

ANCAP Safety Rating

JAGUAR F-PACE (July 2016 - onwards)



Jaguar F-PACE

This ANCAP safety rating applies to:

Make / Model	Jaguar F-PACE
Year Range	July 2016 - onwards
Variant(s)*	All variants
Vehicle Type	Medium SUV

The Jaguar F-PACE was introduced into Australia and New Zealand in July 2016. This ANCAP safety rating applies to all variants built from January 2016.

Dual frontal, side chest and side head-protecting (curtain) airbags are standard. Autonomous emergency braking (AEB), lane departure warning (LDW) and speed assist systems (SAS) are standard. A full list of safety features and technologies can be viewed within the *Safety Features & Technologies* table on page 2 of this report.

Injury Outcomes.

Full Width Frontal
Driver Rear Passenger **Frontal Offset**
Driver Front Passenger



Side Impact
Driver



Pole
Driver



Whiplash Protection
Rear



Front



Test Results Summary.

Airbags	Dual Frontal, Side, Head
Adult Occupant Protection	93% (35.51 out of 38)
- Full Width Frontal Test#	7.20 (out of 8)
- Frontal Offset Test#	7.44 (out of 8)
- Side Impact Test#	8.00 (out of 8)
- Pole Test#	8.00 (out of 8)
- Whiplash Protection Test	1.92 (out of 3)
- AEB (City)	2.95 (out of 3)
Child Occupant Protection	85% (41.98 out of 49)
Safety Assist	72% (8.75 out of 12)
- Speed Assistance System	1.25 (out of 3)
- Seat Belt Reminders	3.00 (out of 3)
- Lane Support System	2.00 (out of 3)
- AEB (Interurban)	2.50 (out of 3)
Pedestrian Protection	80% (33.90 out of 42)
ANCAP Safety Rating	★★★★★
Rating Year^	2017

Scaled scores. Total test score out of 16.00 points.

Adult Occupant Protection.

Full Width Frontal Test

Each body region is scored out of 4 points

Driver	Rear Passenger
Head: 4.00 points	Head: 4.00 points
Neck: 4.00 points	Neck: 3.67 points
Chest: 3.15 points	Chest: 1.97 points
Upper legs: 4.00 points	Upper legs: 4.00 points

In the full width frontal test, protection of the rear passenger chest was marginal. Protection to all other critical body regions was good or acceptable for both the driver and passenger.

Frontal Offset Test

Each body region is scored out of 4 points

Driver / Front Passenger (lesser of each)
Head / neck: 4.00 points
Chest: 2.96 points
Upper legs: 4.00 points
Lower legs: 3.92 points

The passenger compartment remained stable in the frontal offset test. Protection of the driver chest and the lower legs of both the driver and passenger was acceptable. All doors remained closed during the crash. After the crash, all doors could be opened with normal effort.

Side Impact Test

Pole Test

Each body region is scored out of 4 points

Head: 4.00 points	Head: 4.00 points
Chest: 4.00 points	Chest: 4.00 points
Abdomen: 4.00 points	Abdomen: 4.00 points
Pelvis: 4.00 points	Pelvis: 4.00 points

Good protection was offered to the driver in both the side impact test and the more severe pole test.

Whiplash Protection

Front / Rear:	1.55 points
Rear:	0.38 points
AEB (City):	2.95 points

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Child Occupant Protection.

Crash Test Performance

6 year old child: 11.65 points
10 year old child: 11.33 points

In the frontal offset test, protection of the 6 and 10 year dummies was good or acceptable, except the neck of the 10 year dummy, where protection was rated as marginal. In the side impact test, protection was good for all critical body areas for both dummies.

Child Safety Features & Child Seat Installation

Safety features: 7.00 points
Installation check: 12.00 points

NOTE: The child restraints 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. For more detailed information about Australian child restraints visit childcarseats.com.au.

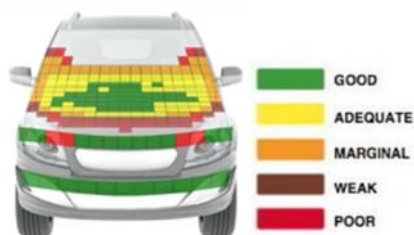
Pedestrian Protection.

Pedestrian Test

Scored out of 42 points

Adult & child head impacts: 17.50 points
Upper leg impacts: 4.40 points
Lower leg impacts: 6.00 points
AEB (VRU): 6.00 points

This vehicle scored 33.90 out of 42 points. Protection offered to the head of a struck pedestrian was mostly good or adequate over the bonnet surface, with some weak and poor results recorded at the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs, while protection of the pelvis was more mixed, with good and poor results recorded. The standard-fit autonomous emergency braking (AEB) system can detect pedestrians and performed well in tests of this functionality with collisions avoided or mitigated in all test scenarios. (Tested by Euro NCAP v8.3)



Score Deductions.

Deductions from full width frontal test scores

Head: No deductions
Neck: No deductions
Chest: No deductions
Upper legs / pelvis: No deductions
Overall: No deductions

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions
Overall: No deductions

Deductions from side impact test score

Overall: No deductions

Deductions from pole test score

Overall: No deductions

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point, lap / sash) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (rear outboard)	S
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Airbag - Frontal (driver)	S
Airbag - Frontal (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Knee (driver)	X
Head restraints for all seats	S
Adaptive cruise control (ACC)	O
Adaptive front lighting systems	O
Antilock braking system (ABS)	S
Autonomous emergency braking (AEB)	
- City	S
- Interurban	S
- Vulnerable road user	S
Automatic emergency call (eCall)	O*
Automatic headlights	S
Automatic high beam	O
Blind spot monitoring (BSM)	O
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Emergency stop signal (ESS)	S
Electronic data recorder (EDR)	S
Forward collision warning (FCW)	S
Lane departure warning (LDW)	S
Lane keep assist (LKA)	O
Daytime running lights (DRL)	S
Hill launch assist	S
Reversing collision avoidance	S
Roll stability system	S
Speed assistance - automatic / intelligent speed limiting (ISA)	X
Speed assistance - manual speed limiting	S
Speed assistance - speed sign recognition & warning	X
Tyre pressure monitoring system (TPMS)	S

S = Standard on all variants.

O = Optional on base variant. May be standard on higher variants.

V = Not available on base variant but standard or optional on higher variants.

X = Not available on any variant.

E = Available in Europe but not available on any Australasian variant.

* = Optional on vehicles built from February 2017. Not available on earlier vehicles.

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

Safety Assist.

Speed Assistance System (SAS)

Scored 1.25 out of 3 points

Speed information:	0.00
Speed assistance (manual):	1.25
Speed assistance (automatic / intelligent):	0.00

AEB (Interurban)

Scored 2.50 out of 3 points

Autonomous emergency braking (AEB):	1.33 out of 1.5
Forward collision warning (FCW):	0.92 out of 1.0
Human machine interface (HMI):	0.25 out of 0.5

Seat Belt Reminder (SBR)

Scored 3.00 out of 3 points

Driver and passenger:	2.00 out of 2.0
Rear:	1.00 out of 1.0

Lane Support Systems (LSS)

Scored 2.00 out of 3 points

Type: Lane departure warning (LDW)

A seat belt reminder is standard for front and rear seats. The autonomous emergency braking (AEB) system performed well in tests of its functionality at highway speeds, with collisions avoided or mitigated in all test scenarios. A lane departure warning (LDW) system is standard equipment, while a lane keep assist (LKA) system is available as an option. A driver-set speed limiter is also standard.

Approaching a stationary vehicle:

13.81 out of 18.00 points for Forward Collision Warning (FCW)



Approaching a slow moving vehicle:

10.62 out of 11.00 points for Autonomous Emergency Braking (AEB)



Approaching a braking vehicle with short headway:

1.56 out of 2.00 points for AEB, 2.00 out of 2.00 points for FCW



Approaching a braking vehicle with long headway:

1.65 out of 2.00 points for AEB, 2.00 out of 2.00 points for FCW



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Injury Values & Measurements.

Body Region	Frontal offset test at 64km/h (v7.1)		Full width frontal test at 50km/h (v1.0)		Side impact test at 50km/h (v7.1)	Oblique pole test at 32km/h (v7.0)
	Driver	Front Passenger	Driver	Rear Passenger	Driver	Driver
Head						
HIC	254	147	283	407	25	229
Acceleration (g for 3ms)	51.10	42.80	53.32	64.02	19.70	49.09
Neck						
Shear (kN)	0.77	0.53	0.30	1.02	-	-
Tension (kN)	1.03	1.05	1.29	2.00	-	-
Extension (Nm)	8.90	17.40	8.79	10.20	-	-
Chest						
Acceleration (g for 3ms)	-	-	-	-	-	-
Compression (mm)	27.19	17.77	23.11	30.21	6.08	22.93
Viscous criterion (m/s)	0.06	0.06	0.11	0.15	0.02	0.19
Abdomen						
Compression (mm)	-	-	-	-	6.05	23.30
Pelvis						
Force (kN)	-	-	-	-	0.70	-
Upper legs						
Femur force left (kN)	0.81	0.76	1.35	0.21	-	-
Femur force right (kN)	0.01	2.37	0.00	0.00	-	-
Knee displacement left (mm)	0.54	2.88	5.38	0.32	-	-
Knee displacement right (mm)	0.04	4.44	0.63	0.40	-	-
Lower legs						
Force left (kN)	2.12	1.57	-	-	-	-
Force right (kN)	1.51	1.51	-	-	-	-
Index (upper / lower) left	0.36 / 0.33	0.41 / 0.15	-	-	-	-
Index (upper / lower) right	0.35 / 0.21	0.34 / 0.25	-	-	-	-
Intrusion Measurements						
Steering column						
Forward (mm)	-14	-	-	-	-	-
Upward (mm)	-17	-	-	-	-	-
Sideways (mm)	11	-	-	-	-	-
Pedals						
Accelerator - rearward (mm)	42	-	-	-	-	-
Accelerator - upward (mm)	-29	-	-	-	-	-
A-Pillar						
Rearward (mm)	10	-	-	-	-	-

* **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 extending a rating to additional variants of a model. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ **Rating Year:** The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Jaguar F-PACE
Tested Vehicle(s) Built	2017
Tested Body Type	5 door SUV
Tested Vehicle Kerb Weight	1874 kg
Tested Vehicle Engine	2.0 litre diesel
Tested By	Euro NCAP
Assessed By	Euro NCAP
Document Reference	F-PACE17
Document Created / Revised	13 December 2017
Rating Published	December 2017
Rating Updated	n/a



Frontal offset test at 64km/h