



Land Rover Discovery Sport
Standard Safety Equipment

2022



Adult Occupant



84%

Child Occupant



89%

Vulnerable Road Users



71%

Safety Assist



85%

SPECIFICATION

Tested Model	Discovery Sport
Body Type	- 5 door SUV
Year Of Publication	2022
Kerb Weight	2123kg
VIN From Which Rating Applies	- SALCP2FX2PH325732
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 011222

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



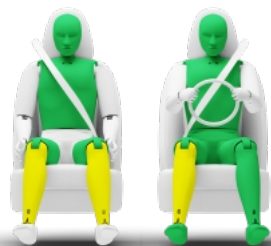
ADULT OCCUPANT

Total 32.2 Pts / 84%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Impact

13.3 / 16 Pts



Mobile Progressive Deformable Barrier



Full Width Rigid Barrier

Lateral Impact

13.0 / 16 Pts



Side Mobile Barrier



Side Pole



Far-Side Excursion



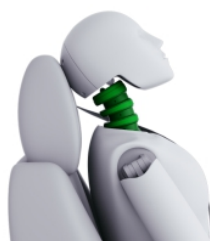
Occupant Interaction

Rear Impact

3.8 / 4 Pts



Rear Seat



Front Seat



ADULT OCCUPANT

Total 32.2 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 Land Rover Discovery Sport remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Land Rover demonstrated that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. Analysis of the deceleration of the impact trolley during the test, and analysis of the deformable barrier after the test, revealed that the car would be an aggressive impact partner in a frontal collision and the score was penalised accordingly. In the full-width rigid barrier test, dummy readings of chest compression indicated marginal protection of the chest of the rear passenger but protection of all other body areas was good or adequate. In the side barrier test, all critical parts of the body were well or adequately protected. In the more severe side pole impact, the seat-mounted side thorax airbag was considered not to have deployed correctly, getting trapped behind the interior trim. A penalty was applied and protection of the chest was rated as marginal. 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 adequate. The Discovery Sport does not have a 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 Land Rover Discovery Sport has an advanced eCall system which alerts the emergency services in the event of a crash and the 'Post Crash Braking' system applies the brakes to prevent secondary collisions.

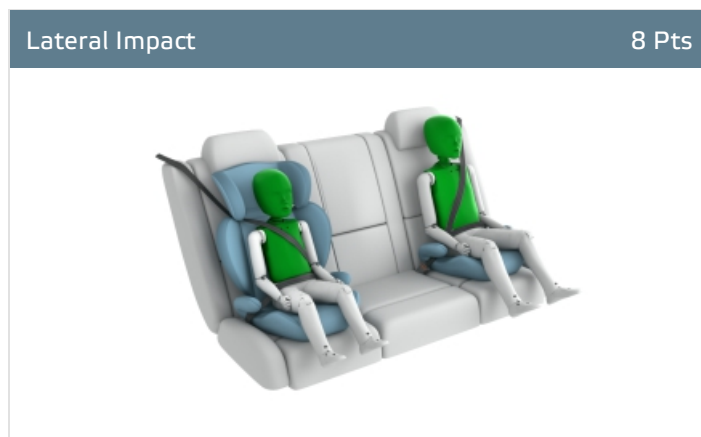
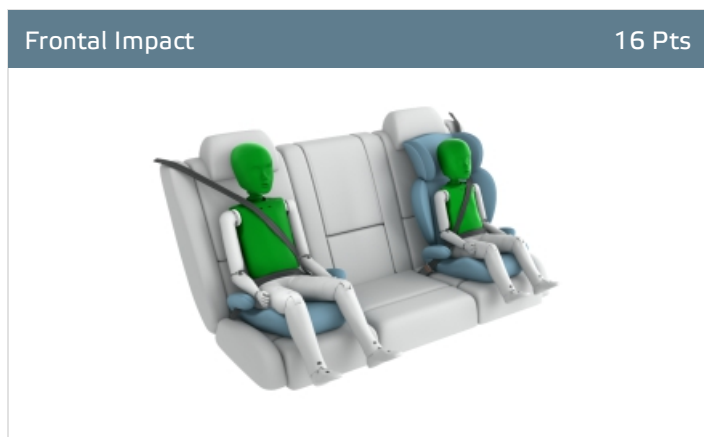
CHILD OCCUPANT

Total 43.7 Pts / 89%

■ 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 i-Size OEM*Restraint for 10 year old child: *Britax Römer KidFIX i-Size OEM (base only)*

Safety Features

8.0 / 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

11.7 / 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 43.7 Pts / 89%

■ 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 43.7 Pts / 89%

	Seat Position						
	Front	2nd row			3rd row		
	PASSENGER	LEFT	CENTER	RIGHT	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)	●	●	●	●	●	□	●

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

— Not available

Comments

In both the frontal offset and side barrier tests, protection of all critical body areas was good for both child dummies and the Discovery Sport 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. One of the child restraints was unstable on the optional third row seats. Otherwise, all of the child restraint types for which the Land Rover Discovery Sport is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 38.7 Pts / 71%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Pedestrian

24.1 / 36 Pts



Head Impact	18.1 Pts
Pelvis Impact	0.0 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users

14.6 / 18 Pts

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



VULNERABLE ROAD USERS

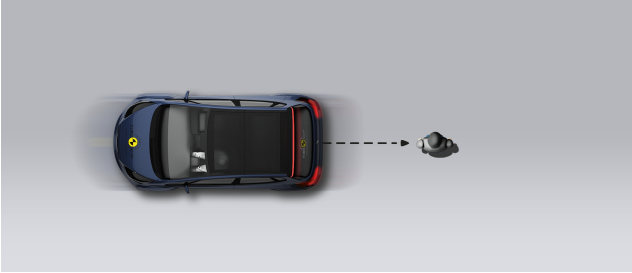
Total 38.7 Pts / 71%

AEB Pedestrian

6.1 / 9 Pts

■ Day time

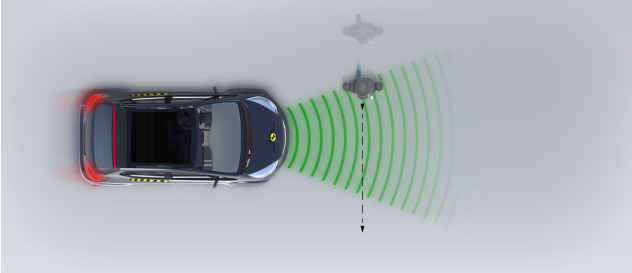
Vehicle reversing into standing pedestrian



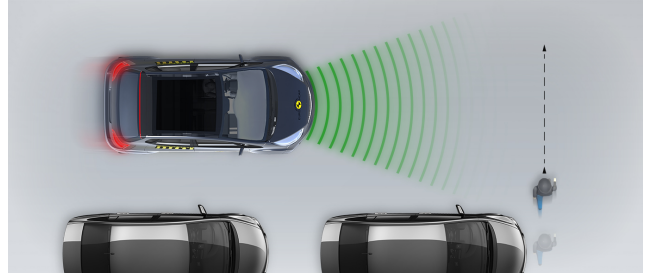
Pedestrian crossing a road into which a car is turning



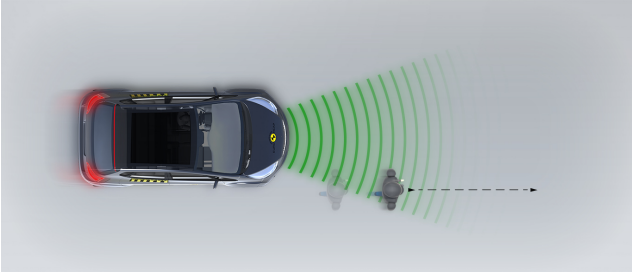
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

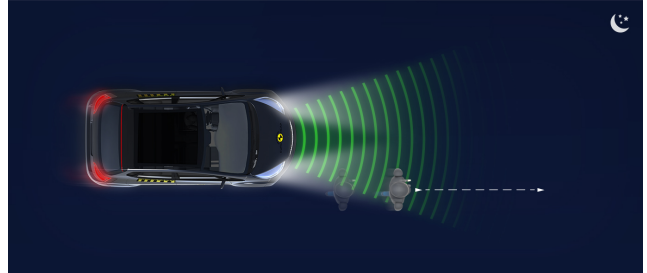


■ Night time

Adult crossing the road



Adult along the roadside





VULNERABLE ROAD USERS

Total 38.7 Pts / 71%

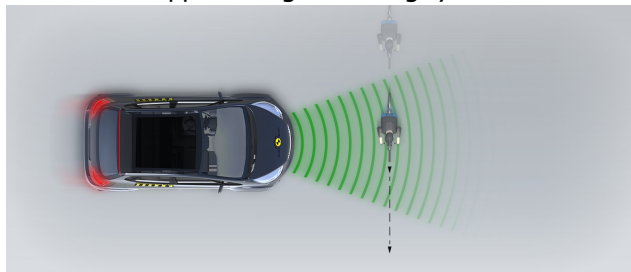
AEB Cyclist

8.4 / 9 Pts

Cyclist from nearside, obstructed view



Approaching a crossing cyclist



Cyclist along the roadside



Comments

The Discovery Sport has a pedestrian airbag. Sensors in the bumper detect when a pedestrian has been struck and an airbag deploys to provide additional protection to the pedestrian's head. Land Rover showed that the system worked robustly for different pedestrian statures and across a range of speeds so the car was tested with the system operational. Protection of the head was almost entirely good or adequate, even on the stiff windscreen pillars and at the base of the windscreen. The bumper offered good protection to pedestrians' legs but protection of the pelvis was poor at all test locations. The autonomous emergency braking (AEB) system of the Land Rover can respond to vulnerable road users as well as to other vehicles. The system performed adequately in tests of its response to pedestrians and well in tests of its response to cyclists, with collisions avoided in most cases.



SAFETY ASSIST

Total 13.7 Pts / 85%

 GOOD


 ADEQUATE

 MARGINAL

 WEAK


 POOR

Speed Assistance


 3.0 / 3 Pts








System Name	Adaptive 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, including optional third row		
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	Drowsy Driver Monitor
Type	Indirect: steering input
Operational From	60 km/h



SAFETY ASSIST

Total 13.7 Pts / 85%



Lane Support 3.0 / 4 Pts

System Name	Lane Keep Assist
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	Autonomous Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	10 km/h
Sensor Used	camera and radar

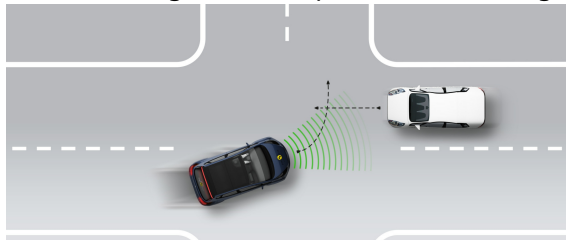


SAFETY ASSIST

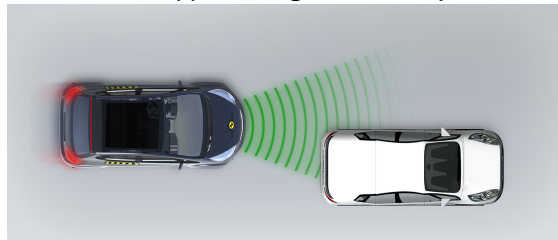
Total 13.7 Pts / 85%

■ Autobrake function only

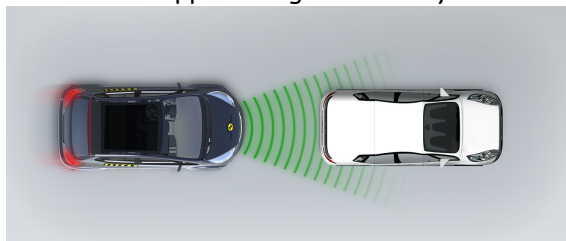
Car turning across the path of an oncoming car



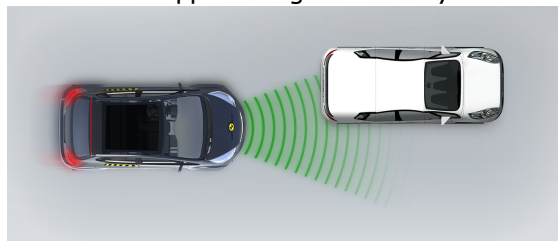
Approaching a stationary car



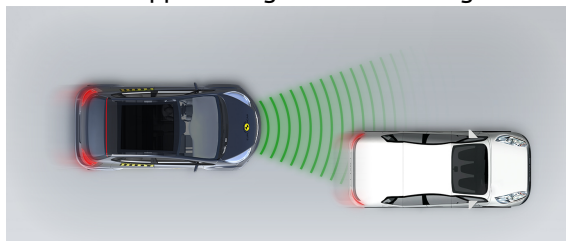
Approaching a stationary car



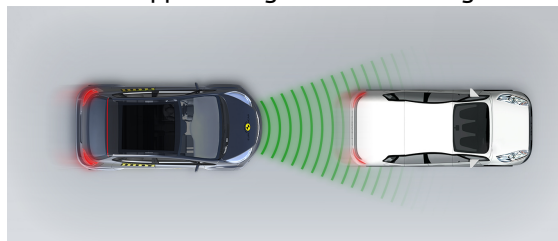
Approaching a stationary car



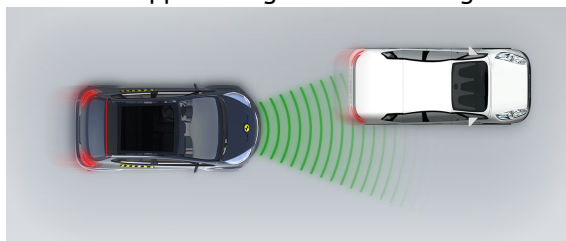
Approaching a slower moving car



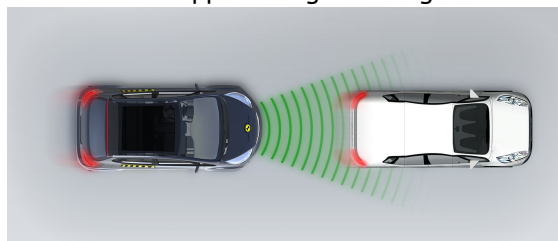
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



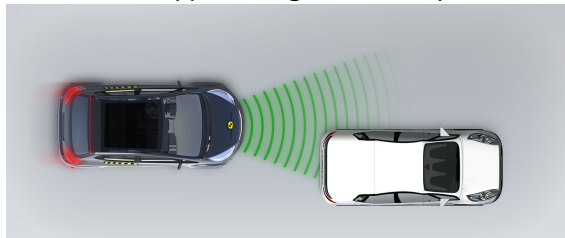


SAFETY ASSIST

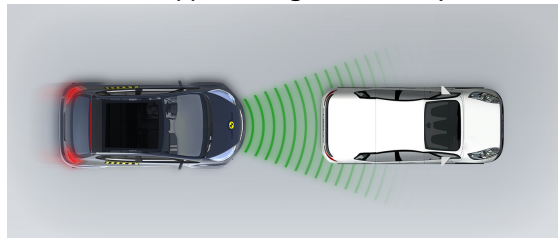
Total 13.7 Pts / 85%

■ Driver reacts to warning

Approaching a stationary car



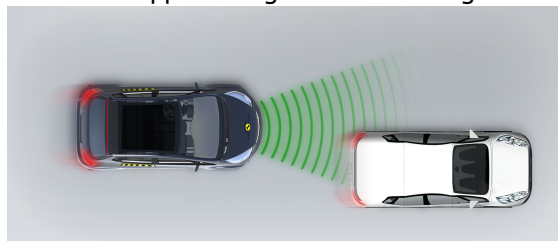
Approaching a stationary car



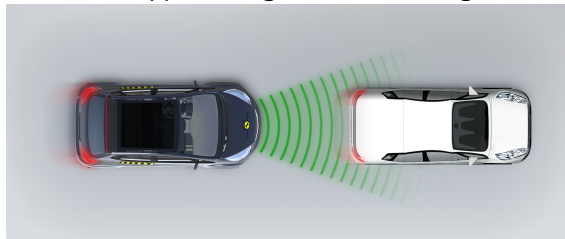
Approaching a stationary car



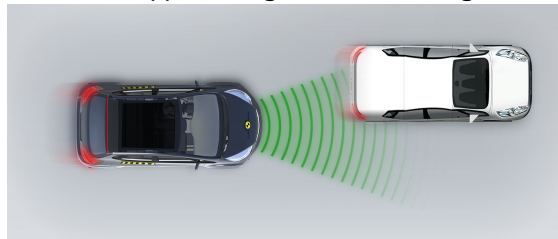
Approaching a slower moving car



Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car





SAFETY ASSIST

Total 13.7 Pts / 85%

Comments

The autonomous emergency braking (AEB) system of the Discovery Sport performed well in tests of its reaction to other vehicles. A seatbelt reminder system is fitted as standard to the front and rear seats, including those in the optional third row, 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. The speed assistance system uses a camera and digital mapping to determine the local speed limit. This information is provided to the driver, who can choose to let the car adapt the limiter as appropriate.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 diesel	Discovery Sport	4 x 2	✓	✓
5 door SUV	2.0 diesel	Discovery Sport R-Dynamic SE * R-Dynamic HSE Urban Edition	4 x 4	✓	✓
5 door SUV	2.0 petrol	R-Dynamic SE R-Dynamic HSE Black	4 x 4	✓	✓
5 door SUV	1.5 petrol PHEV **	P300e R-Dynamic SE P300e R-Dynamic HSE P300e URBAN	4 x 4	-	-

* Tested variant

** Additional testing needed

Annual Reviews and Facelifts

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