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TERRAIN RESPONSE DIAL

LR3

09/15/03

TECHNICAL OVERVIEW: This rotary control in the console of the new LR3 changes the settings of the Terrain Response system. Utilizing advanced technology, this unique, always-on system enhances driveability, comfort, and traction on any terrain. Five settings tune chassis and drive systems to optimize performance.

REF: L319

STATUS: Approved

DRAWING: # 01-06

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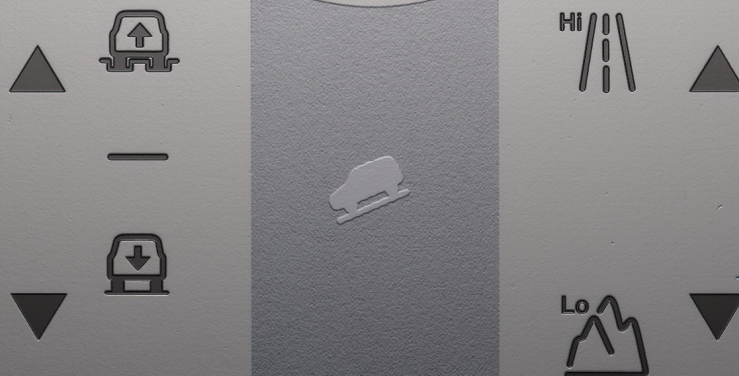
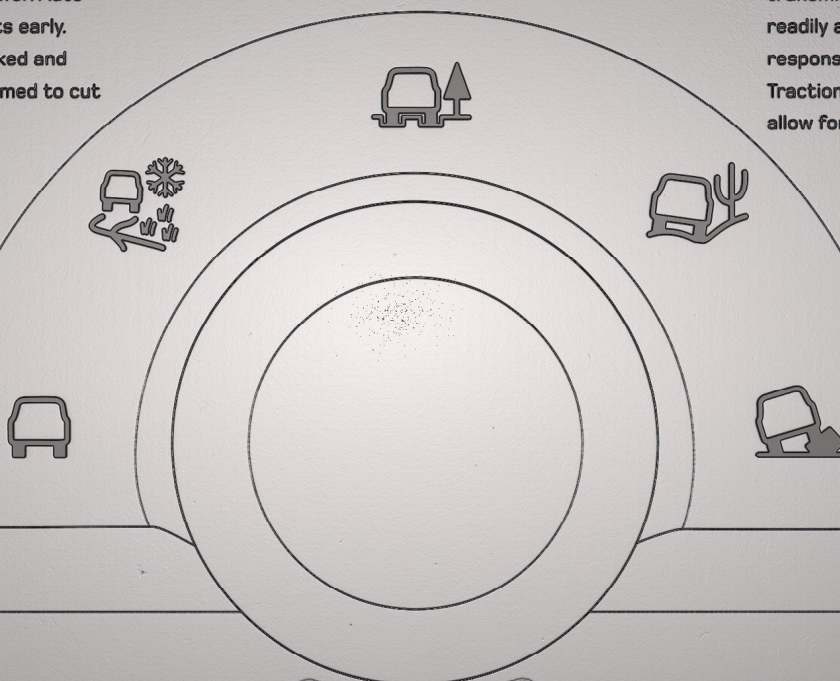
GRASS-GRAVEL-SNOW Engine pick-up is softer, reducing sudden bursts of power. Auto transmission upshifts early. Differentials are locked and stability systems primed to cut any slip and slide.

GENERAL DRIVING This program is suitable for all on-road conditions and is a fine overall setting. The vehicle can be left in general driving, and will cope with most off-road situations.

MUD AND RUTS Transmission shifts early, remaining in a higher gear for longer. Differentials are partly locked to improve traction, and ride height is raised to clear ruts.

SAND Power is needed to conquer sand so the transmission downshifts readily and the throttle is responsive for acceleration. Traction and stability systems allow for increased wheel slip.

ROCK CRAWL The body is lifted by the air suspension and the lowest speed is selected in Hill Descent Control. Differentials are locked and slip/traction controls primed to cut sliding.



HILL DESCENT CONTROL Limits downhill speed by supplementing normal engine braking with ABS-controlled brake applications [above, center]. The air suspension of the LR3 can be raised or lowered [above, left], while both high and low ratios can be engaged independently [above, right].