



2020





Adult Occupant



85%

Child Occupant



85%

Vulnerable Road Users



71%



Safety Assist

79%

SPECIFICATION

| Tested Model | Land Rover Defender 110 2.0 diesel SE, RHD |
|-------------------------------|--|
| Body Type | - 5 door SUV |
| Year Of Publication | 2020 |
| Kerb Weight | 2408kg |
| VIN From Which Rating Applies | - all Defenders, including PHEV |
| Class | Large Off-Road 4x4 |



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 | × | × | × |

Euro NCAP © Land Rover Defender Dec 2020 2/18



SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|--------------|
| CHILD PROTECTION | | | |
| Isofix | | | |
| 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 m | nay be available on the | e vehicle but was not | considered in the test year. |
|-------------------------|-------------------------|-----------------------|------------------------------|
| | | | |

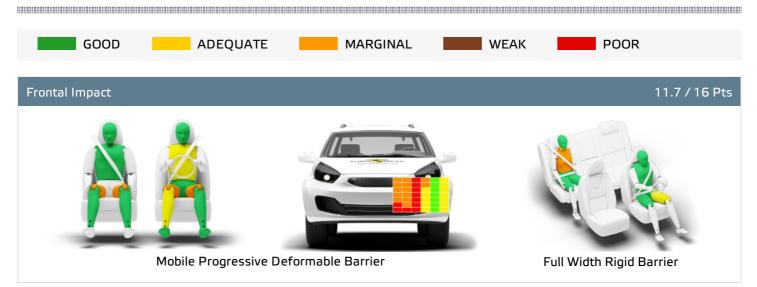
| Fitted to the vehicle as standard | Fitted to the vehicle as part of the safety pack |
|-----------------------------------|--|
|-----------------------------------|--|

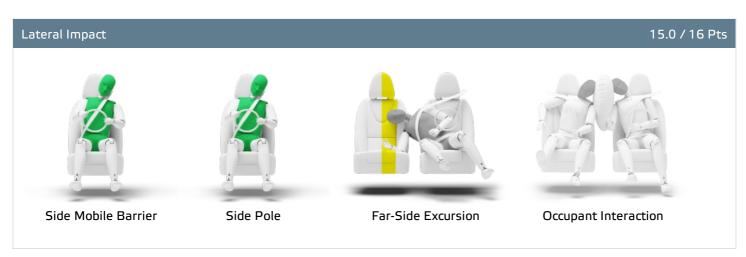
| C | Not fitted to the test vehicle but available as option or as part of the safety pack | 💥 Not available | - Not applicable |
|---------------|--|-----------------|------------------|
| $\overline{}$ | , | ~ | |

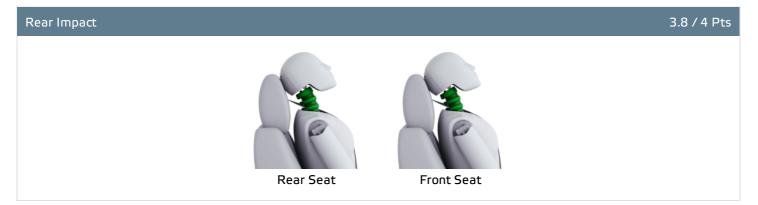




Total 32.5 Pts / 85%











Total 32.5 Pts / 85%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR | |
|------------------------|-----------------------|-------------------|---------|------|-------------|
| Rescue and Extrication | n | | | | 2.0 / 2 Pts |
| | Rescue Sheet | Available, ISO co | mpliant | | PDF |
| | Advanced eCall | Available | | | |
| | Multi Collision Brake | Available | | | |

Comments

The Defender's passenger compartment remained stable in the offset frontal test. Dummy readings of femur forces stiff structures in the dashboard and the score for protection of this body area was penalised. The vehicle's high mass and front structure makes it an aggressive partner to a colliding vehicle and the score for the frontal offset test was reduced as a consequence. In the full-width, rigid wall test, protection was good or adequate for all body critical body regions, except for the chest of the rear passenger, protection of which was rated as marginal, based on readings of chest compression. In both the side barrier test, representing a collision by another vehicle, and the more severe side pole impact, protection was good all-round and the Defender scored maximum points for these tests. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The Defender is not equipped with a counter-measure to prevent occupant to occupant contact in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Defender has a multi-collision braking system which prevents secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.



Total 41.7 Pts / 85%

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts





Restraint for 6 year old child: *Britax Römer Kidfix XP SICT* Restraint for 10 year old child: *Graco booster basic*

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 10.7 / 12 Pts



i-Size CRS











ISOFIX CRS









Total 41.7 Pts / 85%

Universal Belted CRS











Total 41.7 Pts / 85%

| | Seat Position | | | | | | |
|---|---------------|--------|---------|--------|-------|------|----------|
| | Front | t | 2nd row | | 3rd | row | |
| | PASSENGER | CENTER | 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) | • | _ | • | _ | • | _ | <u>—</u> |
| BeSafe iZi Combi X4 ISOfix (ISOFIX) | • | _ | • | _ | • | _ | _ |
| Britax Römer KidFix XP (ISOFIX) | • | _ | • | _ | • | _ | <u>—</u> |
| 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

— Not available

Comments

In both the frontal offset test and the side barrier impact, protection of both child dummies was good for all critical parts of the body and the Defender 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. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. The Britax Römer KidFix XP (as a universal CRS, using the adult seatbelts) failed Euro NCAP's belt-length test for rearward-facing restraints in the optional third row seats. Used forward-facing, as Land Rover intend, the CRS can be properly installed. Land Rover state that a child restraint should not be installed in the optional front row 'jump seat'.



K VULNERABLE ROAD USERS

Total 38.4 Pts / 71%

| GOOD | ADEQUATE | MARGINAL | WEAK | POOR | |
|------|----------|----------|------|------|--|

Pedestrian 24.5 / 36 Pts



| Head Impact | 17.4 Pts |
|---------------|----------|
| Pelvis Impact | 1.1 Pts |
| Leg Impact | 6.0 Pts |

Vulnerable Road Users 13.9 / 18 Pts

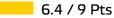
| System Name | Emergency Braking |
|------------------|---|
| Туре | Auto-Brake with Forward Collision Warning |
| Operational From | 10 km/h |



VULNERABLE ROAD USERS

Total 38.4 Pts / 71%

AEB Pedestrian



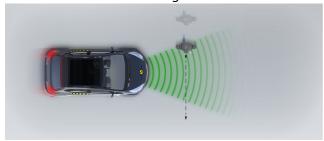


Vehicle reversing into standing pedestrian



Pedestrian crossing a road into which a car is turning

Adult crossing the road





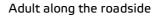
Adult along the roadside



Night time

Adult crossing the road







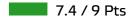




VULNERABLE ROAD USERS

Total 38.4 Pts / 71%

AEB Cyclist



Cyclist from nearside, obstructed view





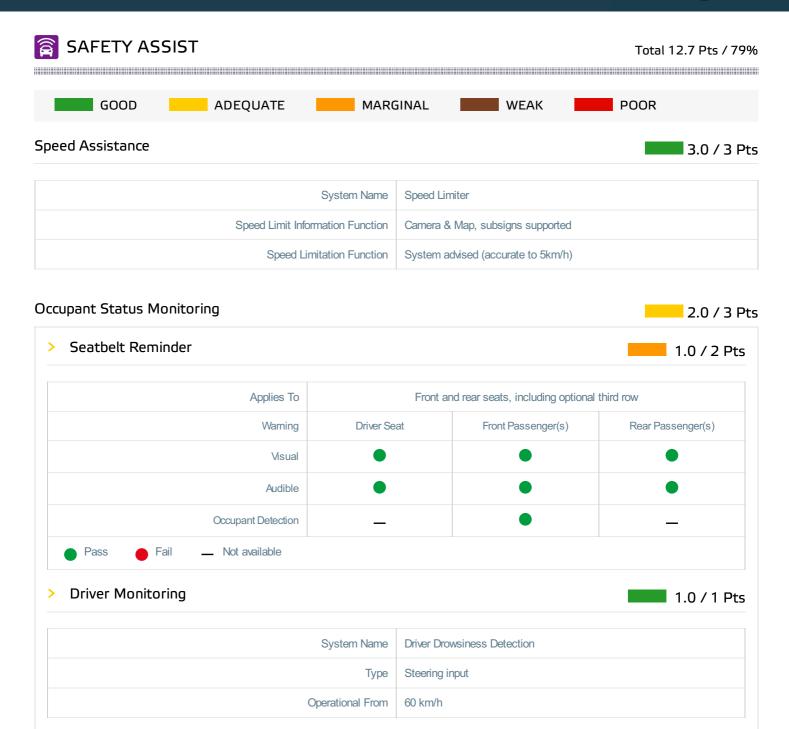
Cyclist along the roadside



Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian. The bumper provided good protection to pedestrians' legs. However, tests on the front edge of the bonnet revealed poor protection to a pedestrian's pelvis at nearly all points across the width of the car. The Defender's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was adequate and to cyclists was good, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.







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 |
| Emergency Lane Keeping Lane Keep Assist | ADEQUATE GOOD |

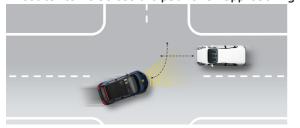
AEB Car-to-Car 4.7 / 6 Pts

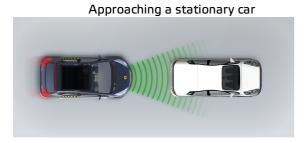
| System Name | Emergency Braking |
|------------------|--|
| Туре | Autonomous emergency braking and forward collision warning |
| Operational From | 10 km/h |
| Sensor Used | camera and radar |



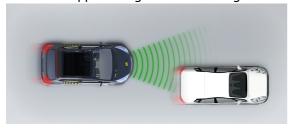
Autobrake function only

Test car turns across the path of an approaching car

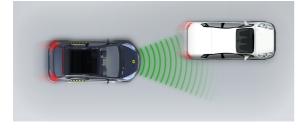




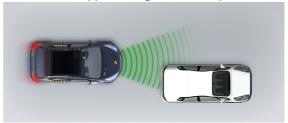
Approaching a slower moving car



Approaching a slower moving car



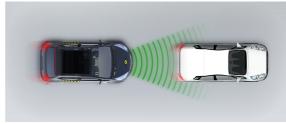
Approaching a stationary car



Approaching a stationary car



Approaching a slower moving car



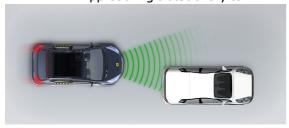
Approaching a braking car



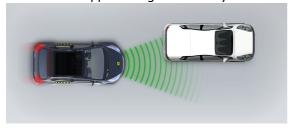


Driver reacts to warning

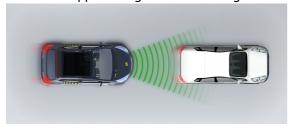
Approaching a stationary car



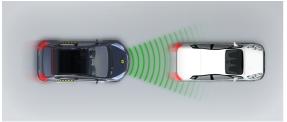
Approaching a stationary car



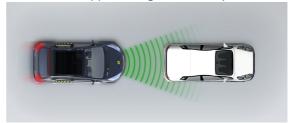
Approaching a slower moving car



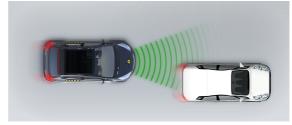
Approaching a braking car



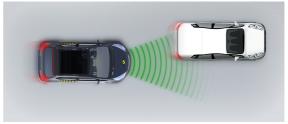
Approaching a stationary car



Approaching a slower moving car



Approaching a slower moving car







Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. The Defender has a seatbelt reminder for the front and rear seats, including the optional third row seats. The vehicle also has 'Driver Drowsiness Detection', which uses steering inputs to detect when the driver is fatigued or otherwise impaired and issues a warning if that is the case. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes more aggressively in some critical situations. A speed assistance system uses a camera and a digital map to detect the local speed limit. The driver can choose to let the system limit the speed appropriately.



RATING VALIDITY

Variants of Model Range

| Body Type | Engine | Model Name/Code | Drivetrain | Rating | Applies |
|------------|------------------------------------|-------------------------|------------|--------------|---------|
| | | | | LHD | RHD |
| 5 door SUV | 2.0 petrol | "Standard", S, SE, HSE | 4 x 4 | \checkmark | ✓ |
| 5 door SUV | 2.0 diesel | "Standard", S, SE*, HSE | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 3.0 petrol | "Standard", S, SE, HSE | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 3.0 diesel | "Standard", S, SE, HSE | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 2.0 petrol + 105 kW electric motor | P400e# | 4 x 4 | ✓ | ✓ |

^{*} Tested variant

#Additional tests performed

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|---------------|--|--------------|---|
| December 2020 | Rating Published | 2020 * * * * | ✓ |
| December 2021 | Annual Review and addition of PHEV variant | 2020 🗙 🛧 🖈 🛧 | ✓ |