrains, rigs and under the same extremes as every Land Rover. Hybrid technologies deliver impressive efficiencies. Available for the first time on Range Rover, the 3.0L SDV6 Diesel engine with a 35kW electric motor generates the same performance as the SDV8 Diesel but with 14% lower (27g less) CO₂ emissions when compared to the TDV6 engine at 169g.

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21 INCH SIX-SPOKE
'STYLE 602'



21 INCH SIX-SPOKE
'STYLE 602'
DIAMOND TURNED FINISH

Attention to detail is at the very heart of Land Rover. That's why even the alloy wheels on Range Rover Hybrid have been designed for increased efficiency. The design features spokes that are aerodynamically shaped so, as they move through the air, they require less power to keep them moving.

To finish, the vehicle is specified with a unique Hybrid badge that is located on the side vent.

The following details Hybrid's fuel economy.

	Urban l/100km (mpg)E	Extra Urban l/100km (mpg)	Combined l/100km (mpg)	CO ₂ Urban emissions g/km	CO ₂ Extra Urban emissions g/km	CO ₂ Combined emissions g/km
Hybrid	6.7 (42.0)	6.3 (45.0)	6.4 (44.1)	177	165	169

MORE ABOUT HYBRID
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The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

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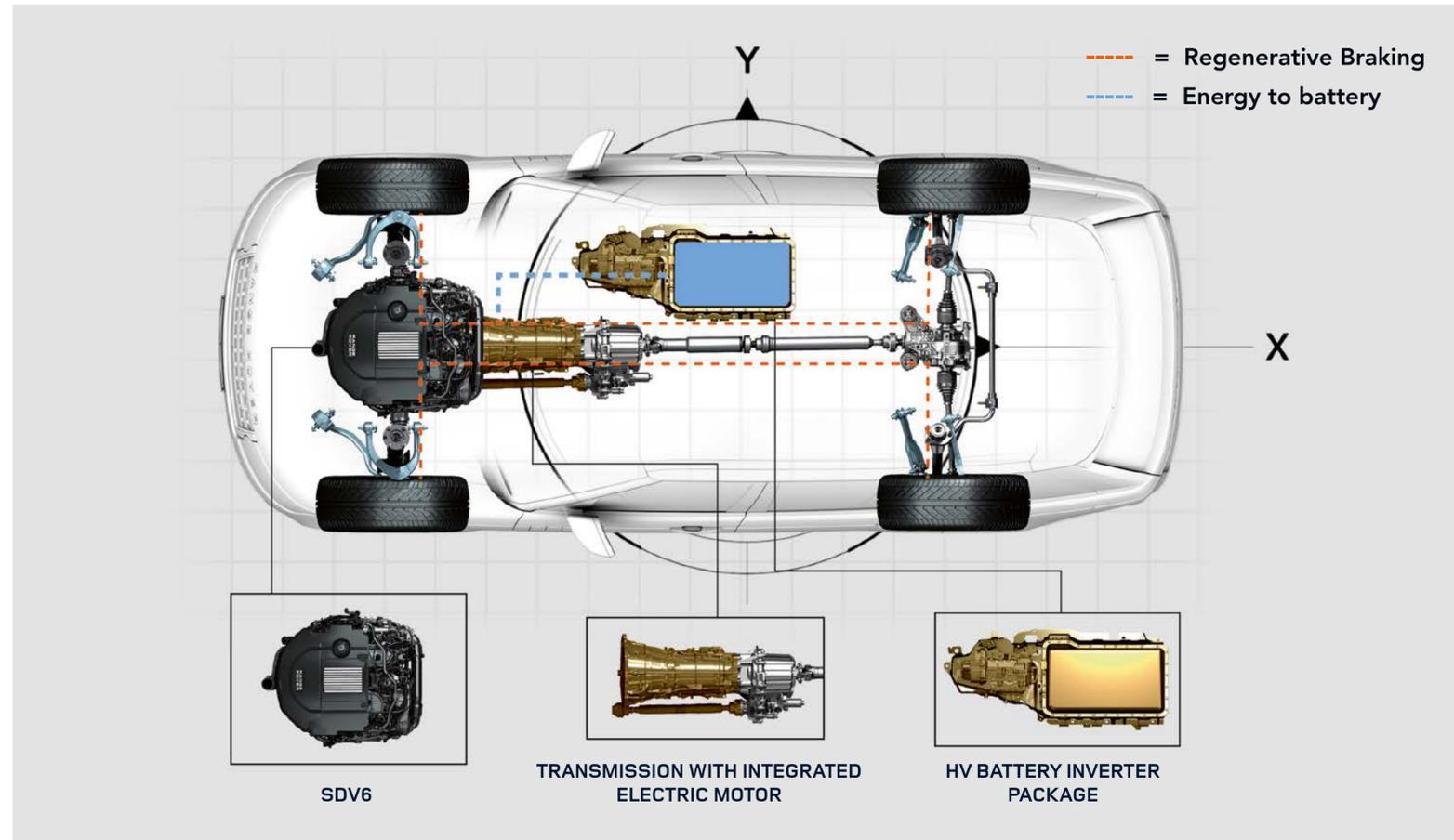
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HYBRID BATTERY

Innovative engineering ensures the transmission of energy between battery and engine is seamless. This energy is created by the Regenerative Braking process, which captures and stores kinetic energy in the battery, normally lost through braking. This is then used to power the electric motor and ensures that torque is instantly available on demand.



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RANGE ROVER HYBRID

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MORE ABOUT DRIVING RANGE ROVER HYBRID

MORE ABOUT DRIVING IN EV MODE

Select from four Hybrid driving modes to tailor the vehicle's performance to your requirements.



EV On Mode: Optimises hybrid battery power and is whisper quiet enhancing the refinement around town or peaceful villages.



EV Off Mode: Enables the vehicle's default setting where the hybrid system selects the most efficient combination of diesel and electric power to meet the power and torque required.



Sport Mode: Gives full access to the vehicle's performance, comparable to the SDV8. The throttle response becomes more immediate with torque triggered from less pedal pressure, ideal for when additional power is required.



Auto Stop/Start: Increases charging opportunities as this option means the engine runs continuously, inhibiting the Stop/Start system.

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HYBRID OWNERSHIP

Is the warranty for a Range Rover Hybrid comparable to other Range Rovers?

Yes – The warranty is the same. The hybrid battery even has an extended warranty of 5 years.

Will Range Rover Hybrids have a good residual value?

Range Rover vehicles have traditionally enjoyed strong residual value and we anticipate this vehicle to be no different. Exact information will however need to be issued by Third Party providers.



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TECHNICAL SPECIFICATION COMPARISON

This page compares the SDV6 Hybrid with the non-Hybrid engines available on Range Rover.

	TDV6	SDV8	V8 SUPERCHARGED	SDV6 HYBRID
ENGINE DATA				
Capacity (cc)	2,993	4,367	5,000	2,993
No. of cylinders	6	8	8	6
Cylinder layout	Longitudinal V6	Longitudinal V8	Longitudinal V8	Longitudinal V6
Valves per cylinder	4	4	4	4
Bore (mm)	84	84	92.5	84
Stroke (mm)	90	98.5	93	90
Compression ratio (:1)	16.1	16.1	9.5	16.1
Maximum power kW (PS) / rpm	190 (258) / 4,000	250 (339) / 3,500	375 (510) / 6,000 - 6,500	250 (340) / 4,000**
Maximum torque Nm / rpm	600 / 2,000	740 / 1,750 - 3,000	625 / 2,500 - 5,500	700 / 1,500 - 3,000**
PERFORMANCE AND FUEL ECONOMY				
Maximum speed kph (mph)	210 (130)	218 (135)	225 / 250* (140 / 155*)	218 (135)
Acceleration (secs) 0-100kph (mph)	7.9 (7.4)	6.9 (6.5)	5.4 (5.1)	6.9 (6.5)
Urban l/100km (mpg)	8.5 (33.2)	11.5 (24.6)	18.3 (15.4)	6.7 (42.0)
Extra Urban l/100km (mpg)	7.0 (40.4)	7.6 (37.2)	9.7 (29.1)	6.3 (45.0)
Combined l/100km (mpg)	7.5 (37.7)	8.7 (32.5)	12.8 (22.1)	6.4 (44.1)
CO ₂ Urban emissions g/km	224	306	426	177
CO ₂ Extra Urban g/km	187	203	226	165
CO ₂ Combined g/km	196	229	299	169
Fuel tank capacity – usable (litres)	85	105	105	80
Diesel Particulate Filter (DPF)	■	■	–	■
BRAKES				
Front type	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Front diameter (mm)	350	380	380	380
Rear type	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Rear diameter (mm)	350	365	365	365
Park Brake	Electric Park Brake (EPB) integrated into brake caliper			

The figures provided are as a result of official manufacturer's tests in accordance with EU legislation.

A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

*Maximum speed is 250kph/155mph when specified with 22 inch alloy wheels.

**When combined with electric motor.

■ Standard – Not Available



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RANGE ROVER SPORT HYBRID

TECHNICAL SPECIFICATION COMPARISON

This page compares the SDV6 Hybrid with the non-Hybrid engines available on Range Rover.

	TDV6	SDV8	V8 SUPERCHARGED	SDV6 HYBRID
WEIGHTS (kg)				
Weight from	2,160	2,410	2,330	2,394
Maximum laden weight	3,000	3,200	3,150	3,100
Maximum mass on each axle (front)	1,500	1,550	1,550	1,500
Maximum mass on each axle (rear)	1,775	1,775	1,775	1,775
TOWING (kg)				
Unbraked trailer	750	750	750	750
Maximum towing	3,500	3,500	3,500	3,000
Maximum coupling point / nose weight	150	150	150	120
Maximum vehicle and trailer combination / Gross Train Weight	6,500	6,700	6,650	6,100
ROOF CARRYING (kg)				
Maximum roof load (including Roof Rails)	100	100	100	100

The figures provided are as a result of official manufacturer's tests in accordance with EU legislation.

A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

*Maximum speed is 250kph/155mph when specified with 22 inch alloy wheels.

**When combined with electric motor.

■ Standard – Not Available

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The Range Rover Sport takes the marque to another level. It is the most dynamic, agile and responsive Land Rover ever. Its flowing lines, distinctive silhouette and muscular stance embody the vehicle's energy, modernity and boundless ability. It simply demands to be driven.



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The Range Rover Sport is 100% HYBRID, 100% LAND ROVER. It has been designed and engineered to deliver class-leading capability and versatility. By fully integrating the hybrid technologies into the chassis, ground clearance, approach and departure angles and wading depth of 850mm are uncompromised.

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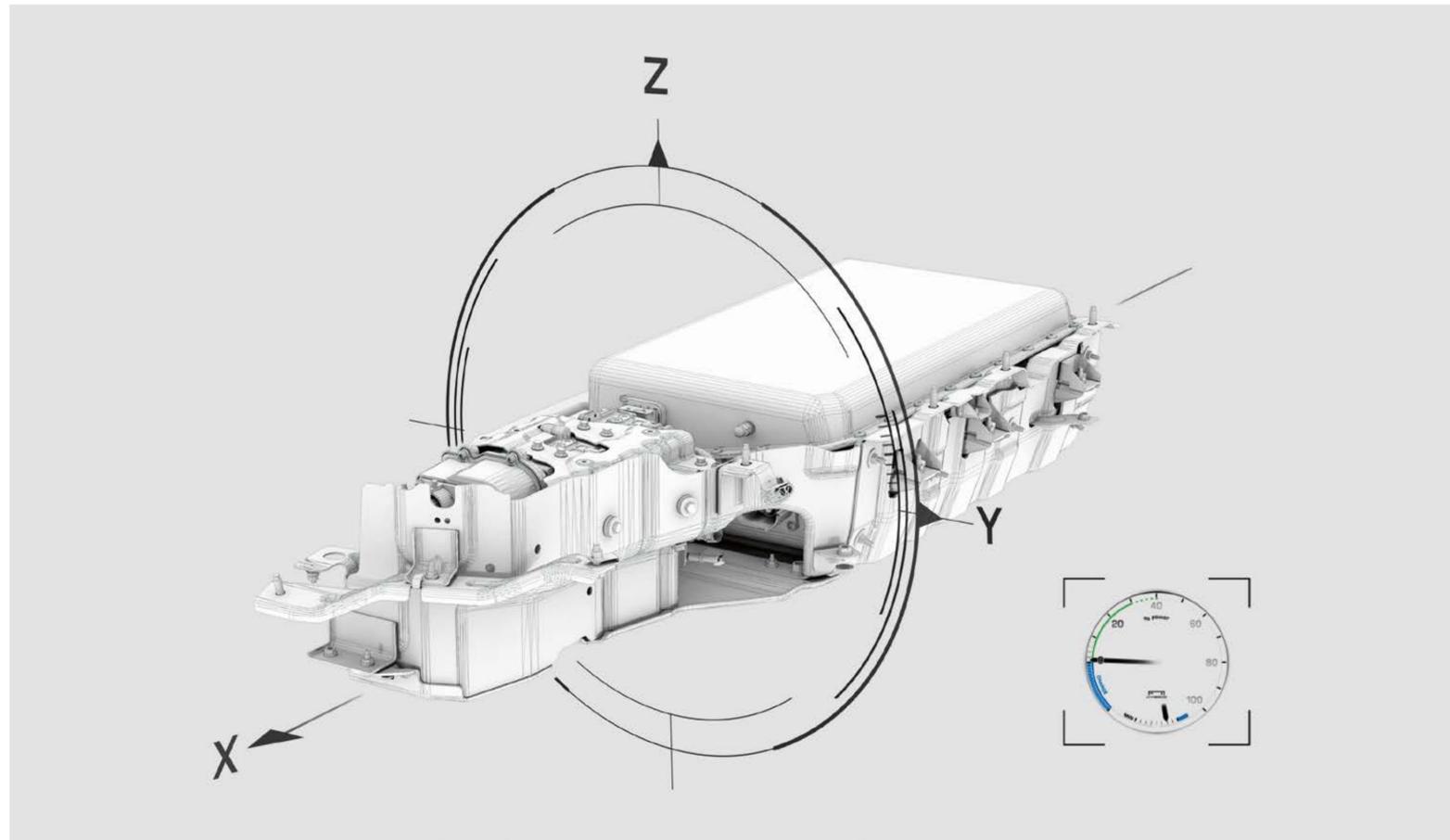
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MORE ABOUT HYBRID
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The Range Rover Sport Hybrid has been tested on the most demanding terrains, rigs and under the same extremes as every Land Rover. Whilst nothing has been lost in the responsiveness of the drive, hybrid technologies deliver great efficiencies. The 3.0L SDV6 Diesel engine with a 35kW electric motor generates an impressive 700Nm of torque resulting in the same performance as the SDV8 Diesel but with 13% lower (25g less) CO₂ emissions when compared to the entry TDV6 engine at 169g.

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21 INCH SIX-SPOKE
'STYLE 602'



21 INCH SIX-SPOKE
'STYLE 602'
DIAMOND TURNED FINISH

Attention to detail is at the very heart of Land Rover. That's why even the alloy wheels on Range Rover Sport Hybrid have been designed for increased efficiency. The design features spokes that are aerodynamically shaped so, as they move through the air, they require less power to keep them moving.

To finish, the vehicle is specified with a unique Hybrid badge that is located on the side vent.

The following details Hybrid's fuel economy.

	Urban l/100km (mpg)E	Extra Urban l/100km (mpg)	Combined l/100km (mpg)	CO ₂ Urban emissions g/km	CO ₂ Extra Urban emissions g/km	CO ₂ Combined emissions g/km
Hybrid	6.7 (42.0)	6.3 (45.0)	6.4 (44.1)	177	165	169

MORE ABOUT HYBRID
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The figures provided are as a result of official manufacturer's tests in accordance with EU legislation. A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

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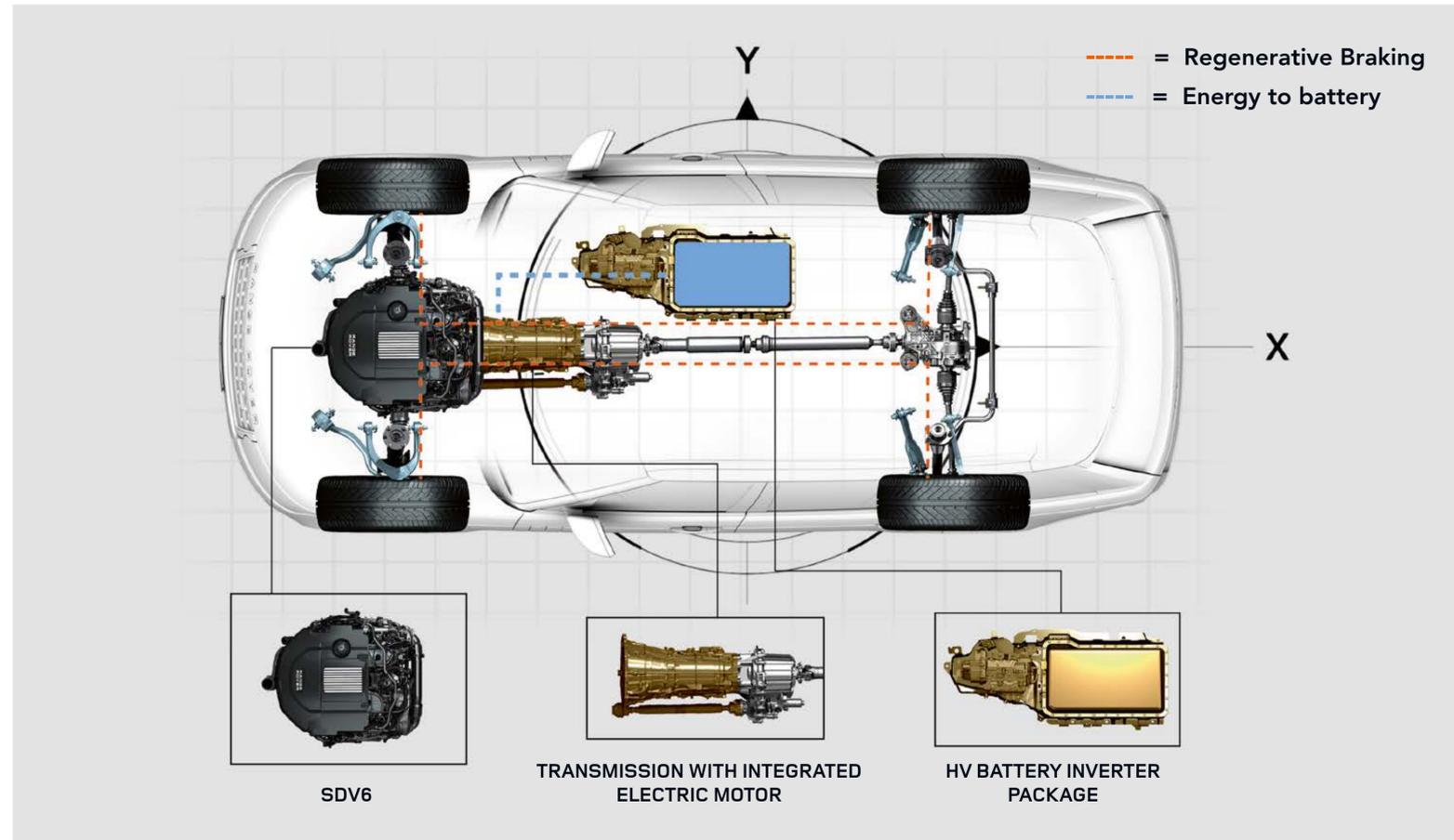
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Innovative technologies ensure the transmission of energy between battery and engine is seamless. This energy is created by the Regenerative Braking process, which captures and stores kinetic energy in the battery normally lost through braking. This is then used to power the electric motor and ensures that torque is instantly available on demand so the vehicle maintains unrivalled breadth of capability.



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MORE ABOUT DRIVING IN EV MODE

Select from four Hybrid driving modes to tailor the vehicle's performance to your requirements giving the most dynamic model in the Land Rover portfolio an extra dimension.



EV On Mode: Optimises hybrid battery power and is whisper quiet whilst travelling around town or peaceful villages.



EV Off Mode: Enables the vehicle's default setting where the hybrid system selects the most efficient combination of diesel and electric power to meet the power and torque required.



Sport Mode: Gives full access to the vehicle's comparable SDV8 performance. The throttle response becomes more immediate with torque triggered from less pedal pressure, ideal for overtaking when it is safe to do so.



Auto Stop/Start: Increases charging opportunities as this option means the engine runs continuously, inhibiting the Stop/Start system.

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Is the warranty for a Range Rover Sport Hybrid comparable to other Range Rover Sports?

Yes – The warranty is the same. The hybrid battery even has an extended warranty of 5 years.

Will Range Rover Sport Hybrids have a good residual value?

Range Rover Sport vehicles have traditionally enjoyed strong residual value and we anticipate this vehicle to be no different. Exact information will however need to be issued by Third Party providers.





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RANGE ROVER SPORT HYBRID

TECHNICAL SPECIFICATION COMPARISON

This page compares the SDV6 Hybrid with the non-Hybrid engines available on Range Rover Sport.

	TDV6	SDV6	SDV8	V8 SUPERCHARGED	SDV6 HYBRID
ENGINE DATA					
Capacity (cc)	2,993	2,993	4,367	4,999.7	2,993
No. of cylinders	6	6	8	8	6
Cylinder layout	Longitudinal V6	Longitudinal V6	Longitudinal V8	Longitudinal V8	Longitudinal V6
Valves per cylinder	4	4	4	4	4
Bore (mm)	84	84	84	92.5	84
Stroke (mm)	90	90	98.5	93	90
Compression ratio (:1)	16.1	16.1	16.1	9.5	16.1
Maximum power kW (PS) / rpm	190 (258) / 4,000	215 (292) / 4,000	250 (339) / 3,500	375 (510) / 6,000 - 6,500	250 (340) / 4,000**
Maximum torque Nm / rpm	600 / 2,000	600 / 2,000	740 / 1,750 - 3,000	625 / 2,500 - 5,500	700 / 1500**
PERFORMANCE AND FUEL ECONOMY					
Maximum speed kph (mph)	210 (130)	210 / 222* (130 / 138*)	210 / 225* (130 / 140*)	225 / 250* (140 / 155*)	210 / 225* (130 / 140*)
Acceleration (secs) 0-100kph (mph)	7.6 (7.1)	7.2 (6.8)	6.9 (6.5)	5.3 (5.0)	6.7 (6.5)
Urban l/100km (mpg)	8.3 (30.4)	8.7 (32.5)	11.5 (24.6)	18.3 (15.4)	6.7 (42.0)
Extra Urban l/100km (mpg)	6.7 (42.2)	6.8 (41.5)	7.6 (37.2)	9.7 (29.1)	6.3 (45.0)
Combined l/100km (mpg)	7.3 (38.7)	7.5 (37.7)	8.7 (32.5)	12.8 (22.1)	6.4 (44.1)
CO ₂ Urban emissions g/km	218	230	306	426	177
CO ₂ Extra Urban g/km	177	180	203	226	165
CO ₂ Combined g/km	194	199	229	298	169
Fuel tank capacity – usable (litres)	80	80	105	105	80
Diesel Particulate Filter (DPF)	■	■	■	–	■
BRAKES					
Front type	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Front diameter (mm)	350	380	380	380	380
Rear type	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc	Ventilated disc
Rear diameter (mm)	350	365	365	365	365
Park Brake	Electric Park Brake (EPB) integrated into brake caliper				

The figures provided are as a result of official manufacturer's tests in accordance with EU legislation.

A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

*Only available on Dynamic Pack models.

**When combined with electric motor.

■ Standard – Not Available



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This page compares the SDV6 Hybrid with the non-Hybrid engines available on Range Rover Sport.

	TDV6	SDV6	SDV8	V8 SUPERCHARGED	SDV6 HYBRID
WEIGHTS (kg)					
Weight from	2,115	2,115	2,398	2,335	2,372
Maximum laden weight	3,020	3,020	3,200	3,050	3,150
Maximum mass on each axle (front)	1,500	1,500	1,500	1,500	1,500
Maximum mass on each axle (rear)	1,775	1,775	1,775	1,775	1,775
TOWING (kg)					
Unbraked trailer	750	750	750	750	750
Maximum towing	3,500	3,500	3,500	3,500	3,000
Maximum coupling point / nose weight	150	150	150	150	150
Maximum vehicle and trailer combination / Gross Train Weight	6,500	6,500	6,700	6,550	6,150
ROOF CARRYING (kg)					
Maximum roof load (including Roof Rails)	100	100	100	100	100

The figures provided are as a result of official manufacturer's tests in accordance with EU legislation.

A vehicle's actual fuel consumption may differ from that achieved in such tests and these figures are for comparative purposes only. Low fuel warning at 9 litres approximately.

*Only available on Dynamic Pack models.

**When combined with electric motor.

■ Standard – Not Available

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HYBRID PERFORMANCE AND EFFICIENCY

What is the performance like in a Range Rover Hybrid?

Performance is increased compared to the non-hybrid V6 diesel models. This is because when the driver needs additional performance from the vehicle, both the diesel engine and electric motor can work together. It's like getting SDV8 performance from a TDV6 engine.

When will I gain the most fuel economy from the Range Rover Hybrid vehicle?

The hybrid system gives most benefit during driving conditions with steady acceleration and decelerations; for example when in an urban environment with moving traffic or driving on country and back roads. Harsh braking should be avoided as this reduces the opportunity to recover energy through the regenerative braking system. If your drive cycle includes significant regular periods of constant high speed driving, minimal benefit in fuel economy compared with a non-hybrid V6 diesel vehicle will be experienced.

Can a Hybrid be more efficient than a non-Hybrid vehicle?

Yes – Under optimal driving conditions the Range Rover Hybrid can achieve a combined mpg of 44.1. This value is achieved on a vehicle tested under controlled conditions over a drive route specified by the governing agency. Fuel economy is heavily dependent on driving environment, driving style and loads. However under the right conditions the vehicle can achieve greater than the above figure.

How far can my Range Rover Hybrid travel using just the electric motor?

When Electric Vehicle mode is activated manually using the EV button, the EV light on the instrument cluster will glow green. The Range Rover Hybrid will drive silently at slow speeds for a distance of up to 1 mile/1.6km provided the hybrid battery is fully charged when EV mode is activated. Electric range is influenced by many factors such as temperatures, driving style and vehicle loads. The engine will restart automatically once the battery is discharged or the electric motor is unable to meet demand without the assistance of the combustion engine.



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ABOUT THE HYBRID BATTERY

How do hybrid batteries re-charge? Do I need to plug my Range Rover Hybrid in to charge it?

The hybrid battery charges by capturing energy as you drive and brake (Regenerative Braking process). You do not need to plug this hybrid vehicle in.

What is brake regeneration?

This is the process that captures the vehicle's momentum (kinetic energy) and turns it into electricity that charges the battery when the vehicle uses its brakes. In conventional vehicles, that kinetic energy would normally be turned into heat through friction and then lost.

With using a powerful battery, are hybrid vehicles safe?

Yes – Although the hybrid system uses high voltages and currents, there are multiple layers of protection to ensure the safety of the driver, passengers and anyone who comes into contact with the vehicle.

When the battery is fully charged, do I need to do anything to stop it becoming overcharged?

No – You can just drive as normal. The battery is designed to capture energy and recycle it. You will see the battery state of charge filling and emptying as this happens. This is normal operation.

Can I leave my Range Rover Hybrid in the garage for a long time while on holiday?

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I want to make sure I can arrive at and leave my destination on Electric Power. How do I make sure the battery is sufficiently charged to do this?

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What is the green marker that appears on the dashboard when using "EV On" Mode?

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I have a message that says "EV Mode Temporarily Unavailable". Does this mean there is a fault?

No – Sometimes when there is a high electrical load on the vehicle (for example when the air conditioning is working at full power to cool the interior when the vehicle has been parked in the sun) power is routed away from the hybrid system and EV mode temporarily becomes unavailable. This can also happen when the engine is cold and will take longer to clear in cold weather, or when Automatic Terrain Response is engaged for off-road driving. The message will clear once conditions change.

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What is the performance like in a Range Rover Sport Hybrid?

Performance is increased compared to the non-hybrid V6 diesel models. This is because when the driver needs additional performance from the vehicle, both the diesel engine and electric motor can work together. It's like getting SDV8 performance from a TDV6 engine.

When will I gain the most fuel economy from the Range Rover Sport Hybrid vehicle?

The hybrid system gives most benefit during driving conditions with steady acceleration and decelerations; for example when in an urban environment with moving traffic or driving on country and back roads. Harsh braking should be avoided as this reduces the opportunity to recover energy through the regenerative braking system. If your drive cycle includes significant regular periods of constant high speed driving, minimal benefit in fuel economy compared with a non-hybrid V6 diesel vehicle will be experienced.

Can a hybrid be more efficient than a non-hybrid vehicle?

Yes – Under optimal driving conditions the Range Rover Sport Hybrid can achieve a combined mpg of 44.1. This value is achieved on a vehicle tested under controlled conditions over a drive route specified by the governing agency. Fuel economy is heavily dependent on driving environment, driving style and loads. However under the right conditions the vehicle can achieve greater than the above figure.

How far can my Range Rover Sport Hybrid travel using just the electric motor?

When Electric Vehicle mode is activated manually using the EV button, the EV light on the instrument cluster will glow green. The Range Rover Sport Hybrid will drive silently at slow speeds for a distance of up to 1 mile/1.6km provided the hybrid battery is fully charged when EV mode is activated. Electric range is influenced by many factors such as temperatures, driving style and vehicle loads. The engine will restart automatically once the battery is discharged or the electric motor is unable to meet demand without the assistance of the combustion engine.



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ABOUT THE HYBRID BATTERY

How do hybrid batteries re-charge? Do I need to plug my Range Rover Sport Hybrid in to charge it?

The hybrid battery charges by capturing energy as you drive and brake (Regenerative Braking process). You do not need to plug this hybrid vehicle in.

What is brake regeneration?

This is the process that captures the vehicle's momentum (kinetic energy) and turns it into electricity that charges the battery when the vehicle uses its brakes. In conventional vehicles, that kinetic energy would normally be turned into heat through friction and then lost.

With using a powerful battery, are hybrid vehicles safe?

Yes – Although the hybrid system uses high voltages and currents, there are multiple layers of protection to ensure the safety of the driver, passengers and anyone who comes into contact with the vehicle.

When the battery is fully charged, do I need to do anything to stop it becoming overcharged?

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