

LAND ROVER DISCOVERY SPORT

AUS: APRIL 2022 - ONWARDS
NZ: MAY 2022 - ONWARDS
ALL VARIANTS EXCLUDING PHEV



ANCAP
SAFETY

TESTED
2022



RATING YEAR	2022
VEHICLE TYPE	Medium SUV
ENGINE TYPE	Petrol
BUILT FROM	AUS: February 2022 NZ: March 2022
ON SALE FROM	AUS: April 2022 NZ: May 2022
SERIES	L550
AIRBAGS	Dual frontal, side chest, side head, pedestrian



The Land Rover Discovery Sport was first introduced in Australia and New Zealand in 2015. Land Rover made a number of safety upgrades to the Discovery Sport in 2022 and the updated Discovery Sport was assessed by ANCAP against 2022 testing criteria. This ANCAP safety rating applies to all updated L550 series variants built from February 2022 for Australia and March 2022 for New Zealand, excluding the PHEV. PHEV variants are unrated.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags for all three seating rows (where fitted) are standard. An airbag to reduce the severity of impacts with pedestrians is also standard. A centre airbag to prevent occupant-to-occupant interaction is not available.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA) and emergency lane keeping (ELK), and a speed assist system (SAS) are standard equipment.



85%

ADULT OCCUPANT
PROTECTION



88%

CHILD OCCUPANT
PROTECTION



71%

VULNERABLE ROAD USER
PROTECTION



83%

SAFETY
ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Land Rover Discovery Sport R-Dynamic SE P250	5 door SUV	2.0L petrol	AWD	✓	✓
Land Rover Discovery Sport R-Dynamic HSE P250	5 door SUV	2.0L petrol	AWD	✓	✓
Land Rover Discovery Sport R-Dynamic S P200	5 door SUV	2.0L petrol	AWD	-	✓
Land Rover Discovery Sport R-Dynamic SE P300e	5 door SUV	1.5L PHEV	AWD	✗	✗

ADULT OCCUPANT PROTECTION



85%

32.31 POINTS
OUT OF 38

The passenger compartment remained stable in the frontal offset (MPDB) test. Dummy readings indicated ADEQUATE protection of the lower legs of both the driver and front passenger. Protection for all other critical body regions for the driver and the front passenger was GOOD.

The front structure of the Land Rover Discovery Sport presented a higher risk to occupants of an oncoming vehicle in the MPDB test (which evaluates vehicle-to-vehicle compatibility), and a 3.03 point penalty was applied.

In the full width frontal test, protection of the driver's chest was ADEQUATE while protection of the rear passenger was MARGINAL for the chest and ADEQUATE for the neck. GOOD protection was offered to all other critical body regions for both the driver and rear passenger.

In the oblique pole test the side chest-protecting airbag did not deploy correctly, getting caught on part of the interior trim, and a penalty was applied to the scores in both the side impact and oblique pole tests. With this penalty, protection of the driver's chest was assessed as ADEQUATE for the side impact test and MARGINAL for the oblique pole test. All other critical body regions recorded GOOD results.

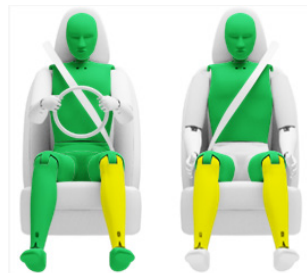
A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available. Excursion (movement towards the other side of the vehicle) in the far side impact tests was assessed as ADEQUATE for both the vehicle-to-vehicle impact scenario and the vehicle-to-pole scenario.

A Rescue Sheet, providing information for first responders in the event of a crash is available, and a multi-collision braking system is fitted.

FRONTAL OFFSET (MPDB)#	6.30	(out of 8)
FULL WIDTH FRONTAL#	7.01	(out of 8)
SIDE IMPACT#	5.63	(out of 6)
OBLIQUE POLE#	5.42	(out of 6)
WHIPLASH PROTECTION	3.94	(out of 4)
FAR SIDE IMPACT	2.00	(out of 4)
RESCUE & EXTRICATION	2.00	(out of 2)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET (MPDB) (50km/h)



DRIVER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.64 pts
Deductions:	Nil

FRONT PASSENGER

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.75 pts
Deductions:	Nil

COMPATIBILITY

Deductions:	-3.03 pts
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FULL WIDTH FRONTAL (50km/h)



DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	2.95 pts
Upper legs:	4.00 pts
Deductions:	Nil

REAR PASSENGER

Head:	4.00 pts
Neck:	3.51 pts
Chest:	1.59 pts
Upper legs:	4.00 pts
Deductions:	Nil

SIDE IMPACT

OBLIQUE POLE



SIDE IMPACT (MDB) (60km/h)

Head:	4.00 pts
Chest:	3.00 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts

(incorrect airbag deployment)

OBLIQUE POLE (32km/h)

Head:	4.00 pts
Chest:	2.46 pts
Abdomen:	4.00 pts
Pelvis:	4.00 pts
Deductions:	-1.00 pts

(incorrect airbag deployment)

FAR SIDE IMPACT



SIDE IMPACT (MDB)

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OBLIQUE POLE

Head:	2.00 pts
Neck:	2.00 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]

[NO COUNTERMEASURE FITTED]



RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✗	1.00 pt default

WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.94 pts
Rear passenger:	1.00 pts



88%

43.22 POINTS
OUT OF 49

In both the frontal offset and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Land Rover Discovery Sport is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. Top tethers and ISOFix anchorages are not available in the third row. Installation of child restraints in the third row is therefore not recommended.

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most second row seating positions, however the Type A capsule could not be correctly installed when using the seatbelt for attachment in the rear outboard seating positions and one of the selected Type A convertible seats could not be correctly installed in rearward facing mode using the ISOFix anchorages.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.22 (out of 12)
ON-BOARD SAFETY FEATURES	8.00 (out of 13)

FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

SIDE IMPACT (60km/h)



10 YEAR OLD

6 YEAR OLD

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	×	-
Integrated child restraints	×	×	×	×	-
Top tether anchorage	×	●	●	×	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD

● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION

× NOT AVAILABLE

- NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW	2nd ROW			3rd ROW		
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
BELTED	TYPE A	Rearward facing capsule	×	●	●	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	●	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	●	×	-	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	×	-	×
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	●	×	-	×
	TYPE E	Booster - 4 to 8 years	×	●	●	×	-	×
ISOFIX	TYPE F	Booster - 4 to 10 years	×	●	●	×	-	×
	TYPE A	Rearward facing capsule	×	●	-	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model A)	×	●	-	×	-	×
	TYPE A	Rearward facing with harness - convertible (Model B)	×	●	-	×	-	×
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	×	-	×
	TYPE B	Forward facing with harness - convertible (Model B)	×	●	-	×	-	×

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.



71%

38.66 POINTS
OUT OF 54

The Land Rover Discovery Sport has a pedestrian airbag. Sensors detect when a pedestrian is struck and an airbag deploys to provide additional protection to the pedestrian's head. GOOD or ADEQUATE results were recorded over most of the bonnet area with some MARGINAL, WEAK and POOR results recorded at the front edge of the bonnet surface.

Protection of the pelvis was POOR, while the bumper provided GOOD protection to pedestrians' legs.

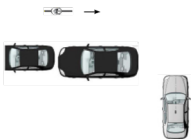
The autonomous emergency braking (AEB) system is capable of detecting and reacting to pedestrians and cyclists. The AEB system offered ADEQUATE performance in pedestrian test scenarios. The AEB system does not react to vulnerable road users in reverse, and hence AEB Backover tests were not conducted. In cyclist test scenarios, the AEB system offered GOOD performance.

HEAD IMPACTS	18.11 (out of 24)
UPPER LEG IMPACTS	0.00 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	6.14 (out of 7)
AEB - Pedestrian (backover)	NOT TESTED (out of 2)
AEB - Cyclist	8.41 (out of 9)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

SYSTEM NAME:	Emergency Braking
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	10-80 km/h
DESCRIPTION:	System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	AEB + FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
														
PERFORMANCE														
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
					
PERFORMANCE	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)





83%

13.31 POINTS
OUT OF 16

The Land Rover Discovery Sport is fitted with an autonomous emergency braking (AEB) system capable of functioning at highway speeds and a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of its AEB (Car-to-Car) system showed GOOD performance, including AEB Junction Assist where the test vehicle can autonomously brake to avoid crashes when turning across the path of an oncoming vehicle.

Tests of LSS functionality showed ADEQUATE performance overall, with ADEQUATE performance in the ELK test scenarios, and GOOD performance in LKA scenarios.

A speed assistance system (SAS) with speed limit information function (SLIF) is standard, informing the driver of the local speed limit and automatically adjusting the vehicle speed limiter accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS

- Seat belt reminders 1.00 (out of 2)

- Driver monitoring 1.00 (out of 1)

SPEED ASSISTANCE SYSTEMS 2.58 (out of 3)

LANE SUPPORT SYSTEMS 3.00 (out of 4)

AEB - Car-to-Car 3.74 (out of 4)

AEB - Junction Assist 2.00 (out of 2)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 60-180 km/h

EMERGENCY LANE KEEPING (ELK)										
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL					
PERFORMANCE										
ADEQUATE										

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
PERFORMANCE	GOOD			

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	[NOT FITTED]
	Blind Spot Monitoring (BSM)	PASS



83%

13.31 POINTS
OUT OF 16

AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)

SYSTEM NAME: Autonomous Emergency Braking
 TYPE: Autonomous emergency braking with forward collision warning
 OPERATIONAL FROM: 10-130 km/h
 DESCRIPTION: Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Driving towards a stationary car					TEST VEHICLE SPEED	Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET		TARGET VEHICLE SPEED		
							30 KM/H	45 KM/H	55 KM/H
							10 KM/H		
AEB (10-50 km/h)									
FCW (30-80 km/h)									
PERFORMANCE	GOOD						GOOD		

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

OCCUPANT STATUS

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

SPEED ASSISTANCE SYSTEMS (SAS)

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR NOT TESTED

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✗	✗
Seat belt pre-tensioners (rear outboard) - 3rd row	●	●
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	●	●
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	✗	✗
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	●	●
Airbag - centre	✗	✗
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	✗	✗
Adaptive cruise control (ACC)	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Autonomous emergency braking (AEB) - Junction Assist	●	●
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Event data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	✗	✗
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL

Land Rover Discovery Sport, LHD

TESTED VEHICLE(S) BUILT

2022

TESTED BODY TYPE

5 door SUV

TESTED VEHICLE ENGINE

2.0L diesel

RATING PUBLISHED

June 2023

RATING UPDATED

n/a

MODEL VARIANTS:

ANCAP safety 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 the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ○ OPTIONAL ✗ NOT AVAILABLE
 ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS