



Land Rover Range Rover

RATING	SCORE	Front: 12	Side: 16	Pole: 2
 ADULT OCCUPANT ★★☆☆☆	30			
 PEDESTRIAN ★☆☆☆☆	2			

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

■	GOOD
■	ADEQUATE
■	MARGINAL
■	WEAK
■	POOR

Child restraints

18 month old Child	Britax Club Class, 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 checked="" type="checkbox"/>
Side head airbags	<input checked="" type="checkbox"/>
Driver knee airbag	<input type="checkbox"/>

Car details

Hand of drive	RHD
Tested model	Range Rover
Body type	5 door Translation not found
Year of publication	2002
Kerb weight	2540
VIN from which rating applies	Applies to all applies new Range Rovers

Comments

The Range Rover has an immensely strong body that provides for its occupants safe, well balanced protection in severe frontal and lateral impacts. Each of its doors could be opened normally after the tests and the amount of intrusion was slight. However, the driver experienced fairly high impact forces on his chest and, in a real crash, these pose a risk of injury. The child restraints worked well generally. But, unfortunately, the level of protection given to pedestrians proved to be dire.

Front impact

The vehicle's body withstood the impact forces exceptionally well. The driver's footwell suffered little damage and the brake and accelerator pedals were driven up and back only slightly, keeping the risk of feet and leg injuries low. But the driver's and passenger's knees were at risk from hard points behind the fascia that they might strike. The centre rear seat belt was of a three-point type that has gives far superior protection to that of a lap-only belt. This belt could not be used unless the seat back was correctly latched in place: a useful safety feature.

Side impact

The impact-force readings gained from the dummy were among the lowest recorded by Euro NCAP in such a test. The thorax airbag (mounted in the door) and the head-protecting tube airbag worked well to protect the driver from severe injury in the side impact and the pole-impact test.

Child occupant

ISOFIX mountings (which allow child seats to be attached directly to the car) are fitted to the Range Rover but restraints

suitable for this system had not completed the process for gaining official approval, so others that used the car belts were substituted. These protected both children well in the front and side impacts. An airbag warning label was fitted to the windscreen and was confusing because it stated that the vehicle, is fitted with a driver's airbag or driver's and passenger's airbag. Both are standard equipment on the model tested.

Pedestrian

Just three sites out of 18 tested on the vehicle's front gave any protection. This is dire, and Land Rover needs to improve matters.