



Range Rover Velar
Standard Safety Equipment

2017



Adult Occupant



93%

Child Occupant



85%

VRU Impact Protection



74%

Safety Assist



72%

SPECIFICATION

Tested Model	Range Rover Velar 2.0 diesel 4x4, RHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1928kg
VIN From Which Rating Applies	- all Velars
Class	Small Off-Road

× Rating Expired

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	●	●	✘
CHILD PROTECTION			
Isofix/i-Size	—	✘	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

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 (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Inter-Urban	●
Speed Assistance System	●
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 35.5 Pts / 93%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.4 Pts




Passenger Driver

Frontal Full Width 7.2 Pts




Rear Passenger Driver

Whiplash Rear Impact 1.9 Pts



Front seat Rear seat

Lateral Impact 16.0 Pts



Car Pole

AEB City 2.9

Performance: ■ Good



ADULT OCCUPANT

Total 35.5 Pts / 93%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR



ADULT OCCUPANT

Total 35.5 Pts / 93%

Comments

The passenger compartment of the Velar remained stable in the frontal offset test. Protection of the passenger dummy was good for all critical body areas. Protection of the knees and femurs was good for both dummies and a similar level of protection is provided to occupants of different sizes and to those sat in different positions. In the full-width rigid-barrier test, protection of the chest of the rear passenger was rated as marginal, based on dummy readings of rib compression. Otherwise, protection of the driver and rear passenger was good or adequate. In both the side barrier test and the more severe side pole impact, protection of all critical body areas was good and the Velar scored maximum points. Tests on the front seats and head restraints demonstrated good protection against whiplash in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The Velar has a standard-fit autonomous emergency braking system. Tests of the functionality of this system at the low speeds at which many whiplash injuries occur showed good performance, with collisions avoided at almost all test speeds.

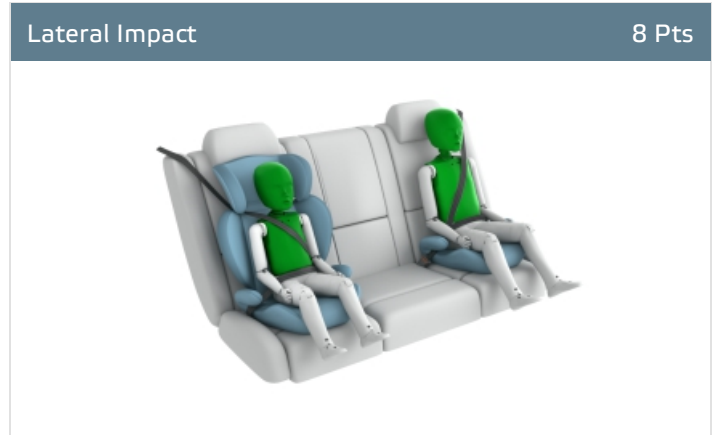
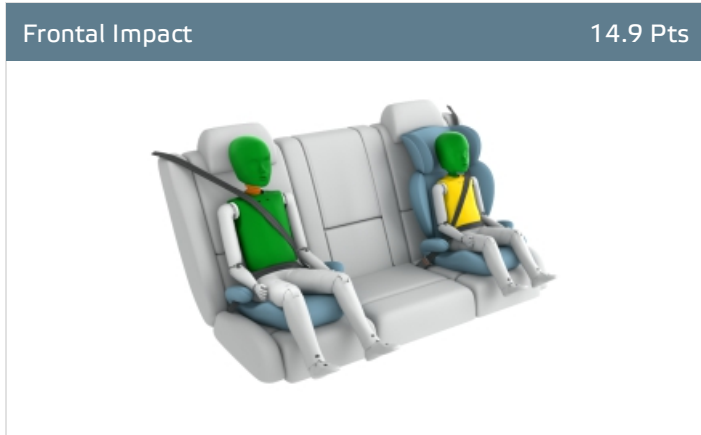
CHILD OCCUPANT

Total 41.8 Pts / 85%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

22.9 Pts



Restraint for 6 year old child: *Britax Römer KidFix XP SICT*
 Restraint for 10 year old child: *Safety 1st Manga*

Safety Features

7.0 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	✘	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

Fitted to test car as standard
 Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 Pts

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

■ i-Size CRS



■ ISOFIX CRS



CHILD OCCUPANT

Total 41.8 Pts / 85%

- Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



Comments

In the frontal offset test, protection of the 6 year and 10 year dummies was good or adequate, except for the neck of the 10 year dummy, protection of which was rated as marginal, based on dummy readings of neck tension. In the side barrier impact, protection was good for all critical body areas of both dummies. 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. All of the restraint types for which the Velar is designed could be properly installed and accommodated in the car.

CHILD OCCUPANT

Total 41.8 Pts / 85%

	Seat Position			
	Front	2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	—	●	—	●
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)	—	●	—	●
BeSafe iZi Kid X2 i-Size (iSize)	—	●	—	●
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)	—	●	—	●
BeSafe iZi Kid X4 ISOfix (ISOFIX)	—	●	—	●
Britax Römer Duo Plus (ISOFIX)	—	●	—	●
Britax Römer KidFix XP (ISOFIX)	—	●	—	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	✘	●
Britax Römer King II LS (Belt)	●	●	●	●
Britax Römer KidFix XP (Belt)	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available

Comments

In the frontal offset test, protection of the 6 year and 10 year dummies was good or adequate, except for the neck of the 10 year dummy, protection of which was rated as marginal, based on dummy readings of neck tension. In the side barrier impact, protection was good for all critical body areas of both dummies. 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. All of the restraint types for which the Velar is designed could be properly installed and accommodated in the car.

VRU IMPACT PROTECTION

Total 31.3 Pts / 74%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	25.3 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">16.2 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	16.2 Pts	Pelvis Impact	3.1 Pts	Leg Impact	6.0 Pts
Head Impact	16.2 Pts						
Pelvis Impact	3.1 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	6.0 Pts
System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light

PERFORMANCE ■		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -25%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Walking Adult crossing from Nearside -75%	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h
Running Child from behind parked vehicles	Collision avoided up to 45 km/h	Impact mitigated up to 60 km/h

Comments

The protection provided to the head of a struck pedestrian was predominantly good or adequate over most of the bonnet surface, with some weak and poor results recorded on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs while protection of the pelvis areas was more mixed, with good and poor results recorded. The autonomous emergency braking system can detect pedestrians and, in tests of this functionality, performed well, with scoring maximum points with collisions avoided or mitigated in all test scenarios.

SAFETY ASSIST

Total 8.7 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

System Name	Adaptive Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 10km/h)

Seatbelt Reminder

3.0 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

2.0 Pts

System Name	Lane Departure Warning
Type	Lane Departure Warning
Operational From	50 km/h
Warning	Audible
PERFORMANCE	
LDW Confirmation Test	Pass

SAFETY ASSIST

Total 8.7 Pts / 72%

AEB Inter-Urban

2.5 Pts

System Name	Autonomous Emergency Braking
Type	Forward Collision Warning with Auto-Brake
Operational From	5 km/h
Additional Information	Default On

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	5-85 km/h	30-85 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 45km/h. Crash speed reduced up to 80km/h.
Approaching a slower moving car	Crash avoided up to 60km/h. Crash speed reduced up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Avoidance

Comments

Tests of the autonomous emergency braking system at highway speeds demonstrated good performance, with collisions avoided or mitigated in all tests. A seatbelt reminder is standard equipment for the front and rear seats, as is a driver-set speed limiter and lane-departure warning system.

RATING VALIDITY

Variants of Model Range

Annual Reviews and Facelifts

Date	Event	Outcome
October 2017	Rating Published	2017 ★ ★ ★ ★ ★ ✓
October 2018	Annual Review	2017 ★ ★ ★ ★ ★ ✓
October 2019	Annual Review	2017 ★ ★ ★ ★ ★ ✓
October 2020	Facelift Review	2017 ★ ★ ★ ★ ★ ✓
December 2021	Annual Review	2017 ★ ★ ★ ★ ★ ✓