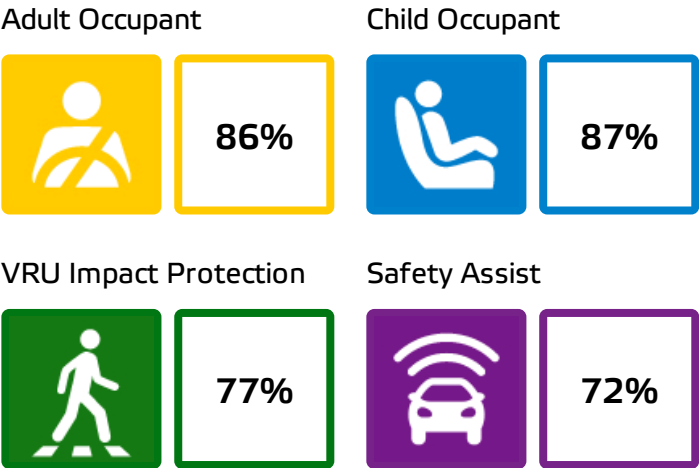




Jaguar E-Pace
Standard Safety Equipment

2017 ★★★★★



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

✗ Rating Expired

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

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix/i-Size	—	✗	●
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%



GOOD

ADEQUATE

MARGINAL

WEAK

POOR



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 43.0 Pts / 87%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

Crash Test Performance based on 6 & 10 year old children

24.0 Pts

Frontal Impact

16 Pts



Lateral Impact

8 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
Isofix	✗	●	✗
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 43.0 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)



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.



CHILD OCCUPANT

Total 43.0 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)	●	●	●	●

● Easy ● Difficult ● Safety critical ✖ 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.



VRU IMPACT PROTECTION

Total 32.5 Pts / 77%

GOOD

ADEQUATE

MARGINAL

WEAK

POOR

VRU Impact Protection

28.6 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		
Warning	Driver Seat	Front Passenger(s)	Rear Passenger(s)
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 ★ ★ ★ ★ ★	✓
November 2021	Annual Review	2017 ★ ★ ★ ★ ★	✓