



## Rover 75

RATING	SCORE	DETAILS
 <b>ADULT OCCUPANT</b> ★★☆☆☆	<b>30</b>	Front: 14 Side: 16
 <b>PEDESTRIAN</b> ★☆☆☆☆	<b>13</b>	Pre 2002 rating

### Adult occupant protection



- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Frontal impact driver Frontal impact passenger Side impact driver Side impact driver with head airbag option

### Child restraints

- 18 month old Child** Britax Club Class, rearward facing
- 3 year old Child** Britax Club Class, forward facing

### Safety equipment

Front seatbelt pretensioners	<input checked="" type="checkbox"/>
Front seatbelt load limiters	<input checked="" type="checkbox"/>
Driver frontal airbag	<input checked="" type="checkbox"/>
Front passenger frontal airbag	<input checked="" type="checkbox"/>
Side body airbags	<input checked="" type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

### Pedestrian protection

No image car front available

### Car details

Hand of drive	RHD
Tested model	Rover 75 1.8
Body type	4 door saloon
Year of publication	2001
Kerb weight	1330
VIN from which rating applies	Applies to latest models

### Comments

This car has put in a strong performance. If the side impact head-protecting airbag had been standard equipment and not an option, the 75 would have come close to matching the Laguna's five-star rating. The driver's door opened easily after the frontal impact and points were deducted only for forces that loaded his chest. The body's rigidity resulted in high restraint loads that distorted one of the child restraints. Britax confirmed that its restraint was at its design limit when used here.

#### Front impact

The front seat belts were fitted with load limiters and buckle-mounted pre-tensioners. Even so, the driver suffered a high chest loading. The knee impact area was particularly well designed and there were no hard points that could damage his knees and thighs. The footwell remained intact, posing few hazards for his feet and ankles. The centre rear belt was a three-point, giving superior protection to that of a two-point lap belt.

#### Side impact

No points were lost in the side impact performance. However Rover provides an optional head-protecting side airbag that, if fitted, takes the rating close to five stars. Rover paid for a pole test to be conducted. The car passed, confirming that the head-protecting airbag performs well.

#### Child occupant

A passenger airbag can be dangerous for a child placed opposite it in a rear-facing restraint. The Rover 75 had a passenger's airbag as standard so good warning labels were essential. There were only poor warning labels on the passenger's end of the facia. Rover said warning labels will also be fitted to the sun visors. The load from restraining the 3-year-old distorted his Britax Club Class Universal restraint. This increased forward movement of the child's head. Rover and Britax have investigated and Britax has modified the restraint. The 18-month child was in an identical restraint used rear-facing and this protected well in the frontal impact.

#### Pedestrian

The car's front is uncompromising. Only the bonnet in the area that a child's head might strike gave limited protection.