

Crash Tests

New Car Safety

Land Rover Freelander 2

03/2007 on 01/0001 - Frontal+Side+Head

Overall Evaluation



Overall Score

Variant: 5 Dr Wagon TD4

34.84 out of 37

Engine: 2.2 litre diesel
Category: Medium SUV

Vehicles tested after 1 January 2008 will require Electronic Stability Control in order to achieve a 5 star rating. This vehicle was tested prior to this date and may or may not meet this new requirement.

The diesel left-hand-drive European model was tested by Euro NCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Model History and Safety Features

The tested model of Land Rover Freelander 2 was introduced in Australia during 2007. Dual front airbags, side airbags and head-protecting side curtains are standard equipment. Antilock brakes (ABS), electronic brake distribution (EBD) and electronic stability control (ESC) are also standard. Intelligent seat belt reminders are fitted to both front seats. The front seat belt buckles are mounted on the seats and the upper anchorages are adjustable. These features improve the fit of the seat belt. Pre-tensioners are fitted to the front seat belts to reduce slack in the event of a crash. A three point seat belt is fitted to the centre rear seat. This provides better protection than a two point (lap) seat belt.

Overall Evaluation: 5

5 stars. The Land Rover Freelander 2 scored 14.92 out of 16 in the offset crash test. The passenger compartment held its shape well. There was a slight risk of serious chest injury for the driver. The vehicle scored 15.92 out of 16 in the side impact crash test and 2 points in the optional pole test.

Frontal Offset Crash Test

Body region scores out of 4 points each: Head/neck 4pts, chest 2.92pts, upper legs 4pts, lower legs 4pts. The passenger compartment held its shape well in the offset crash test. The accelerator pedal moved rearwards by 28mm and upwards 8mm. The steering wheel hub moved forwards 56mm, downwards 16mm and sideways 2mm. The front ("A") pillar moved 4mm rearward. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door. The airbag cushioned the head of the driver and contact was stable. There were no knee hazards. The passenger's head was cushioned by the airbag.

Side Impact Crash Test

Body region scores out of 4 points each: Head 4pts, chest 3.92pts, abdomen 4pts, pelvis 4pts. The vehicle was eligible for an optional pole impact test, since it had head-protecting side airbags and scored four points for the head in the side impact test. The manufacturer decided to go ahead with the pole test and the vehicle earned a further two points.

Pedestrian rating (v4.1)



Child head impacts: 2.68.
Adult head impacts: 4.5.
Upper leg impacts: zero.
Lower leg impacts: zero.
Total (out of 36) 7.18.

Offset crash test at 64km/hr



Injury Measurements

Refer to the information sheet 'How the tests are done'	Offset Crash Test at 64km/h (v4.1)		Side Impact Crash Test at 50km/h (v4.1) Driver
	Driver	Passn	
Head			
- HIC	306	259	19
- Acceleration (g for 3ms)	41.5	37.4	16.5
Neck			
- Shear (kN)	0.25	0.35	
- Tension (kN)	1.01	0.77	
- Extension (Nm)	7.6	10.8	
Chest			
- Acceleration (g for 3ms)			
- Compression (mm)	28.19	29.59	20.18
- Viscous Criterion (m/s)	0.1	0.1	0.09
Abdomen			
- Force (kN)			0.1
Pelvis			
- Force (kN)			0.95
Upper Legs Force (kN)			
- Left	1.81	1.48	
- Right	0.48	0.26	
Knee Displacement (kN)			
- Left	3	3.8	
- Right	0	1.4	
Lower Legs Force (kN)			
- Left	1.6	1.22	
- Right	1.45	1.12	
Index (Upper Lower)			
- Left	0.14 0.12	0.18 0.19	
- Right	0.31 0.1	0.27 0.11	

Bonus points (maximum 5)

Pole Test: 2 pts
Seat Belt Reminders: 2

Modifiers for offset test scores

Head	no deduction
Chest	no deduction
Upper leg	variable & Conc. loading
Lower leg	no deduction
Foot score	4 points
Structure	

Modifiers for side impact test scores

Head	
Chest	no deduction
Upper leg	
Lower leg	
Foot score	
Structure	



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