



Land Rover Range Rover
Standard Safety Equipment

2022



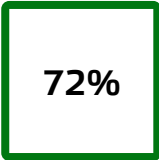
Adult Occupant



Child Occupant



Vulnerable Road Users



Safety Assist



SPECIFICATION

Tested Model	Range Rover D300 SE, RHD
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2524kg
VIN From Which Rating Applies	- all Range Rovers
Class	Large Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	—
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✗	✗	—
LATERAL CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✗
Side pelvis airbag	●	●	✗
Centre Airbag	✗	✗	—

Version 021122

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet	✗
AEB Vulnerable Road Users	●
AEB Pedestrian - Reverse	✗
AEB Car-to-Car	●
Speed Assistance	●
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



ADULT OCCUPANT

Total 32.1 Pts / 84%

GOOD

ADEQUATE

MARGINAL

WEAK

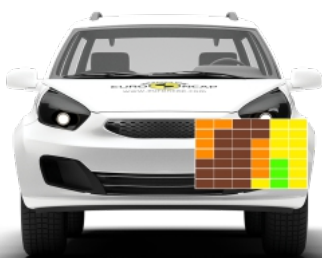
POOR

Frontal Impact

11.4 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

14.9 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



Occupant Interaction

Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 32.1 Pts / 84%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Rescue and Extrication

2.0 / 2 Pts

Rescue Sheet	Available, ISO compliant	
Advanced eCall	Available	
Multi Collision Brake	Available	

Comments

The passenger compartment of the Range Rover remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. However, Land Rover did not provide evidence to demonstrate that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions, and the score for this body region was penalised. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the Range Rover would be an aggressive impact partner in a frontal collision, and the score was penalised accordingly. In the full-width rigid barrier test, protection of the chest of the rear passenger was rated as marginal, based on dummy readings of compression. In both the side barrier impact and the more severe side pole impact, protection of all critical body areas was good and the Range Rover scored maximum points in this part of the assessment. Control of excursion (the extent to which a body is thrown to the other side of the vehicle when it is hit from the far side) was found to be adequate. The Range Rover has no counter-measure to mitigate against occupant to occupant injuries in such impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric analysis of the rear seats also indicated good whiplash protection. The Range Rover has an advanced eCall system which alerts the emergency services in the event of a crash and a 'Post-Crash Braking' system which automatically applies the brakes to prevent secondary collisions.

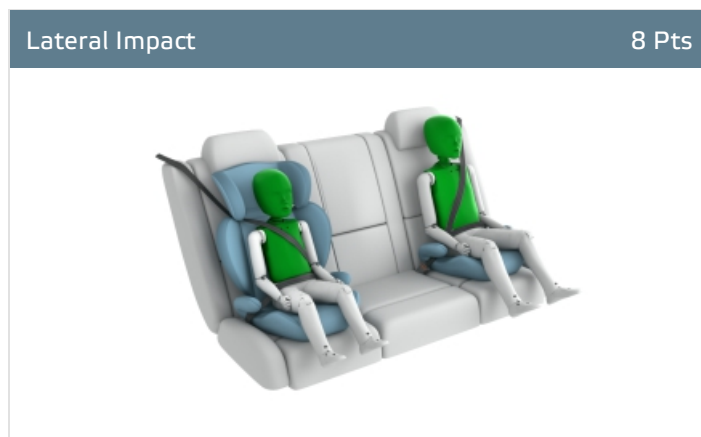
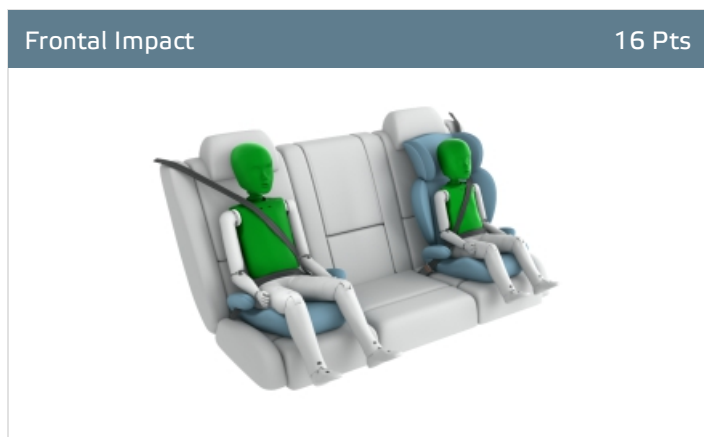
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts

Restraint for 6 year old child: *Britax Römer Kidfix M i-Size OEM with Secure Guard*Restraint for 10 year old child: *Britax Römer Kidfix M i-Size OEM (CRS Seatback and Secure Guard removed)*

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center	3rd row outboard *
Isofix	✗	●	✗	●
i-Size	✗	●	✗	●
Integrated CRS	✗	✗	✗	✗

* Third row seats available as option

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

CRS Installation Check

12.0 / 12 Pts

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

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (i-Size)



Maxi Cosi 2way Pearl & 2wayFix (i-Size)



BeSafe iZi Kid X2 i-Size (i-Size)



Britax Römer TriFix2 i-Size (i-Size)



BeSafe iZi Flex FIX i-Size (i-Size)



■ ISOFIX CRS

BeSafe iZi Combi X4 ISOfix (ISOFIX)



Cybex Solution Z i-Fix (ISOFIX)





CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Britax Römer King II LS (Belt)



Cybex Solution Z i-Fix (Belt)





CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	●	●
Maxi Cosi 2way Pearl & 2wayFix (i-Size)	—	●	—	●	●	●
BeSafe iZi Kid X2 i-Size (i-Size)	—	●	—	●	●	●
Britax Römer TriFix2 i-Size (i-Size)	—	●	—	●	●	●
BeSafe iZi Flex FIX i-Size (i-Size)	—	●	—	●	●	●
BeSafe iZi Combi X4 ISOfix (ISOFIX)	—	●	—	●	●	●
Cybex Solution Z i-Fix (ISOFIX)	—	●	—	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyFix (Belt)	●	●	●	●	●	●
Britax Römer King II LS (Belt)	●	●	●	●	●	●
Cybex Solution Z i-Fix (Belt)	●	●	●	●	●	●

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

Comments

The Range Rover provided good protection for all critical body regions of both the 6 and 10 year dummies in the frontal offset and side barrier tests, and scored maximum points in this part of the assessment. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. All of the child restraint types for which the Range Rover is designed could be properly installed and accommodated.



VULNERABLE ROAD USERS

Total 39.1 Pts / 72%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

24.4 / 36 Pts



Head Impact	16.4 Pts
Pelvis Impact	2.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.7 / 18 Pts

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



VULNERABLE ROAD USERS

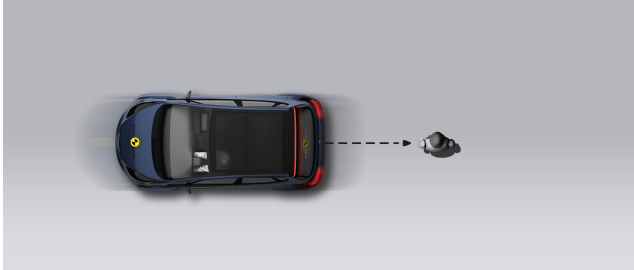
Total 39.1 Pts / 72%

AEB Pedestrian

6.8 / 9 Pts

■ Day time

Vehicle reversing into standing pedestrian



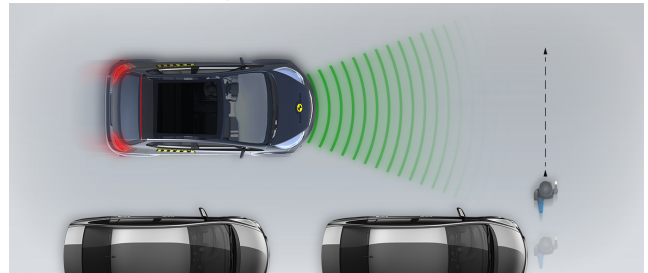
Pedestrian crossing a road into which a car is turning



Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

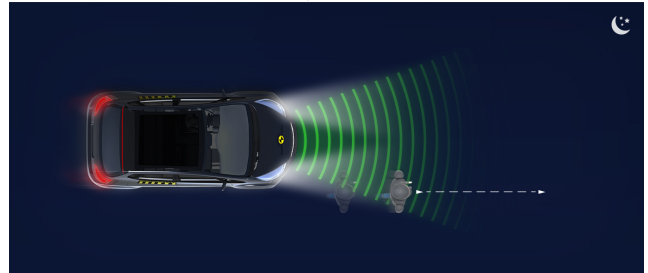


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 39.1 Pts / 72%

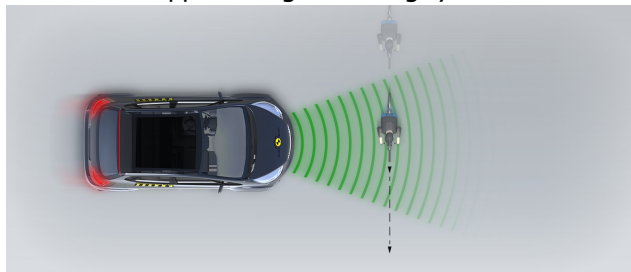
AEB Cyclist

7.9 / 9 Pts

Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

Protection of the head of a struck pedestrian was predominantly good or adequate. The bumper offered good protection to pedestrians' legs at all test locations but protection of the pelvis predominantly poor. The autonomous emergency braking (AEB) system of the Range Rover can respond to vulnerable road users as well as to other vehicles. The system performed well in tests of its response to pedestrians and cyclists, with collisions avoided in most test scenarios.



SAFETY ASSIST

Total 13.2 Pts / 82%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 2.5 / 3 Pts








System Name	Speed Limiter
Speed Limit Information Function	Camera & Map, subsigns supported
Speed Limitation Function	System advised (accurate to 5km/h)




Occupant Status Monitoring

 2.0 / 3 Pts


> Seatbelt Reminder

 1.0 / 2 Pts

Applies To	Front and rear seats		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Visual			
Audible			
Occupant Detection	—		—

 Pass
  Fail
  Not available

> Driver Monitoring

 1.0 / 1 Pts

System Name	Driver Condition Monitor
Type	Steering input
Operational From	60 km/h



SAFETY ASSIST

Total 13.2 Pts / 82%



Lane Support 3.0 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 GOOD
Human Machine Interface	 GOOD

AEB Car-to-Car 5.7 / 6 Pts

System Name	Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	5 km/h
Sensor Used	camera and radar

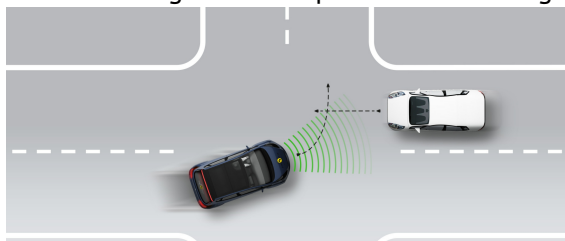


SAFETY ASSIST

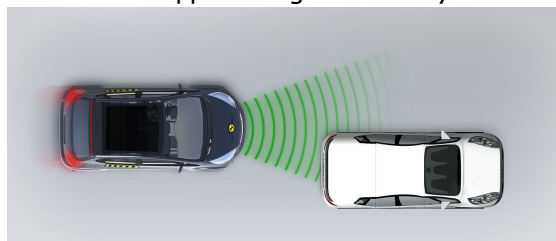
Total 13.2 Pts / 82%

■ Autobrake function only

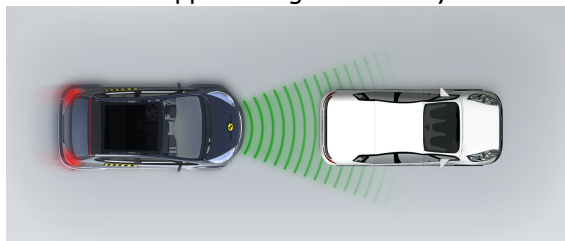
Car turning across the path of an oncoming car



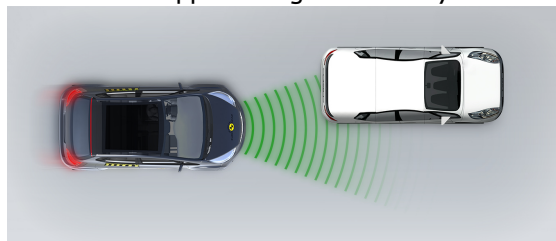
Approaching a stationary car



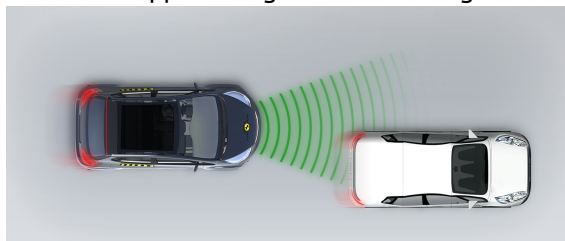
Approaching a stationary car



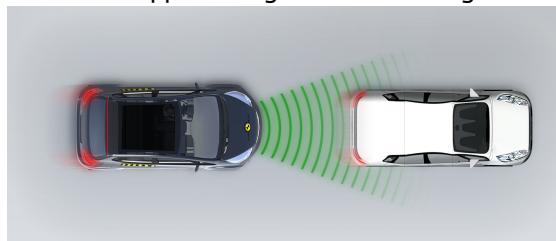
Approaching a stationary car



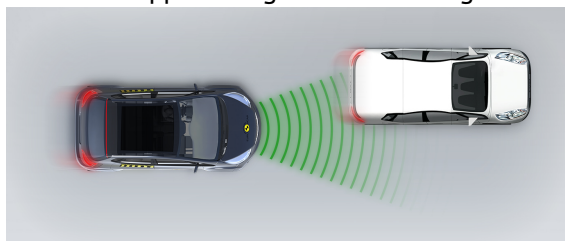
Approaching a slower moving car



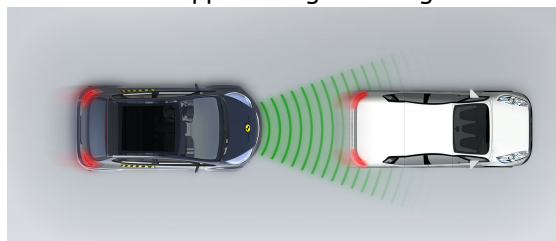
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



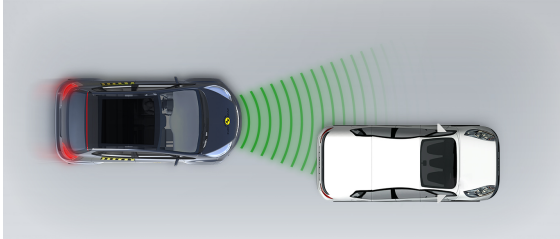


SAFETY ASSIST

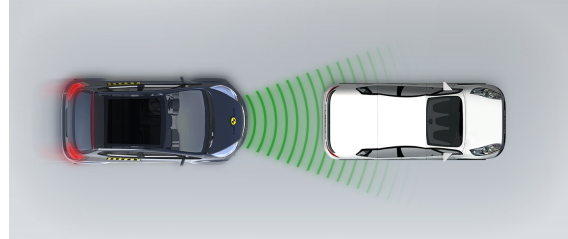
Total 13.2 Pts / 82%

■ Driver reacts to warning

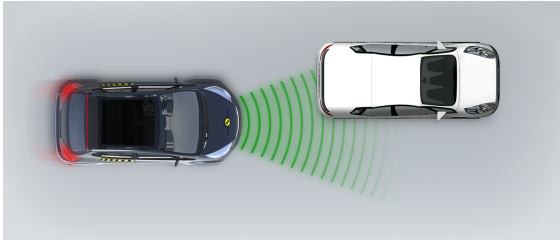
Approaching a stationary car



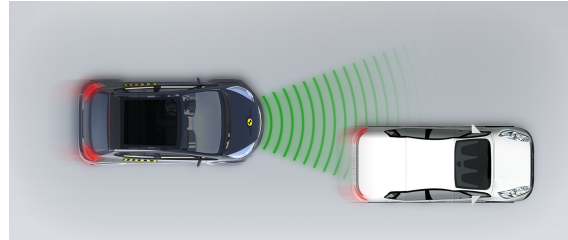
Approaching a stationary car



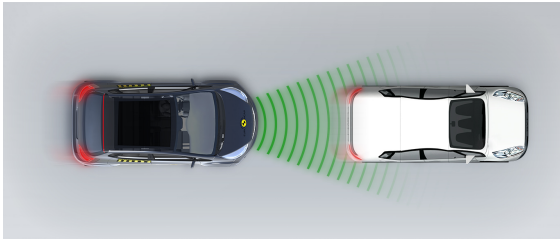
Approaching a stationary car



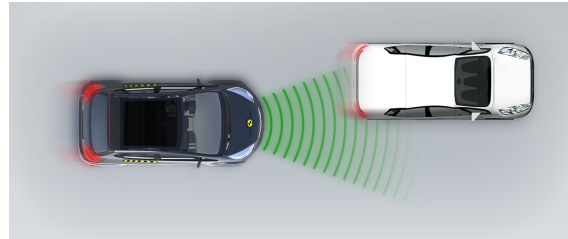
Approaching a slower moving car



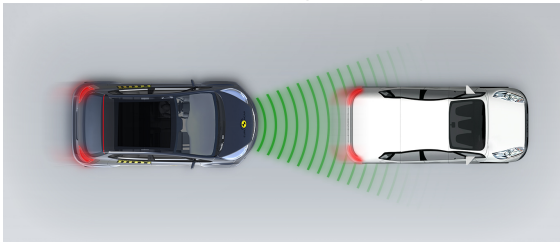
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

The Range Rover's autonomous emergency braking (AEB) system performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats and the car is equipped with a system to detect driver fatigue. The lane support system gently corrects the vehicle's path if it is drifting out of lane, and also intervenes in some more critical situations. A speed assistance system detects the local speed limit and the driver can choose to set the limiter or let the system do so automatically.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	3.0 diesel I6	Long wheelbase Short wheelbase *	4 x 4	✓	✓
5 door SUV	3.0 petrol I6	Long wheelbase Short wheelbase	4 x 4	✓	✓
5 door SUV	4.4 petrol V8	Long wheelbase Short wheelbase	4 x 4	✓	✓
5 door SUV	3.0 petrol I6 PHEV	Long wheelbase Short wheelbase	4 x 4	✓	✓

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome	
October 2022	Rating Published	2022 ★ ★ ★ ★ ★	✓