



2022

Land Rover Range Rover

D350 diesel AWD automatic



6.7 
/10

Clean Air
Index

1.0 
/10

Energy Efficiency
Index

0.0 
/10

Greenhouse Gas
Index

6.7
/10



Clean Air Tests



Laboratory Test

NMHC

NO_x

NH₃

CO

PN

7.0/10 Cold Test



8.9/10 Warm Test



6.4/10 Highway



Cold Ambient Test

Does not qualify for additional robustness testing



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



n.a.



good



adequate



marginal



weak



poor

Comments

The Clean Air Index is where the powerful diesel Range Rover collects most of its points, demonstrating effective exhaust aftertreatment. NO_x 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.



Greenhouse gases

CO₂

N₂O

CH₄

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 CO₂-eq./100 km from the fuel production and supply are added to the 217 g CO₂/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 CO₂-equivalent in the Cold Test is 269 g/km, whereas in the Highway cycle the emissions add up to 316 g CO₂-eq./km.

Our Verdict

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_x, 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 2.5.

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Specifications

Publication Date	Tested Car	Tyres	Emissions Class
12 2022	SALKA9BW3NA00xxxx	285/45 R22	Euro 6d AP
Mass	Engine Size	Power/Torque	Declared CO ₂
2,713 kg	2,997 cc	258 kW/700 Nm	211 g/km
Declared Battery Capacity	Declared Driving Range	Declared Consumption	
n.a.	n.a.	8 l/100 km	



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