LAND ROVER RANGE ROVER EVOQUE

JUNE 2019 - ONWARDS
ALL VARIANTS

ANCAP SAFETY

TESTED 2019 ★★★★★

94%
ADULT OCCUPANT PROTECTION

89%
CHILD OCCUPANT PROTECTION

72%
VULNERABLE ROAD USER PROTECTION

73%
SAFETY ASSIST

LAND ROVER RANGE ROVER EVOQUE

OVERVIEW

The Land Rover Range Rover Evoque was introduced in Australia and New Zealand in June 2019. This ANCAP safety rating applies to all variants built from December 2018.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User), as well as lane keep assist (LKA) with lane departure warning (LDW), is standard on all variants.

ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2019
VEHICLE TYPE	Small SUV
AIRBAGS	Dual frontal, side chest, side head

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Range Rover Evoque S	5 door SUV	2.0 litre diesel I4	AWD	✓	✓
Range Rover Evoque SE	5 door SUV	2.0 litre diesel I4	AWD	✓	✓
Range Rover Evoque HSE	5 door SUV	2.0 litre diesel I4	AWD	✓	✓
Range Rover Evoque S	5 door SUV	2.0 litre petrol I4	AWD	✓	✓
Range Rover Evoque SE	5 door SUV	2.0 litre petrol I4	AWD	✓	✓
Range Rover Evoque HSE	5 door SUV	2.0 litre petrol I4	AWD	✓	✓
Range Rover Evoque R Dynamic S	5 door SUV	2.0 litre diesel I4	AWD	-	✓
Range Rover Evoque R Dynamic SE	5 door SUV	2.0 litre diesel I4	AWD	✓	✓
Range Rover Evoque R Dynamic HSE	5 door SUV	2.0 litre diesel I4	AWD	✓	✓
Range Rover Evoque R Dynamic HSE	5 door SUV	1.5 litre petrol i3 PHEV	AWD	✓	✓

✓ COVERED BY THIS RATING ✕ NOT COVERED BY THIS RATING ◆ TESTED VARIANT

ADULT OCCUPANT PROTECTION

94%

35.96 POINTS
OUT OF 38

The passenger compartment of the Range Rover Evoque remained stable in the frontal offset test. Protection was GOOD for all critical body regions of both the driver and front passenger except the driver chest where protection was ADEQUATE.

In the full width frontal test, protection was ADEQUATE for the neck and chest of the rear passenger and the chest of the driver, while GOOD protection was offered for all other critical body regions.

In the side impact test, protection offered to all critical body regions was GOOD. In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

FRONTAL OFFSET#	7.41	(out of 8)
FULL WIDTH FRONTAL#	7.39	(out of 8)
SIDE IMPACT#	8.00	(out of 8)
OBLIQUE POLE#	7.62	(out of 8)
WHIPLASH PROTECTION	1.53	(out of 2)
AEB - City	4.00	(out of 4)

Scaled scores. Total test scored out of 16.00 points.

FRONTAL OFFSET TEST (64 KM/H)

Driver

Head / neck:	4.00 points
Chest:	2.83 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)

Driver

Head:	4.00 points
Neck:	4.00 points
Chest:	3.28 points
Upper legs:	4.00 points
Deductions:	Nil

Rear Passenger

Head:	4.00 points
Neck:	3.59 points
Chest:	2.68 points
Upper legs:	4.00 points
Deductions:	Nil

SIDE IMPACT TEST (50 KM/H)

Driver

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

OBLIQUE POLE TEST (32 KM/H)

Driver

Head:	4.00 points
Chest:	3.25 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

WHIPLASH (REAR IMPACT) PROTECTION TEST

Rear Passenger

Rear:	0.31 points
Front:	1.22 points

Driver / Front Passenger

AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

89%

43.74 POINTS
OUT OF 49

In the frontal offset test, protection of the neck of the 10 year dummy was ADEQUATE, while the protection offered to all other critical body regions of both the 6 and 10 year dummies was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Range Rover Evoque is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that all of the selected child restraints could be accommodated in each of the rear seating positions and full points were scored for this assessment.

DYNAMIC TEST (FRONT)	15.74	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
RESTRAINT INSTALLATION	12.00	(out of 12)
ON-BOARD SAFETY FEATURES	8.00	(out of 13)

FRONTAL OFFSET TEST (64 KM/H)

6 year old 10 year old

SIDE IMPACT TEST (50 KM/H)

10 year old 6 year old

ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	-	●	×	-	-
Integrated child restraints	-	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION × NOT AVAILABLE - NOT APPLICABLE

NOTE: The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION

89%

43.74 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

	CHILD RESTRAINT (CRS) TYPE^		FRONT ROW PASSENGER	2nd ROW LEFT	2nd ROW CENTRE	2nd ROW RIGHT	3rd ROW LEFT	3rd ROW CENTRE	3rd ROW RIGHT
BELTED	TYPE A	Rearward facing capsule	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	●	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	●	●	–	–	–
	TYPE E	Booster - 4 to 8 years	✕	●	●	●	–	–	–
	TYPE F	Booster - 4 to 10 years	✕	●	●	●	–	–	–
ISOFIX	TYPE A	Rearward facing capsule	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Rearward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–
	TYPE B	Forward facing with harness - convertible (Model A)	✕	●	–	●	–	–	–
		Forward facing with harness - convertible (Model B)	✕	●	–	●	–	–	–

* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM ● INSTALL WITH CARE ● CANNOT BE FITTED SAFELY ✕ INSTALLATION NOT ALLOWED – NOT APPLICABLE

VULNERABLE ROAD USER PROTECTION

72%

34.79 POINTS
OUT OF 48

The Range Rover Evoque has a deployable pedestrian protection system featuring an 'active' bonnet and pedestrian airbag. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay, while an airbag deploys externally to offer greater protection at the base of the winscreen and at the stiff windscreen pillars. The vehicle was tested with the bonnet in the raised position and GOOD or ADEQUATE results were recorded over most of the bonnet area with some WEAK and POOR results recorded at the front of the bonnet. Protection of the pelvis was mixed, with areas of GOOD and POOR performance, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users such as pedestrians and cyclists.

The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in some daylight scenarios. In cyclist test scenarios, the AEB system offered MARGINAL performance. The system's overall performance was classified as MARGINAL.

HEAD IMPACTS	19.16	(out of 24)
UPPER LEG IMPACTS	3.66	(out of 6)
LOWER LEG IMPACTS	6.00	(out of 6)
AEB - Pedestrian	4.06	(out of 6)
AEB - Cyclist	1.91	(out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)

AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5 km/h
DESCRIPTION: Defaults ON for every journey. System functions in both day and night.

	AEB - Pedestrian												AEB - Cyclist			
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult walking along road		FORWARD COLLISION WARNING Adult walking along road		Cyclist crossing from kerb	Cyclist travelling along road (50%)	FORWARD COLLISION WARNING Cyclist travelling along road (25%)	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY	
TEST SCENARIO																
PERFORMANCE		–						–								
	ADEQUATE												MARGINAL			

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

73%

9.49 POINTS
OUT OF 13

The Range Rover Evoque is fitted with autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA) and lane departure warning (LDW). A blind spot monitoring system (BSM) is available on some variants.

Tests of the AEB system at highway speeds showed GOOD performance with collisions avoided or mitigated in all test scenarios.

Tests of LSS functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping scenarios and overall performance was classified as ADEQUATE.

A manual speed limiter is standard in Australia and New Zealand. A speed assistance system (SAS) - which identifies the local speed limit and allows the driver to set the speed accordingly - is provided for Australian variants however is not available on New Zealand variants.

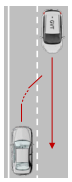
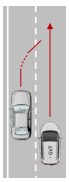
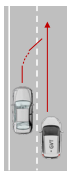
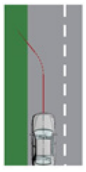
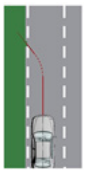
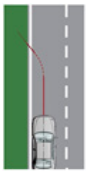
A seat belt reminder system is fitted to all seating positions.

SPEED ASSISTANCE SYSTEMS	1.25	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	3.00	(out of 4)
AEB - Interurban	2.74	(out of 3)

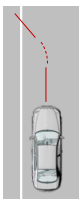
LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Keep Assist
OPERATIONAL FROM: 30-140 km/h

EMERGENCY LANE KEEPING (ELK)

	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge		
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL			
TEST SCENARIO								
PERFORMANCE	-	-	-	-	-			
	MARGINAL							

LANE KEEP ASSIST (LKA)

	Dashed Line				Solid Line				Road Edge	
TEST SCENARIO										
PERFORMANCE										
	GOOD									

	HUMAN MACHINE INTERFACE (HMI)	
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	[NOT STANDARD]

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

73%

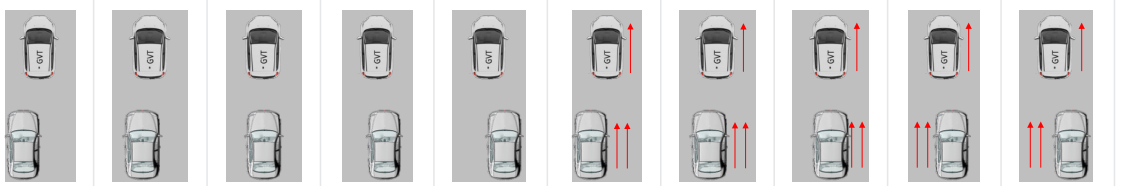
9.49 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

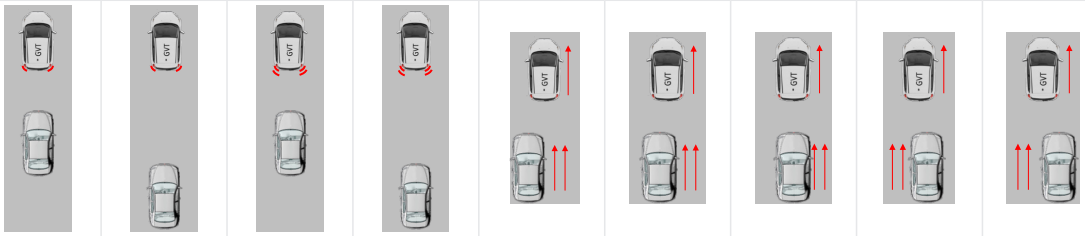
SYSTEM NAME: Autonomous Emergency Braking
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 5-85 km/h
DESCRIPTION: Defaults ON for every journey.

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Supplementary warning	PASS
	Restraint activation / dynamic retractors	[NOT FITTED]

FORWARD COLLISION WARNING (FCW)

TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									

AUTONOMOUS EMERGENCY BRAKING - Interurban

TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
									
PERFORMANCE	GOOD								

SPEED ASSISTANCE SYSTEMS (SAS)

SYSTEM NAME: Adaptive Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Manually set
Speed Limitation Function	[NOT STANDARD]

SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	–	●	✕
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✕ NOT AVAILABLE – NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	✕	✕
Seat belt pre-tensioners (rear outboard) - 3rd row	–	–
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	–	–
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✕	✕
Airbags - side, chest protection (3rd row seats)	–	–
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	–	–
Airbag - knee (driver)	✕	✕
Airbag - knee (front passenger)	✕	✕
Airbag disabling switch - automatic (front passenger)	✕	✕
Airbag disabling switch - manual (front passenger)	✕	✕
Head restraints for all seats	●	●
Active bonnet	●	●
Adaptive cruise control (ACC)	●/●[1]	●/●[1]
Adaptive headlights	○/●[2]	○
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	●	●
Automatic headlights	●	●
Automatic high beam	○/●[2]	○/●[2]

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●/●[1]	●
Child presence alert	✕	✕
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✕	✕
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✕	✕
Rear cross-traffic alert (RCTA)	○	○
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	✕	✕
Roll stability system	✕	✕
Secondary / multi-collision brake	✕	✕
Speed assistance - auto / intelligent speed limiter	●	✕
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	✕
Smart (intelligent) key	✕	✕
Trailer stability control	✕	✕
Tyre pressure monitoring system (TPMS)	○/●[3]	○/●[3]
Vehicle-to-infrastructure communication (V2I)	✕	✕
Vehicle-to-vehicle communication (V2V)	✕	✕

[1] Standard from MY21 production
[2] Standard on vehicles built from February 2022
[3] Standard on vehicles built from September 2023

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS ○ OPTIONAL ✕ NOT AVAILABLE

MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

ASSESSMENT DETAILS

TESTED MAKE / MODEL	Range Rover Evoque R Dynamic 'S' RHD
TESTED VEHICLE(S) BUILT	2019
TESTED BODY TYPE	5 door SUV
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	May 2019
RATING UPDATED	August 2023