







LAND ROVER

2026 Range Rover Electric

SE

BRAND NEW RHD LHD

The first battery-electric car to carry the Range Rover name, and you can order one now — JLR revealed it on 2 September 2026 and opened order books the same day. Twin 260 kW permanent magnet motors, up to 550PS and 850 Nm, a 118.5 kWh usable double-stack battery on an 800-volt architecture, up to 372 miles WLTP and 333 miles on JLR's own real-world figure, 10–80 per cent in around 22 minutes on a 350 kW charger, and 900 mm of wading kept. Every one of these cars in the world is built at Solihull, and the United Kingdom is one of the seven countries our own team buys in — so you can order it out of the country it is made in, choose the specification and the hand you need, and see the landed figure for your own port before anything is committed. Three things we will not pretend to know. JLR published no towing figure: the 2,500 kg in circulation is Carscoops'

reporting, against 3,500 kg for the combustion car, and if you tow near that limit it is the line that decides this car for you. JLR published no kerb weight, which matters for freight quotation and for markets that band tax by weight. And JLR has not published what equipment separates SE, HSE and Autobiography, or SV from SV Ultra and SV Black, so those grades record only what the launch release actually confirms. Colour swatches are our approximation of the factory paint, not a colour match. Photography is JLR press imagery of the Range Rover Electric; JLR states that specification, design and availability alter continually and that its material is not an offer for the sale of any particular vehicle. No landed cost is shown on this page — the £154,070 figure is a United Kingdom on-the-road retail price with 20% UK VAT inside it, and it is not a base for an import calculation in any other country.

Why import this Range Rover Electric

01 **You buy it where it is built**
Every Range Rover Electric in the world is built at Solihull, and the United Kingdom is one of the seven countries our own team buys in. Ordering out of Britain means one set of taxes and one margin between the factory and your port, rather than buying a British car back off another market's retailer and paying freight on it twice.

02 **You see the VAT line separately**
About £25,700 of the £154,070 UK on-the-road price is British value added tax. On HMRC's export conditions that VAT does not fall due — but the conditions are real, with a three-month window to export and to evidence it. We show you that line on its own, so you can see which part of the number is the car and which part is a tax you may never pay.

03 **You get told when the answer is no**
A 22-minute rapid charge assumes a 350 kW charger within range of where the car lives, and a 118.5 kWh battery assumes a home supply that can fill it. If your destination cannot support either, we will say so and point you at the plug-in hybrid or combustion car off the same line, rather than landing you something you cannot charge.

04 **You choose the specification before you commit**
Seven specifications, standard or long wheelbase, right- or left-hand drive, and three launch colours. Tell us which combination you want and your destination port, and we will build the landed figure against that exact car — the purchase price, the freight, the marine cover and the duty line, itemised, before any money moves.

Specification

GRADE	SE
ORIGIN	United Kingdom
ENGINE	Twin permanent magnet electric motors, 260 kW each, on an 800-volt architecture
MAX POWER	Up to 550PS (about 542 hp)
MAX TORQUE	850 Nm
TRANSMISSION	Single-speed, all-wheel drive

FUEL SYSTEM	Electric
STEERING	Right-hand drive (RHD)
EMISSIONS	Zero tailpipe emissions
BATTERY	118.5 kWh usable, lithium-ion double-stack, 344 prismatic cells
ARCHITECTURE	800-volt, with split charging
RANGE, WLTP	Up to 372 miles
RANGE, JLR'S REAL-WORLD FIGURE	Up to 333 miles (535 km)
DC CHARGING	10–80 per cent in around 22 minutes at 350 kW
CHARGE ADDED IN 10 MINUTES	137 miles (220 km), WLTP
0–60 MPH	As little as 4.3 seconds
50–75 MPH	As little as 2.7 seconds
WADING DEPTH	Up to 900 mm
GRADIENT, PULL-AWAY	Up to 33 degrees, in Single Pedal mode
GRADIENT, ROLLING CLIMB	Up to 45 degrees
BODY	Standard or long wheelbase; JLR states long-wheelbase availability is market-specific
PROPULSION WARRANTY	8 years or 100,000 miles; JLR states benefits and coverage vary by market
BUILT AT	JLR Solihull, West Midlands — the only plant building this car
BATTERY AND DRIVE UNITS	JLR Electric Propulsion Manufacturing Centre, Wolverhampton
PATENT APPLICATIONS	Over 300 — the most for a single vehicle in Range Rover's history
DEVELOPMENT TESTING	Over 1.5 million km and over 250,000 hours, including 40°C in Arjeplog and the Dubai desert
UK ON-THE-ROAD PRICE	From £154,070 OTR (JLR, 2 September 2026) — a UK retail figure including 20% VAT, not a landed cost
UK PRICE BEFORE VAT	£128,337.50 — our arithmetic, after the £55 DVLA first registration fee and £10 first-year duty
TOWING CAPACITY	2,500 kg reported by Carscoops; JLR has published no towing figure

Colours

EXTERIOR

- Belgravia Green
- Santorini Black
- Varesine Blue

INTERIOR

- Light Cloud

Swatches are an approximation of the factory paint, not a colour match.

Grades

SE · This sheet

The entry point to the range, in standard or long wheelbase.

+ Aerodynamically-optimised grille and wheels — JLR notes the aero grille is market-dependent
+ Equipment level not published by JLR in the launch release

HSE

The second rung of the range, in standard or long wheelbase.

+ Equipment level not published by JLR in the launch release

Autobiography

The established flagship of the standard Range Rover ladder.

+ Equipment level not published by JLR in the launch release

First Edition

The curated launch specification, offered in three colours only.

+ Belgravia Green, Santorini Black or Varesine Blue
+ Light Cloud Ultrafabrics PU and Kvadrat interior, newly introduced
+ Available for a limited period from launch

SV

Special Vehicle Operations' interpretation, which keeps its own exterior identity.

+ SV-exclusive grille design rather than the aero-optimised grille
+ SV-exclusive 22-inch wheels

SV Ultra

An SV derivative named in JLR's launch release.

+ SV-exclusive grille design and SV-exclusive 22-inch wheels
+ What separates it from SV has not been published by JLR

SV Black

An SV derivative named in JLR's launch release.

+ SV-exclusive grille design and SV-exclusive 22-inch wheels
+ What separates it from SV has not been published by JLR

Equipment

- 800-volt architecture with fast, adaptable split-charging
- Intelligent Driveline Dynamics, distributing rear torque from 100 per cent to zero
- Single Pedal mode, for pull-away on gradients up to 33 degrees
- Wading depth of up to 900 mm
- Silicon carbide semiconductors in both drive units
- Software-over-the-air updates
- Built-in NACS compatibility for the Tesla Supercharger network in North America
- 118.5 kWh usable lithium-ion double-stack battery of 344 prismatic cells
- Integrated Traction Management, controlling motor speed within 50 milliseconds
- Twin-chamber air suspension with a lower centre of gravity than the V8
- ThermAssist heat management, adding up to 25 miles of range
- Battery Digital Twin with over 900 diagnostic data points
- Range Rover App for charge scheduling and vehicle status
- Range Rover Bespoke commissioning, for paint, materials and embroidery beyond the standard range

Markets you can import it to

Ireland | United Kingdom | Kenya | Tanzania | Sri Lanka

Get a landed quote for this Range Rover Electric before you commit.

Your consultant confirms the car is available and sends the landed cost into your country, itemised, before you commit to anything.

providenceauto.co.uk/b2c/gallery/range-rover-electric-2026

EMAIL
info@providenceauto.uk.com

WHATSAPP
+44 7480 318501

PHONE
+44 208 004 3000