

Source: carbuyer.co.uk | Date: 28.09.2016 | Circulation: 4926 | [Go to source...](#)

New 2017 Land Rover Discovery: further pictures leaked



Full details and images of the new Land Rover Discovery have finally been released, following months of drip-fed information, teasers and videos. The new car is being unveiled at a celeb-packed event in the UK (also featuring a bridge and a boat made out of LEGO) before being displayed in front of the public at the Paris Motor Show. Watch the live reveal below:

As well as promising unrivalled off-road capability for the class, the new Discovery will feature hi-tech kit and a higher-quality interior than the old model, as well as significantly lower running costs. This is partly thanks to considerable weight reduction, but also more efficient engines.

Land Rover says the new Discovery is a proper seven-seater, with the third row of seats designed to accommodate adults in "the 95th percentile" of height. This means that both adults and children should be able to fit in the sixth and seventh seats comfortably.

There'll be the choice of 2.0-litre four-cylinder diesel, 3.0-litre V6 diesel or supercharged 3.0-litre V6 petrol power at launch, with the vast majority of sales likely to be the first two options.

Pricing will start at £43,495 for the entry-level S model, rising to £68,295 for the limited-run (600 are coming to the UK) First Edition. The most expensive series-production trim level - HSE Luxury - starts at £62,695.

New 2017 Land Rover Discovery design

These images clearly show influences from the Land Rover Discovery Sport, as well as the Discovery Vision Concept that was displayed at the 2014 New York Motor Show. The slender headlights and grille, as well as the forward-raked, body-coloured third roof support pillar are all taken straight from the Discovery Sport.

Meanwhile, the new Discovery retains the stepped roof that's become synonymous with the car in recent history, although the windscreen is raked back further than ever before. Meanwhile, those



slim headlights feature a brand-new light signature and the LED daytime running lights run in a strip across the bottom of the light cluster.



The new car has slim vertical intakes in the front bumper with a silver plastic skid plate fitted between them. The wheelarches are more flared than before and a black windscreen surround gives the appearance that the roof 'floats' above the car's glass. The clamshell bonnet and bold Discovery badges remain, however.

Along the sides, there's a strong character line that runs from the air vent on the front wings, through the door handles and right round the back of the car - following the top of the new LED rear light clusters. There's black plastic cladding all the way around the underside and wheelarches, with a silver skid plate at the back.

Land Rover has also taken the unusual step of offsetting the rear number plate to the left of the tailgate, on top of which is a roof spoiler. This time around, however, there's no split tailgate, although the manufacturer is insisting that the boot opening will be larger than ever before.



There's no doubt the new, softer lines of the Discovery have been designed with aerodynamics in mind, and this is illustrated by a fairly low (for a large SUV at least) drag co-efficient. This, along with a weight-loss regime and new engines, has helped to reduce the Discovery's emissions and increase its fuel efficiency.

Interior & practicality

Land Rover says the new Discovery is the most luxurious yet inside. Higher-quality materials, more technology and a less cluttered dashboard all point towards this being the case. Most of the car's systems are operate using the InControl Touch Pro infotainment system in the dashboard, with just a line of buttons for the climate control in the centre console.

Like other cars in the Jaguar Land Rover line-up, the new Discovery gets a rising rotary gear selector on the transmission tunnel between the driver and front-seat passenger, as well as an electronic parking brake and rotary selector for the Terrain Response system that helps optimise the car's performance off-road.



These pictures show aluminium trim pieces, but leather upholstery and wood veneer will be available, too. You can have the interior in a choice of five different colours.

The new Land Rover Discovery is larger than ever before, allowing for more interior space. It'll house seven seats in total, in three rows. Owners will be able to configure the seating arrangement remotely using a smartphone app.

Land Rover recently demonstrated this 'Intelligent Seat Fold' system with the help of renowned adventurer Bear Grylls, who jumped out of a plane and operated the system from a smartphone while in a 125mph free-fall.

It's also possible to work the system with both feet firmly on the ground. Switches in the boot and on the third roof support pillar allow you to move and fold the seats electrically, letting you configure the arrangement to your requirements. Those in the front will also be able to raise and lower the seats in the back two rows using the InControl touchscreen in the dashboard.

As well as the clever seats, there's also a huge amount of interior storage space - 44 litres in total - while the boot measures 1,137 litres with five seats in place. Put up the third row and this drops to 258 litres, but with all the passenger seats down, there's a maximum 2,406 litres of space.



You can also fold each of the rear seats down individually, while the second row of seats can slide forward and back, too.

In the Discovery's rivals, the third row of seats is generally only really suitable for small children, however Land Rover insists this car has enough room for adults to sit comfortably, while four of the five rear seats come with ISOFIX child-seat mounting points.

Technology & equipment

When it goes on sale next year, the new Land Rover Discovery will be available in four trim levels - S, SE, HSE and HSE Luxury. Starting at £43,495, the entry-level S comes with air-conditioning, 19-inch alloy wheels, an automatic gearbox, air-suspension, seven seats, a powered tailgate, cruise control, DAB radio and 60:40 split-folding rear seats.

The S also gets the InControl Touch infotainment system with an eight-inch touchscreen. It includes features such as Bluetooth and USB connectivity. Go for one of these models and you also get InControl Protect, a system that allows you to check things like the car's fuel level and location, as well as record your journeys and check you haven't left a window open.

It does all this through the InControl Remote smartphone app, while it can also transmit your location and diagnostic information to a breakdown recovery company if needed. Should something more serious such as a collision happen, however, the system can also alert the emergency services to your location.



Move up to £49,495 SE trim and there are LED headlamps, power-folding mirrors, front foglights, power-adjustable heated front seats, leather upholstery and ambient interior lighting. You also get ISOFIX points on the front passenger seat, as well as automatic headlights, an uprated stereo, SD-card based sat nav and front and rear parking sensors.



Next up is HSE, which starts at £56,995. This gets 20-inch alloy wheels, upgraded rear lights, Windsor leather upholstery, 16-way adjustable front seats with a memory function, a fixed panoramic sunroof, heated rear seats and a system that allows you to open the tailgate by waving your foot under the bumper.

There's also the upgraded InControl Touch Pro infotainment system, a 360-watt Meridian stereo and a hard-drive-based satellite-navigation system. The HSE features keyless entry, a driver fatigue monitor, a reversing camera, blind-spot monitoring and InControl Pro Services, too.

The top-of-the-range HSE Luxury model starts at £62,695 and comes with 21-inch alloy wheels, even more leather, winged headrests and an opening sunroof as standard. The front seats can be cooled as well as heated, while you also get thicker carpets, a heated steering wheel, configurable 'mood lighting', the intelligent seat-folding system and four-zone climate control as standard. These cars also get an 825-watt Meridian sound system, rear seat entertainment screens, a surround camera and the upgraded Terrain Response 2 suite of off-road driving aids.



Lastly, the UK market will get 600 'First Edition' versions of the new Discovery, priced from £68,295 and only available with the 3.0-litre V6 diesel engine. They'll come lavishly equipped with 22-inch alloys (gloss black on cars in 'Namib Orange' paint), a selection of three premium metallic paint colours, some black exterior trim and a black towing-eye cover. There's also tinted glass,

metal trim on the dashboard etched with a map design, Windsor leather upholstery with contrasting piping and stitching, heated and cooled rear seats and a cooled cubbyhole in the central armrest.

The First Edition also comes with All Terrain Progress Control, which maintains a set speed over rough terrain, as well as lane-keeping assistance, lane-departure warning and parking assistance, which can steer you into a tight space. There are also 360-degree cameras and what Land Rover calls the 'Activity Key'. This is a waterproof and shockproof wristband that allows you to go off and do extreme sports or other outdoor activities without having to take the easily lost or damaged standard key with you - so you can keep it locked safely in the car.

Engines

At launch, there'll be a choice of two diesels and one petrol engine. The diesels are likely to be the big sellers: there's a 238bhp 2.0-litre four-cylinder and a 255bhp 3.0-litre V6. They're fairly closely matched performance-wise, with the 2.0-litre managing 0-62mph in eight seconds and 3.0-litre doing it in 7.7 seconds.

They have CO2 emissions of 171 and 189g/km respectively, which equates to claimed fuel-economy figures of 43.5 and 39.2mpg. At current rates, this means road tax will be £210 a year for the four-cylinder and £270 for the V6. These will go up if your Discovery is registered after 31 March 2017, however. Meanwhile, Benefit-in-Kind (BiK) company-car tax rates for the diesels currently stand at 34 and 37% respectively.

The petrol will cost the most to run. It's a 3.0-litre supercharged V6 that makes a whopping 335bhp. It takes the Discovery from 0-62mph in 6.9 seconds, but according to official figures will only return 26mpg. This equates to CO2 emissions of 256g/km and an annual road-tax bill (at current rates) of £515 a year - the top rate.

All Discoveries come with permanent four-wheel drive and an eight-speed automatic gearbox.

Safety & driver assistance

Land Rovers are always festooned with off-road technology and the latest Discovery doesn't disappoint here. As well as full-time four-wheel drive with a low-range gearbox, there's also the latest Terrain Response system, which optimises the car for a variety of surfaces. Pre-set modes include Grass, Gravel & Snow, Mud & Ruts, Sand and Rock Crawl. You can leave the car to decide which mode to use itself, or select one manually using the rotary controller on the centre console.

Also included is Hill Descent Control (which keeps the car under control on a tricky descent) and Gradient Release Control (which slowly releases the brakes to make moving off on an incline easier). There's also Roll Stability Control (which helps stop the car from rolling over), as well as Wade Sensing (which gives real-time wading-depth information - the Discovery can ford up to 900mm of water). You can also raise the ride height to give better ground clearance and improve off-road ability further.

There's also plenty of active safety kit available, including autonomous emergency braking as standard, optional adaptive cruise control and hill-start assistance. The parking-assistance system incorporates both 'Parking Exit' and 'Perpendicular Parking' functions - the former will steer the car out of a tight parking spot for you, while the latter will guide you into a perpendicular parking bay, making sure there's enough room either side to open the doors. You can also specify traffic-sign recognition, intelligent speed limiting and adaptive headlights.



History & place in the range

Unlike previous iterations of the 'Disco', which have been dubbed Discovery 1, Discovery 2, Discovery 3 and Discovery 4, this fifth-generation model won't be called the Land Rover Discovery 5. This is partly because of Land Rover's current strategy, which is to divide its range into three separate 'families'.



The Range Rover model line represents the 'luxurious' end of the brand and comprises the Range Rover Evoque, Range Rover Sport and full-size Range Rover. The Discovery model line will represent 'leisure'. This will incorporate the new Discovery, as well as the Land Rover Discovery Sport, while there are reports of a third member of the Discovery family that could be even smaller than the Evoque.

Lastly, there'll be the 'dual-purpose' family, which will comprise the next generation of Land Rover Defender models.

Watch it in action

This video, released by Land Rover ahead of the official reveal, shows just how capable the new Discovery will be off-road. It's shown being put through its paces all around the world on snow, through water and in the desert heat, as well as on a normal road.

