

LWB Autobiography – Plagued With Problems!

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aged 14.6-liters/100km, which is quite incredible for a vehicle like this – and some of that credit goes to its eight-speed automatic transmission, which lets you just hum along with as little revs as possible. However, it will only drink premium fuel, but if you can afford to buy this vehicle, you can afford the fuel, too!

It'll drink far more, if you put your foot down – zero to 100 km/h takes just 5.4 seconds, and its top speed is electronically limited to 209 km/h; that's fast!

However, I found that throttle response has far too much lag at most times, even when you have the vehicle in its 'Dynamic' setting. As you'd imagine, this Range Rover has many settings available for when you need to tackle rough terrain – you can even raise and lower the vehicle for your convenience. I bet it would do rather well off tarmac, but who in their right mind would



take a vehicle like this on anything but a paved road?

It might have off-road capability, but it is primarily a luxury vehicle, and it sure has the space (especially in this LWB model) and features to please its clients – provided all those features work!

In the back, it had a power operated armrest that would divide the rear seats – it went down, but then refused to go back up! The number of issues I had with this vehicle, were seriously annoying!

Those issues even masked over its good qualities, such as a com-

fortable and quiet ride, and its superstar looks! The 2018 Range Rover Supercharged LWB pricing starts from \$124,500 – my tester was worth about \$163,000.

Given the number of issues it had -and the ones I've had with the big Range Rover in previ-

ous years, too- it is not a vehicle that I can recommend to anyone. Land Rover really needs to address reliability issues with their vehicles, especially the flagship model – because, if that is sorted, this would be a wonderful vehicle to own!

Tire Inflation Survey A Wake-Up Call For Drivers

Canadian drivers have glaring gaps in their knowledge about how to maintain proper tire inflation, according to a new tire maintenance attitudinal survey conducted by Leger on behalf of the Tire and Rubber Association of Canada.

While nine-in-ten drivers surveyed believe motorists have a responsibility to make their vehicles as fuel efficient as possible and 96 per cent say proper tire inflation is important, the survey also finds that:

- Only 30 per cent measure their tires' inflation pressures monthly, a practice essential to fuel economy, road safety and protecting the environment
- 65 per cent are unaware in-

flation pressures should only be measured when tires are cold. (A vehicle should be stationary for at least three hours or not have been driven more than two kilometres prior to checking tire inflation. Measuring pressures when tires are warm gives an inaccurate reading.)

• 37 per cent refer to the air pressure stamped on the tire's sidewall when identifying the correct pressure for their tires. (The imprinted sidewall pressure is the maximum pressure a tire can contain under maximum load, not the recommended inflation level. Prolonged driving at this pressure may result in uneven tread wear and reduced traction, particularly on wet surfaces.)

• 22 per cent rely on visual inspections to determine if their tires are inflated properly. (A tire can be underinflated by 20 per cent or more and look normal.)

Among motorists who say proper tire inflation is important to them, top reasons cited include: vehicle safety (84 per cent) followed by longer tire life (74 per cent), fuel economy (73 per cent) and improved vehicle handling (71 per cent).

Other positive news emerging from the study is that 61 per cent of drivers use a personal air pressure gauge when measuring tire pressures. As well, 86 per cent report they rotated their tires in the past year and 66 per cent had their vehicle's tire alignment

checked in the past 12 months.

"Canadian drivers understand the benefits of proper tire inflation and that's great news," says Glenn Maidment, president of the Tire and Rubber Association of Canada (TRAC), which represents tire makers. "However, the survey also emphasizes the urgent requirement for broader driver knowledge and education on tire inflation facts and procedures. The need is particularly acute among younger drivers who are significantly less likely to know inflation pressures should be measured monthly and when tires are cold. Learning a few simple facts and procedures advances safety, maximizes fuel efficiency and protects the envi-

ronment." Fuel economy, environmental benefits: Measuring tire pressures monthly can result in cost savings. Motorists can improve their gas mileage by 0.6 per cent on average – up to 3 per cent in some cases – by keeping tires inflated to the proper pressure. Underinflated tires can lower gas mileage by about 0.2 per cent for every 1 psi drop in the average pressure of all tires.

The environmental benefits of proper tire inflation are also significant. Drivers operating their vehicles on underinflated tires will waste more than 500 million litres of fuel in 2018. This is enough fuel to drive 275,000 vehicles for a full year.



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