



Jaguar E-Pace
Standard Safety Equipment

2017



Adult Occupant



86%

Child Occupant



87%

Pedestrian



77%

Safety Assist



72%

SPECIFICATION

| | |
|-------------------------------|--|
| Tested Model | Jaguar E-Pace 2.0 diesel R Dynamic 'SE', RHD |
| Body Type | - 5 door SUV |
| Year Of Publication | 2017 |
| Kerb Weight | 1867kg |
| VIN From Which Rating Applies | - all E-Paces |
| Class | Small Off-Road |

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | ✘ |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✘ | ✘ | ✘ |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✘ |
| Side pelvis airbag | ● | ● | ✘ |

Version 090721

SAFETY EQUIPMENT (NEXT)

| | Driver | Passenger | Rear |
|-----------------------|--------|-----------|------|
| CHILD PROTECTION | | | |
| Isofix | — | ✗ | ● |
| Integrated CRS | — | ✗ | ✗ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ● |
| AEB Pedestrian | ● |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ● |
| Lane Assist System | ● |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✗ Not available
 — Not applicable

ADULT OCCUPANT

Total 33.0 Pts / 86%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 5.3 Pts

Passenger Driver

Frontal Full Width 7.5 Pts

Rear Passenger Driver

Whiplash Rear Impact 1.6 Pts

Front seat Rear seat

Lateral Impact 15.8 Pts

Car Pole

AEB City 2.8

Performance: ■ Good

 ADULT OCCUPANT

Total 33.0 Pts / 86%



 ADULT OCCUPANT

Total 33.0 Pts / 86%

Comments

The passenger compartment of the E-Pace remained stable in the frontal offset test. There was insufficient pressure in the driver's airbag to prevent a slight head contact to the steering wheel. Although the contact was not sufficient to influence the measured injuries, the car was penalised and the driver's head protection downgraded to adequate. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger. Jaguar showed that the same level of protection would be provided to occupants of different sizes and to those sat in different positions. Protection of the driver's lower leg was rated as weak, based on dummy readings in the tibia. In the full-width rigid barrier test, protection of both the driver and the rear passenger was adequate or good for all critical body areas. The E-Pace scored maximum points in the side barrier impact, with good protection of all critical parts of the body. In the more severe side pole impact, protection of the chest was adequate and that of other body areas was good. Tests on the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. However, a geometric assessment of the rear seats indicated poor whiplash protection. The standard autonomous emergency braking system performed well in tests of its functionality at the low speeds at which many whiplash injuries are caused, with collisions avoided or mitigated at all test speeds.

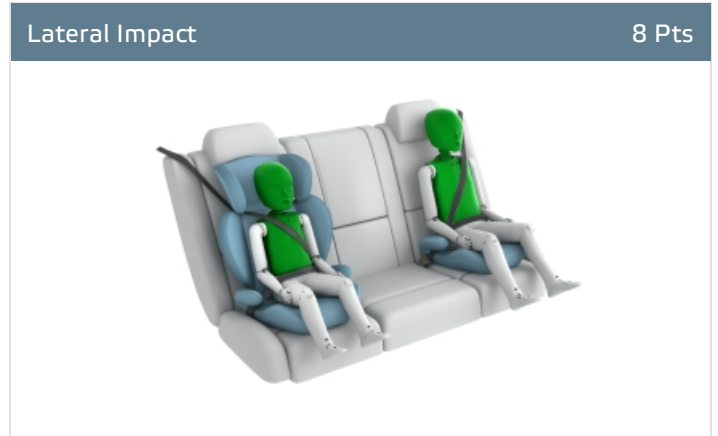
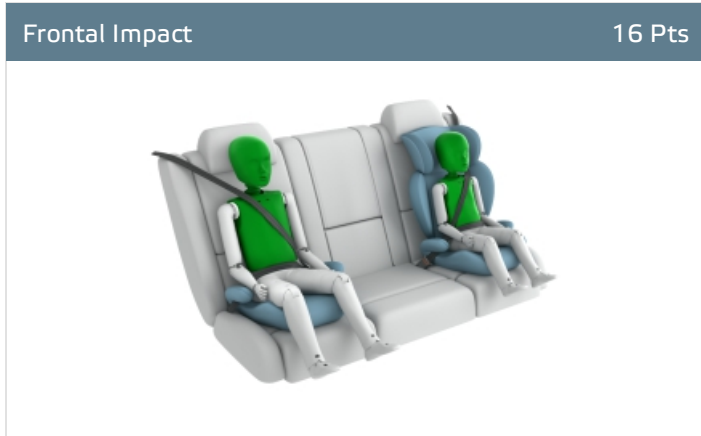
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 Pts



Restraint for 6 year old child: *Britax Römer Kidfix Xp SICT*
 Restraint for 10 year old child: *Safety 1st Manga*

Safety Features

7.0 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isifix | ✗ | ● | ✗ |
| i-Size | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12.0 Pts

- Install without problem
- Install with care
- Safety critical problem
- ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)




Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 43 Pts / 87%

| | Seat Position | | | |
|---|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize) | — | ● | — | ● |
| Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize) | — | ● | — | ● |
| BeSafe iZi Kid X2 i-Size (iSize) | — | ● | — | ● |
| Maxi Cosi Cabriofix & FamilyFix (ISOFIX) | — | ● | — | ● |
| BeSafe iZi Kid X4 ISOfix (ISOFIX) | — | ● | — | ● |
| Britax Römer Duo Plus (ISOFIX) | — | ● | — | ● |
| Britax Römer KidFix XP (ISOFIX) | — | ● | — | ● |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ● | ● |
| Maxi Cosi Cabriofix & EasyBase2 (Belt) | ● | ● | ● | ● |
| Britax Römer King II LS (Belt) | ● | ● | ● | ● |
| Britax Römer KidFix XP (Belt) | ● | ● | ● | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed
 — Not available

Comments

The E-Pace scored maximum points in the dynamic tests - frontal offset and side barrier impacts - for its protection of the 6 year and 10 year dummies, with good dummy readings for all critical body areas. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the E-Pace is designed could be properly installed and accommodated in the vehicle.

PEDESTRIAN

Total 32.5 Pts / 77%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| Pedestrian | | 28.6 Pts | | | | | | |
|---------------|---|-------------|----------|---------------|---------|------------|---------|--|
| | <table border="1"> <tr> <td>Head Impact</td> <td style="text-align: right;">19.6 Pts</td> </tr> <tr> <td>Pelvis Impact</td> <td style="text-align: right;">3.3 Pts</td> </tr> <tr> <td>Leg Impact</td> <td style="text-align: right;">5.7 Pts</td> </tr> </table> | Head Impact | 19.6 Pts | Pelvis Impact | 3.3 Pts | Leg Impact | 5.7 Pts | |
| Head Impact | 19.6 Pts | | | | | | | |
| Pelvis Impact | 3.3 Pts | | | | | | | |
| Leg Impact | 5.7 Pts | | | | | | | |

| AEB Pedestrian | | 3.8 Pts |
|------------------------|---|---------|
| System Name | Autonomous emergency braking | |
| Type | Auto-Brake with Forward Collision Warning | |
| Operational From | 10 km/h | |
| Additional Information | Defaults on for every journey; operates above 40km/h and in low ambient light | |

| PERFORMANCE | | |
|---|---------------------------------|--------------------------------|
| | Autobrake Function | |
| | Avoidance | Mitigation |
| Running Adult crossing from Farside | Collision avoided up to 35 km/h | Impact mitigated up to 50 km/h |
| Walking Adult crossing from Nearside -25% | Collision avoided up to 25 km/h | Impact mitigated up to 45 km/h |
| Walking Adult crossing from Nearside -75% | Collision avoided up to 25 km/h | Impact mitigated up to 45 km/h |
| Running Child from behind parked vehicles | Collision avoided up to 25 km/h | Impact mitigated up to 55 km/h |

Comments

The E-Pace has a deployable pedestrian protection system. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to the hard structures in the engine bay, and a head-protecting airbag is deployed. Jaguar showed that the system operated robustly for all pedestrian statures and across a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised, deployed position and good or adequate results were seen over almost the entire surface*. The protection provided to pedestrians' legs was also at least adequate but that offered to the pelvis was more mixed, with good and poor results recorded. In tests of its performance with a pedestrian target, the autonomous emergency braking system performed adequately, with collisions avoided or mitigated in most test scenarios.

* At the facelift in late 2020, the pedestrian airbag was removed, although the bonnet actuation remains. Results seen by Euro NCAP show that the protection of a pedestrian's head is significantly poorer around the base of the windscreen than was seen in the original

SAFETY ASSIST

Total 8.7 Pts / 72%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|-----------------------------------|
| System Name | Adaptive Speed Limiter |
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set (accurate to 10km/h) |

Seatbelt Reminder

3.0 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| | Driver Seat | Front Passenger(s) | Rear Passenger(s) |
| Warning | | | |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

1.9 Pts

| | |
|-----------------------|------------------------|
| System Name | Lane Departure Warning |
| Type | Lane Departure Warning |
| Operational From | 50 km/h |
| Warning | Audible |
| PERFORMANCE | |
| LDW Confirmation Test | Pass |

 SAFETY ASSIST

Total 8.7 Pts / 72%

AEB Inter-Urban

2.6 Pts

| | |
|------------------------|---|
| System Name | Autonomous Emergency Braking |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 10 km/h |
| Additional Information | Default On; Supplementary Warning |

PERFORMANCE | 

| | Autobrake Function Only | Driver reacts to warning |
|-----------------------------------|--|--|
| Operational Speed | 10-80 km/h | 30-80 km/h |
| Approaching a stationary car | See AEB City | Crash avoided up to 45km/h. Crash speed reduced up to 75km/h. |
| Approaching a slower moving car | Crash avoided up to 60km/h. Crash speed reduced up to 70km/h. | Crash avoided up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Mitigation | Avoidance |
| Car in front brakes harshly | Mitigation | Avoidance |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Mitigation | Avoidance |
| Car in front brakes harshly | Mitigation | Avoidance |

Comments

The E-Pace has a seatbelt reminder for the front and rear seats, and a driver-set speed limiter. A lane departure warning system is also standard, as is the autonomous emergency braking system which performed well in tests of its functionality at highway speeds.

RATING VALIDITY

Variants of Model Range

| Body Type | Engine & Transmission | Drivetrain | Rating Applies | |
|------------|-----------------------|------------|----------------|-----|
| | | | LHD | RHD |
| 5 door SUV | 2.0 diesel* | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 2.0 petrol | 4 x 4 | ✓ | ✓ |
| 5 door SUV | 2.0 diesel | 4 x 2 | ✓ | ✓ |

*Tested variant

Annual Reviews and Facelifts

| Date | Event | Outcome |
|---------------|------------------|------------------|
| November 2017 | Rating Published | 2017 ★ ★ ★ ★ ★ ✓ |
| November 2018 | Annual Review | 2017 ★ ★ ★ ★ ★ ✓ |
| November 2019 | Annual Review | 2017 ★ ★ ★ ★ ★ ✓ |
| November 2020 | Facelift Review | 2017 ★ ★ ★ ★ ★ ✓ |