

# LAND ROVER DEFENDER

AUGUST 2020 - ONWARDS  
ALL 110 VARIANTS EXC. V8



TESTED  
2020



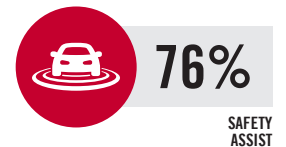
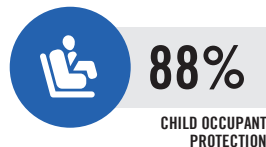
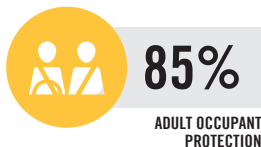
**RATING YEAR** 2020  
**VEHICLE TYPE** Large SUV  
**ENGINE TYPE** Petrol + Diesel + PHEV  
**AIRBAGS** Dual frontal, side chest, side head

The Land Rover Defender was introduced in Australia and New Zealand in August 2020. This ANCAP safety rating applies to all 110 variants, with the exception of V8 petrol variants. A separate ANCAP safety rating applies to 110 Hard Top variants.

Dual frontal, side chest-protecting for the first row and side head-protecting (curtain) airbags for both the first, second and optional third row are standard.

Autonomous emergency braking (Car-to-Car, Vulnerable Road User and Junction Assist) as well as a lane support system with lane keep assist (LKA), lane departure warning (LDW) and emergency lane keeping (ELK), and an advanced speed assistance system (SAS) are standard on all variants.

NOTE: There are no top tether anchorages for child restraints in the optional third row of seats. This vehicle is therefore not suitable for transporting young children in the optional third row.



## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Land Rover Defender 110WB Standard	5 door SUV	2.0 litre diesel I4	4WD	✓	✓
Land Rover Defender 110WB S	5 door SUV	2.0 litre diesel I4	4WD	✓	✓
Land Rover Defender 110WB SE	5 door SUV	2.0 litre diesel I4	4WD	✓	✓
Land Rover Defender 110WB HSE	5 door SUV	2.0 litre diesel I4	4WD	✓	✓
Land Rover Defender 110WB Standard	5 door SUV	2.0 litre petrol I4	4WD	✓	✓
Land Rover Defender 110WB S	5 door SUV	2.0 litre petrol I4	4WD	✓	✓
Land Rover Defender 110WB SE	5 door SUV	2.0 litre petrol I4	4WD	✓	✓
Land Rover Defender 110WB HSE	5 door SUV	2.0 litre petrol I4	4WD	✓	✓
Land Rover Defender 110WB Standard	5 door SUV	3.0 litre petrol I6	4WD	✓	✓
Land Rover Defender 110WB S	5 door SUV	3.0 litre petrol I6	4WD	✓	✓
Land Rover Defender 110WB SE	5 door SUV	3.0 litre petrol I6	4WD	✓	✓
Land Rover Defender 110WB HSE	5 door SUV	3.0 litre petrol I6	4WD	✓	✓
Land Rover Defender 110WB Standard	5 door SUV	3.0 litre diesel I6	4WD	✓	✓
Land Rover Defender 110WB S	5 door SUV	3.0 litre diesel I6	4WD	✓	✓
Land Rover Defender 110WB SE	5 door SUV	3.0 litre diesel I6	4WD	✓	✓
Land Rover Defender 110WB HSE	5 door SUV	3.0 litre diesel I6	4WD	✓	✓
Land Rover Defender 110WB Standard	5 door SUV	5.0 litre petrol V8	4WD	✗	✗
Land Rover Defender 110WB S	5 door SUV	5.0 litre petrol V8	4WD	✗	✗
Land Rover Defender 110WB SE	5 door SUV	5.0 litre petrol V8	4WD	✗	✗
Land Rover Defender 110WB HSE	5 door SUV	5.0 litre petrol V8	4WD	✗	✗
Land Rover Defender 110WB SE	5 door SUV	2.0 litre petrol I4 PHEV	4WD	✓	✓
Land Rover Defender 110WB HSE	5 door SUV	2.0 litre petrol I4 PHEV	4WD	✓	✓

# ADULT OCCUPANT PROTECTION



**85%**

32.51 POINTS  
OUT OF 38

The passenger compartment of the Land Rover Defender remained stable in the frontal offset (MPDB) test. Protection of the driver chest and lower legs was ADEQUATE. Structures in the dashboard were a potential source of injury for the driver and passenger, and protection of the upper legs was rated MARGINAL. Protection was GOOD for all other critical body regions. The front structure of the Land Rover Defender presented a higher risk to the occupants of an oncoming vehicle in the MPDB test, and the maximum 4 point penalty was applied.

In the full width frontal test, protection of the driver dummy was ADEQUATE for the upper legs and GOOD for all other critical body regions. Protection of the rear passenger neck was ADEQUATE, while protection of the chest was MARGINAL with GOOD protection offered to all other critical body regions.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the vehicle scored maximum points in these tests.

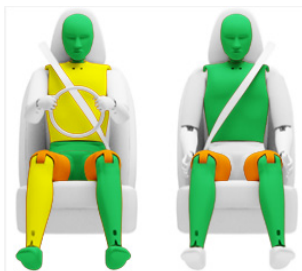
Prevention of excursion in the far side impact tests was assessed as GOOD for the vehicle-to-vehicle impact scenario, and ADEQUATE in the vehicle-to-pole scenario. A centre airbag to prevent contact between the heads of front seat occupants in side impacts is not available.

A Rescue Sheet, providing information for first responders in the event of a crash is available for all rated variants of the Defender.

<b>FRONTAL OFFSET (MPDB)#</b>	4.36 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.35 (out of 8)
<b>SIDE IMPACT#</b>	6.00 (out of 6)
<b>OBLIQUE POLE#</b>	6.00 (out of 6)
<b>WHIPLASH PROTECTION</b>	3.81 (out of 4)
<b>FAR SIDE IMPACT</b>	2.99 (out of 4)
<b>RESCUE &amp; EXTRICATION</b>	2.00 (out of 2)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET (MPDB) (50km/h)



### DRIVER

Head / neck:	4.00 pts
Chest:	3.33 pts
Upper legs:	1.51 pts
Lower legs:	3.87 pts
Deductions:	-1.00 pt (variable contact) -1.00 pt (concentrated load)

### FRONT PASSENGER

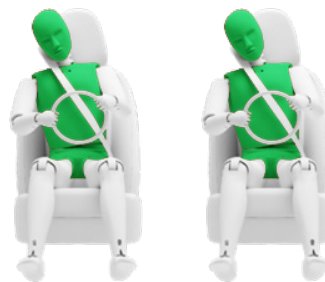
Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	2.00 pts
Lower legs:	4.00 pts
Deductions:	-1.00 pt (variable contact) -1.00 pt (concentrated load)

### COMPATIBILITY

Deductions:	-4.00 pts
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## SIDE IMPACT OBLIQUE POLE



### SIDE IMPACT - MDB (60km/h)

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

### OBLIQUE POLE (32km/h)

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

## FAR SIDE IMPACT



### SIDE IMPACT (MDB)

Head:	4.00 pts
Neck:	4.00 pts
Chest & Abdomen:	4.00 pts
Pelvis:	No penalty

### OBLIQUE POLE

Head:	2.00 pts
Neck:	1.95 pts
Chest & Abdomen:	2.00 pts
Pelvis:	No penalty

### OCCUPANT-TO-OCCUPANT

Head contact:	[NOT ASSESSED] No centre airbag
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## FULL WIDTH FRONTAL (50km/h)



### DRIVER

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	3.87 pts
Deductions:	Nil

### REAR PASSENGER

Head:	4.00 pts
Neck:	3.76 pts
Chest:	1.77 pts
Upper legs:	4.00 pts
Deductions:	Nil

## RESCUE & EXTRICATION

Multi-Collision Braking



Rescue Sheet



## WHIPLASH (REAR IMPACT) PROTECTION



Driver / front passenger:	2.81 pts
Rear passenger:	1.00 pts



**88%**

43.22 POINTS  
OUT OF 49

In both the frontal offset (MPDB) and side impact tests, protection was GOOD for all critical body areas for both the 6 year and 10 year child dummies.

The Land Rover Defender is fitted with lower ISOFix anchorages on the second row outboard seats and top tether anchorages for all second row seating positions. **Top tethers are not available in the optional third row. Installation of child restraints in the optional third row is therefore not recommended.**

Installation of typical child restraints available in Australia and New Zealand showed most child restraints could be accommodated in most rear (2nd row) seating positions, however the Type A rearward-facing capsule could not be correctly installed in the 2nd row centre seating position. In addition, care is required when installing a Type E booster in the 2nd row centre seating position.

<b>DYNAMIC TEST (FRONT)</b>	16.00 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	11.22 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	8.00 (out of 13)

## FRONTAL OFFSET (MPDB) (50km/h)



6 YEAR OLD

10 YEAR OLD

## SIDE IMPACT (60km/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

GOOD   ADEQUATE   MARGINAL   WEAK   POOR

**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](http://www.childcarseats.com.au).



88%

43.22 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

NOTE: Installation of child restraints in the optional third row is not recommended as there are no top tether anchorages.

CHILD RESTRAINT (CRS) TYPE <sup>^</sup>		FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	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.

<sup>^</sup> 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.



# 71%

38.39 POINTS  
OUT OF 54

The bonnet of the Land Rover Defender provided GOOD protection to the head of a struck pedestrian over much of its surface, with MARGINAL to POOR results recorded only on the stiff windscreen pillars and front edge of the bonnet surface.

The leading edge of the bonnet showed mostly POOR protection of the pelvis, while the bumper provided GOOD protection to pedestrians' legs.

The AEB system offered ADEQUATE performance in pedestrian test scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The AEB system does not detect vulnerable road users in reverse, and hence AEB Backover tests were not conducted. The system's overall performance was classified as GOOD.

<b>HEAD IMPACTS</b>	17.41 (out of 24)
<b>UPPER LEG IMPACTS</b>	1.10 (out of 6)
<b>LOWER LEG IMPACTS</b>	6.00 (out of 6)
<b>AEB - Pedestrian (forward)</b>	6.43 (out of 7)
<b>AEB - Pedestrian (backover)</b>	0.00 (out of 2)
<b>AEB - Cyclist</b>	7.45 (out of 9)

## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

**SYSTEM NAME:** Emergency Braking  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 10-80 km/h  
**DESCRIPTION:** System functions in the daytime and night

AUTONOMOUS EMERGENCY BRAKING - PEDESTRIAN														
TEST SCENARIO	FCW		FORWARD								BACKOVER			
	Adult walking along road		Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)		Adult crossing side road, vehicle turning		Adult walking behind reversing vehicle	Adult standing behind reversing vehicle
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	MARGINAL	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	MARGINAL	MARGINAL	POOR	POOR
ADEQUATE														

AUTONOMOUS EMERGENCY BRAKING - CYCLIST					
TEST SCENARIO	FCW	FORWARD			
	Cyclist travelling along road (25%)	Cyclist crossing from kerb (obstructed)	Cyclist travelling along road (50%)	Cyclist crossing (nearside)	Cyclist crossing (farside)
	DAY	DAY	DAY	DAY	DAY
PERFORMANCE	GOOD	GOOD	GOOD	GOOD	ADEQUATE
GOOD					

## PEDESTRIAN IMPACT TEST (40 KM/H)





76%

12.24 POINTS  
OUT OF 16

The Land Rover Defender is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB) and a lane support system (LSS) with lane keep assist (LKA), lane departure warning (LDW) and blind spot monitoring (BSM).

Tests of the AEB (Car-to-Car) system showed GOOD performance with collisions avoided or mitigated in most test scenarios. Overall, effectiveness of the AEB (Car-to-Car) system performance was rated as GOOD.

Tests of LSS functionality showed GOOD performance in lane keep assist scenarios, and ADEQUATE performance in the more critical ELK scenarios, with overall performance classified as ADEQUATE.

A speed assistance system (SAS) is also standard on the Land Rover Defender. This system identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for the optional third row of seats. A driver drowsiness monitor system is fitted as standard.

**OCCUPANT STATUS**

- Seat belt reminders 1.00 (out of 2)
- Driver monitoring 1.00 (out of 1)

**SPEED ASSISTANCE SYSTEMS** 2.58 (out of 3)

**LANE SUPPORT SYSTEMS** 3.00 (out of 4)

**AEB - Car-to-Car** 3.30 (out of 4)

**AEB - Junction Assist** 1.11 (out of 2)

**LANE SUPPORT SYSTEMS (LSS)**

SYSTEM NAME: Lane Keep Assist  
OPERATIONAL FROM: 60-180 km/h

EMERGENCY LANE KEEPING (ELK)											
TEST SCENARIO	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge				Solid line	
		UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL						
PERFORMANCE	GOOD	-	-	-	-	GOOD	GOOD	GOOD	GOOD	-	-
ADEQUATE											

LANE KEEP ASSIST (LKA)				
TEST SCENARIO	Dashed Line		Solid Line	
	PERFORMANCE	GOOD	GOOD	GOOD
GOOD				

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS



76%

12.24 POINTS  
OUT OF 16

**AUTONOMOUS EMERGENCY BRAKING (CAR-TO-CAR)**

SYSTEM NAME: Emergency Braking  
 TYPE: Autonomous emergency braking with forward collision warning  
 OPERATIONAL FROM: 5-130 km/h  
 DESCRIPTION: Defaults ON for every journey

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

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR								
TEST SCENARIO	Driving towards a stationary car					Turning across the path of oncoming vehicle		
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET	TARGET VEHICLE SPEED		
						30 KM/H	45 KM/H	55 KM/H
						10 KM/H		
						15 KM/H		
						20 KM/H		
AEB (10-50 km/h)								
FCW (30-80 km/h)								
PERFORMANCE	GOOD							

AUTONOMOUS EMERGENCY BRAKING - CAR-TO-CAR									
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car*				
	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY					
AEB (10-50 km/h)									
FCW (50*-80 km/h)									
PERFORMANCE	GOOD								

**OCCUPANT STATUS**

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Seat Belt Reminder (Visual)	●	●	●
Seat Belt Reminder (Audible)	●	●	●
Driver Monitoring	●	-	-

**SPEED ASSISTANCE SYSTEMS (SAS)**

SAS FEATURE	DESCRIPTION
Speed Limit Information Function	Camera & map
Speed Limitation Function	System advised

● 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 - centre	✗	✗
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)	○/●*	○/●*
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - Car-to-Car	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Autonomous emergency braking (AEB) - Backover	✗	✗
Automatic emergency call (eCall)	●	●
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue monitor / detection	●	●
Forward collision warning (FCW)	●	●
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	✗	✗
Rear cross-traffic alert (RCTA)	○/●*	○/●*
Reversing collision avoidance (camera)	●	●
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	✗	✗
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

TESTED MAKE / MODEL	Land Rover Defender
TESTED VEHICLE(S) BUILT	2020 + 2021
TESTED BODY TYPE	SUV
TESTED VEHICLE ENGINE	2.0 litre diesel + 2.0 litre PHEV
RATING PUBLISHED	December 2020
RATING UPDATED	April 2023

#### 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.

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

\* Standard on vehicle built from November 2020

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