



Land Rover Defender
Standard Safety Equipment

2020



Adult Occupant



85%

Child Occupant



85%

Vulnerable Road Users



71%

Safety Assist



79%

SPECIFICATION

Tested Model	Land Rover Defender 110 2.0 diesel SE, RHD
Body Type	- 5 door SUV
Year Of Publication	2020
Kerb Weight	2408kg
VIN From Which Rating Applies	- all Defenders
Class	Large Off-Road 4x4

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 020221

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	●	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet	✘
AEB Vulnerable Road Users	●
AEB Car-to-Car incl. Turn Across Path	●
AEB Reverse	✘
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 32.5 Pts / 85%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Impact 11.7 / 16 Pts

Mobile Progressive Deformable Barrier Full Width Rigid Barrier

Lateral Impact 15.0 / 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 32.5 Pts / 85%

■ 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 Defender's passenger compartment remained stable in the offset frontal test. Dummy readings of femur forces stiff structures in the dashboard and the score for protection of this body area was penalised. The vehicle's high mass and front structure makes it an aggressive partner to a colliding vehicle and the score for the frontal offset test was reduced as a consequence. In the full-width, rigid wall test, protection was good or adequate for all body critical body regions, except for the chest of the rear passenger, protection of which was rated as marginal, based on readings of chest compression. In both the side barrier test, representing a collision by another vehicle, and the more severe side pole impact, protection was good all-round and the Defender scored maximum points for these tests. In an assessment of protection in far-side impact, dummy excursion (its movement towards the other side of the vehicle) was rated as adequate. The Defender is not equipped with a counter-measure to prevent occupant to occupant contact in side impacts. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The Defender has a multi-collision braking system which prevents secondary impacts. The car also has an advanced e-Call system which, in the event of an accident, automatically sends a message to the emergency services, giving the car's location.

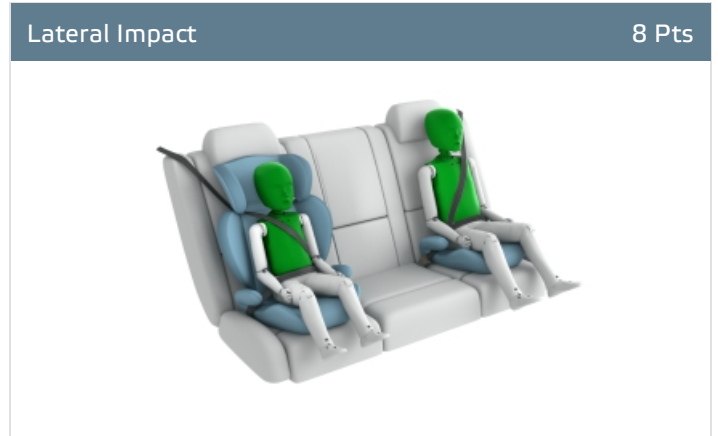
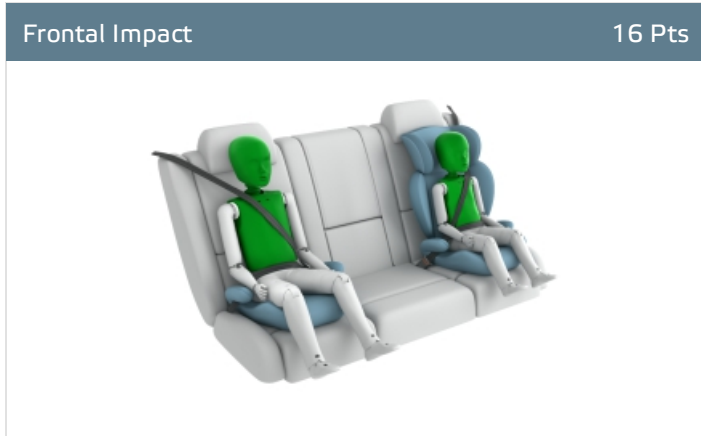
CHILD OCCUPANT

Total 41.7 Pts / 85%



Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



Restraint for 6 year old child: *Britax Römer Kidfix XP SICT*
 Restraint for 10 year old child: *Graco booster basic*

Safety Features

7.0 / 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

10.7 / 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)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 41.7 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)



CHILD OCCUPANT

Total 41.7 Pts / 85%

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

- Install without problem
- Install with care
- Safety critical problem
- ✘ Installation not allowed
- Not available

Comments

In both the frontal offset test and the side barrier impact, protection of both child dummies was good for all critical parts of the body and the Defender 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. The Britax Römer KidFix XP (as a universal CRS, using the adult seatbelts) failed Euro NCAP's belt-length test for rearward-facing restraints in the optional third row seats. Used forward-facing, as Land Rover intend, the CRS can be properly installed. Land Rover state that a child restraint should not be installed in the optional front row 'jump seat'.

 **VULNERABLE ROAD USERS**

Total 38.4 Pts / 71%

GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Pedestrian

24.5 / 36 Pts



Head Impact	17.4 Pts
Pelvis Impact	1.1 Pts
Leg Impact	6.0 Pts

Vulnerable Road Users


13.9 / 18 Pts

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

 VULNERABLE ROAD USERS

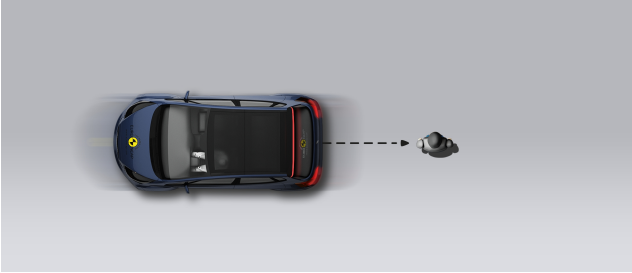
Total 38.4 Pts / 71%

AEB Pedestrian

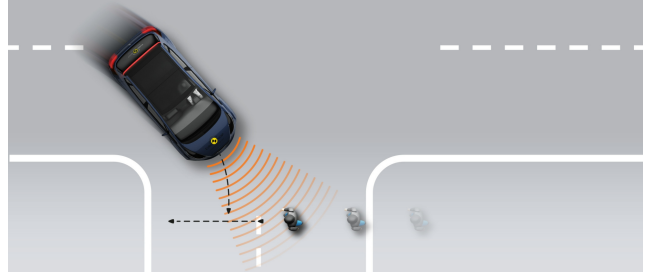
 6.4 / 9 Pts

■ Day time

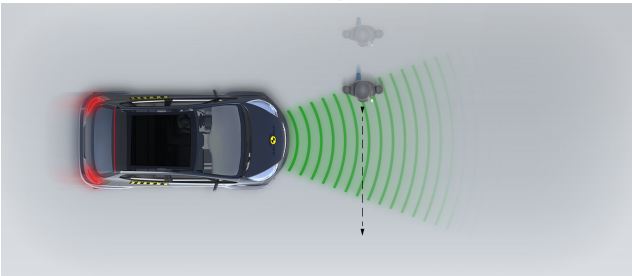
Vehicle reversing into standing pedestrian



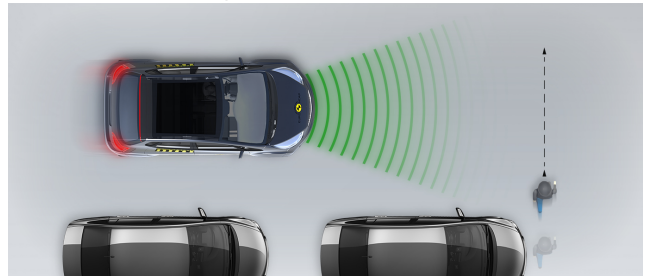
Pedestrian crossing a road into which a car is turning



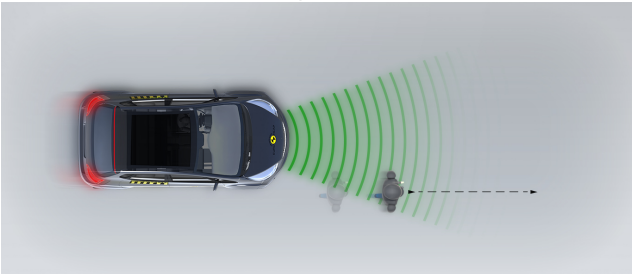
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside

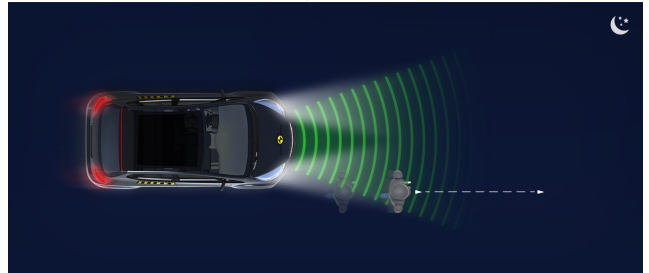


■ Night time

Adult crossing the road



Adult along the roadside

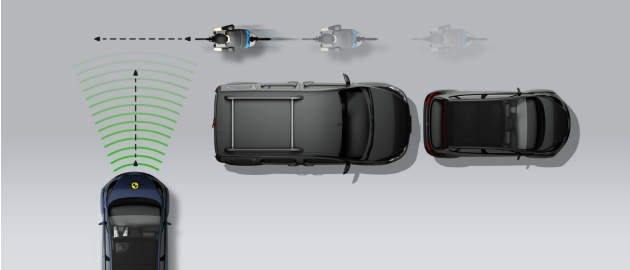


VULNERABLE ROAD USERS

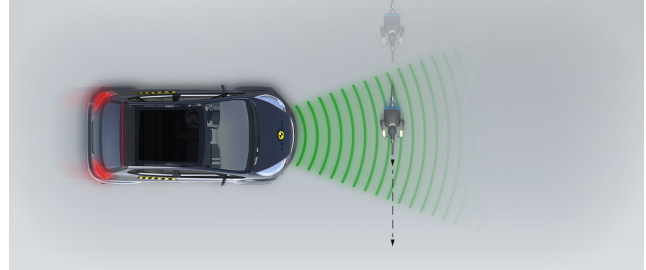
Total 38.4 Pts / 71%

AEB Cyclist
7.4 / 9 Pts

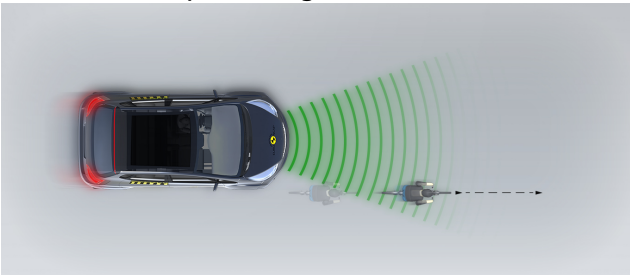
Cyclist from nearside, obstructed view



Cyclist crossing



Cyclist along the roadside

**Comments**

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian. The bumper provided good protection to pedestrians' legs. However, tests on the front edge of the bonnet revealed poor protection to a pedestrian's pelvis at nearly all points across the width of the car. The Defender's autonomous emergency braking (AEB) system can detect vulnerable road users like pedestrians and cyclists, as well as other vehicles. In tests, the system's response to pedestrians was adequate and to cyclists was good, with collisions avoided or mitigated in most cases. The system does not detect pedestrians to the rear of the car, and reversing tests were not performed.

SAFETY ASSIST

Total 12.7 Pts / 79%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

■ 3.0 / 3 Pts

System Name	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	Driver Drowsiness Detection
Type	Steering input
Operational From	60 km/h

SAFETY ASSIST

Total 12.7 Pts / 79%

Lane Support

3.0 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	60 km/h
PERFORMANCE	
Emergency Lane Keeping	ADEQUATE
Lane Keep Assist	GOOD
Human Machine Interface	GOOD

AEB Car-to-Car

4.7 / 6 Pts

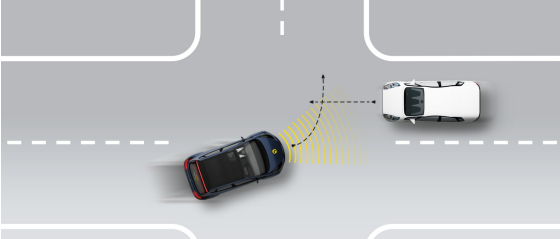
System Name	Emergency Braking
Type	Autonomous emergency braking and forward collision warning
Operational From	10 km/h
Sensor Used	camera and radar

 SAFETY ASSIST

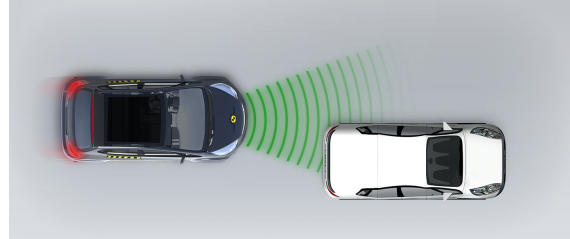
Total 12.7 Pts / 79%

■ Autobrake function only

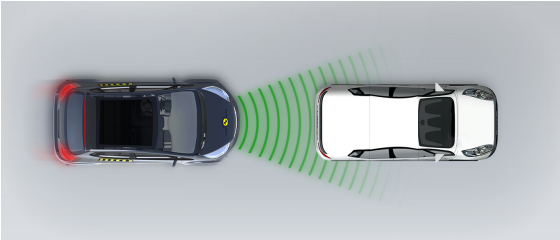
Test car turns across the path of an approaching car



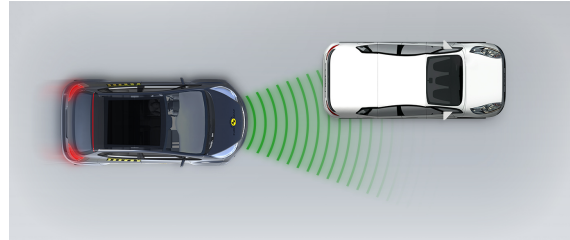
Approaching a stationary car



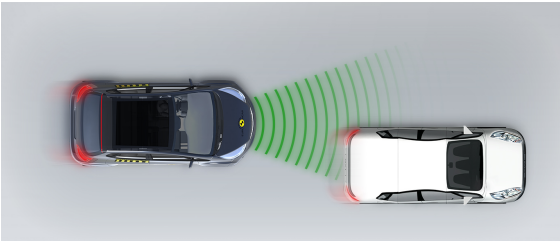
Approaching a stationary car



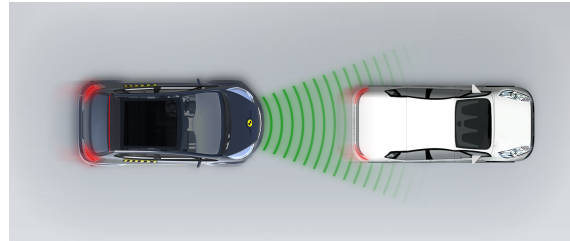
Approaching a stationary car



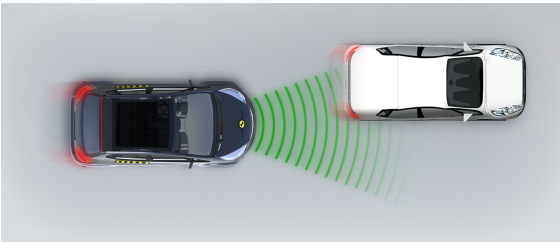
Approaching a slower moving car



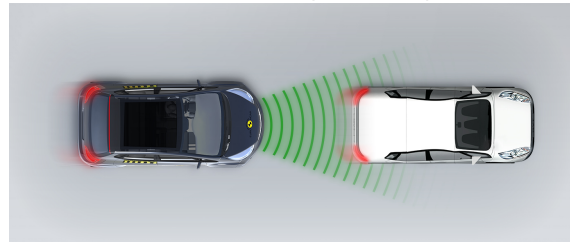
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

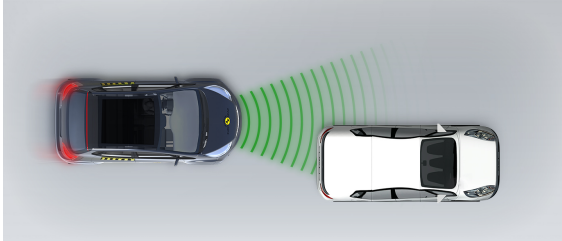


 SAFETY ASSIST

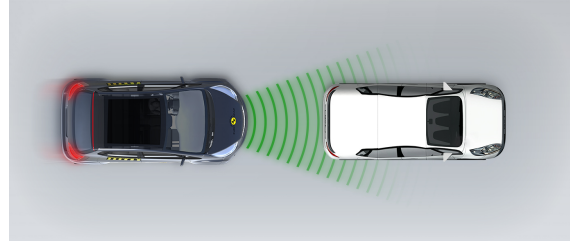
Total 12.7 Pts / 79%

■ Driver reacts to warning

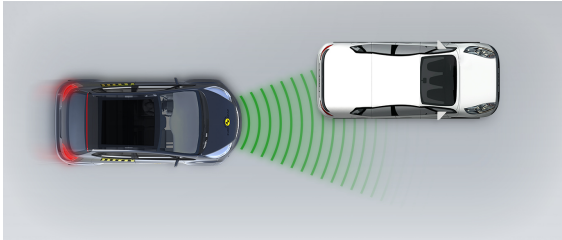
Approaching a stationary car



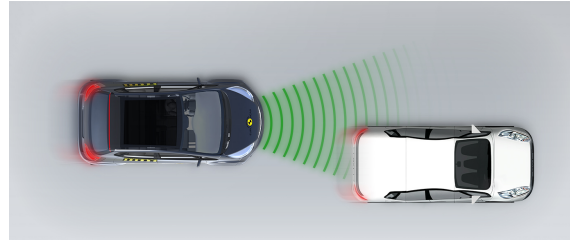
Approaching a stationary car



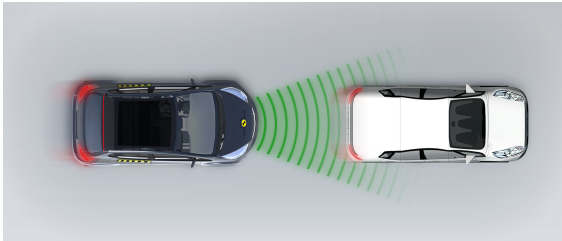
Approaching a stationary car



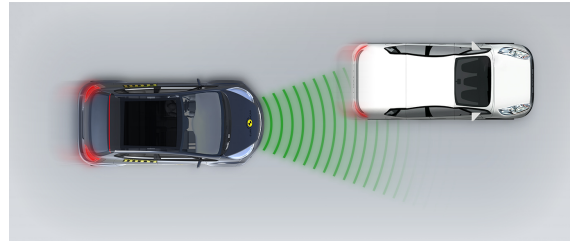
Approaching a slower moving car



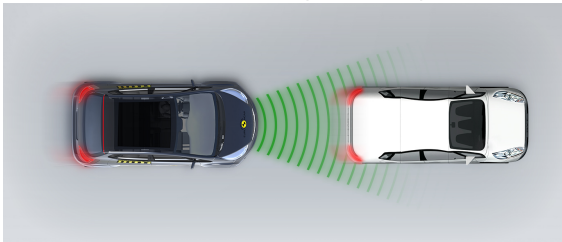
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



 SAFETY ASSIST

Total 12.7 Pts / 79%

Comments

Autonomous emergency braking (AEB) is fitted as standard. The system performed well in tests of its detection and reaction to other vehicles, with impacts being avoided or mitigated in most cases. The Defender has a seatbelt reminder for the front and rear seats, including the optional third row seats. The vehicle also has 'Driver Drowsiness Detection', which uses steering inputs to detect when the driver is fatigued or otherwise impaired and issues a warning if that is the case. The lane support system gently corrects the steering of the car if it is drifting out of lane and also intervenes more aggressively in some critical situations. A speed assistance system uses a camera and a digital map to detect the local speed limit. The driver can choose to let the system limit the speed appropriately.

RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 petrol	"Standard", S, SE, HSE	4 x 4		
5 door SUV	2.0 diesel	"Standard", S, SE*, HSE	4 x 4		
5 door SUV	3.0 petrol	"Standard", S, SE, HSE	4 x 4		
5 door SUV	3.0 diesel	"Standard", S, SE, HSE	4 x 4		

*Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
December 2020	Rating Published	2020