



Land Rover Discovery
Standard Safety Equipment

2017 ★★★★★



Adult Occupant



90%

Child Occupant



80%

Pedestrian



75%

Safety Assist



73%

SPECIFICATION

Tested Model	Land Rover Discovery, 2.0 diesel HSE, RHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	2390kg
VIN From Which Rating Applies	- all of the specification tested
Class	Large Off-Road

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	●	●	✘

Version 280217

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✗
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 34.3 Pts / 90%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 6.9 Pts

Passenger Driver

Frontal Full Width 7.3 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.6 Pts

Front seat Rear seat

Lateral Impact 15.5 Pts

Car Pole

AEB City 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 34.3 Pts / 90%

Comments

The passenger compartment of the Discovery remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs for both the driver and passenger. Land Rover showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. There was insufficient pressure in the driver's airbag to prevent the head from 'bottoming out' against the steering wheel, and the car was penalised for this. In the full-width rigid barrier test, protection of the driver was good apart from the chest, protection of which was adequate. Readings of chest compression in the rear passenger dummy indicated marginal protection for this body area, with good protection of all others. Dummy readings indicated good protection of all critical body regions in both the side barrier test and the more severe side pole impact. However, in the barrier test, the driver's door became unlatched and the car was penalised. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The Discovery has, as standard, an autonomous emergency braking system. In tests of its low-speed functionality, the system performed well with impacts avoided up to 35km/h and the impact speed reduced up to 50km/h.

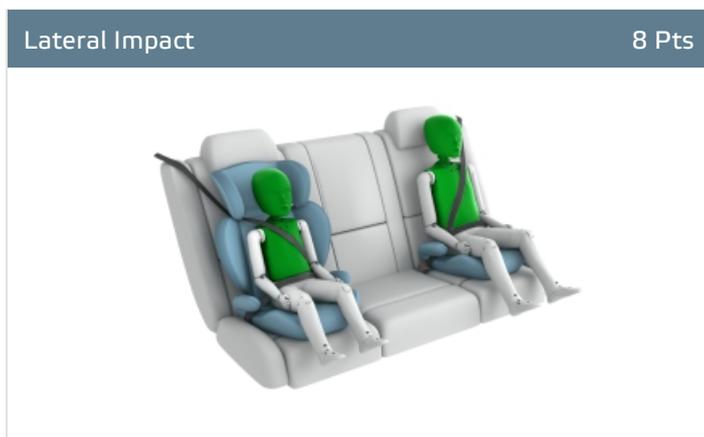
CHILD OCCUPANT

Total 39.5 Pts / 80%

GOOD ADEQUATE MARGINAL WEAK POOR

Crash Test Performance based on 6 & 10 year old children

21.6 Pts



Restraint for 6 year old child: *Britax Romer Kidfix XP*
 Restraint for 10 year old child: *Graco Booster Basic*
Safety Features

7 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

10.8 Pts

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

i-Size CRS



CHILD OCCUPANT

Total 39.5 Pts / 80%

■ **ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



■ **Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 39.5 Pts / 80%

	Seat Position					
	Front	2nd row			3rd row	
	PASSENGER	LEFT	CENTER	RIGHT	LEFT	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)	●	●	□	●	●	●
Römer Duo Plus (ISOFIX)	●	●	□	●	●	●
Römer KidFix XP (ISOFIX)	●	●	□	●	●	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●	●	●
Römer King II LS (Belt)	●	●	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●	●	●

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

Comments

In the frontal offset test, protection of the neck of the 10 year dummy was rated as marginal, as was that of the chest of the 6 year dummy. Otherwise, protection was good or adequate. In the side barrier test, protection of both dummies was rated as good and maximum points were scored. 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 and the system was rewarded. Most of the restraint types for which the Discovery is designed could be properly installed and accommodated in the vehicle.

PEDESTRIAN PROTECTION

Total 31.7 Pts / 75%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian Protection	31.7 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;">15.5 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6 Pts</td> </tr> </table>	Head Impact	15.5 Pts	Pelvis Impact	4.1 Pts	Leg Impact	6 Pts
Head Impact	15.5 Pts						
Pelvis Impact	4.1 Pts						
Leg Impact	6 Pts						

AEB Pedestrian	6 Pts
System Name	Autonomous Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	10 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 40 km/h	Impact mitigated up to 60 km/h

Comments

The protection provided to the head of a struck pedestrian was good or adequate at most test locations, with some poor results recorded along the front edge of the bonnet. The protection offered by pedestrians' legs by the bumper was good and maximum points were scored. Protection of the pelvis was mixed, with some good and some poor areas. The autonomous emergency braking system scored maximum points in Euro NCAP's tests of its pedestrian protection, with complete avoidance of the target up to 40km/h and adequate speed mitigation thereafter.

SAFETY ASSIST

Total 8.8 Pts / 73%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.5 Pts

System Name	Adaptive Speed Limiter
Speed Limit Information Function	N/A
Warning Function	Manually set
Speed Limitation Function	Manually set (accurate to 5km/h)

Seat Belt Reminder

3 Pts

Applies To	All seats		
	Driver Seat	front passenger(s)	rear passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●

● Pass
 ● Fail
 — Not available

Lane Support

1.7 Pts

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

SAFETY ASSIST

Total 8.8 Pts / 73%

AEB Interurban

2.6 Pts

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

PERFORMANCE |

Operational Speed	5-85 Km/h	30-85 Km/h
	Autobrake Function Only	Driver reacts to warning
Approaching a stationary car	See AEB City	Crash avoided up to 50km/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 75km/h. Crash speed reduced up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Mitigation	Avoidance
Car in front brakes harshly	Mitigation	Mitigation
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Mitigation	Mitigation
Car in front brakes harshly	Mitigation	Avoidance

Comments

Tests of the autonomous emergency braking system performed well in tests of its functionality at highway speeds. A lane departure warning system is fitted as standard equipment, as is a driver-set speed limiter. A seatbelt reminder is standard equipment on all seating positions including, if fitted, the optional third row seats.

RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome
March 2017	Rating Published	2017  