

Crash Tests

New Car Safety

LAND ROVER FREELANDER

2002 on Dual front airbags

Overall Evaluation



Overall score 19.92 out of 34

Variant: GS 5 door Eng: Diesel.
Kerb weight: 1490kg Category: Compact 4WD
Vehicles built: 2002

Important note: The European model was used for the tests conducted by EuroNCAP. Australian specifications may vary and therefore models sold in Australia might provide different levels of protection than those described on this page.

Model History and Safety Features

The tested model of LAND ROVER FREELANDER was introduced in July 2002.

Dual front airbags are standard equipment, as are ABS brakes. 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. Pretensioners 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 seat belt.

OVERALL EVALUATION : 3 Stars

The LAND ROVER FREELANDER scored 6.434 out of 16 in the offset crash test. The passenger compartment became structurally unstable. There was a moderate to high risk of serious chest and leg injury for the driver and passenger.

The vehicle scored 13.48 out of 16 in the side impact crash test. There was a moderate risk of serious chest injury for the driver.

FRONTAL OFFSET CRASH TEST

Body region scores out of 4 points each: Head/neck 4pts, chest 1.14pts, upper legs 1.3pts, lower legs zero pts.

The passenger compartment became structurally unstable in the offset crash test. The footwell was significantly deformed. The brake pedal moved rearwards by 234mm and upwards 21mm. The steering wheel hub moved rearwards 74mm, upwards 32mm and sideways 45mm. The front ("A") pillar moved 114mm rearwards. The roof was starting to buckle upwards above the driver. The width of the driver's doorway shortened by 67mm and the door could not take further loading. All doors remained closed during the crash. After the crash tools were required to open the driver's door.

The airbag cushioned the head of the driver and contact was stable. Brackets behind the dash and steering column components were potential sources of knee injury for the driver. The passenger's head was cushioned by the airbag. There were potential sources of knee injury behind the dash.

SIDE IMPACT CRASH TEST

Body region scores out of 4 points each: Head 4pts, chest 1.48pts, abdomen 4pts, pelvis 4pts.

This test simulates a fairly small car striking the driver's door of the vehicle under test. It is based on a regulation test but the



Offset crash test at 64km/h

regulation does not apply to vehicles with a high seat height like the Freelander. Such vehicles can be expected to perform relatively well in this particular side impact test. There was, however, a moderate risk of serious chest injury for the driver.

The vehicle was not eligible for a Pole Impact Test since it did not have head-protecting side airbags. This test can earn eligible vehicles an extra two points, giving a maximum possible overall score of 34 points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h		Side Impact Crash Test at 50km/h
	Driver	Passn	Driver
Head HIC	271.2	143.9	36.3
Acceleration (g for 3ms)	41.7	31.1	30.8
Neck - Shear (kN)	0.1	0.44	-
Tension (kN)	1.89	0.99	-
Extension (Nm)	17.45	7.86	-
Chest Accln (g for 3ms)	-	-	-
Compression (mm)	33.09	38.23	34.6
Viscous criterion (m/s)	0.16	0.24	0.5
Abdomen - Force (kN)	-	-	0.55
Pelvis - Force (kN)	-	-	1.61
Upper legs Force	Left	2	2.34
(kN)	Right	4.55	3.25
Knee displ (mm)	Left	2.56	7.58
	Right	6.78	4.41
Lower legs Force	Left	1.08	1.27
(kN)	Right	0.69	1.55
Index (Upper/Low)	Left	0.37/0.3	0.51/0.24
	Right	0.49/0.24	0.39/0.28

Bonus points

Pole Test: Not eligible

Seat belt reminders: Not eligible

Modifiers for offset test scores

Head		No penalty
Chest	Loss of structure	1pt penalty
Upper leg	Variable & Conc. loading	2pt penalty L&R
Lower leg		No penalty
Foot score	Pedal rear move.	Score zero pts

Pedestrian rating (2002 protocol)



7.4 points out of 36 (21%)

Child head impacts 2.25pts; adult head impacts 5.15pts; upper leg zero pts and lower leg impacts zero pts.

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