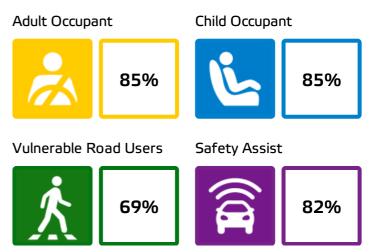




Land Rover Range Rover Sport Standard Safety Equipment







SPECIFICATION

| Tested Model | Range Rover Sport 3.0 Petrol PHEV 'SE', RHD |
|-------------------------------|---|
| Body Type | - 5 door SUV |
| Year Of Publication | 2022 |
| Kerb Weight | 2727kg |
| VIN From Which Rating Applies | - all MY23 Range Rover Sports |
| Class | Large Off-Road |

General comments

The Range Rover Sport shares much in common with the Range Rover. Where necessary, additional tests have been performed on the PHEV variant of the Range Rover Sport but some tests are carried over from the Range Rover.



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 | • | | × |
| Centre Airbag | × | × | _ |
| 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 | |

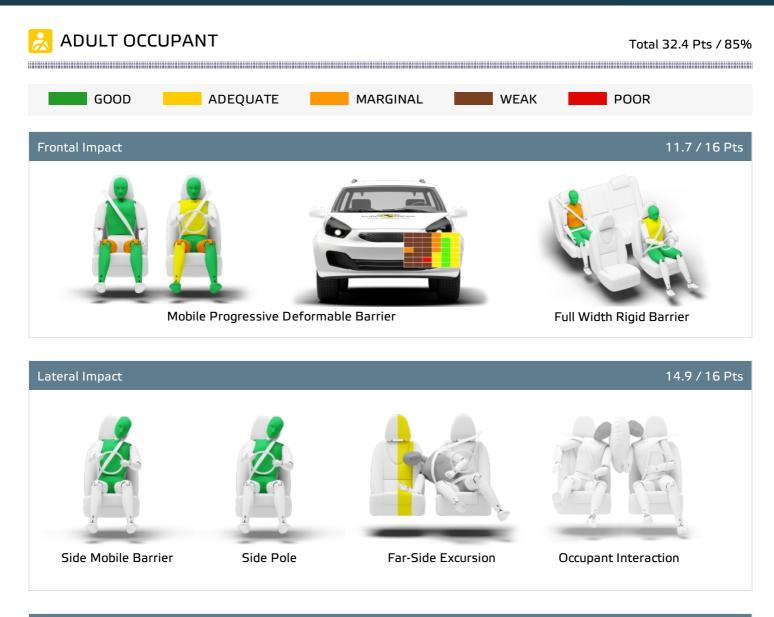
Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 O Fitted to the vehicle as part of the safety pack
- O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available 🧼 — Not applicable



3.8 / 4 Pts

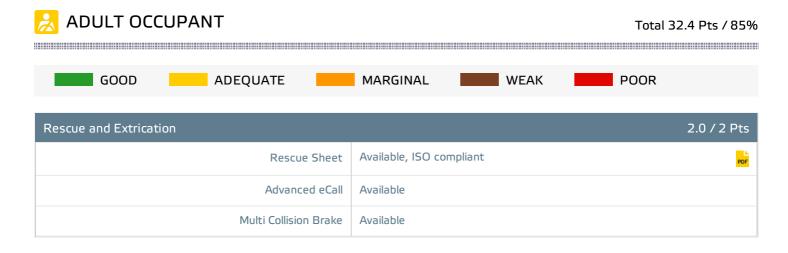


Rear Impact









Comments

The passenger compartment of the Range Rover Sport 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 Sport 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 Sport 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 Sport 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 Sport 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.







Restraint for 6 year old child: *Kidfix i-Size M with Secureguard* Restraint for 10 year old child: *Kidfix i-Size M without Secureguard*

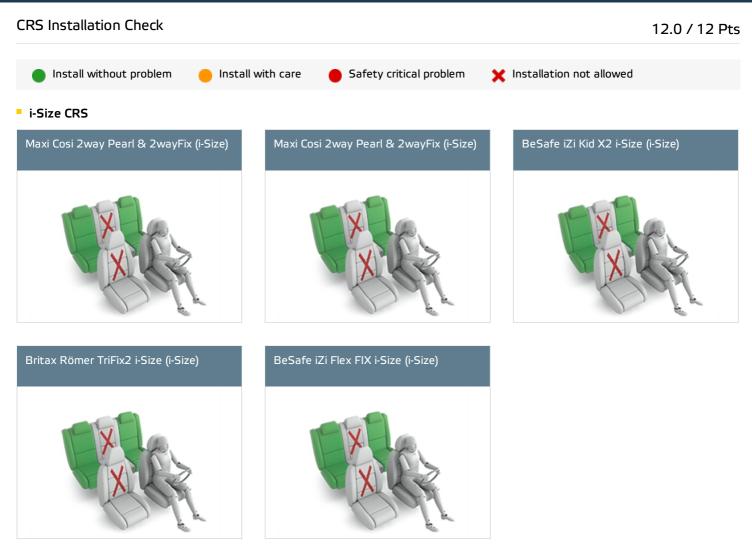
Safety Features

6.0 / 13 Pts

| Isofix | × | × (|
|----------------|----------|----------|
| i-Size | * | X |
| Integrated CRS | x | x x |







ISOFIX CRS





🔄 CHILD OCCUPANT

Total 42 Pts / 85%

Universal Belted CRS



Cybex Solution Z i-Fix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)









ANT

Total 42 Pts / 85%

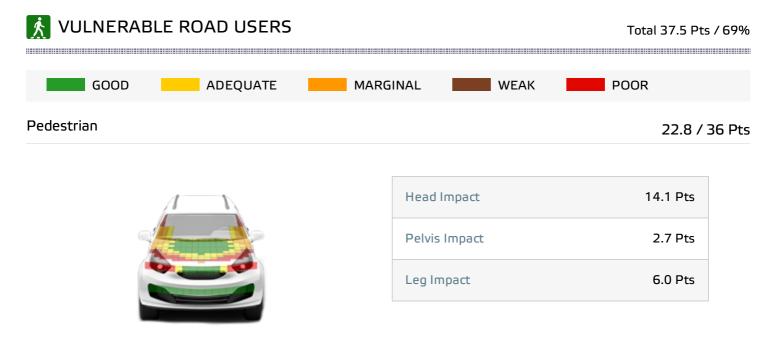
| | | Seat Position | | | |
|---|-----------|---------------|--------|-------|--|
| | Front | 2nd row | | | |
| | PASSENGER | LEFT | CENTER | RIGHT | |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | _ | • | | | |
| Maxi Cosi 2way Pearl & 2wayFix (i-Size) | _ | • | | | |
| BeSafe iZi Kid X2 i-Size (i-Size) | _ | • | | | |
| 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) | | | | | |

Not available

Comments

The Range Rover Sport 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 Sport is designed could be properly installed and accommodated.





Vulnerable Road Users

14.7 / 18 Pts

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



🕺 VULNERABLE ROAD USERS

AEB Pedestrian

Total 37.5 Pts / 69%

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 along the roadside Adult crossing the road Ċ Ċ



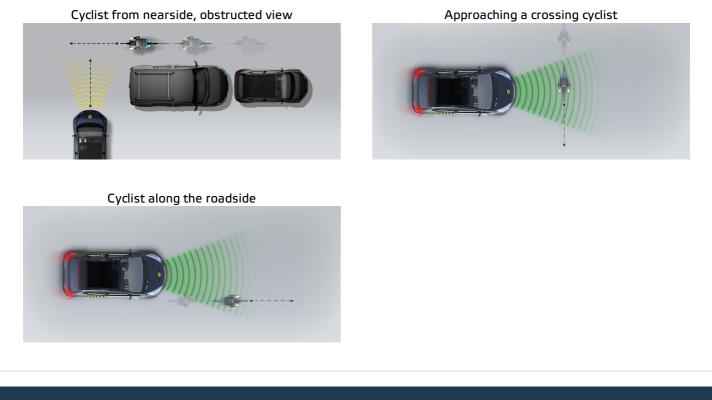




K VULNERABLE ROAD USERS

Total 37.5 Pts / 69%

AEB Cyclist 7.9 / 9 Pts

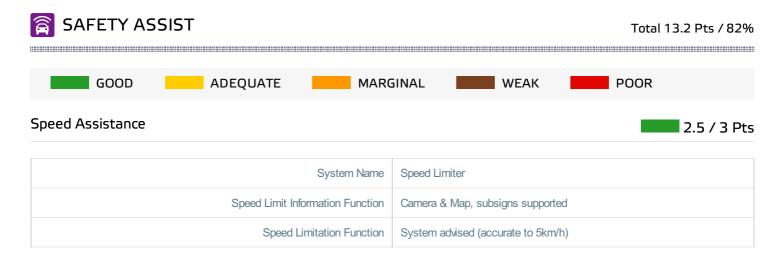


Comments

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 was mixed. The autonomous emergency braking (AEB) system of the Range Rover Sport 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.

Euro NCAP © Land Rover Range Rover Sport Oct 2023 11/17





Occupant Status Monitoring

2.0 / 3 Pts

| | | | 1.0 / 2 | |
|-----------------------------|-------------|--------------------------|-------------------|--|
| Applies To | | Front and rear seats | | |
| Warning | Driver Se | Front Passenger(s) | Rear Passenger(s) | |
| Visual | ٠ | • | • | |
| Audible | ٠ | • | • | |
| Occupant Detection | _ | • | | |
| Pass 🔴 Fail 🗕 Not available | | | | |
| Driver Monitoring | | | 1.0/1 | |
| | System Name | Driver Condition Monitor | | |
| | Туре | e Steering Input | | |
| | | | | |



SAFETY ASSIST

Total 13.2 Pts / 82%

| Lane Support | 3.0 / 4 Pts |
|-------------------------|------------------|
| System Name | Lane Keep Assist |
| Туре | 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

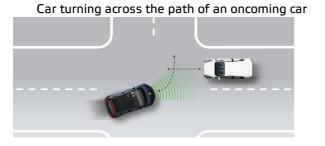
| System Name | Emergency Braking |
|------------------|--|
| Туре | Autonomous emergency braking and forward collision warning |
| Operational From | 5 km/h |
| Sensor Used | camera and radar |





Total 13.2 Pts / 82%

Autobrake function only



Approaching a stationary car

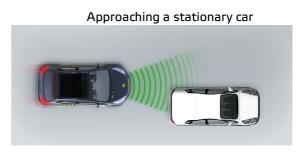


Approaching a slower moving car



Approaching a slower moving car

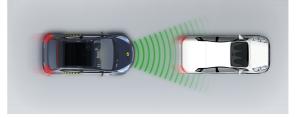




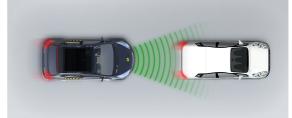
Approaching a stationary car



Approaching a slower moving car



Approaching a braking car







Total 13.2 Pts / 82%

Driver reacts to warning

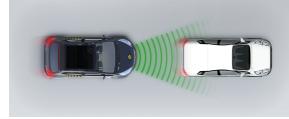




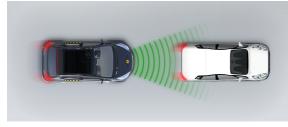
Approaching a stationary car

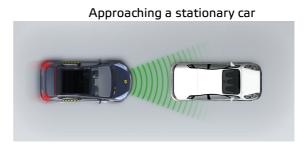


Approaching a slower moving car

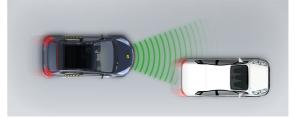


Approaching a braking car

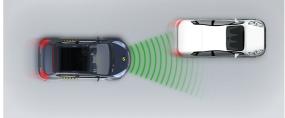




Approaching a slower moving car



Approaching a slower moving car





🛜 SAFETY ASSIST

Total 13.2 Pts / 82%

Comments

The Range Rover Sport'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 / Code | Drivetrain | Rating Applies | |
|------------|----------------------|---|------------|----------------|-----|
| | | | | LHD | RHD |
| 5 door SUV | 3.0 Diesel I6 | Standard, SE, HSE, Autobiography, First Edition | 4 x 4 | \checkmark | ~ |
| 5 door SUV | 3.0 Petrol I6 | Standard, SE, HSE, Autobiography, First Edition | 4 x 4 | \checkmark | ~ |
| 5 door SUV | 4.4 Petrol V8 | Standard, SE, HSE, Autobiography, First Edition | 4 x 4 | \checkmark | ~ |
| 5 door SUV | 3.0 Petrol I6 PHEV * | Standard, SE, HSE, Autobiography, First Edition | 4 x 4 | \checkmark | ~ |

* Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|--------------|------------------|--------------|---|
| October 2022 | Rating Published | 2022 🚖 🚖 🚖 🚖 | ✓ |