

ANCAP Safety Rating

LAND ROVER RANGE ROVER

(2013 – July 2020)



ANCAP
Safety ★★★★★

Test Variant:	Range Rover 3.0L TDV6 LHD
Variant Applicability*:	Only applies to TDV6 variant
Kerb Mass:	2310 kg
Vehicles Built:	2012 to July 2020
Engine:	3.0L TDV6 Diesel
Category:	Large SUV

Note: This rating is based on crash tests of the TDV6 diesel left-hand-drive European model by Euro NCAP.



Frontal offset test at 64 km/h (Euro NCAP)

Airbags	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Frontal + Side + Head	Standard	15.19 (out of 16)	16.00 (out of 16)	2 (out of 2)	GOOD	ACCEPTABLE	3 (out of 3)	36.19 (out of 37)	★★★★★

The tested model of Land Rover Range Rover was introduced in Australia and New Zealand in 2013. This ANCAP safety rating applies to variants with the TDV6 engine. TDV8 and petrol variants are unrated.

Dual frontal, side chest and side head airbags (curtains) are standard. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Advanced seat belt reminders are fitted to all seats.

In the frontal offset crash test driver chest protection was acceptable. In the side impact crash test all driver driver injury values were good. Performance in the side pole test was good.

OCCUPANT PROTECTION

Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	4.00 points
Chest:	3.19 points
Upper legs:	4.00 points
Lower legs:	4.00 points

The passenger compartment held its shape well in the frontal offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash. After the crash all doors could be opened with normal effort.

Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

As expected with high-seat vehicles like the Range Rover, good protection was provided for the driver in the side impact test. The side airbags performed well.

Pole Test.

Scored out of 2 points

The vehicle was eligible for a side pole test because it has side curtain airbags. The vehicle scored the maximum 2 points for head protection in this test.

Whiplash Protection Test.

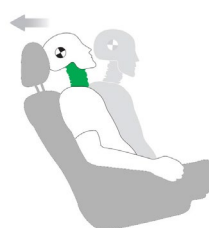
Whiplash protection is assessed to the RCAR Protocol

Geometric test:	GOOD
Dynamic test:	GOOD

Injury Outcomes.



Whiplash



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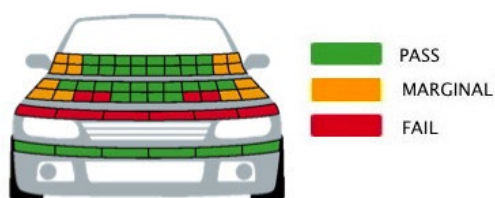
PEDESTRIAN PROTECTION

Pedestrian Test.

Scored out of 36 points

Child head impacts:	7.07 points
Adult head impacts:	9.55 points
Upper leg impacts:	0.00 points
Lower leg impacts:	6.00 points

The bumper scored maximum points for the protection offered to pedestrians' legs. However, the front edge of the bonnet was poor in all areas tested. In those areas where the bonnet might be struck by the head of an adult or that of a child, the bonnet provided predominantly good protection.



(Tested by Euro NCAP v5.3)



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SAFETY FEATURES

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	S
Side airbags (head protection) - front seats	S
Side airbags (head protection) - 2nd row seats	S
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	S
Seat belt pretensioners (front / rear outboard)	S / S
Intelligent seat belt reminder - driver	S
Intelligent seat belt reminder - front passenger	S
Intelligent seat belt reminder - 2nd row seats	S
Head restraints for all seats	S
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S
Adaptive cruise control (ACC)	O
Autonomous emergency braking (AEB)	X
Lane support system	X
Hill launch assist	S
Blind spot monitoring	O
Reversing collision avoidance	O
Manual speed limiter	S
Emergency stop signal	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

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INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.3)		Side impact test at 50 km/h (v5.3)
	Driver	Passenger	Driver
Head			
HIC	179.00	230.00	24.00
Acceleration (g for 3ms)	33.00	43.20	16.40
Neck			
Shear (kN)	0.59	0.21	-
Tension (kN)	1.05	1.16	-
Extension (Nm)	7.60	26.40	-
Chest			
Acceleration (g for 3ms)			-
Compression (mm)	27.67	0.00	14.65
Viscous criterion (m/s)	0.09	0.13	0.02
Abdomen			
Force (kN)	-	-	0.16
Pelvis			
Force (kN)	-	-	0.59
Upper legs			
Force left (kN)	0.57	1.10	
Force right (kN)	0.28	1.40	
Knee displacement left (mm)	0.00	0.00	
Knee displacement right (mm)	1.60	0.00	
Lower legs			
Force left (kN)	1.33	1.32	
Force right (kN)	0.97	1.59	
Index (upper / lower) left	0.28 / 0.19	0.35 / 0.22	
Index (upper / lower) right	0.25 / 0.35	0.29 / 0.15	

INTRUSION MEASUREMENTS

Steering Column

Forwards:	94mm
Downwards:	35mm
Sideways:	9mm

Pedals

Brake (forwards):	8mm
Brake (downwards):	7mm
A-Pillar (forwards):	15mm

SCORE DEDUCTIONS

Deductions from frontal offset test scores

No deductions for frontal offset test.

Deductions from side impact test score

No deductions for side impact test.

Deductions from pole test score

No deductions for pole test.

* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map (www.ancap.com.au/media).

DOCUMENT REF: RANGEROVER13
CREATED / REVISED: 4/4/2013 / Annual Review (2020)

