TOWING WEIGHTS

See **214, WEIGHTS**, for details of the Gross Vehicle Weight (GVW), Gross Train Weight (GTW), axle weights and maximum payload.

Maximum permissible trailer weights 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] For every kilogram above 150 kg added to the tow ball nose weight, the same weight MUST be removed from the vehicle payload. This will make sure that the GVW and rear axle weights are not exceeded.*

Note: *[2] For every kilogram above 150 kg added to the powered tow bar nose weight, the same weight MUST be removed from the vehicle payload. This will make sure that the GVW and rear axle weights are not exceeded.*

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

Note: *When towing in the European Union (EU), provided that vehicle road speed is limited to a maximum of 100 km/h (60 mph), the maximum GVW can be increased by up to 100 kg (220 lb).*

Note: *For every 1000 metre increase in altitude above sea level, GTW must be reduced by 10%.*

Note: *When calculating rear axle weight, 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.*

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.

When a trailer electrical connection is made, and the vehicle's direction indicators are used, a warning lamp will flash. See **62, TRAILER DIRECTION INDICATORS (GREEN)**.

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

Note: *If a trailer with LED lights is connected to the vehicle, the bulb check at ignition switch on may not function. See* ***58, LAMP CHECK****.*

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 loss of control.

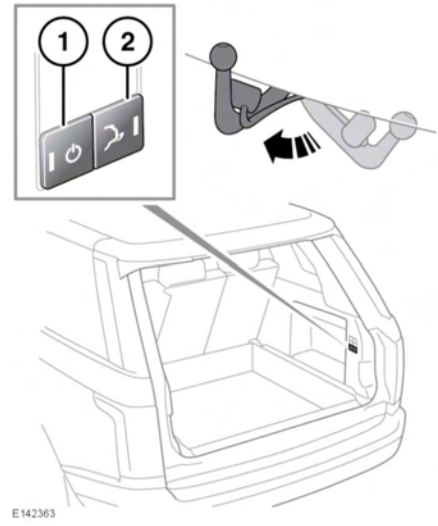
- When calculating the laden weight of the trailer, remember to include the weight of the trailer, plus the weight of the load.
- If the load can be divided between the vehicle and trailer, loading more weight into the vehicle will generally improve stability. Do not exceed the vehicle's weight limits.
- 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 rear tyre pressures of the towing vehicle to those for maximum GVW conditions. See **216, WHEEL AND TYRE SIZES**
- Ensure trailer tyre pressures are set to trailer manufacturer's recommendations.
- If the vehicle is loaded to the maximum GVW, tow ball nose weight is limited to 150 kg (331 lb). See **214, WEIGHTS**.
- If a greater tow ball nose weight is required, the weight can be increased by up to an extra 100 kg (220 lb) but the vehicle load must be reduced by the same amount. This ensures that the GVW and maximum rear axle load are not exceeded and also allows for a maximum tow ball nose weight of 250 kg (550 lb).
- 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 trailer lights.
- Nose weight must be a minimum of 4% of 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 doors must remain closed when hitching a trailer.*

POWERED TOW BAR



The electrically deployable 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 tow bar, the ignition must be switched off. Always check for obstructions to the tow bar.

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

1. Press the tow bar on/off button (**1**). The green LED will illuminate on the deploy/stow button (**2**).
2. Press and release the deploy/stow button (**2**), the tow bar will move into position. Alternatively, press and hold the deploy/stow button (**2**), to increase the speed of tow bar deployment.

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

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

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

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

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

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

Powered tow bar reset

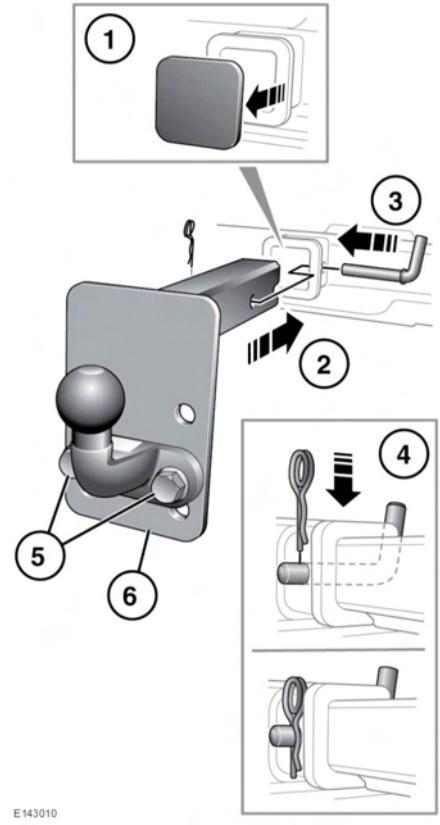
If movement of the tow bar stops unexpectedly and is partially deployed or stowed, it will need to be reset. This procedure must be completed within 2 minutes beginning from a stowed position.

1. Firmly depress the brake pedal.
2. Switch the engine on and off.
3. Release the brake pedal.
4. Switch the ignition on and off.
5. Press the tow bar on/off button (**1**). The green LED will illuminate on the deploy/stow button (**2**).
6. Press and release the deploy/stow button (**2**) until the tow bar moves into the deployed position.
7. Press and release the deploy/stow button (**2**) again, until the tow bar moves into the stowed position.

During movement, a series of long warning tones will sound and the green LED will flash.

The tow bar is now reset.

FITTING THE MULTI-HEIGHT DROP PLATE TOW BALL

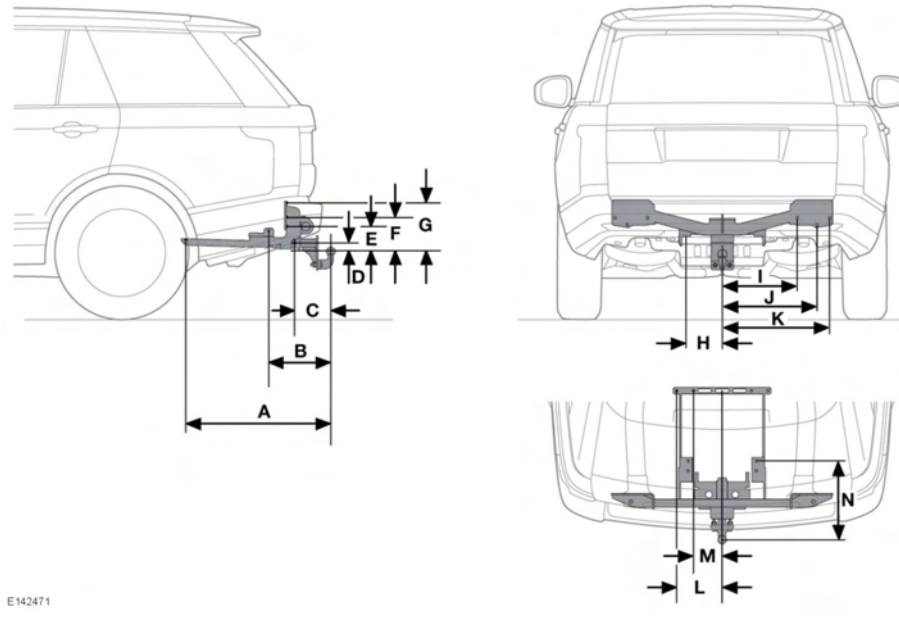


The tow ball/draw bar is heavy, care must be taken when handling it.

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

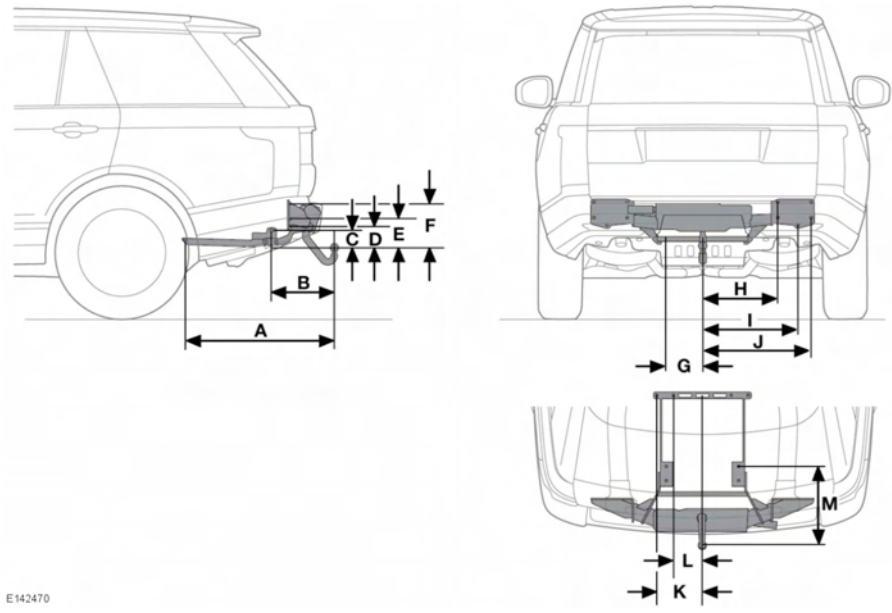
1. The drop plate tow bar is stored in a bag and should be strapped to an anchorage point in the rear stowage area. Remove the plastic cover from the tow bar mounting and stow safely.
2. Insert the tow bar assembly into the receiver.
3. Insert the securing bar.
4. Insert the straight part of the securing pin into the securing bar and push down firmly. Ensure that 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.

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



Dimension	Metric	Imperial
A	883 mm	34.8 in.
B	371 mm	14.6 in.
C	217 mm	8.54 in.
D	52 mm	2 in.
E	150 mm	5.9 in.
F	192 mm	7.6 in.
G	283 mm	11.1 in.
H	210 mm	8.3 in.
I	442 mm	17.4 in.
J	560 mm	22 in.
K	637 mm	25 in.
L	270 mm	10.6 in.
M	170 mm	6.7 in.
N	464 mm	18.3 in.

TOW BALL AND MOUNTING POINT DIMENSIONS (Powered tow bar)



Dimension	Metric	Imperial
A	883 mm	34.8 in.
B	371 mm	14.6 in.
C	103 mm	4 in.
D	128 mm	5 in.
E	170 mm	6.7 in.
F	261 mm	10.3 in.
G	210 mm	8.3 in.
H	442 mm	17.4 in.
I	560 mm	22 in.
J	637 mm	25 in.
K	270 mm	10.6 in.
L	170 mm	6.7 in.
M	464 mm	18.3 in.