

NEW DIESEL ENGINE POWERS THE CLEANEST EVER DEFENDER FOR 2012

- New, 2.2-litre diesel engine with DPF meets EU5
- Two new individual option packs
- New plain black pickup hood option

Gaydon, Warwickshire, 12 August 2011

A new EU5 2.2-litre diesel engine replaces the EU4 2.4-litre diesel for 2011, bringing greater levels of performance and refinement to the 2012 Defender. The smaller capacity engine delivers the same power, torque and economy as its outgoing unit but makes this the cleanest Land Rover Defender yet produced. In EU5 markets, the new engine comes with a diesel particulate filter (DPF) to ensure the lowest possible levels of regulated emissions.

The Defender can trace its roots back to 1948 and during that period Land Rovers have earned a reputation as the most rugged and versatile off-road vehicles in the world. Since the current model's introduction in 2007, the Defender has consistently sold an average of 25,000 units a year worldwide.

Retail and utility customers, armed forces and NGOs in over 100 countries believe that the Defender's off-road ability, durability and towing capability are still head and shoulders above the competition. Such a unique combination of attributes explains why this legendary vehicle commands such exceptionally high standards of customer loyalty.

"The substantial improvements to the Defender in 2007 transformed its on-road refinement and comfort whilst extending its legendary capability off-road for which Defender is synonymous. With the introduction of the new 2.2-litre diesel engine and two option packs, the Defender for 2012 now offers greater customer choice than ever before," said **John Edwards**, Land Rover Global Brand Director.

Smaller, cleaner diesel engine for 2012

The new EU5 2.2-litre diesel engine replaces the EU4 2.4-litre diesel while matching it for power, torque and fuel consumption. A new, full acoustic engine cover replaces the previous splash cover, reducing radiated engine noise and improving driving refinement. Meeting EU5 regulations, the engine delivers lower levels of the regulated emissions, NOx, CO and HC thanks to an improved combustion system and sophisticated engine management system. In EU5 markets, particulate matter has been reduced to EU5 levels with a diesel particulate filter (DPF).

Despite the smaller capacity and reduced emissions, the new engine produces the same power, 122PS@3,500rpm and torque, 360Nm@2,000rpm, as the outgoing 2.4-litre engine. Performance remains similar too, though the top speed has been raised to 90mph compared to 82mph for the previous version. CO2 emissions on the combined cycle are consistent at 266g/km for the 90 and 295g/km for the 110 and 130.

The GFT MT 82 six-speed gearbox has been retained for 2012 with its excellent ratio spread, high top gear for cruising and enhanced low-speed crawl capability. The lower first gear offers low crawl speed making towing on-road and off-road much easier. The low-down engine torque also helps in-gear acceleration and the tall sixth gear ensures excellent real-world cruising, refinement and fuel economy. Ground gears in both the gearbox and transfer box help contribute to the refinement of the transmission.

Two new option packs

- Comfort Pack – Air conditioning, CD Player with auxiliary input, electric windows and remote central locking. The Comfort Pack costs £1650.
- Off-Road Pack – ABS, heavy duty rim and MTR tyre, tow ball and under-ride protection bar. The Off-Road Pack costs £1500.

In response to customer feedback, a plain black Pick Up hood will now be available as an option whilst a plain beige hood will be introduced for the 110 Double Cab Pick Up. Both options are in addition to existing styles. A further enhancement for 2012 includes the addition of tinted glass on all models.

The Defender's fascia is based on a single, large moulding supported on a robust steel rail to help eliminate squeaks and rattles. The instruments provide clear, concise information to the driver, and details like all-LED instrument illumination help ensure high standards of reliability. Versatile stowage shelves are conveniently located for both the driver and passenger and two console options are available: a practical open-tray design that keeps contents to hand and a large, lidded design that provides an impressive 14-litres of stowage.

A powerful heating and ventilation system is designed to cope with the most extreme climates and features aluminium plate and fin heat exchangers to deliver impressive performance.

Tall front seats are designed to improve maximum back support and head restraint ergonomics in the most demanding driving conditions and there are robust, supportive second row seats too. 110 Station Wagon and 130 Crew Cab models can comfortably accommodate three occupants on an asymmetrically-split second row seat. A spring-assisted fold mechanism helps when folding the seats for carrying large or awkward loads.

Defender 90 Station Wagon second row occupants benefit from a pair of individual, full-size, forward-facing rear seats. Providing excellent comfort levels, these seats are also available as a third row option on the 110 Station Wagon. Accessed either through the rear door or by folding the second row seats, they can be easily folded and stowed sideways in the loadspace.

Seat trims include durable all-vinyl and cloth specifications; a half-leather option is also included in the XS specification available on Station Wagon and 110 Double Cab Pick-Up derivatives to add a touch of luxury to the cabin. Three-point safety belts are specified for all seating positions.

Defender's unique vehicle architecture has been retained for 2012. The chassis frame is available in three different wheelbases. A total of 14 separate body styles – from pick-ups and soft-tops to crew cabs and station wagons – are produced on the mainstream production line.

The 2012 Defender is available from £20,995 on the road and will be on-sale in the UK from November 2011.