

LAND ROVER RANGE ROVER EVOQUE

JUNE 2019 - ONWARDS
ALL VARIANTS



TESTED
2019



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 | ✓ | ✓ |

✓ 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 |



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 | 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.

[^] 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 windscreen 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.

| TEST SCENARIO | 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 | | Adult walking along road | FORWARD COLLISION WARNING | Cyclist crossing from kerb | Cyclist travelling along road (50%) | Cyclist travelling along road (25%) | FORWARD COLLISION WARNING |
| | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | NIGHT | DAY | DAY | DAY |
| | | | | | | | | | | | | | | | |
| PERFORMANCE | GOOD | WEAK | GOOD | WEAK | GOOD | WEAK | GOOD | WEAK | GOOD | WEAK | MARGINAL | MARGINAL | GOOD | MARGINAL | MARGINAL |
| | 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) | | | | | | | |
|---------------|-------------|------------------------------|-------------------------------------|-------------|-------------------------------------|-------------|-----------|--|--|
| TEST SCENARIO | PERFORMANCE | Oncoming vehicle | Overtaking vehicle (GVT at 72 km/h) | | Overtaking vehicle (GVT at 80 km/h) | | Road edge | | |
| | | | UNINTENTIONAL | INTENTIONAL | UNINTENTIONAL | INTENTIONAL | | | |
| | | | | | | | | | |
| | | - | - | - | - | - | MARGINAL | | |

| | | LANE KEEP ASSIST (LKA) | | | | | | | | | | |
|---------------|-------------|------------------------|------|--|--|------------|--|--|--|-----------|--|--|
| TEST SCENARIO | PERFORMANCE | Dashed Line | | | | Solid Line | | | | Road Edge | | |
| | | | | | | | | | | | | |
| | | | 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 | <table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table> | Supplementary warning | PASS | Restraint activation / dynamic retractors | [NOT FITTED] | | | | | | | | | | | | | | | | |
| Supplementary warning | PASS | | | | | | | | | | | | | | | | | | | | |
| Restraint activation / dynamic retractors | [NOT FITTED] | | | | | | | | | | | | | | | | | | | | |
| FORWARD COLLISION WARNING (FCW) | | | | | | | | | | | | | | | | | | | | | |
| TEST SCENARIO | <table border="1"> <thead> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> </thead> <tbody> <tr> <td></td> </tr> </tbody> </table> | Driving towards a stationary car | | | | | Driving towards a slower moving car | | | | | | | | | | | | | | |
| | Driving towards a stationary car | | | | | Driving towards a slower moving car | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| PERFORMANCE | GOOD | | | | | | | | | | | | | | | | | | | | |
| AUTONOMOUS EMERGENCY BRAKING - Interurban | | | | | | | | | | | | | | | | | | | | | |
| TEST SCENARIO | <table border="1"> <thead> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | Toward car braking lightly | | Toward car braking heavily | | Driving towards a slower moving car | 12m HEADWAY | 40m HEADWAY | 12m HEADWAY | 40m HEADWAY | | | | | | | | | | | |
| | 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) | ● | ● |
| Adaptive headlights | ○ | ○ |
| 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 | ○ | ○ |

| FEATURE / TECHNOLOGY~ | AVAILABILITY | |
|---|--------------|----|
| | AUS | NZ |
| Blind spot monitor (BSM) | ● | ● |
| 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) | ○ | ○ |
| Vehicle-to-infrastructure communication (V2I) | ✗ | ✗ |
| Vehicle-to-vehicle communication (V2V) | ✗ | ✗ |

~ 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 | n/a |