

TOWING WEIGHTS

See **261, WEIGHTS**, for details of the Gross

Vehicle Weight (GVW), Gross Train Weight (GTW), axle weights and maximum payload.

Maximum permissible trailer and tow ball weights - kg (lb)	
Unbraked trailer weight	750 (1653)
Tow ball nose weight for unbraked trailer	150 (331)
Trailer weight with overrun brakes	3500 (7716)
Tow ball nose weight for trailer with overrun brakes ¹	250 (551)
Tow ball nose weight for powered tow bar ²	200 (441)
Tow ball mounted accessories weight (e.g. bicycle rack)	80 (176)

Note: ¹ When towing in the European Union (EU), the maximum Gross Vehicle Weight (GVW) can be increased by up to 100 kg (220 lb) provided that vehicle road speed is limited to 100 km/h (60 mph). In this case, the nose weight is 150 kg (331 lb) when the vehicle is in its fully laden condition.

Note: When towing outside the European Union, always make sure that GVW and maximum rear axle limits are not exceeded when applying the nose weight.

See **261, WEIGHTS**, for details of the GVW, Gross train weight, axle weights and maximum payload.

Note: When towing off-road, the powered tow bar option is limited to a trailer weight of 1000 kg (2200lb).

Note: When calculating rear axle loading, remember that the tow ball nose weight, the load in the vehicle's luggage area, weight on the roof rack, and the weight of rear seat passengers must all be considered.


Note: ² This restriction applies solely to trailers with overrun brakes. For the powered tow bar option, a restricted weight of 200 kg (441 lb) applies. The vehicle payload **MUST** be reduced to make sure GVW and maximum rear axle limits are not exceeded when applying the nose weight.

For all other towing systems, the nose weight can be increased to 250 kg (551 lb). In this case, the vehicle payload **MUST** be reduced to make sure that GVW and maximum rear axle limits are not exceeded when applying this nose weight.

Note: The powered tow bar option is limited to 1000 kg (2200 lb) for off-road use.

Australia only: Nose weight must be a minimum of 7% of gross caravan/trailer weight, up to a maximum of 350 kg (771 lb).

TRAILER ELECTRICAL CONNECTION

 Connect only approved electrical circuits, which are in good condition, to the trailer electrical socket.

See **52, TRAILER DIRECTION INDICATORS (GREEN)**, for details of the trailer warning lamp.



Land Rover approved trailer electrical connectors will disable the automatic off-road height selections requested by the Terrain response.

TOWING A TRAILER

It is the driver's responsibility to make sure that the towing vehicle and trailer are being used correctly and in accordance with the manufacturer's recommendations and applicable legislation.



Never exceed any of the following weights; GVW, maximum rear axle weight, maximum trailer weight, maximum permissible nose load and maximum towing equipment nose load. Doing so can cause accelerated wear and damage to the vehicle. It can also adversely affect vehicle stability and braking which in turn can lead to loss of control and increased braking distance, resulting in a rollover or crash.



To preserve handling and stability, only fit Land Rover approved towing accessories.



Never use towing eyes or lashing points to tow a trailer. They have not been designed for this purpose and doing so may cause them to fail, resulting in injury or death.



When towing, do not exceed 100 km/h (60 mph), or 80 km/h (50 mph) if the temporary spare wheel is in use.



To avoid overheating the gearbox, it is not advisable to tow heavy trailer loads at speeds of less than 32 km/h (21 mph) in High range. Select Low range instead.

When towing a trailer over 2,000 kg (4,400 lb), a smoother start can be achieved by moving off in Low range then changing to High range while on the move. See **104, RANGE CHANGING ON THE MOVE**



The use of weight distribution hitches are not recommended.

TRAILER STABILITY ASSIST (TSA)

Note: *This feature may not operate with all trailer designs.*



Trailer Stability Assist (TSA) will not operate in the event of the trailer jack-knifing.



The ability of the system may be reduced when travelling on slippery surfaces.

TSA is an automatic feature to assist the stability of a trailer when towing. If trailer sway is detected, engine power will be gradually reduced and the brakes applied to help regain control.

Note: *TSA will not operate when DSC is switched off.*

ESSENTIAL TOWING CHECKS



Do not loop the breakaway cable over the tow ball, as it may slide off.



Do not exceed the Gross Vehicle Weight (GVW), maximum rear-axle weight, maximum trailer weight or nose weight. Exceeding any of these limits could cause instability and a loss of control.

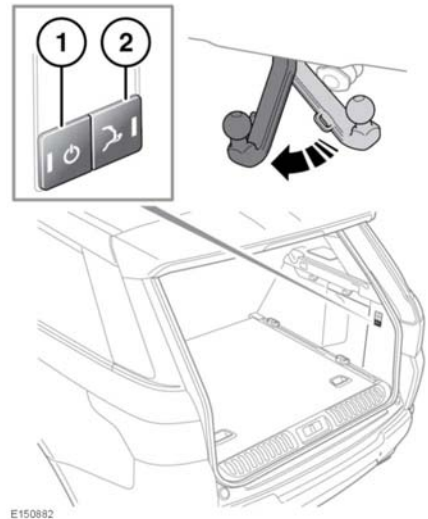
- When calculating the laden weight of the trailer, remember to include the weight of the trailer, plus the weight of the load. See **261, WEIGHTS**.

- If the load can be divided between the vehicle and trailer, loading more weight into the vehicle will generally improve stability. Do not exceed the vehicle's weight limits.
- For maximum stability make sure that loads are properly secured and unable to shift position during transit. Also, position loads so that most of the weight is placed close to the floor and where possible, immediately above or close to the trailer axle(s).
- To maintain vehicle stability, it is essential that a twin-axle trailer is loaded so that it remains parallel to the ground.
- Increase the tyre pressures of the towing vehicle to those for maximum GVW conditions. See **263, WHEEL AND TYRE SIZES**
- Make sure trailer tyre pressures are set to trailer manufacturer's recommendations.
- Make sure that a suitable breakaway cable and/or safety chains are used. Refer to the trailer manufacturer's instructions for guidance.
- Make sure that the tow ball is secure.
- Check the operation of all of the trailer lights.
- The nose weight must be a minimum of 4% of the gross caravan/trailer weight.

Hitch height must be set with the engine running, so that the caravan/trailer is level when connected to the vehicle.

Note: All of the doors must remain closed when hitching a trailer.

POWERED TOW BAR



The powered tow bar is hidden in its stowed position behind the bumper. It can be deployed using the buttons located on the right side of the loadspace.

Before activating the powered tow bar, the ignition must be switched off. Always check for obstructions to the tow bar.



Make sure the powered tow bar is fully deployed before connecting a trailer/caravan.

Note: Do not use a cover or cap on the powered tow bar ball.

1. Press the tow bar on/off button (1). The green LED will illuminate on the deploy/stow button (2) for 5 seconds.
2. Press and release the deploy/stow button (2). The tow bar will move into position.

During deployment of the powered tow bar, a series of long warning tones will sound and the green LED will flash. A double warning tone will sound to confirm full deployment and all LEDs will extinguish.

To stow the powered tow bar, repeat the above procedure using the tow bar on/off button (1) and deploy/stow button (2).



The powered tow bar must be returned to the fully stowed position when not in use.

Note: To stop movement of the powered tow bar, press either button.

Note: During deployment of the powered tow bar, if an obstruction/stall occurs, the green LED will flash and a 10 second warning tone will sound. Press the deploy/stow button while the green LED is flashing to reverse movement of the powered tow bar.

Note: If there is debris on the mechanism (e.g. ice), press and hold the deploy/stow button to increase power output to the motor.

Note: If the powered tow bar doesn't move or is impacted but not damaged, it may need to be reset. In cases of damage refer to your Dealer/Authorised Repairer.

Powered tow bar reset

Note: Before attempting a reset procedure, check the powered tow bar for damage. If the powered tow bar is damaged, contact your Dealer/Authorised Repairer.

LED's mounted in the deploy/stow button and the on/off button are used to show the condition of the powered tow bar system. Both button LED's flashing indicate the system needs to be reset. If only the on/off button is flashing, a system error has been detected.

If the system needs to be reset, movement of the powered tow bar will stop unexpectedly in either the partially deployed or stowed position. This will be accompanied by a continuous warning tone. To reset the powered tow bar, carry out the following steps:

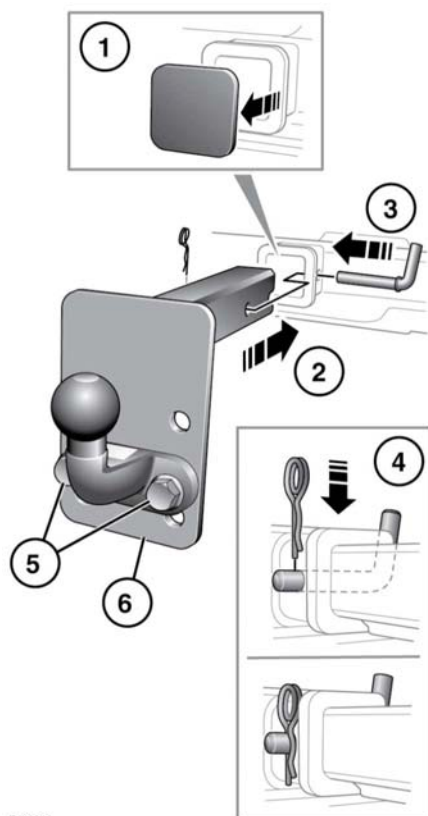
1. Start the engine and run for longer than 2 seconds. Stop the engine and switch the ignition off.
2. Switch the ignition on, then off.
3. Press and hold button 1 until the green LED illuminates on button 2. This should take approximately 2 seconds.
4. Press and hold button 2 until the tow bar has reached its fully deployed position. This should take about 10 seconds. A double warning tone will indicate that the tow bar has reached the fully deployed position.
5. Release button 2. The powered tow bar is now reset.

If the system has detected an error, a continuous warning tone will sound. To clear the system error, carry out the following steps:

1. Press and hold button 1 for more than 1 second.
2. If the error has been cleared, press and hold button 2 for more than 1 second to move the powered tow bar to the fully stowed, or fully deployed position.
3. If the system error is not cleared, contact your Dealer/Authorised Repairer.

If for any reason the procedures are unsuccessful, for example the process was interrupted, repeat the procedure from the beginning. If problems persist, contact your Dealer/Authorised Repairer.

FITTING THE MULTI-HEIGHT DROP PLATE TOW BALL



E143010

1. The drop plate tow bar is stored in a bag and should be strapped to an anchorage point in the rear stowage area. Remove the plastic cover from the tow bar mounting and stow safely.
2. Insert the tow bar assembly into the receiver.
3. Insert the securing bar.
4. Insert the straight part of the securing pin into the securing bar and push down firmly. Make sure the pin is locked in position.
5. If the tow ball/hitch height is adjustable, remove the fixing bolts.
6. Move the tow ball/hitch to an alternative position on the drop plate and refit the bolts. Tighten to 170 Nm.

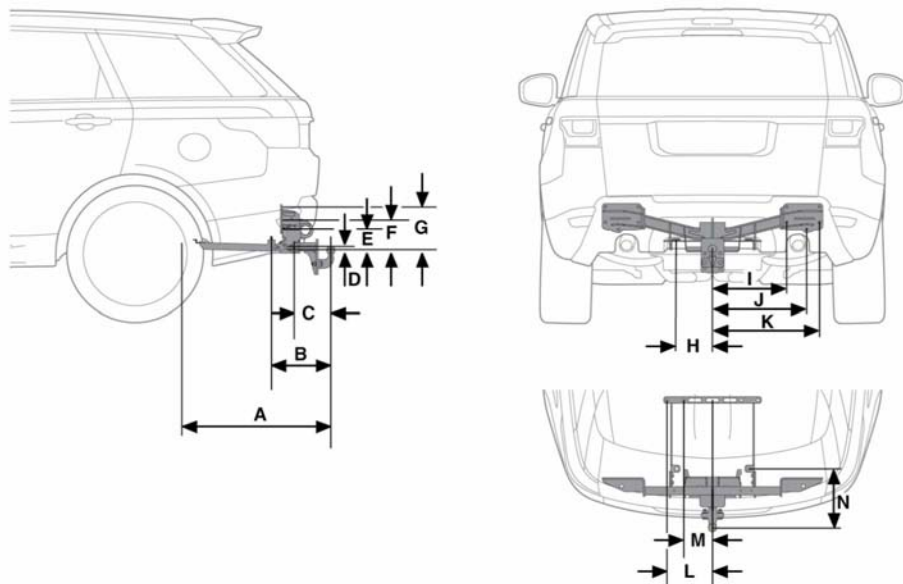


The tow ball/draw bar is heavy, care must be taken when handling it.



Never leave the tow bar loose in the vehicle. It could become a projectile in the event of heavy braking or an accident.

TOW BALL AND MOUNTING POINT DIMENSIONS (Multi-height drop plate)

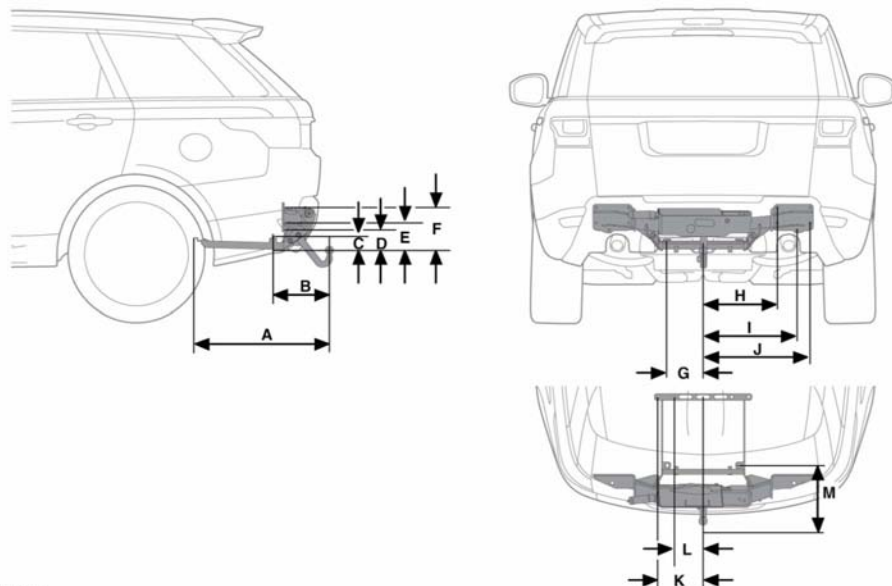


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Dimension	Metric (mm)	Imperial (in.)
A	759	30
B	351	13.8
C	217	8.5
D	23	0.9
E	119	4.7
F	161	6.3
G	252	9.9
H	213	8.4
I	442	17.4
J	560	22
K	637	25
L	270	10.6

Dimension	Metric (mm)	Imperial (in.)
M	170	6.7
N	351	13.8

TOW BALL AND MOUNTING POINT DIMENSIONS (Powered tow bar)



E150883

Dimension	Metric (mm)	Imperial (in.)
A	739	29
B	331	13
C	70	2.8
D	128	5
E	170	6.7
F	261	10.3
G	217	8.5
H	438	17.3
I	556	21.9
J	633	24.9
K	274	10.8
L	187	7.4
M	331	13