



2022

# Land Rover Range Rover

D350 diesel AWD automatic



6.8   
/10

Clean Air  
Index

1.0   
/10

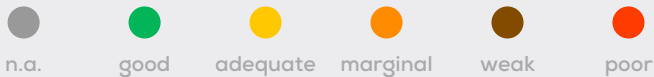
Energy Efficiency  
Index

0.0   
/10

Greenhouse Gas  
Index

<div>●</div>	Laboratory Test	NMHC	NO <sub>x</sub>	NH <sub>3</sub>	CO	PN
7.0/10	Cold Test	●	●	●	●	●
9.0/10	Warm Test	●	●	●	●	●
6.4/10	Highway	●	●	●	●	●
Cold Ambient Test		Does not qualify for additional robustness testing				

<div>●</div>	Road Test					
6.8/10	On-Road Drive	●	●	●	●	●
1.4/5	On-Road Short Trip	●	●	●	●	●
On-Road Heavy Load		Does not qualify for additional robustness testing				
On-Road Light Load		Does not qualify for additional robustness testing				
Congestion		Does not qualify for additional robustness testing				



### Comments

The Clean Air Index is where the powerful diesel Range Rover collects most of its points, demonstrating effective exhaust aftertreatment. NO<sub>x</sub> emissions are well and robustly controlled and even in the dynamic Highway Test cycle they remain well below the thresholds. The particle numbers in the warm start tests are impressively low, but the increase when starting the lab test with a cold powertrain costs the car some points. The On-Road Drive generally confirms the good exhaust performance, but the Short Urban Trip highlights room for improvement.

# Energy Efficiency Tests



## Laboratory Test

## Energy

1.2/10 Cold Test



2.0/10 Warm Test



0.0/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing

## Consumption

## Driving Range

Average

8.7 l/100 km

931 km

Worst-case

10.0 l/100 km

799 km



n.a.



good



adequate



marginal













weak



poor

## Comments

The Range Rover D350 is a large and heavy vehicle with a test mass of nearly three tonnes, and needs a lot of energy to move. This results in a diesel consumption of around 8 l/100 km in the Cold and Warm WLTC+ Lab Tests and 10 l/100 km in the challenging high speed and dynamic accelerations of the Highway cycle. The real-world On-Road Drive requires 8.4 l/100 km, but Short Urban Trips need about 12 l/100 km. While the numbers are not unusual for a SUV of this size and mass, they can't earn the D350 more than 1 point in this part of the assessment.

<div></div> <div>Greenhouse gases</div>	CO <sub>2</sub>	N <sub>2</sub> O	CH <sub>4</sub>
0.0/10 Cold Test			
0.0/10 Warm Test			
0.0/10 Highway			
Cold Ambient Test		Does not qualify for additional robustness testing	



n.a.



good



adequate



marginal



weak



poor

### Comments

The results in the Energy Efficiency Index are reflected in the Greenhouse Gas index. The Range Rover doesn't score any points at all in this category. Following Green NCAP's Well-to-Wheel+ approach, in the Cold lab test, 40 g CO<sub>2</sub>-eq/100 km from the fuel production and supply are added to the 217 g CO<sub>2</sub>/km measured at the tailpipe. The methane and laughing gas emissions also need to be considered in the sum, even in the cases where they are below the set thresholds. The total g CO<sub>2</sub>-equivalent in the Cold Test is 269 g/km, whereas in the Highway cycle the emissions add up to 316 g CO<sub>2</sub>-eq./km.

## Our Verdict

August 2023: The result of this car has been updated. Previously reported Ammonia (NH<sub>3</sub>) values were incorrect owing to a technical error with the equipment at the test laboratory and a correction has been applied.

The Range Rover D350 is a large and heavy luxurious SUV, equipped with a six-cylinder diesel engine with a power of 258 kW. Its mild-hybrid system cannot reduce the consumption to levels which would allow Green NCAP to award it higher results in the Energy Efficiency and Greenhouse Gas Indices. The consumption figures and the related greenhouse gas emissions are fair for a vehicle of this type, but still constitute a large impact on the environment. On the positive side, the Range Rover demonstrates that high fuel consumption is not necessarily at odds with good exhaust gas cleaning. The aftertreatment systems work well and robustly, and impresses with low particle number and NO<sub>x</sub>, especially in the Warm Lab Test. However, cold powertrain start tests and the conditions in the Highway Test reduce the results slightly and identify room for improvement. Short Urban Trips are not the Range Rover's strength, whether for Clean Air or Efficiency. The combined results of the three indices allow the British SUV to score 1½ stars with an overall weighted score of 2.6.

## Disclaimer

## Specifications

Publication Date 12 2022	Tested Car SALKA9BW3NA00xxx	Tyres 285/45 R22	Emissions Class Euro 6d AP
Mass 2,713 kg	Engine Size 2,997 cc	Power/Torque 258 kW/700 Nm	Declared CO <sub>2</sub> 211 g/km
Declared Battery Capacity n.a.	Declared Driving Range n.a.	Declared Consumption 8 l/100 km	



Think before you print