



Jaguar I Pace

Standard Safety Equipment

2018



Adult Occupant



94%

Child Occupant



81%

Vulnerable Road Users



73%

Safety Assist



81%

SPECIFICATION

Tested Model	I-PACE SE EV400
Body Type	- 5 door hatchback
Year Of Publication	2018
Kerb Weight	2180kg
VIN From Which Rating Applies	- all I Pace
Class	Executive

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	✗	✗	✗

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 Cyclist	●
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 35.8 Pts / 94%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

Frontal Offset Deformable Barrier

6.8 / 8 Pts



Passenger



Driver

Frontal Full Width

7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact

1.4 / 2 Pts



Front seat



Rear seat

Lateral Impact

16 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 35.8 Pts / 94%



GOOD



ADEQUATE



MARGINAL



WEAK



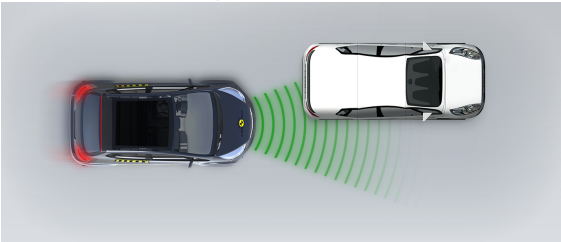
POOR

AEB City

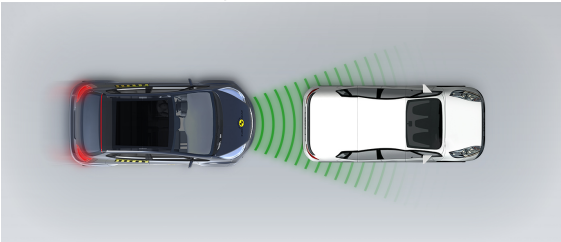


4 / 4 Pts

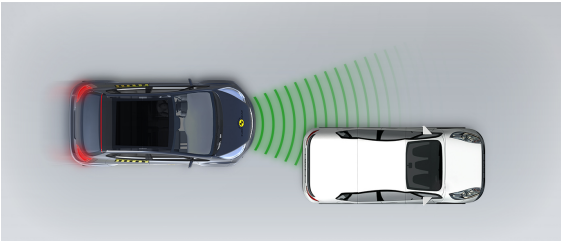
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 35.8 Pts / 94%

Comments

The passenger compartment of the I PACE remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Jaguar showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the chest was adequate for both the driver and rear passenger, and protection of all other critical body areas was good. In both the side barrier impact and the more severe side pole test, maximum points were scored, with good protection of all critical body areas. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

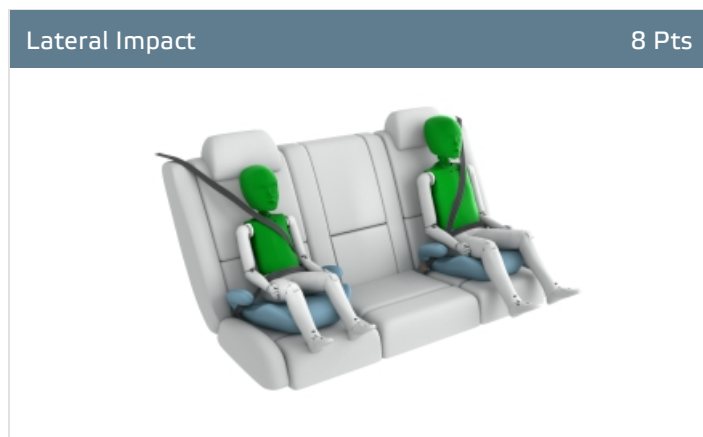
CHILD OCCUPANT

Total 40.0 Pts / 81%

 GOOD
 ADEQUATE
 MARGINAL
 WEAK
 POOR

Crash Test Performance based on 6 & 10 year old children

21 / 24 Pts

Restraint for 6 year old child: *Britax Römer Kidfix XP SICT*Restraint for 10 year old child: *Graco*

Safety Features

7 / 13 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 / 12 Pts

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

■ i-Size CRS



CHILD OCCUPANT

Total 40.0 Pts / 81%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



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 40.0 Pts / 81%

	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

Comments

In the frontal offset and side barrier tests, protection of the 6 and 10 year dummies was good or adequate 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 I PACE is designed could be properly installed and accommodated in the car.



VULNERABLE ROAD USERS

Total 35.3 Pts / 73%

GOOD ADEQUATE MARGINAL WEAK POOR

Pedestrian Impact Protection

28 / 36 Pts



Head Impact	16.7 Pts
Pelvis Impact	5.3 Pts
Leg Impact	6 Pts

Vulnerable Road Users

7.3 / 12 Pts

System Name	Emergency Braking
Type	Auto-Brake with Forward Collision Warning
Operational From	5 km/h

Comments

The I PACE has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and an airbag lifts the bonnet to provide greater clearance to hard structures underneath. Jaguar showed that the system detected a variety of pedestrian statures over a wide range of speed so the vehicle was tested with the deployed airbag. The protection provided by the bonnet to the head of a struck pedestrian predominantly ranged from marginal to good. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was also predominantly good. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. In most tests of these functionalities, the system performed well, with collisions avoided or their severity mitigated, even at night-time in the case of pedestrians.



VULNERABLE ROAD USERS

Total 35.3 Pts / 73%

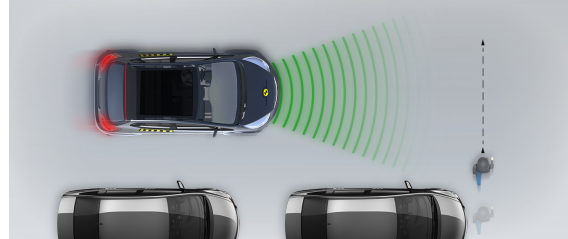
AEB Pedestrian

■ Day time

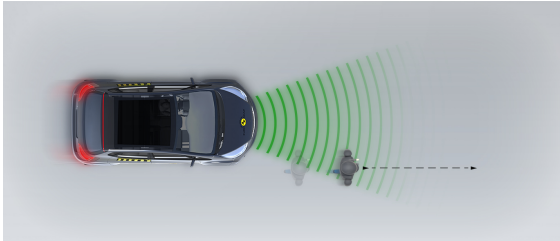
Adult crossing the road



Child running from behind parked vehicles

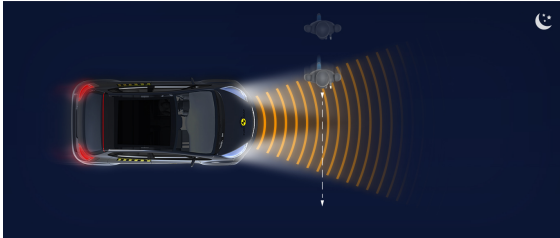


Adult along the roadside

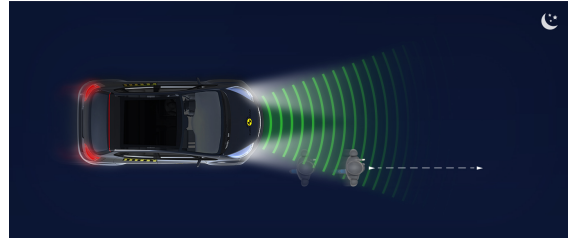


■ Night time

Adult crossing the road

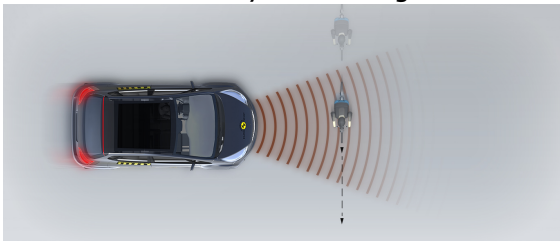


Adult along the roadside

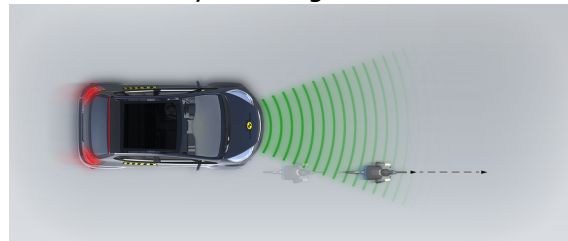


AEB Cyclist

Cyclist crossing



Cyclist along the roadside





SAFETY ASSIST

Total 10.6 Pts / 81%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Speed Assistance

 2.5 / 3 Pts

System Name	Adaptive Speed Limiter
Speed Limit Information Function	Camera & Map
Speed Limitation Function	System advised (accurate to 5km/h)

Seat Belt Reminder

 2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual			
Audible			

 Pass
  Fail
  Not available

Lane Support

 3 / 4 Pts

System Name	Lane Keep Assist
Type	LKA and ELK
Operational From	50 km/h
PERFORMANCE	
Emergency Lane Keeping	 ADEQUATE
Lane Keep Assist	 GOOD
Human Machine Interface	 ADEQUATE



SAFETY ASSIST

Total 10.6 Pts / 81%

AEB Interurban

2.6 / 3 Pts

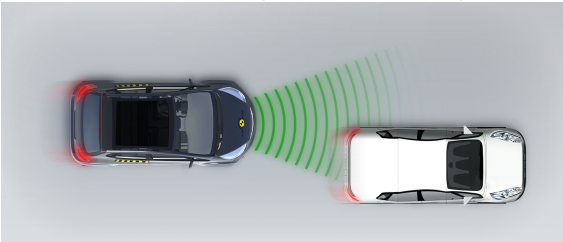
System Name	Emergency Braking
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	5 km/h
Additional Information	Supplementary warning

Comments

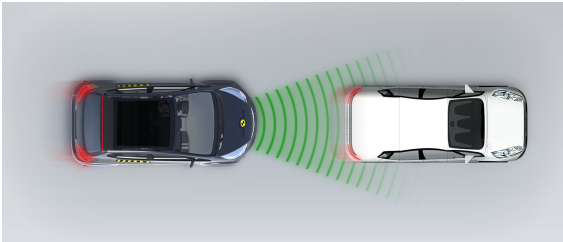
The I PACE has a seatbelt reminder system for the front and rear seats. The AEB system performed well or adequately in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane and can also intervene in more severe emergency situations. A driver-set speed limiter helps the driver maintain control of the vehicle speed.

Autobrake function only

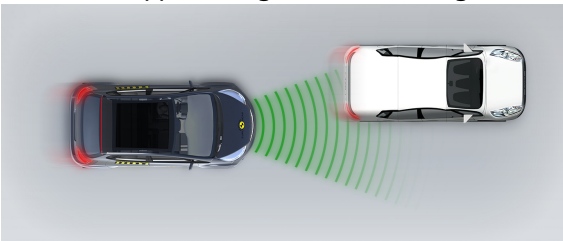
Approaching a slower moving car



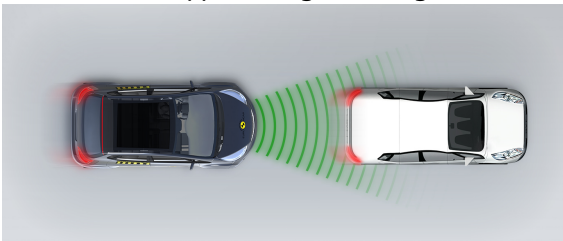
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

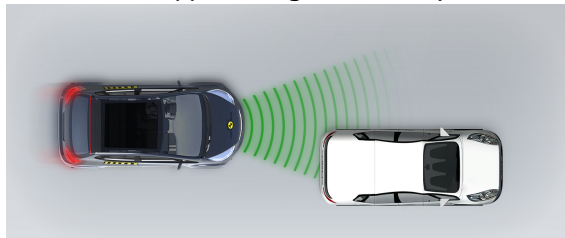


 SAFETY ASSIST

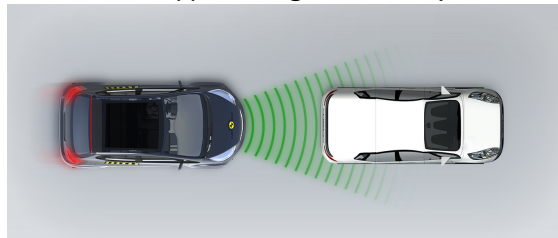
Total 10.6 Pts / 81%

■ Driver reacts to warning

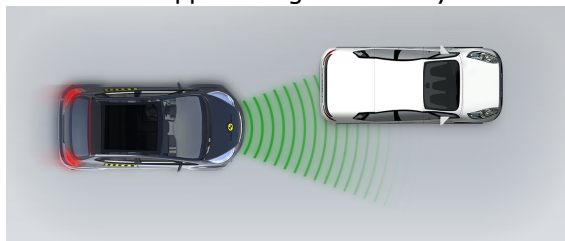
Approaching a stationary car



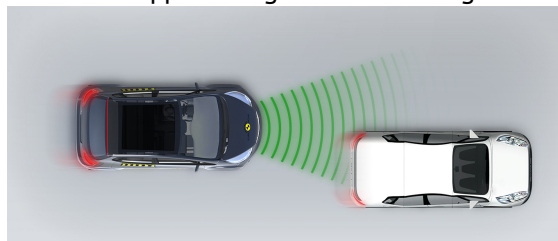
Approaching a stationary car



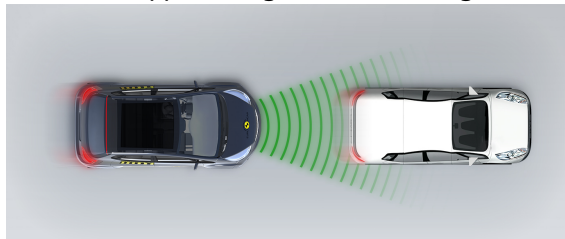
Approaching a stationary car



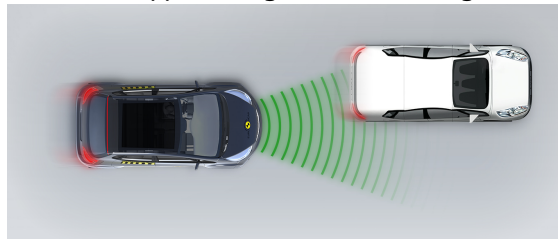
Approaching a slower moving car



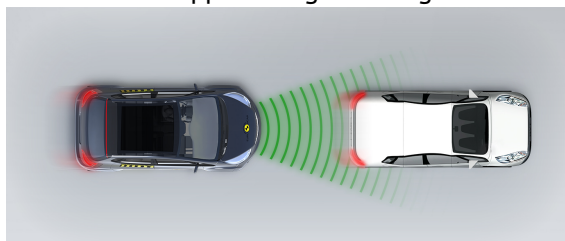
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2018	Rating Published	2018 ★ ★ ★ ★ ★	✓