



Land Rover Freelander

RATING	SCORE	Front: 6	Side: 13
 ADULT OCCUPANT 	20		
 PEDESTRIAN 	7		

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

	GOOD
	ADEQUATE
	MARGINAL
	WEAK
	POOR

Child restraints

18 month old Child	Britax Rock-a-tot, rearward facing
3 year old Child	Britax Renaissance, forward facing

Pedestrian protection

No image car front available

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 type="checkbox"/>
Side head airbags	<input type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	RHD
Tested model	Land Rover Freelander GS K1.8ltr petrol
Body type	off-roader
Year of publication	2002
Kerb weight	1485
VIN from which rating applies	all Freelanders

Comments

The Freelander is a small off-roader that was designed almost a decade ago. The cabin became structurally unstable during the frontal impact, the driver's door buckling and the screen pillar moving back significantly. Forces fed through to the driver's chest were relatively high and there were problems, too, for his legs. The side impact also left the driver risking chest injuries – a side airbag might have been helpful. The child restraints protected well in the side impact but did not safeguard heads in the frontal crash. Protection for pedestrians was average for this type of vehicle.

Front impact

The restraints and airbags protected the front occupants' heads and necks but they experienced high chest loadings. The driver's door was kinked along its inner beam and could not take further loading and the footwell behind the driver's seat buckled. The front occupants risked injury from striking hard points behind the fascia. The centre rear belt was three-point, which protects much better than a lap-only belt. But there was a worry that it could be used with the seat back only partly latched.

Side impact

The Freelander provided only reasonable protection for such a high vehicle, its driver risking chest injuries from contact with the central pillar trim, door trim, and side wing of the seat.

Child occupant

The older child's restraint was forward facing, the younger's was rear-facing. In the frontal impact, neither head was fully protected. The younger child also sustained a slightly high neck load. Land Rover said that the restraint used was suitable for an 18-month-old but it was too small for an average child of that age. Even so, the restraints protected both children in the side impact. Labels on the 3-year-old's restraint could lead to a parent installing it incorrectly. The Freelander had no labels to warn against placing a rear-facing restraint opposite an airbag.

Pedestrian

The bonnet leading edge and bumper were particularly unforgiving, although the bonnet provided some protection.