



**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
<b>FRONTAL CRASH PROTECTION</b>			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	✘	✘	✘
<b>SIDE CRASH PROTECTION</b>			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 230318

## 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%

## 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.

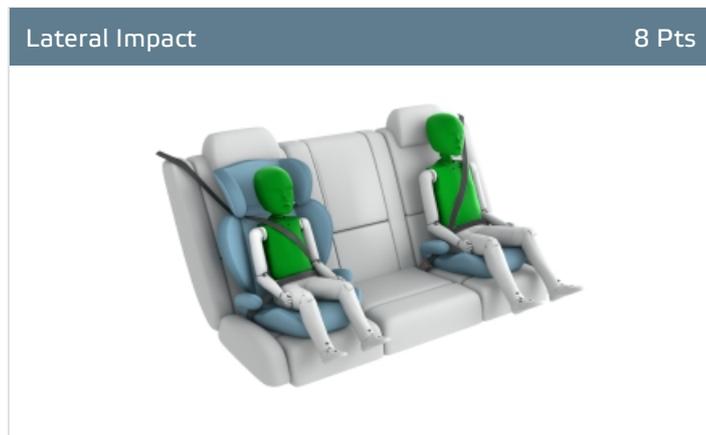
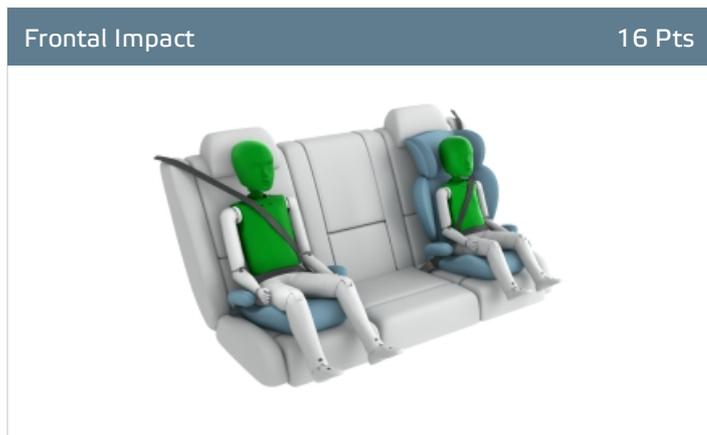
**CHILD OCCUPANT**

Total 43 Pts / 87%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 Pts



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

7 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 Pts

● Install without problem   
 ○ Install with care   
 ● Safety critical problem   
 ✗ Installation not allowed

■ i-Size CRS



**CHILD OCCUPANT**

Total 43 Pts / 87%

**ISOFIX CRS**

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Römer Duo Plus (ISOFIX)



Römer KidFix XP (ISOFIX)



**Universal Belted CRS**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Römer King II LS (Belt)



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)	□	●	□	●
Römer Duo Plus (ISOFIX)	□	●	□	●
Römer KidFix XP (ISOFIX)	□	●	□	●
Maxi Cosi Cabriofix (Belt)	●	●	●	●
Maxi Cosi Cabriofix & EasyBase2 (Belt)	●	●	●	●
Römer King II LS (Belt)	●	●	●	●
Römer KidFix XP (Belt)	●	●	●	●

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

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 PROTECTION**

Total 32.5 Pts / 77%

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

Pedestrian Protection		32.5 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   <span style="color: yellow;">■</span>		
	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. 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.

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)

Seat Belt Reminder

3 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 Interurban

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 ★★★★★ ✓