### JAGUAR I-PACE DECEMBER 2018 - ONWARDS

ALL VARIANTS







JAGUAR I-PACE

### OVERVIEW

The Jaguar I-PACE was introduced in Australia and New Zealand in December 2018. This ANCAP safety rating applies to all variants.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

All three grades of autonomous emergency braking (City, Interurban and Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) and emergency lane keeping (ELK) are fitted as standard on all variants.

### **RATING APPLICABILITY**

RATING YEAR (DATESTAMP)
VEHICLE TYPE
AIRBAGS

**ANCAP SAFETY RATING** 

\*\*\*\*

2018 Medium SUV Dual frontal, side chest, side head

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Jaguar I-PACE S EV400	5 door hatch	Battery Electric (BEV)	AWD	$\checkmark$	$\checkmark$
Jaguar I-PACE SE EV400 🔶	5 door hatch	Battery Electric (BEV)	AWD	$\checkmark$	$\checkmark$
Jaguar I-PACE HSE EV400	5 door hatch	Battery Electric (BEV)	AWD	$\checkmark$	$\checkmark$

 $\checkmark$  COVERED BY THIS RATING

× NOT COVERED BY THIS RATING

TESTED VARIANT

# ADULT OCCUPANT PROTECTION

The passenger compartment remained stable in the frontal offset test. MARGINAL protection was seen for the driver's chest while protection was ADEQUATE for the lower legs of both the driver and front passenger.

Rearward displacement of the pedals was excessive and protection of the driver's feet was ADEQUATE.

In the full width frontal test, protection of the chest was ADEQUATE for both the driver and rear passenger, and protection of all other critical body regions was GOOD.

In the side impact test and the oblique pole test, protection offered to all critical body regions was GOOD and the vehicle scored maximum points.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in all low-speed test scenarios typical of city driving

### FRONTAL OFFSET TEST (64 KM/H)





Driver

Head / neck:	4.00 points				
Chest:	2.63 points				
Upper legs:	4.00 points				
Lower legs:	2.93 points				
Deductions: -1.00 point					
(pedal displacement)					

Head / neck: Chest:
Upper legs:
Lower legs:
Deductions:

4.00 points 4.00 points 4.00 points 3.91 points Nil

### SIDE IMPACT TEST (50 KM/H)



#### Driver

Head: Chest: Abdomen: Pelvis: Deductions: 4.00 points 4.00 points 4.00 points 4.00 points Nil

### WHIPLASH (REAR IMPACT) PROTECTION TEST





**Rear Passenger** Rear: Front:



**Driver / Front Passenger** 

0.19 points 1.19 points



WHIPLASH PROTECTION         1.38 (out of 2)           AEB - City         4.00 (out of 4)	FRONTAL OFFSET <sup>#</sup> Full width frontal <sup>#</sup> Side impact <sup>#</sup> Oblique pole <sup>#</sup>	7.61 8.00	(out of 8) (out of 8) (out of 8) (out of 8)	
		1.38	(out of 2)	

\*Scaled scores. Total test scored out of 16.00 points.

### FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

### Rear Passenger

Head: Neck: Chest: Upper legs: Deductions: 4.00 points Head: 4.00 points Neck: 3.29 points Chest: 4.00 points Upper legs: Deductions:

4.00 points
4.00 points
3.14 points
4.00 points
Nil

### **OBLIQUE POLE TEST (32 KM/H)**

Nil



Chest: Abdomen: Abdomen: Pelvis: Abdomen	4.00 points 4.00 points 4.00 points 4.00 points Nil
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### AEB - CITY (10-50 KM/H)

Score: 4.00 points



# **CHILD OCCUPANT PROTECTION**

In the frontal offset test, protection of the neck of the 10 year dummy was WEAK and the head of the 6 year dummy was ADEQUATE. Protection offered to all other critical body regions was GOOD.

Protection of both child dummies in the side impact test was GOOD with maximum points scored.

The Jaguar I-PACE is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, though one of the booster seats could not be correctly installed in the centre rear seating position.

### FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old



DYNAMIC TEST (FRONT)	13.04	(out of 16)
DYNAMIC TEST (SIDE)	8.00	(out of 8)
<b>RESTRAINT INSTALLATION</b>	11.81	(out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	7.00	(out of 13)

### SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

### **ON-BOARD SAFETY FEATURES**

FEATURE		FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix		×	٠	×	-	-
Integrated child restraints		×	×	×	-	-
Top tether anchorage		×	•	۲	-	-
Airbag disabling		×	-	-	-	-
• FITTED TO TEST CAR AS STANDARD •	NOT FITTED	TO TEST CAR BUT AVAILA	BLE AS AN OPTION	× NOT AVAILABLE	- NOT APPLICABLE	

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.



# **CHILD OCCUPANT PROTECTION**



### **CHILD RESTRAINT INSTALLATION\***

		CHILD RESTRAINT (CRS) TYPE^	FRONT ROW		2nd ROW			3rd ROW	
			PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT
		Rearward facing capsule	×	•	٠	•	-	_	-
	TYPE A	Rearward facing with harness - convertible (Model A)	×	•	٠	٠	-	-	-
		Rearward facing with harness - convertible (Model B)	×	•	٠	٠	-	-	-
BELTED	TYPE B	Forward facing with harness - convertible (Model A)	×	•	٠	٠	_	_	_
8	ITPE D	Forward facing with harness - convertible (Model B)	×	•	٠	٠	-	-	-
	TYPE E	Booster - 4 to 8 years	×	٠	•	٠	_	-	_
	TYPE F	Booster - 4 to 10 years	×	٠	٠	٠	-	_	-
		Rearward facing capsule	×	٠	_	٠	-	_	-
×	TYPE A	Rearward facing with harness - convertible (Model A)	×	٠	-	٠	-	-	-
ISOFIX		Rearward facing with harness - convertible (Model B)	×	•	_	٠	-	_	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	•	_	•	-	_	_
	TIPE B	Forward facing with harness - convertible (Model B)	×	٠	_	٠	-	_	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible. ^ The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

INSTALL WITHOUT PROBLEM 

INSTALL WITH CARE

CANNOT BE FITTED SAFELY

× INSTALLATION NOT ALLOWED - NOT APPLICABLE

## **VULNERABLE ROAD USER PROTECTION**



The Jaguar I-PACE has a deployable pedestrian protection system featuring an 'active' bonnet and pedestrian airbag. Sensors detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to hard structures underneath, while an airbag deploys externally to offer greater protection at the base of the windscreen and at the stiff windscreen pillars.

The protection provided by the bonnet to the head of a struck pedestrian predominantly ranged from MARGINAL to ADEQUATE with GOOD protection on the windscreen. The leading edge of the bonnet showed GOOD and MARGINAL results, while the bumper provided GOOD protection to pedestrians' legs.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered MARGINAL to GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and MARGINAL performance in some night-time scenarios. In cyclist test scenarios, the AEB system offered MARGINAL performance.

16.74 (out of 24)
5.33 (out of 6)
6.00 (out of 6)
4.34 (out of 6)
2.93 (out of 6)

### PEDESTRIAN IMPACT TEST (40 KM/H)



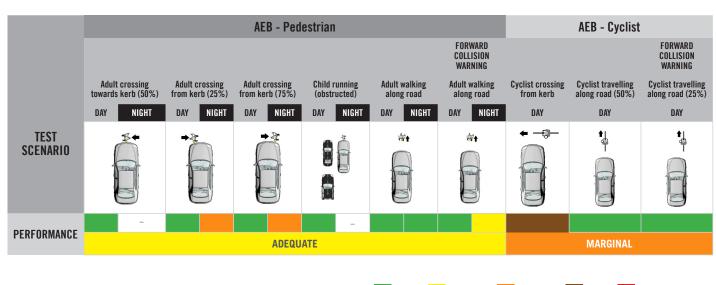
### AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

 SYSTEM NAME:
 Emergency Braking

 TYPE:
 Autonomous emergency braking with forward collision warning

 OPERATIONAL FROM:
 5-85 km/h

 DESCRIPTION:
 Defaults ON for every journey. System functions in both day and night.



GOOD

ADEQUATE

MARGINAL

WEAK

POOR

## **SAFETY ASSIST**



The Jaguar I-PACE is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), and lane support systems (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality. A blind spot monitoring system (BSM) is optional on all variants.

Tests of its AEB system showed GOOD performance at highway speeds.

Tests of LKA functionality showed some GOOD performance, however the system does not intervene in more critical emergency lane keeping test scenarios and overall performance of the lane support system was classified as ADEQUATE.

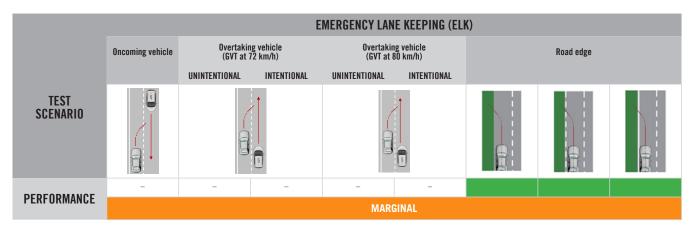
A speed assistance system (SAS) with speed limit information function (SLIF) is standard equipment. A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

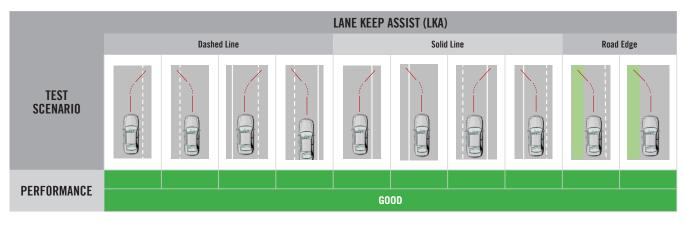
### LANE SUPPORT SYSTEMS (LSS)



Lane Keep Alert 50-180 km/h

SPEED ASSISTANCE SYSTEMS	2.00	(out of 3)
SEAT BELT REMINDERS	2.50	(out of 3)
LANE SUPPORT SYSTEMS	3.00	(out of 4)
AEB - Interurban	2.59	(out of 3)





	HUMAN MACHINE INTERFACE	(HMI)
FUNCTION	Lane Departure Warning (LDW)	PASS
FUNCTION	Blind Spot Monitoring (BSM)	[NOT STANDARD]

POOR

MARGINAL WEAK

# **SAFETY ASSIST**



### AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME:	Emergency Braking
TYPE:	Autonomous emergency braking with forward collision warning
OPERATIONAL FROM:	5-85 km/h
DESCRIPTION:	Defaults ON for every journey.

		HUMAN MACI	HINE INTERF/	ACE (HMI)						
FUNCTION	Supplement	ary warning			PASS					
TONCTION	Restraint ac	ctivation / dy	namic retrac	ctors [	NOT FITTED]					
		FORWARD COLLISION WARNING (FCW)								
		Driving to	wards a stationar	ry car			Driving to	owards a slower	moving car	
TEST SCENARIO	-or	-en	evi	-eri	·or	en	ent	-ev	Lio-	ent
PERFORMANCE										
	GOOD									
			AU	TONOMOUS	EMERGENC	Y BRAKING	- Interurba	n		
		braking lightly		r braking heavily	,		Driving towar	ds a slower movi	ing car	
	12m Headway	40m HEADWAY	12m HEADWAY	40m HEADWAY	(		briving toward		ing our	
TEST Scenario		- Con	- un		eur .		. err	entities	(Internet internet in	
						<b>†</b> †				
PERFORMANCE					GOC	סכ				

### SPEED ASSISTANCE SYSTEMS (SAS) \_\_\_\_\_\_ SEAT BELT REMINDERS (SBR) \_\_\_\_\_

SYSTEM NAME:

Active Speed Limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

WARNING TYPE	DRIVER	FRONT Passenger	REAR PASSENGERS
Occupant Detection	-	۲	٠
Visual	•	٠	٠
Audible	٠	٠	٠
• PASS • FAIL ×	NOT AVAILAE	BLE - NOT APP	LICABLE
GOOD ADEQUATE	MARG	INAL WEA	K POOR

### **SAFETY FEATURES & TECHNOLOGIES**

	AVAILA	BILITY
FEATURE / TECHNOLOGY~	AUS	NZ
Seat belts (three-point) for all forward-facing seats		٠
eat belt pre-tensioners (front)		
eat belt pre-tensioners (rear outboard)		
eat belt pre-tensioners (rear centre)	×	×
ntelligent seat belt reminder (driver)		
itelligent seat belt reminder (front passenger)		
telligent seat belt reminder (2nd row seats)		
telligent seat belt reminder (3rd row seats)	-	-
rbag - frontal (driver)		
rbag - frontal (passenger)		
bags - side, chest protection (front seats)		
rbags - side, chest protection (2nd row seats)	×	×
rbags - side, chest protection (3rd row seats)	-	-
rbags - side, head protection (front seats)		
rbags - side, head protection (2nd row seats)		
rbags - side, head protection (3rd row seats)	-	-
irbag - knee (driver)	×	×
lirbag - knee (front passenger)	×	×
irbag disabling switch - automatic (front passenger)	×	×
Airbag disabling switch - manual (front passenger)	×	×
lead restraints for all seats		
Active bonnet		
Adaptive cruise control (ACC)	0	0
Adaptive headlights	0	0
Anti-lock braking system (ABS)		
Autonomous emergency braking (AEB) - City		
Autonomous emergency braking (AEB) - Interurban		
Autonomous emergency braking (AEB) - VRU		
Automatic emergency call (eCall)		
Automatic headlights		
Automatic high beam	0	0

Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

× NOT AVAILABLE

#### MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

#### RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

### **ASSESSMENT DETAILS**

TESTED MAKE / MODEL TESTED VEHICLE(S) BUILT TESTED BODY TYPE TESTED VEHICLE ENGINE RATING PUBLISHED RATING UPDATED Jaguar I-PACE SE EV400 RHD 2018 5 door hatch Electric 5 December 2018 n/a