Range Rover Evoque

Standard Safety Equipment

2019

Adult Occupant 94%

Child Occupant 87%

Vulnerable Road Users 72%

Safety Assist 73%

SPECIFICATION

Tested Model	Range Rover Evoque R Dynamic 'S', 2.0 diesel, RHD
Body Type	- 5 door SUV
Year Of Publication	2019
Kerb Weight	1956kg
VIN From Which Rating Applies	- all Evoques
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✗
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	✗
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	✗	✗	✗

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SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	✗	●
Integrated CRS	—	✗	✗
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	●
AEB Pedestrian	●
AEB Cyclist	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
Lane Assist System	●

Note: Other equipment may be available on the vehicle but was not considered in the test year.

● Fitted to the vehicle as standard ○ Fitted to the vehicle as part of the safety pack

○ Not fitted to the test vehicle but available as option or as part of the safety pack ✗ Not available — Not applicable

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ADULT OCCUPANT

Total 36.0 Pts / 94%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 7.4 / 8 Pts

Passenger

Driver

Frontal Full Width 7.4 / 8 Pts

Rear Passenger

Driver

Whiplash Rear Impact 1.5 / 2 Pts

Front seat

Rear seat

Lateral Impact 15.6 / 16 Pts

Car

Pole

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ADULT OCCUPANT

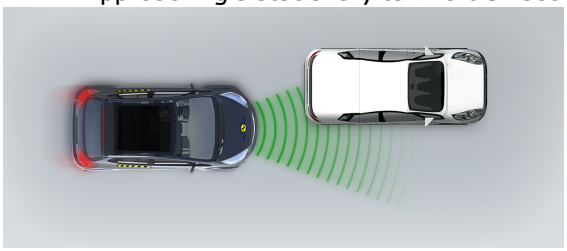
Total 36.0 Pts / 94%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

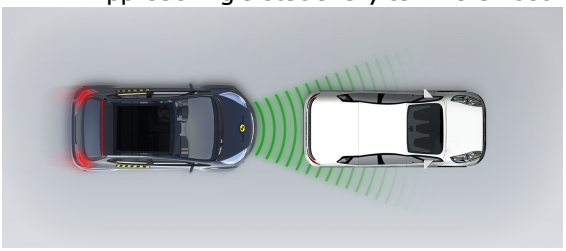
AEB City

4 / 4 Pts

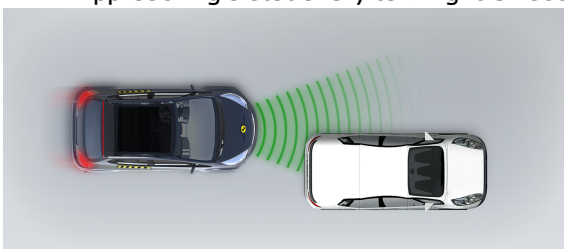
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



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ADULT OCCUPANT

Total 36.0 Pts / 94%

Comments

The passenger compartment of the Evoque remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both driver and passenger. Land Rover showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Protection was good for all critical body areas of the passenger. In the full-width rigid barrier test, protection was good or adequate for the driver and the rear passenger. In the side barrier test, protection was good for all critical body areas and maximum points were scored. Even in the more severe side pole impact, protection of the chest was adequate and that of other parts of the body was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end impact. A geometric assessment of the rear seats indicated marginal whiplash protection. The Evoque has a standard-fit autonomous emergency braking (AEB) system which scored maximum points in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries occur.

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CHILD OCCUPANT

Total 42.7 Pts / 87%

GOOD | ADEQUATE | MARGINAL | WEAK | POOR

Crash Test Performance based on 6 & 10 year old children

23.7 / 24 Pts

Frontal Impact	15.7 Pts

Lateral Impact	8 Pts

Restraint for 6 year old child: *Britax Römer Kidfix XP*
Restraint for 10 year old child: *Graco Booster Basic*

Safety Features

7 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✗	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

● Fitted to test car as standard ○ Not on test car but available as option ✗ Not available

CRS Installation Check

12 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed

i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	BeSafe iZi Kid X2 i-Size (iSize)

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CHILD OCCUPANT

Total 42.7 Pts / 87%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)

Britax Römer Duo Plus (ISOFIX)

Britax Römer KidFix XP (ISOFIX)

Universal Belted CRS

Maxi Cosi Cabriofix (Belt)

Maxi Cosi Cabriofix & EasyBase2 (Belt)

Britax Römer King II LS (Belt)

Britax Römer KidFix XP (Belt)

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CHILD OCCUPANT

Total 42.7 Pts / 87%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	▫	●	▫	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	▫	●	▫	●
BeSafe iZi Kid X2 i-Size (iSize)	▫	●	▫	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	▫	●	▫	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	▫	●	▫	●
Britax Römer Duo Plus (ISOFIX)	▫	●	▫	●
Britax Römer KidFix XP (ISOFIX)	▫	●	▫	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	▫	●

● Install without problem ● Install with care ● Safety critical problem ✖ Installation not allowed

Comments

In the frontal offset test, protection of both dummies was good or adequate for all critical body areas. In the side barrier test, protection was good for all areas and maximum points were scored. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the Evoque is designed could be properly installed and accommodated in the car.

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VULNERABLE ROAD USERS

Total 34.8 Pts / 72%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Impact Protection — 28.9 / 36 Pts

Head Impact	19.2 Pts
Pelvis Impact	3.7 Pts
Leg Impact	6 Pts

Vulnerable Road Users — 6 / 12 Pts

System Name	Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

Comments

The Evoque has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators raise the bonnet surface to provide greater clearance to hard structures in the engine compartment. In addition, an airbag is deployed to provide additional protection. Land Rover showed that the system worked for a variety of statures and across a range of speeds, so the vehicle was tested with the bonnet in the raised, deployed position. Test results were predominantly good or adequate. The bumper provided good protection to pedestrians' legs but protection of the pelvis was mixed. The AEB system can detect vulnerable road users like pedestrians and cyclists. Tests showed adequate performance with pedestrians and marginal performance when detecting cyclists.

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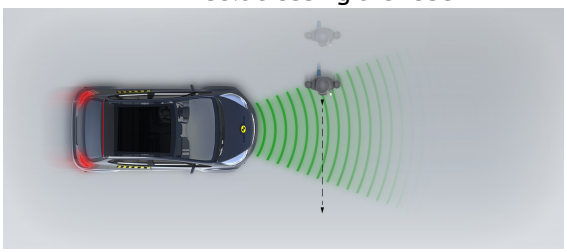
VULNERABLE ROAD USERS

Total 34.8 Pts / 72%

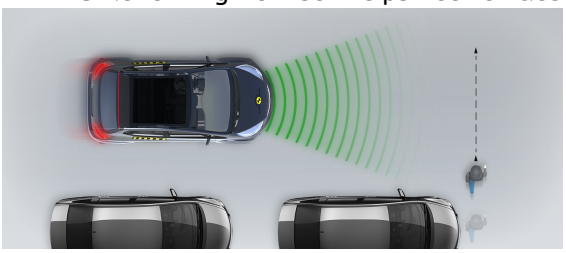
AEB Pedestrian

- **Day time**

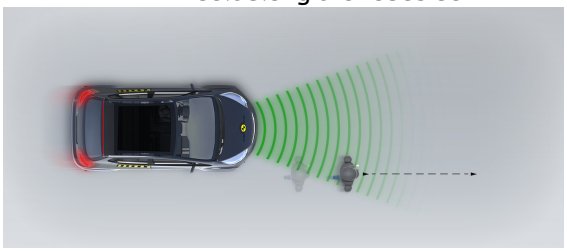
Adult crossing the road



Child running from behind parked vehicles

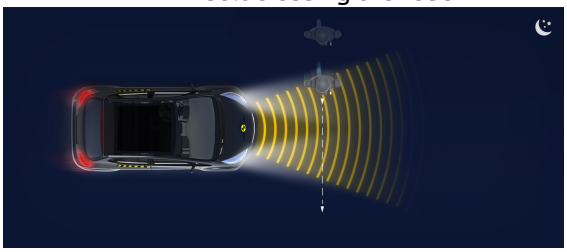


Adult along the roadside

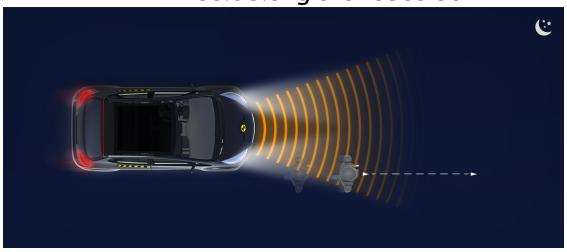


- **Night time**

Adult crossing the road

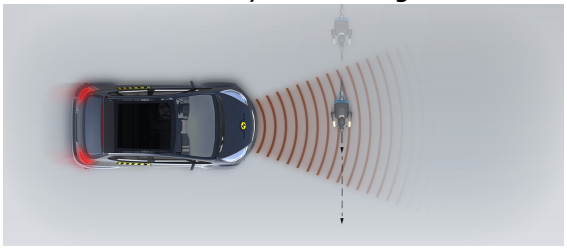


Adult along the roadside

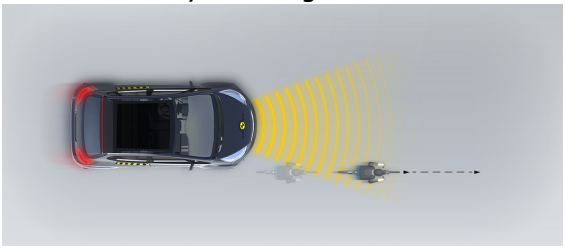


AEB Cyclist

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 9.5 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Speed Assistance

1.3 / 3 Pts

System Name	Adaptive Speed Limiter
Speed Limit Information Function	N/A
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual	●	●	●
Audible	●	●	●
Occupant detection	—	●	—

● Pass ● Fail — Not available

Lane Support

3 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	30 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE

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SAFETY ASSIST

Total 9.5 Pts / 73%

AEB Interurban

2.7 / 3 Pts

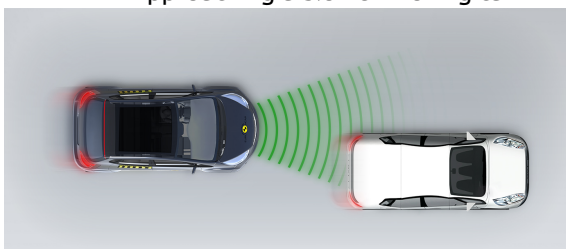
System Name	Autonomous Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

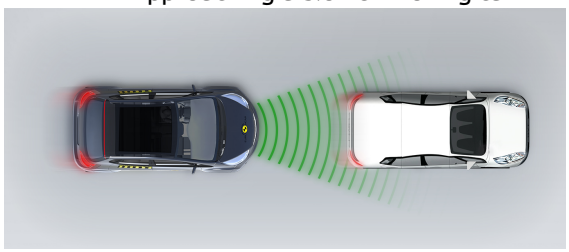
The AEB system performed well in tests of its functionality at highway speeds. The Evoque also has, as standard: a lane support system which helps the driver to avoid drifting out of lane and can also help in some, more critical situations; a seatbelt reminder for the front and rear seats; and a driver-set speed assistance system. A speed limit recognition system is available but did not form part of this assessment as it is an option.

- **Autobrake function only**

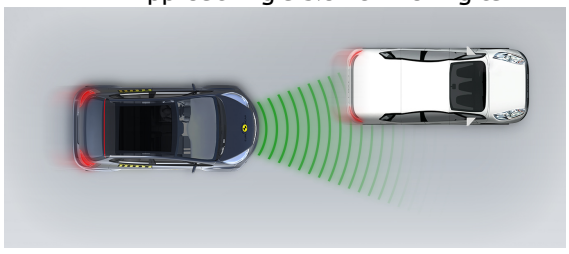
Approaching a slower moving car



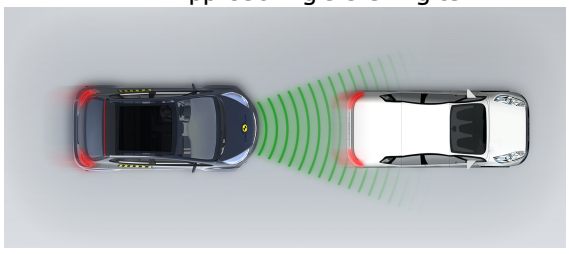
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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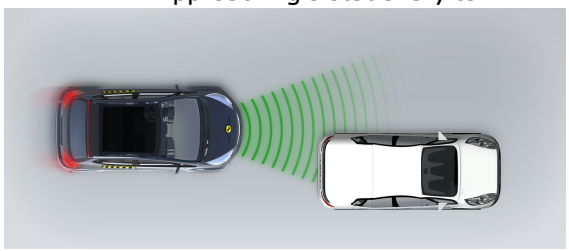
SAFETY ASSIST

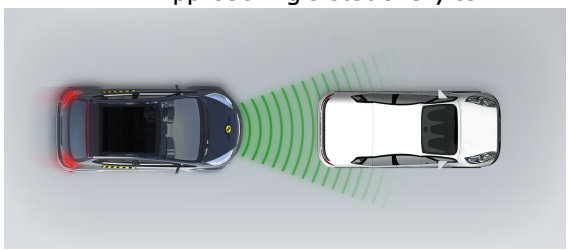
Total 9.5 Pts / 73%

- **Driver reacts to warning**

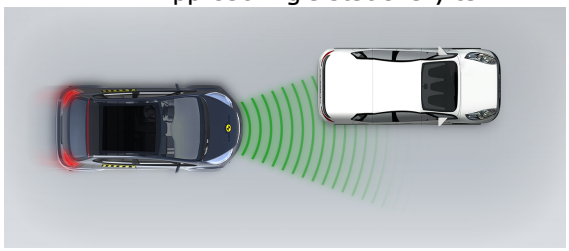
Approaching a stationary car



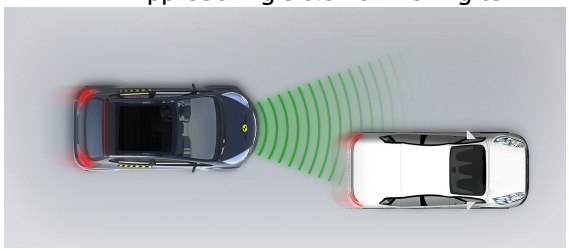
Approaching a stationary car



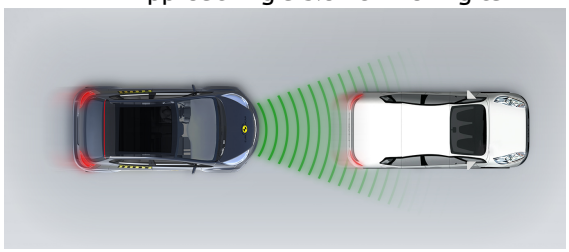
Approaching a stationary car



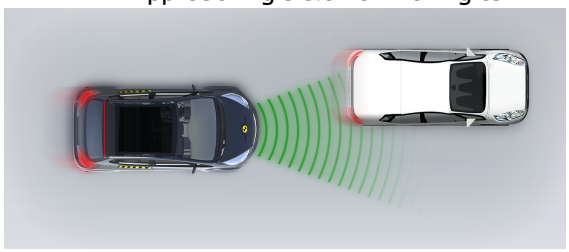
Approaching a slower moving car



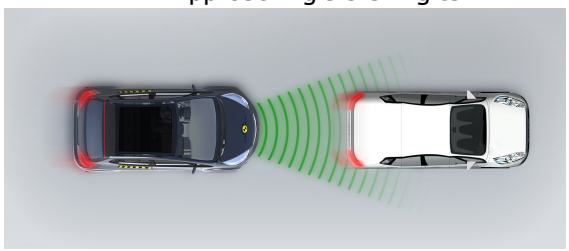
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



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RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
April 2019	Rating Published	2019 ★★★★★	✓

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