LAND ROVER DEFENDER 110 HARD TOP

APRIL 2023 - ONWARDS
ALL 5 DOOR VARIANTS

ANCAP SAFETY

TESTED 2020 ★★★★★

RATING YEAR	2020
VEHICLE TYPE	Van
ENGINE TYPE	Diesel
BUILT FROM	July 2023
ON SALE FROM	April 2023
SERIES	N/A
AIRBAGS	Dual frontal, side chest, side head

The Land Rover Defender 110 Hard Top was introduced in Australia in April 2023. The ANCAP safety rating for the Land Rover Defender Hard Top is based on crash tests of the Land Rover Defender. ANCAP was provided with technical information which showed that the test results of the Defender are also applicable to the Defender Hard Top.

Dual frontal and a combined side head and chest-protecting airbags for the first row seats are standard. A frontal airbag for the optional centre ('jump' seat) seating position is not available. A centre airbag to prevent occupant-to-occupant interaction is not available.

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: The Land Rover Defender 110 Hard Top is a cargo-carrying van and is not suitable for transporting rear passengers. Child Occupant Protection (COP) has not been assessed and COP has not been considered in calculating the overall star rating.

There are no top tether anchorages for child restraints in this vehicle. This vehicle is therefore not suitable for transporting young children.

82%	N/A	71%	82%
ADULT OCCUPANT PROTECTION	CHILD OCCUPANT PROTECTION	VULNERABLE ROAD USER PROTECTION	SAFETY ASSIST

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Land Rover Defender 110WB Hard Top S	5 door van	3.0 litre diesel	4WD	✓	-

✓ COVERED BY THIS RATING ✗ NOT COVERED BY THIS RATING ◆ TESTED VARIANT - NOT APPLICABLE

ADULT OCCUPANT PROTECTION

82%
31.53 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 4.00 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.

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. However, a penalty was applied in the oblique pole score for the Defender Hard Top, as Land Rover did not provide sufficient evidence to show that the required area was fully covered by the head/thorax airbag.

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.

FRONTAL OFFSET (MPDB)#	4.36 (out of 8)
FULL WIDTH FRONTAL#	7.93 (out of 8)
SIDE IMPACT#	6.00 (out of 6)
OBLIQUE POLE#	4.50 (out of 6)
WHIPLASH PROTECTION	3.75 (out of 4)
FAR SIDE IMPACT	2.99 (out of 4)
RESCUE & EXTRICATION	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

FULL WIDTH FRONTAL (50km/h)

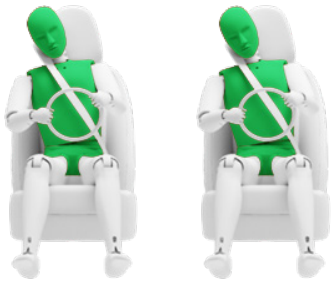
DRIVER

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

RESCUE & EXTRICATION

Rescue Sheet	●	No penalty
Door Opening / Extrication	●	No penalty
Multi-Collision Braking	●	1.00 pt
Advanced eCall	✕	1.00 pt default

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:	-4.00 pts
	(airbag impact area)

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

[NO COUNTERMEASURE FITTED]

OCCUPANT-TO-OCCUPANT

Head contact: [NOT ASSESSED]

WHIPLASH (REAR IMPACT) PROTECTION

Driver / front passenger: 3.75 pts

VULNERABLE ROAD USER PROTECTION

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.

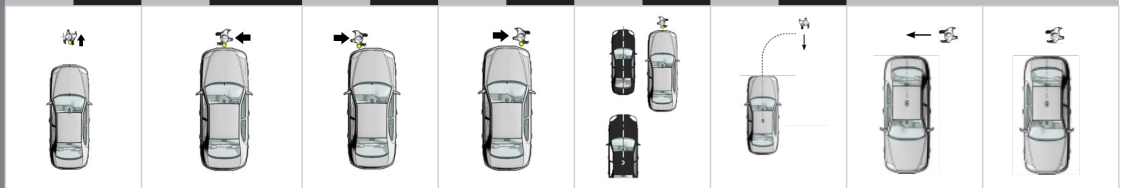
The AEB system offered ADEQUATE performance in pedestrian test scenarios. In cyclist test scenarios, the AEB system offered GOOD performance. The AEB system does not detect vulnerable road users in reverse, and hence AEB Backover tests were not conducted. The system's overall performance was classified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

HEAD IMPACTS	17.41 (out of 24)
UPPER LEG IMPACTS	1.10 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian (forward)	6.43 (out of 7)
AEB - Pedestrian (backover)	(NOT TESTED) (out of 2)
AEB - Cyclist	7.45 (out of 9)

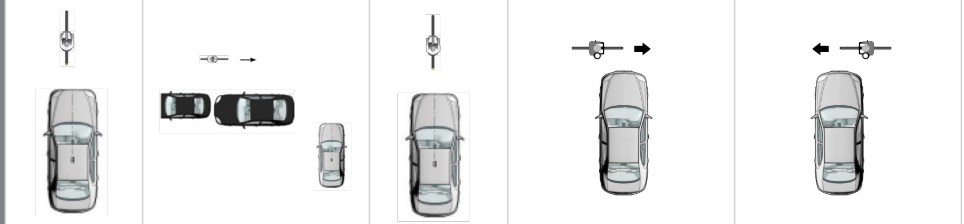
AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN, CYCLIST & BACKOVER)

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

	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
TEST SCENARIO														
PERFORMANCE				–						–		–		
	ADEQUATE													

AUTONOMOUS EMERGENCY BRAKING - CYCLIST

	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
TEST SCENARIO					
PERFORMANCE					
	GOOD				

PEDESTRIAN IMPACT TEST (40 KM/H)

GOOD ADEQUATE MARGINAL WEAK POOR

SAFETY ASSIST

82%
13.24 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.

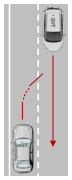
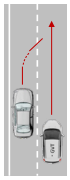
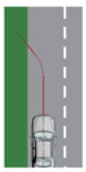
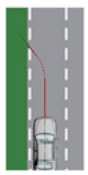
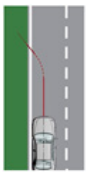
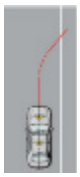
A seatbelt reminder system is fitted for all front seating positions. A driver drowsiness monitor system is fitted as standard.

OCCUPANT STATUS	
- Seat belt reminders	2.00 (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)

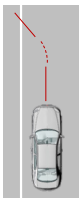
LANE SUPPORT SYSTEMS (LSS)

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

EMERGENCY LANE KEEPING (ELK)

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

LANE KEEP ASSIST (LKA)

	Dashed Line		Solid Line	
TEST SCENARIO				
PERFORMANCE				
	GOOD			

HUMAN MACHINE INTERFACE (HMI)

FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

GOOD ADEQUATE MARGINAL WEAK POOR

82%
13.24 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				
	-50% OFFSET	-75% OFFSET	100% OFFSET	75% OFFSET	50% OFFSET
AEB (10-50 km/h)					
FCW (30-80 km/h)					
PERFORMANCE	GOOD				

TEST VEHICLE SPEED	Turning across the path of oncoming vehicle TARGET VEHICLE SPEED		
	30 KM/H	45 KM/H	55 KM/H
10 KM/H			
15 KM/H			
20 KM/H			

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
TESTED BODY TYPE	SUV
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	April 2023
RATING UPDATED	N/A

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 ○ OPTIONAL ✕ NOT AVAILABLE

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