**Jaguar f-pace 2018 model year**

* Efficient new 163PS E-Performance diesel delivers CO2 emissions as low as 126g/km\*
* Ingenium family grows with new 250PS and 300PS 2.0-litre four-cylinder petrol and 240PS diesel engines delivering improved efficiency, lower running costs and enhanced performance
* Intelligent safety features including Forward Traffic Detection and Forward Vehicle Guidance join extensive Advanced Driver Assistance Systems
* Dual View screen InControl technology introduced on the Touch Pro infotainment system allows passenger and driver to view different content on the central screen simultaneously
* Winner of World Car of Year and World Car Design of the Year titles at the 2017 World Car Awards

**26 June 2017** - Jaguar has announced a range of enhancements to its F-PACE performance SUV. The 2018 Model Year updates see the debut of Jaguar Land Rover’s latest Ingenium engines and new convenience and safety features introduced.

The award winning F-PACE is the fastest selling model Jaguar has produced and the performance SUV scooped the prestigious World Car of Year and World Car Design of the Year titles at the 2017 World Car Awards.

The changes broaden the appeal of the F-PACE with all-new 250PS and 300PS four-cylinder Ingenium petrol engines available alongside a high-output 240PS diesel powerplant. In addition, F-PACE benefits from an efficient new E-Performance diesel derivative promising CO2 emissions as low as 126\*g/km.

The 250PS and 300PS 2.0-litre four-cylinder Ingenium petrol engines use Jaguar Land Rover’s aluminium-intensive design to provide excellent thermal properties and lightweight construction for improved efficiency and enhanced vehicle dynamics.

The existing diesel range is bolstered by the introduction of the 240PS 2.0-litre four-cylinder twin turbo Ingenium diesel. This high output engine delivers traditional Jaguar performance without compromising running costs and the existing 180PS four-cylinder Ingenium diesel is available with an automatic RWD transmission for the first time.

Extending customer choice is a hallmark of the 2018 Model Year enhancements, alongside comfort and convenience enhancements. This approach sees the introduction of new multi-adjustable 20-way front seats as an option in the F-PACE Portfolio variant, which deliver heightened comfort.

Dual View technology is introduced, allowing the driver and front passenger to view different infotainment displays using the central 10-inch touchscreen display. The clever InControl technology is available when Touch Pro is specified and allows the driver to follow satellite navigation instructions while the passenger uses the same display to view USB or TV outputs.

Jaguar takes pride in the safety credentials of its vehicles and F-PACE features a pair of new technologies for 2018 Model Year.

Forward Traffic Detectionis designed to assist when forward visibility is restricted. Fitted as part of the Surround Camera System, the new safety feature detects items crossing the path of the vehicle and provides a visual warning on the central screen when a potential hazard is detected.

Forward Vehicle Guidance, which is also part of the Surround Camera System, helps drivers to place the vehicle when completing low speed manoeuvres. Working in conjunction with the front parking sensors the system provides a visual representation of the vehicle overlaid with wheel projections showing the alignment of the steering. Drivers can see the parking distance reading on the central screen, taking the stress out of tight manoeuvres.

Visual changes are restricted to a revised colour palette and the introduction to the options list of the distinctive contrasts and finishes originally available on the 15-spoke 22-inch alloy wheels fitted to the exclusive First Edition models. As of 2018 Model year, S vehicles also feature a dual tone Light Oyster/Ebony interior colourway and a wider range of interior finishes are available across the rest of the range.

**Jaguar F-pace PRESS KIT**

**AT-A-GLANCE**

* Jaguar F-PACE: a performance SUV for those who love driving, with exceptional dynamics and everyday usability
* F-TYPE-inspired form that delivers spacious handcrafted cabin and 650-litre† luggage space
* Strong and stiff Lightweight Aluminium Architecture delivers agility, refinement and efficiency
* Touch Pro: enhanced infotainment system, designed in-house by Jaguar Land Rover to make every journey easier and more connected
* 10-inch tablet-style touchscreen is intuitive to use and features high-quality graphics
* Connect up to eight devices on the 4G Wi-Fi Hotspot, transforming the vehicle into a mobile office or entertainment centre
* Virtual 12.3-inch HD instrument cluster with four visual themes and full-screen navigation display, supplemented by optional laser head-up display
* Activity Key: waterproof, wearable technology for active lifestyles, allowing the conventional keyfob to be securely locked inside the vehicle
* Front Double-wishbone and Integral Link rear suspension for exceptional handling and comfort
* F-TYPE-derived chassis technologies including Torque Vectoring, Adaptive Dynamics (standard on S) and Configurable Dynamics to offer a rewarding, tuneable driving experience
* Clean, responsive 163PS Ingenium diesel uses state-of-the-art technologies to minimise NOx and deliver CO2 emissions from just 126g/km\*
* 250PS 2.0-litre four-cylinder petrol engine provides strong performance and efficiency
* Advanced 300PS 2.0-litre four-cylinder Ingenium engine delivers effortless performance
* Supercharged 380PS V6 petrol delivers scintillating performance: 0-60mph in 5.1 seconds
* 240PS Ingenium diesel delivers V6 performance from efficient four-cylinder engine
* 300PS V6 diesel combines outstanding refinement with the high torque output of 700Nm
* All-wheel drive (AWD) delivers reassuring levels of grip for all-weather confidence, further enhanced with superior traction technologies including optional Adaptive Surface Response
* Intelligent Driveline Dynamics enables all-wheel drive ability while retaining rear-wheel drive character
* All Surface Progress Control enables smooth drive-away on low-friction surfaces
* Full suite of cutting-edge occupant and pedestrian safety systems
* Performance SUV was voted World Car of Year and World Car Design of the Year at the 2017 World Car Awards

**SUMMARY**

**The Jaguar F-PACE**

The Jaguar F-PACE is a performance SUV designed and engineered to offer the agility, responsiveness and refinement that all Jaguars are renowned for, together with outstanding dynamics and everyday versatility.

Developed using Jaguar’s Lightweight Aluminium Architecture, the F-PACE combines purity of line, surface and proportion with F-TYPE-inspired features such as powerful rear haunches, fender vents and distinctive tail light graphics.

The bold front grille and the muscular bonnet hint at the performance potential of engines like the 380PS supercharged V6 while elements such as slender full-LED headlights, forged 22-inch wheels and short front overhang carry the design vision of the C-X17 concept through to production.

The F-PACE seats five occupants in absolute comfort. The interior is a perfect blend of premium materials and finishes, exquisite detailing, luxuries such as heated, electrically reclining rear seats, and cutting-edge technologies including the Touch Pro infotainment system and 12.3-inch instrument panel display with virtual dials.

F-PACE’s design credentials were underlined when the performance SUV became only the second vehicle to claim a historic double by winning both the World Car Design of the Year and World Car of the Year trophies at the 2017 World Car Awards.

*“By remaining absolutely true to our design principles the F-PACE is immediately recognisable as a Jaguar. It offers all of the interior space you would expect – and more – but because of our disciplined approach to surfaces, proportions, and purity of line, we have designed what I consider to be the most balanced, most attractive vehicle in its class.”*

**Ian Callum, Director of Design, Jaguar**

Jaguar Land Rover’s Lightweight Aluminium Architecture gave the design and engineering teams the ideal starting point. It was created from the outset as a modular structure, so the wheels can be positioned exactly where they are needed to deliver the proportions, dynamics, and practicality essential for a performance SUV.

The wheelbase and track are not shared with any other Jaguar. At 4,746mm long and with a 2,874mm wheelbase, the F-PACE delivers Jaguar’s characteristically sleek profile and short front overhang, together with an exceptionally spacious interior.

Rear knee-room is class leading and the luggage compartment volume is an astonishing 650-litres†.

The light, stiff body structure comprises 80 per cent aluminium, and is the only aluminium-intensive monocoque in the segment. Additional weight savings come from the composite tailgate and magnesium for parts such as the cross-car beam.

As a result, the rear-wheel drive 163PS diesel manual transmission model, new for 2018 Model Year, weighs as little as 1,690kg and achieves CO2 emissions of just 126g/km\*. With the 380PS supercharged V6 petrol engine from the F-TYPE under its sculpted aluminium bonnet, the F-PACE can accelerate from 0-60mph in just 5.1 seconds before reaching an electronically-limited top speed of 155mph.

The body’s high torsional stiffness enables the F-TYPE-derived double wishbone front suspension and sophisticated Integral Link rear suspension to perform even better. Together with Torque Vectoring and Electric Power Assisted Steering system as standard, to give the best possible feel and response, the F-PACE delivers the perfect balance of ride and handling.

Even the entry-level model benefits from monotube dampers as standard, but for even better ride and handling the electronically-controlled Adaptive Dynamics system measures body and wheel movement 100 and 500 times a second respectively, ensuring optimum damping forces in all conditions.

For the most enthusiastic drivers the F-PACE delivers greater scope for customers to personalise the driving experience thanks to Configurable Dynamics. The system allows drivers to set up the vehicle to suit their personal preference by choosing Normal or Sports settings for the throttle response, gearbox and steering. The chosen combination is activated by engaging ‘Dynamic’ mode using the chequered flag button on the central console.

Adaptive Dynamics, modifies F-PACE's damper response to match the conditions and driving style. It analyses acceleration, cornering, throttle and brake pedal activity to optimise the suspension settings and maintain F-PACE's dynamism and comfort. When fitted alongside Configurable Dynamics, the driver is able to alter the damper setting based on their preference.

Using state-of-the-art computational fluid dynamics simulations and applying lessons learnt from the XE and XF, the F-PACE has a drag coefficient as low as 0.34\*, helping to reduce fuel consumption and improve refinement. The vehicle is also engineered for exceptionally low lift with excellent lift balance front-to-rear, resulting in better steering feel and stability at higher speeds.

*“This is a performance SUV with outstanding dynamics yet also delivers a smooth, quiet ride. The F-TYPE-inspired design combines dramatic looks with a spacious interior and an exceptionally large luggage compartment. Together with our infotainment system, our most advanced all-wheel drive system and an outstanding range of active safety technologies, the F-PACE makes every journey a better, more rewarding experience.”*

**Kevin Stride, Vehicle Line Director, Jaguar F-PACE**

The F-PACE’s torque on-demand All Wheel Drive (AWD) system is Jaguar’s most sophisticated yet, and has the highest torque capacity. It features the advanced, in-house control system first developed for F-TYPE AWD: Intelligent Driveline Dynamics (IDD). IDD preserves rear-wheel drive agility and handling characteristics but can seamlessly transfer torque to the front wheels to exploit the performance benefits of extra traction, on all surfaces and in difficult weather conditions.

Another world-class technology developed for adverse conditions is All Surface Progress Control (ASPC). To make the most of the available grip, ASPC automatically controls the throttle and the brakes, enabling the vehicle to pull away smoothly: the driver just has to steer. ASPC functions between 3.6km/h and 30km/h, and the driver selects the desired speed using the cruise control switches. ASPC is compatible with rear- and all-wheel drive and vehicles with automatic transmission.

Adaptive Surface Response (AdSR), developed from Land Rover’s patented, award-winning Terrain Response technology, makes the AWD system even more effective in challenging conditions. Integrated into JaguarDrive Control, AdSR identifies the type of surface and optimises the mapping of the powertrain, brake settings and Dynamic Stability Control system. First launched in the XF, AdSR has been enhanced by a third mode designed for deep snow and gravel.

For drivers facing similar challenges, but who want to retain control of the throttle pedal, Low-Friction Launch (LFL) is available. This function uses a very progressive throttle map, making the vehicle easier to control in slippery conditions.

The F-PACE has been engineered to satisfy the most stringent safety standards worldwide and provides exceptional levels of occupant and pedestrian protection. The standard of active safety is just as high, thanks to a suite of advanced driver assistance systems. The state-of-the-art stereo camera at the heart of the Autonomous Emergency Braking system features a pedestrian detection function. The stereo camera also enables Lane Departure Warning, Lane Keep Assist, Traffic Sign Recognition, an Adaptive Speed Limiter, and Driver Condition Monitor systems. Forward Traffic Detection and Forward Vehicle Guidance are also available from 2018 Model Year.

Key information such as vehicle speed and speed limits can be projected directly into the driver’s line of sight by the optional laser head-up display. The high contrast colour images can also show cruise control settings and turn-by-turn navigation instructions.

Infotainment and connectivity is just as advanced with InControl technologies. The premium Touch Pro system is based around a 10-inch Touchscreen, with a powerful quad-core processor and runs on ultra-fast Ethernet. The incredibly responsive user interface is intuitive and provides sharp graphics. The navigation system, when fitted with Connected services, can save you time by learning your commute, offers true door-to-door guidance and can even advise others of your arrival time. Navigation can also be shown full-screen in the 12.3-inch virtual instrument cluster.

For 2018 Model Year Dual View screen technology is available on the F-PACE when specified with Touch Pro. The advanced screen technology allows the front passenger and driver to view different outputs using the same central touchscreen display.

The F-PACE also features Jaguar’s advanced Activity Key. A waterproof, shockproof wristband with an integrated transponder, this segment-first, wearable technology supports active lifestyles because it allows the keyfob to be securely locked inside the vehicle – invaluable if you’re going surfing, for example, or kayaking.

Locking the F-PACE using the Activity Key will disable any keyfobs left inside. The clever device works on the same RF frequencies as the other keys and is used to lock and unlock the vehicle by holding it in close proximity to the J of the Jaguar lettering on the tailgate. Activity Key has no battery, so you never have to worry about changing it.

**Range summary**

The F-PACE range consists of:

* F-PACE Pure
* F-PACE Prestige
* F-PACE Portfolio
* F-PACE R-Sport
* F-PACE S

The powertrain range consists of:

*Diesel*

* 163PS Ingenium 2.0-litre four-cylinder turbocharged diesel manual RWD (E-Performance)
* 180PS Ingenium 2.0-litre four-cylinder turbocharged diesel manual AWD and automatic RWD / AWD
* 240PS Ingenium 2.0-litre four-cylinder twin turbocharged 2.0-litre diesel automatic AWD
* 300PS 3.0-litre V6 twin turbocharged diesel automatic AWD

*Petrol*

* 250PS Ingenium 2.0-litre four-cylinder turbocharged petrol automatic RWD / AWD
* 300PS Ingenium 2.0-litre four-cylinder turbocharged petrol automatic AWD
* 380PS 3.0-litre V6 supercharged petrol automatic AWD

The F-PACE performance SUV is manufactured at Jaguar Land Rover’s Solihull Plant.

**Design**

**The F-PACE combines F-TYPE influences and outstanding packaging to deliver unmistakable Jaguar presence and unrivalled practicality**

The F-PACE is a vehicle of design firsts. It’s Jaguar’s first performance SUV, the first aluminium-intensive model in the class and first among rivals for boot volume, cabin width, rear knee room and ease of rear access. The F-PACE packs everyday usability into a concept car body.

The F-PACE remains true to the aesthetic of the award-winning C-X17 concept – both vehicles were designed by the same team. Thanks to the flexibility of the Lightweight Aluminium Architecture, the designers could work hand in hand with the engineers to determine key dimensions such as the wheelbase and track, delivering the proportions and elegant lines that distinguish F-PACE as a Jaguar.

*“We designed the F-PACE to be first and foremost a Jaguar. That’s why it has exciting proportions, a dynamic stance, pure surfaces and a beautiful sensuality about it. Its progressive, purposeful appearance has clearly been influenced by the F-TYPE.*

*“Every Jaguar should draw your eye from 200 metres away and I believe the F-PACE’s presence on the road is second to none in this class. The Lightweight Aluminium Architecture gave us the design freedom to create a car with latent poise – a svelte car with attitude.*

*“It looks assertive yet not aggressive. But it’s also versatile and equipped with real-world answers to everyday questions. The F-PACE is an all-weather, all-surface Jaguar sports car, life-proofed for five people and their belongings.”*

**Ian Callum, Director of Design, Jaguar**

The influence of the F-TYPE is instantly apparent at the rear, from the graphics of the LED tail lights to the muscular rear haunches. The rakish angle of the rear screen belies the unrivalled load space behind it. The F-TYPE’s influence extends to the F-PACE’s silhouette, with its sleek roofline and short front overhang reflecting the vehicle’s agile responses. The fender vents are another familiar Jaguar design feature. The large diameter wheels – especially the range of forged 22-inch designs – enhance the purposeful stance.

The taut surfaces and clean lines of the bodysides – formed from a single sheet of aluminium – reflect Jaguar’s world-leading expertise in designing, engineering and manufacturing vehicles using this lightweight material. Perfectly balancing form and function, the geometry of every pillar in the upper canopy has been optimised to deliver the best possible visibility for all occupants.

The bold, upright front grille is not only assertive, reinforcing the F-PACE’s all-surface potential, but also contributes to the F-PACE’s aerodynamic efficiency. The power bulge extends the full length of the aluminium bonnet to emphasise the vehicle’s performance credentials.

The sleek headlights, available with adaptive full-LED technology, feature daytime running lights with Jaguar’s signature ‘J’ Blade graphic. The slender LED fog lights were developed in-house and use TV screen optics and light tubes to deliver superior packaging and an exceptionally smooth, homogeneous light source.

**First class cabin: Space, luxury and refinement**

The F-PACE is a true five-seater with a spacious, luxurious interior featuring the premium materials, craftsmanship and meticulous attention to detail that that gives every Jaguar its unique sense of occasion.

The ‘Sports Command’ driving position provides an authoritative, confidence-inspiring view out but retains a sports car feel. Jaguar’s cosseting sports seats are shaped to provide exceptional comfort and support and are available with 10-way adjustment and four-way lumbar support, heating and cooling, and refinements such as, contrasting twin-needle stitching and embossed headrests.

For 2018 Model Year enhanced Luxury 20-way front seats are available as an option on Portfolio variants. These feature powered headrest height adjustment and manually adjustable winged headrests.

The dramatic curve of the front door top rolls into the fascia and enhances the cockpit-like feel. The unrivalled range of contemporary trim options includes authentic metal finishes such as Meshed Aluminium and beautiful crafted veneers such as Satin Grey Ash.

The sweeping Virtual Instrument Cluster features two large, deeply hooded dials and a central TFT display, or a 12.3-inch Virtual Instrument Display offering a choice of four visual themes and a full-screen navigation display. The InControl infotainment Touchscreen measures 10-inches with the premium Touch Pro system and configurable interior mood lighting with 10-colour options enhances the sense of luxury inside.

Row-two accommodation is equally impressive. A 2,874mm wheelbase provides generous rear legroom, while the seat base was designed to offer maximum comfort when seating three occupants. The positioning of the seats, together with the height of the beltline, means that even small children enjoy a good view out and the optional four-zone climate control system, with B-pillar vents, enhances the passenger experience.

The 40:20:40 split seatback is available with an electric recline function, and despite the dynamic roofline, headroom is maintained throughout the full six degrees of movement. The attention to detail extends to the shape of the headliner, which has been designed to extract every last millimetre of clearance and even uses magnetic fixings as they are more compact than traditional fasteners.

Luxury and spaciousness are matched by the interior’s versatility. The door pockets can accommodate large bottles, while the storage spaces neatly scalloped into the sides of the centre console were designed around smartphones and feature non-slip rubber inserts at the bottom. The console also features twin cup holders, which can be hidden when not in use by the sliding gloss black cover.

The cubby box offers a 12V socket and up to two USB ports. The rear console provides up to two more 12V sockets or two additional USB ports, with cupholders integrated into the rear armrest on most models.

The relentless focus on package efficiency also means that the F-PACE has an exceptional luggage compartment: 650-litres†. The space is made all the more useable by its 1,255mm width – more than enough to accommodate two full-size golf bags, or four large suitcases. The rear seats allow through-loading and, when folded flat, the luggage compartment offers up to 1,740-litres†† of space.

The clever packaging is further enhanced by the low loading height and flat floor. The floor itself is reversible: one side is carpeted, the other rubberised – making it ideal for sports equipment or pets. The parcel shelf can be stored below the boot floor, and so too can the optional mesh load guard ††.

The lightweight composite tailgate benefits from optional power opening and closing functions, and gesture control for hands-free operation: all the customer has to do is make a smooth kicking motion beneath the rear bumper. Sensors recognise this movement and will trigger the opening or closing request.

No physical packaging bucks were used during the F-PACE’s development. Its remarkable package efficiency is testament to the accuracy of the design models, Jaguar Land Rover’s state-of-the-art virtual cave, and the close working relationship between the design and engineering teams.

**INFOTAINMENT AND CONNECTIVITY**

**Whether you want to start the engine using a smartphone app, have a navigation system that can tell your contacts when you’ll arrive for your meeting, connect up to eight devices using the Wi-Fi hotspot, or just stream your favourite playlists – the F-PACE delivers**

**Touch: Powerful functionality, intuitive to use**

The F-PACE comes with Jaguar’s Touch infotainment system as standard. Featuring an 8-inch Touchscreen, intuitive user interface and crisp clear graphics, it supports smartphone and tablet gestures such as ‘swipe’ to move from one page to another, and ‘drag’ to scroll through maps.

Entering addresses is quicker and easier than with previous systems and routes are calculated faster thanks to SD card storage of navigation data. Maps are rendered in 2D graphics, making directions even simpler and more intuitive to follow.

Where fitted, turn-by-turn instructions can also be shown in the head-up display, leaving the driver free to concentrate on what matters most – the road ahead.

**Touch Pro: World-class performance**

Touch Pro is the most advanced infotainment system that Jaguar has ever offered. Designed and developed in-house around state-of-the-art technologies including a quad-core processor and ultra-fast Ethernet network, Touch Pro delivers truly world-class performance and an outstanding user experience.

The system features a 10-inch Touchscreen and, like a tablet, there are no buttons: in their place are soft keys integrated into the bottom section of the Touchscreen, making interaction smooth and seamless.

The home screen can be customised and widgets can be added – users can even add additional home screens if they wish. The super-wide display also enables multi-tasking: media, for example, can be shown in the main screen area, while a side panel shows information such as call history, navigation data or weather reports.

Touch Pro has been designed to make every journey easier and more enjoyable with fast access to map data and incredibly responsive graphics. Users can zoom in and out of maps using ‘pinch’ and ‘pan’ gestures – nothing could be simpler or more intuitive.

Even when there’s no GPS signal the system can still help you to stay on track: dead-reckoning functionality analyses data from the vehicle’s sensors to accurately predict the vehicle’s location.

Using the data connection to access location-based features adds another dimension to the system’s capability. Search for a destination and the system will check if there’s sufficient fuel to complete the journey. If not, this will be flagged and filling stations on the route that are within range are shown on the map: tapping on one of them is all it takes to add it as a waypoint.

It’s also possible to share your destination, current location and estimated time of arrival (ETA) with others via email or text message with the Connect Pro pack. If your ETA slips, the system can automatically follow-up with an update.

Commute Mode, available with Connect Pro, learns your daily drive so that it can offer alternative routes to avoid congestion using historical and real-time traffic information. Arrival Mode adds a 360° interactive view of your destination alongside the map display when you’re within 200m – it can even show you where the nearest available car parking spaces are and then direct you to them.

And a dedicated Route Planner Companion App (part of Connect Pro) for iOS and Android devices enables true door-to-door route planning and guidance and can help you to complete your journey on public transport or on foot.

For those who just want to enjoy the music, Touch Pro offers a choice of two digital audio systems developed with renowned British experts Meridian, including a 17-speaker, 825W Surround Sound System which delivers ideal sound reproduction with benchmark low levels of distortion.

The experience is enriched with functions such as ‘Play more like this’, which automatically compiles playlists, or Music Queue, which makes it easy to search for and add songs, albums or artists to a music queue while the current track is still playing.

In addition, Jaguar’s Dual View screen technology provides further convenience, allowing the driver and front passenger to view different infotainment displays using the central 10-inch Touchscreen display. The clever InControl technology is available when Touch Pro is specified and allows the driver to follow satellite navigation guidance on-screen while the passenger uses the same display to view USB or TV outputs.

**Made for the future: Next-generation architecture**

The modules within Touch Pro are connected using ultra-fast Ethernet. This is the most advanced network technology available and is more than five times faster than competing technologies. Jaguar is one of the very first vehicle manufacturers to use it.

**All the right connections: The world of InControl**

InControl Apps enables drivers to access apps on Android and Apple smartphones using the F-PACE’s Touch and Touch Pro infotainment systems as part of the range of InControl technologies. After connecting the device using a USB cable and the dedicated port in the centre console, compatible apps will be shown on the vehicle touchscreen. Optimised for in-vehicle use to reduce driver distraction, the range of approved third-party apps is growing all the time.

The F-PACE can also function as a 4G Wi-Fi Hotspot, and up to eight devices can be connected at any one time. An integrated SIM card and the vehicle’s antenna are used to give the most stable, reliable signal – up to a third stronger than a smartphone.

Drivers can use iOS and Android smartphones and the Remote app to connect with the F-PACE from anywhere in the world. Remote Essentials functionality can show if the vehicle is locked or not and if any of the doors or windows are open. It can also show how much fuel is in the tank, where the vehicle was last parked, and warnings such as low windscreen washer fluid levels.

Remote Premium goes much further, enabling the driver to use their phone to lock or unlock the car, receive an alert if the alarm goes off, and reset the alarm. The beep and flash feature can help drivers to find the car – ideal for large multi-story carparks.

For the ultimate in comfort and convenience, Remote Premium can also be used to start the engine remotely on models equipped with automatic transmissions, enabling the climate control system to pre-condition the cabin before the start of a journey. The driver can set the desired temperature and then, at the press of a button, the engine will run for up to 30 minutes.

Secure Tracker enhances security by providing proactive vehicle monitoring and tracking. Should anybody break into the vehicle or move it without permission, the monitoring centre alerts the driver and will work with law enforcement agencies to locate and recover the car as quickly as possible. Even if the vehicle is stolen using the key, the driver can use the Remote Premium app to alert the centre.

If the vehicle is involved in a collision, which triggers the airbags, Protect will automatically notify the emergency services and provide the GPS location. The occupants can also manually trigger an emergency call by pressing a dedicated button in the roof console.

**architecture and Body structure**

**Designed and engineered for exceptional on-road dynamics and all-surface, all-weather ability, the F-PACE features an intelligent mix of aluminium, advanced steels and composites to deliver an inherently light, stiff body structure**

**A class of its own: The only aluminium-intensive vehicle in the segment**

The effectiveness of aluminium as the core element in Jaguar’s lightweighting strategy is well-proven. This material is used extensively throughout every F-TYPE, XE, XF and XJ because it is fundamental to exceptional performance, agility, refinement and efficiency.

The F-PACE is the latest model to benefit from Jaguar’s world-leading expertise in designing and manufacturing aluminium monocoques. Using the Lightweight Aluminium Architecture as the basis, the F-PACE features more aluminium – 80 per cent – than any competitor. Together with features such as the composite tailgate and magnesium cross-car beam and front-end carrier, this means the rear-wheel drive 163PS diesel manual transmission model weighs as little as 1,690kg, enabling competitive fuel efficiency and CO2 emissions figures of 59.2mpg (4.8l/100km) and 126g/km\* respectively on the combined cycle.

The highly optimised structure, which also features advanced high strength steels in areas such as the rear floor, is joined using 2,616 self-piercing rivets, 72.8 metres of structural adhesive and 566 spot-welds. The resulting torsional stiffness matches that of XF and, together with the advanced suspension systems, is key to the F-PACE’s excellent blend of ride, handling and refinement.

The F-FACE is the third model developed using the Lightweight Aluminium Architecture and features the highest aluminium content yet, of which almost a third is the RC5754 alloy, made predominantly from recycled material and unique to Jaguar Land Rover.

Unlike platforms, which impose significant design constraints due to the high number of shared parts, the Lightweight Aluminium Architecture enables greater differentiation – many of the main elements of the body-in-white that determine key vehicle characteristics are not common between model lines.

So the high-pressure die cast aluminium front suspension turrets, for example, have been designed to enable the desired ground clearance and suspension travel. The front crossmembers are larger to make them even stiffer, and to support the F-PACE’s elevated, Sports Command driving position.

The subframes and subframe mounting points have also been further developed so that they contribute to greater global stiffness without the weight and packaging penalties that come by simply adding local body reinforcements.

These measures ensure the F-PACE delivers not only benchmark vehicle dynamics but also exceptional luggage compartment width – 1,255mm – and volume: 650-litres†. And wherever possible, every bracket in the body has been optimised, contributing to body stiffness as well as performing its primary functions.

The same obsession to detail also meant that Jaguar’s design and engineering teams were able to maintain the purity of line, surface and proportion of the F-PACE’s precursor – the C-X17 concept – as well as delivering on demanding targets for weight and packaging.

The rear headers, for example, had to satisfy the conflicting requirements of maximum stiffness while at the same time maximising headroom and supporting the low roofline. The rear structure had to be extremely rigid to satisfy the global body stiffness targets yet at the same time provide the widest, deepest aperture possible for the tailgate.

Forming the deep haunches in the bodysides was the greatest challenge because of the geometrical complexity and because of the depth of draw. A visible joint would have made these stampings simpler to make but such compromise was deemed unacceptable. As a result of advances in the manufacturing process and in the design of the tooling, the form was achieved without visible joints and takes Jaguar’s aluminium expertise to new extremes.

**Safer by design: Improved protection, less weight**

The F-PACE has been designed and engineered for the most stringent global crash test requirements. Achieving these goals while at the same time reducing vehicle weight is a great challenge, but one Jaguar has been able to solve.

Ultra high-strength steels, including hot-formed Boron steels, are commonly used to reinforce the B-pillars and mitigate the effects of side impacts, but the high density of these materials makes such parts heavy. So through extensive design optimisation of the aluminium pressings used to make the B-pillars themselves and the upper body structure, this steel was engineered out, enabling weight savings while maintaining the structural integrity of the occupant safety cell.

The high level of occupant protection afforded by the F-PACE’s safety cell is complemented by a comprehensive restraints system including six airbags: driver and passenger airbags, row-one seat-mounted side airbags, and curtain airbags spanning rows one and two.

**Pedestrian protection: A renewed focus**

Just as much consideration was given to pedestrian impact protection. Given that the design of SUV vehicles is different to that of saloons – notably because of the higher bonnet line – the systems that contribute to pedestrian safety have to be developed differently.

So the front-end carrier has been designed to be stiff enough to meet all functional requirements and durable enough to meet off-road requirements, yet in the event of an impact with a pedestrian it will deform in a controlled manner. This ensures that energy is absorbed progressively, mitigating the risk of serious injury.

The form of the aluminium bonnet has also been shaped by pedestrian protection. One inherent advantage is the greater clearance between the bonnet surface and the engine, giving more room to absorb the energy and avoid contact with hard points in the engine compartment. The bonnet skin was also made thinner – which also saved weight – while the bonnet inner is tailored to spread the load more effectively.

Further detailed optimisation saw the bonnet edge reshaped and windscreen wiper mechanism repositioned to improve pedestrian impact performance still further. In all, some 15,000 hours of engineering work and 100,000 CPU hours of simulation were spent during development.

**Chassis**

**No compromises. The F-PACE embodies Jaguar dynamics DNA in a performance SUV form, which means benchmark steering feel and response combined with an unequalled balance of agility and comfort – on all surfaces**

**Agile, direct, responsive**

Everything about the F-PACE has been engineered from the outset to deliver the driving experience, which sets all Jaguars apart from the competition. The philosophy was not one of adapting the core DNA to suit expectations of how a performance SUV could ride and handle. Quite the opposite: Jaguar took the exceptional dynamics of its saloons and sports cars and applied them to the F-PACE.

This uncompromising approach drove demanding targets for the body’s weight, weight distribution, torsional rigidity, and aerodynamics – only with these fundamentals in place can chassis systems truly deliver. Given the ideal starting point provided by the high stiffness of the Lightweight Aluminium Architecture, the F-PACE also has a long 2,874mm wheelbase, which benefits not only ride but also dynamics because it helps to put the centre of mass right between the axles.

Add double-wishbone front and Integral Link rear suspension and a sophisticated Electric Power Assisted Steering (EPAS) system, the result is a performance SUV that delivers an extensive breadth of dynamic capability.

*“We develop every Jaguar to offer an exceptional combination of agility and responsiveness with exceptional ride and refinement – and the F-PACE is no exception.*

*"Applying all of the learning from F-TYPE, the steering reacts immediately, giving a truly connected feel. The double wishbone and Integral Link suspension offer the ideal balance of precise handling and body control, making the F-PACE as rewarding to drive as it is comfortable to be driven in – on any type of road.”*

**Mike Cross, Chief Engineer of Vehicle Integrity, Jaguar**

Proven on F-TYPE, the double-wishbone front suspension designed for the F-PACE was chosen for the same reasons: it out-performs all other systems. Extremely stiff in camber, double-wishbone suspension allows the front tyres to develop lateral force more quickly. This makes the vehicle more agile because turn-in is sharper and response to the driver’s input at the steering wheel is felt immediately.

The other key benefit is superior roll camber gain characteristics: the tyre is better able to maintain its contact patch throughout the suspension’s full range of travel, enabling it to generate more grip, and also maintain steering feel.

Aluminium is used almost exclusively to make the suspension as light as possible, most notably the front knuckles. The intricate, ribbed design is achieved by forging the components from cast blanks: this enables maximum stiffness for minimum weight. Among the other enhancements are bonded bushes for the tubular anti-roll bar: as well as better NVH properties these also prevent dirt ingress, improving robustness.

**Integral Link: Comfortably ahead**

The result of years of advanced research and development, Integral Link is one of the most sophisticated and most capable rear suspension systems available and provides unequalled ride, handling and refinement attributes. Integral Link separates lateral and longitudinal stiffnesses, enabling the suspension to provide the best possible comfort without compromising dynamics.

Bushes which manage longitudinal loads can be made much softer than would otherwise be possible with conventional multilink suspensions, enabling excellent energy absorption and therefore a smoother, quieter ride. At the same time, lateral stiffness can be far higher, making the vehicle more responsive. Caster stiffness can be increased too, which is felt by the driver as improved stability when braking.

The upper links are aluminium forgings, while the lower arm is hollow-cast aluminium – the optimum lightweight solution for this complex part. The springs and dampers are mounted separately, allowing each to be ideally positioned for the forces acting on the suspension and contributing even more to the F-PACE’s dynamics and refinement. This design is also highly space-efficient, minimising intrusion into the luggage compartment.

**Variable ratio steering: More precise, more responsive**

Every Jaguar is designed to set the class benchmark for steering. The F-PACE is no exception, and this target drove the development of every single component between the steering wheel and the tyre contact patch in order to achieve the unique combination of precision, response and linearity that defines Jaguar steering DNA.

This whole-vehicle approach and obsession to the smallest detail gives the F-PACE such a responsive, connected feel: turn the wheel and immediately the vehicle rotates around you; no lag, no delay. It’s what makes this performance SUV feel more like a sports car.

Among the measures taken to achieve this include adding a fifth mounting point for the steering rack, and increasing the rotational stiffness of the subframe-to-body connections. The rear axle’s high lateral stiffness also helps with initial turn-in because lateral forces at the tyre contact patches build very quickly. And the aerodynamics have been developed to give a front/rear lift balance closer to that of a saloon than a SUV, contributing to improved feel during high-speed cruising.

The Electric Power Assisted Steering (EPAS) features software tuned with all of the learnings taken from F-TYPE, XE and XF. The F-PACE system also benefits from the addition of closed-loop control. Specially developed algorithms calculate the forces coming back from the road and use this information to further refine the level of assistance, making the steering even more intuitive.

The EPAS system also benefits from a variable steering ratio – as standard. This is achieved using variable pitch gears on the rack bar and fixed pitch gears on the pinion. By changing the contact point with the rack’s gear teeth from the valleys on-centre to the peaks at full lock, the more the driver turns the wheel, the more responsive the steering becomes.

But EPAS doesn’t just improve the driving experience: it also improves fuel efficiency because the motor only draws current when the driver turns the steering wheel. This helps to cut consumption and emissions on the European combined cycle by as much as three per cent.

**A choice of four wheel sizes**

Meticulously engineered and exhaustively tested at locations around the world, every wheel and tyre combination offers the optimum balance of grip, low rolling resistance, comfort and durability. The F-PACE offers unrivalled choice, from 18-inch wheels designed specifically to reduce aerodynamic drag to eye-catching forged 22-inch wheels.

The range of 22-inch wheels was developed for the F-PACE by Jaguar Land Rover’s Special Vehicle Operations division. Produced from forged aluminium to make them lighter and stiffer, they not only help deliver the concept-car look of the C-X17 but also contribute to the F-PACE’s exemplary on-road dynamics and traction on challenging surfaces.

The specially-developed 265/40/R22 tyres not only generate exceptional grip: they were also designed to offer superior comfort and damage resistance. The greater sidewall height delivers improved ride and impact absorption from potholes. And kerb clearance – the distance from the edge of the rim to the edge of the sidewall – is also greater.

From 2018 Model Year, vehicles fitted with 22-inch wheels in US and Canada will feature all season tyres as standard.

**Torque Vectoring: Enhanced agility as standard**

Another technology first developed for F-TYPE and now applied to the F-PACE is Torque Vectoring. Designed to make the vehicle even more agile, the system can apply finely-metered braking to the inner wheels to mitigate understeer during corner entry, helping the driver to keep the vehicle on the ideal line through the turn. The system works predominantly on the inside rear wheel to avoid any corruption of steering feel, and as a result system intervention is virtually transparent to the driver.

To preserve Jaguar dynamics DNA and make the system as effective as possible, the calibration was done in-house, the controller is bespoke, and development was done in parallel with the base chassis handling balance. And because the system enables such fine levels of wheel control it can also deliver benefits at slower speeds too, such as when driving on mud or snow.

**Adaptive Dynamics and Configurable Dynamics: Ultimate control**

All models feature monotube dampers as standard. Not only do they contribute to a reduction in unsprung mass but they are also more responsive than conventional twin-tube dampers, and therefore offer superior ride control.

Adaptive Dynamics, which is standard on S models, takes this to the next level. By monitoring body movement 100 times a second and wheel movement 500 times a second, the system provides continuously variable damping to suit the conditions, delivering an even more comfortable ride at lower speeds and even better handling at higher speeds.

Configurable Dynamics, first developed for the F-TYPE, enables the driver to tailor the vehicle’s character by individually selecting dynamic or normal modes for the throttle mapping, transmission shift strategy, steering feel and, where fitted, the Adaptive Dynamics system, all using the central touchscreen.

For models equipped with the Touch Pro premium InControl infotainment system, the Dynamic-i feature is additionally available. Dynamic-I displays a stopwatch, g-meter read-out and a map of accelerator pedal position for the ultimate driver engagement.

**Powertrain**

**From the 126g/km\* efficiency of the four-cylinder Ingenium diesel to the power and throttle response of the 380PS supercharged V6 from the F-TYPE, every engine provides an ideal balance of performance, refinement and economy, and meets strict Euro 6 emissions regulations. Together with manual and automatic transmissions and rear- and all-wheel drive, the F-PACE offers a peerless driving experience and exceptional customer choice**

**Ingenium diesel: Low fuel consumption, high torque**

The clean, responsive, Euro 6 Ingenium diesel uses state-of-the-art technologies including selective catalytic reduction (SCR) and low-pressure exhaust gas recirculation (EGR) to cut NOx and CO2 emissions. Designed and manufactured in-house, this state-of-the-art, all-aluminium 2.0-litre engine produces 163PS and 380Nm of torque. The manual RWD model delivers impressive fuel economy of up to 59.2mpg (4.8l/100km)\* making it the most efficient engine in the range. These credentials earn it the E-Performance badge, which is reserved for models that combine traditional Jaguar performance with the most affordable ownership costs and optimised efficiency.

The 180PS 2.0-litre four-cylinder Ingenium diesel produces 430Nm of torque from low engine speeds, delivering strong acceleration whenever the driver demands it. For 2018 Model Year, the 180PS engine is available with an automatic rear-wheel drive powertrain for the first time. It’s highly efficient too, achieving 55.4mpg (5.1l/00km) and CO2 emissions of just 134g/km on the European combined cycle.

A high output 240PS Ingenium diesel engine is new for 2018 Model Year. The 2.0-litre four-cylinder engine’s twin turbo set-up promises more performance at high engine speeds without compromising responses at low revs. The 25d-badged AWD variant is available with Jaguar’s acclaimed eight-speed automatic gearbox – a combination that delivers CO2 emissions of 153g/km, fuel economy of 48.7mpg (5.8l/100km) and 0-62mph (100km/h) in 7.2 seconds.

The strengthened engine features uprated pistons, crankshaft and fuel injectors and is the first four-cylinder Jaguar Land Rover engine to deploy twin turbos.

Ingenium is one of the first diesels to feature variable valve timing: a phaser to the exhaust camshaft enables the after-treatment system to reach operating temperature as quickly as possible, reducing emissions. The engine warms up very quickly from cold thanks to a split-cooling system featuring a variable flow coolant pump and a mapped thermostat.

The 2,200bar common rail system and highly efficient variable geometry turbocharger enable clean, quiet, efficient combustion. Using cooled low-pressure EGR in addition to high-pressure EGR reduces pumping losses and therefore improves efficiency still further. Just as importantly, it reduces peak combustion temperatures, inhibiting the formation of NOx.

As well as being inherently clean, the Ingenium diesel also features an SCR system to cut NOx emissions to very low levels. By injecting a urea solution into the exhaust gas upstream of an SCR catalyst, NOx is converted into harmless nitrogen and water. This ensures that the Ingenium diesel not only complies with the strict limits of Euro 6, but can also meet the demands of the most stringent exhaust emissions regulations in the world. Should the additive tank require topping-up between scheduled services, replenishment is simple: the filler neck is located next to the fuel filler neck.

**Exceptional torque output: V6 diesel with 700Nm**

Jaguar’s 3.0-litre V6 diesel engine delivers exceptional refinement and efficiency with 300PS and an extraordinary 700Nm. Offered exclusively with an eight-speed automatic transmission and All Wheel Drive, this remarkable engine can accelerate the F-PACE from 0-62mph (100km/h) in just 6.2 seconds, yet returns fuel consumption and CO2 emissions of 47.1mpg (6.0l/100km) and 159g/km respectively on the European combined cycle.

State-of-the-art injection and boosting systems deliver optimum performance: the 2,000 bar piezo common rail system enables even finer control of the amount of fuel injected, and even better mixture formation for more efficient combustion and less emissions.

The two turbochargers in the parallel-sequential system are now more aerodynamically-efficient and the primary turbo features ceramic ball bearing technology to reduce friction, especially from cold. The result is an extremely rapid build-up of torque, delivering a surge in acceleration whenever the driver demands it.

A switchable coolant pump means that the engine warms up quickly, while a two-stage oil pump reduces parasitic losses by matching the flow of lubricant to engine load. The high-pressure EGR system is supplemented by a cooled low-pressure EGR system to improve engine efficiency and reduce the formation of NOx in the combustion chambers. An SCR system cuts NOx emissions still further and ensures Euro 6 compliance.

**The heart of a sports car: Supercharged V6 petrol engines**

For drivers seeking the most rewarding experience, Jaguar offers a 380PS 3.0-litre supercharged V6 engine. This all-aluminium powerplant is shared with the F-TYPE sports car and characterised by the immediate throttle response, linear power delivery and unique intake and exhaust sound.

The twin-vortex Roots-type supercharger is neatly packaged in the 'vee' of the engine. Together with direct injection and variable intake and exhaust valve timing, the supercharger enables the engine to generate a high torque output throughout the rev range, delivering strong acceleration at all times.

The engine is matched to an eight-speed automatic transmission and all-wheel drive. The 380PS engine is exclusive to the F-PACE S model, and can launch it from 0-62mph (100km/h) in only 5.5 seconds and on to an electronically limited top speed of 155mph.

**Turbocharged four-cylinder petrol engine: High torque, low consumption**

A 250PS 2.0-litre four-cylinder Ingenium unit is available with an automatic transmission and both RWD and AWD drivetrains. It features a single twin-scroll turbo and produces 365Nm of torque from only 1,200rpm. The smooth and responsive petrol engine powers F-PACE from 0-62mph (100km/h) in 6.8 seconds and produces CO2 emissions of 170g/km in AWD configuration, returning fuel economy of 38.2mpg (7.4 l/100km).

The choice of Ingenium petrol engines has been broadened with the introduction of a potent 300PS/400Nm 2.0-litre powertrain. The state-of-the-art engine effortlessly accelerates the performance SUV from 0-62mph (100km/h) in 6.0 seconds and to a top speed of 145mph.

Jaguar Land Rover’s family of Ingenium petrol engines features state-of-the-art technologies delivering benchmark low levels of friction to optimise efficiency and refinement and deploy twin scroll turbos to reduce lag, enhancing power output and efficiency.

Continuously Variable Valve Lift (CVVL) technology improves air delivery to the engines. The 250PS powerplant features electrohydraulic valve control to deliver unrivalled flexibility. This patented technology provides fully variable control of the intake valve lift for optimum efficiency, power and torque across the rev range.

In addition, cleaner combustion is ensured by a new 200bar direct injection system, which features centrally mounted injectors with optimised spray patterns to improve efficiency and reduce emissions.

In a first for Jaguar, the exhaust manifold is also integrated with the cylinder head casting. Passing coolant through the manifold considerably reduces warm-up times, when engines are at their least efficient, to enhance fuel consumption and control emissions.

**Selecting the best: World-class transmissions developed with ZF**

All of the transmissions featured in the F-PACE were developed with ZF to deliver unrivalled shift quality and efficiency. Two specifically optimised versions of the peerless eight-speed automatics from ZF’s 8HP family are available.

All six-cylinder engines are paired with the 8HP70 transmission, while the four-cylinders are matched to the lighter, more compact 8HP45. The latter also features a state-of-the-art pendulum damper in the torque converter: this device is extremely effective at absorbing low frequency vibrations, enabling the engines to run at lower speeds without compromising refinement.

Jaguar’s pioneering rotary gearshift controller is distinguished by a rubberised surface for improved tactility. Although the automatics have been developed to select the right gear at the right time depending on the mode chosen in the JaguarDrive Control system and according to driving style, enthusiasts will make the most of manual shift control using the steering wheel-mounted paddles.

The six-speed manual transmission is a benchmark for weight and friction, and contributes to the 163PS variant’s 126g/km\* efficiency when sending drive to the rear wheels only.

Every part of the shift mechanism has been meticulously tuned to make every change sporty, precise and smooth. The gears engage with exactly the right amount of effort to give a positive, mechanical feel without any hint of notchiness.

Features such as hollow shafts and pocketed gears make the gearbox as light as possible. The semi-dry sump lubrication system cuts parasitic losses: instead of splash lubrication a compact mechanical pump sprays the low-viscosity lubricant on to the meshing gear teeth, synchroniser rings and bearings.

**ALL-WHEEL DRIVE**

**The F-PACE features Jaguar’s most advanced torque on-demand all-wheel drive system ever, enhanced with Intelligent Driveline Dynamics – a control system first developed for the F-TYPE AWD. These technologies combine the rear-wheel drive handling balance and agile steering feel at the core of Jaguar’s dynamics DNA with the performance benefits of greater traction**

Like the F-TYPE AWD, the F-PACE features a torque-on-demand AWD system. Under normal driving conditions, all of the engine’s torque is sent to the rear axle, maintaining a rear-wheel drive character. This also minimises parasitic losses in the drivetrain and therefore helps to reduce fuel consumption and emissions.

Whenever greater traction is needed, IDD ensures that precisely the right amount of torque is transferred to the front axle. From a standstill his process takes no more than 165 milliseconds or just 100 milliseconds when the car is moving and is virtually transparent to the driver.

These technologies ensure the F-PACE delivers the connected steering feel and rear wheel drive character inherent to Jaguar dynamics DNA, together with handling and performance, which fully exploits the benefits of extra traction when required. This could not be realised with a conventional, full-time AWD system. This extraordinary achievement leverages Jaguar Land Rover’s unrivalled experience and leadership in AWD technologies.

At the heart of the system is a compact transfer case featuring a multi-plate wet clutch and chain drive to the front axle. Compared to previous designs it’s quieter as well as 16 per cent lighter and 10 per cent more efficient. But its main advantage is speed: it can make the transition from 100 per cent rear-bias to a 50:50 torque split in just 165 milliseconds from a standstill. If there is already a proportion of torque being sent to the front axle, additional torque transfer can take as little as 100 milliseconds on the move.

The front differential has by far the highest torque capacity of any AWD Jaguar. This has obvious benefits in terms of performance and capability, and even if both rear wheels were on polished ice, this would enable more than enough torque transfer for the F-PACE to pull away using the front wheels only.

**Dynamic, intelligent, efficient**

Torque distribution is controlled by the IDD module, which is integrated in the transfer case. Taking data from the vehicle’s yaw rate, lateral acceleration and steering wheel angle sensors, IDD continuously estimates not only the friction between the tyres and the surface but also how much of the available grip is being exploited at each contact patch.

This intelligence, coupled to the extremely fast-acting transfer case, enables IDD to employ both pre-emptive and reactive control strategies, maximising dynamics and traction. If IDD predicts that the rear axle is approaching the limit of available traction, torque will be transferred to the front axle. Torque can also be fed forwards to help mitigate oversteer by providing yaw damping. IDD is also networked to JaguarDrive Control and the Dynamic Stability Control (DSC) system so that torque distribution can be even further optimised.

**Adaptive Surface Response: Three modes for enhanced capability**

The AWD system in the F-PACE is made more effective still by Jaguar’s Adaptive Surface Response (AdSR) technology. AdSR (which requires the fitment of Adaptive Dynamics) adapts the maps of the throttle, transmission and DSC system according to the type of surface.

When fitted, AdSR replaces Rain, Ice, Snow mode in the JaguarDrive Control system, AdSR operates throughout the vehicle’s entire speed range and enables even finer optimisation of the vehicle’s systems to make the most of the available traction, helping the driver to make smooth progress even in the most challenging conditions.

AdSR debuted in the XF with two modes – one for low-friction surfaces such as snow and ice, and one for medium-friction surfaces such as wet tarmac or gravel. In the F-PACE, a third mode has been developed for high-drag conditions such as deep snow and deep gravel to further exploit the vehicle’s inherent capability.

So whereas on ice, for example, a very progressive throttle map will be selected, a much more aggressive map is used for deep snow because the engine has to build up torque very quickly to help the vehicle to maintain momentum.

Another key benefit of AdSR is that the system automatically switches modes to suit the conditions, leaving the driver free to concentrate on driving. So if, for example, the road surface changes from a thin layer of snow to a gritted section and then to a section covered with a thick layer of snow, AdSR will select different modes for each. The transition takes place quickly – around four seconds – and seamlessly.

**Inherent ability: Excellence from the ground up**

The F-PACE’s performance on varied surfaces and challenging weather is a function of Jaguar Land Rover’s world-leading all-wheel-drive technologies and the inherent advantages of the Lightweight Aluminium Architecture.

Designed to be as light and rigid as possible, the monocoque structure delivers the high stiffness needed for precise chassis control and delivers outstanding power- and torque-to-weight ratios. It also delivers the short overhangs which are not only essential to the vehicle’s outstanding proportions, but also to the maximum approach and departure angles of 25.5° and 26.0° respectively.

Ground clearance of 213mm is another advantage and one made all the more effective because the underfloor is also as smooth as possible to reduce aerodynamic drag. And when the architecture was developed, ECUs and other electronics modules were packaged as high up as possible to aid the   
F-PACE’s 525mm wading depth.

**Tested to extremes: Exhaustive global test programme**

The F-PACE has been developed to offer outstanding driving dynamics but its performance on tarmac is just one of its strengths. To ensure that it also delivers on different surfaces and in varied weather conditions, the vehicle has been subjected to the most demanding test programme imaginable, including the searing heat of Dubai and the freezing cold of Northern Sweden.

More than a quarter of a million test miles were accumulated in these two regions alone, where ambient temperatures can fall as low as -40°C and reach as high as 50°C. Going to such measures ensures that everything from tyres to climate control systems to infotainment touchscreens function perfectly in extreme conditions, and is fundamental to Jaguar’s focus on ever-higher standards of quality and durability.

Among the features at Jaguar Land Rover’s winter proving ground in Arjeplog are 60km of purpose-designed handling tracks, loops, inclines and split-friction straights. Testing in Dubai included gravelled mountain passes and dry riverbeds known as wadis – the F-PACE is the first Jaguar to be tested in these particularly challenging environments.

This is also the first time that a Jaguar has been evaluated in the mud and ruts of the legendary Eastnor test facility in the UK: until now, only Land Rover vehicles have been developed here. It’s fitting too that the F-PACE was not assessed using existing saloon car test requirements: instead, tests were derived from Land Rover’s uniquely demanding standards.

This process meant that the engineering team could perfect the calibration of technologies such as IDD and AdSR in the most difficult and demanding conditions. The result of this exhaustive development is a performance SUV that is remarkably capable on everything from ice tracks and deep snow to dirt roads and wet grass.

**ADVANCED DRIVER ASSISTANCE SYSTEMS**

**The F-PACE offers all of technologies needed to make journeys easier and safer, from traction systems to get you moving on low friction surfaces to an emergency braking system that can recognise pedestrians**

**All Surface Progress Control: Forward motion in difficult conditions**

Snow, ice, and wet grass: pulling away smoothly on surfaces such as these can be challenging, especially if you’re starting on a slope – apply even slightly too much throttle and the wheels can spin. Even if you do get moving, it’s another challenge to maintain momentum. Conventional traction control systems can help, but they only step in after the wheels begin to slip, which is usually too late.

Jaguar’s revolutionary All Surface Progress Control (ASPC) system is completely different. Leveraging the knowledge built up over decades of Jaguar Land Rover experience in off-road technologies, ASPC delivers a step-change in capability because drivers don’t use the pedals: they just have to steer.

As well as fine control of the throttle, ASPC also uses the brakes in opposition to the throttle so that from standstill, only very low engine torque is applied to the driven wheels. The result is smooth, controlled progress with little or no wheel spin.

ASPC functions like a low-speed cruise control and can operate between 3.6km/h and 30km/h. After activating the system by pressing a button on the centre console, the driver uses the cruise control switches on the steering wheel to set the maximum speed. After that, the system does all the hard work. The system is standard on all engines paired with automatic transmissions and is compatible with rear- and all-wheel drive.

**Low Friction Launch: Maximum traction, manual control**

While ASPC makes the most of the vehicle’s traction capability by taking control of the throttle, some drivers want to achieve similar results while operating the throttle for themselves. The Low Friction Launch (LFL) function has been designed to do just this. The driver selects LFL using the Touchscreen and, once activated, it changes the throttle map to provide very progressive torque delivery from the engine, enabling the driver to pull away smoothly. Like ASPC, LFL is available on all engines mated to automatic transmissions.

**Vision of the future: Stereo camera boosts active safety**

State-of-the-art vision sensors will enable highly automated and autonomous driving functions in the near future. Such a sensor is fitted to the F-PACE already, and this forward-facing stereo camera is at the heart of many of its advanced driver assistance systems.

Providing a highly accurate real-time view of the road and objects ahead, the stereo camera underpins the Autonomous Emergency Braking (AEB) system, which features a pedestrian detection function. If the system’s controller determines that a collision with a vehicle or a pedestrian is imminent, full braking is initiated automatically.

The stereo camera also provides the intelligence for the Lane Departure Warning (LDW) and Lane Keep Assist (LKA) systems. By monitoring the vehicle’s position relative to lane markings either side, LDW can help to prevent drivers from drifting out of lane by triggering a visual warning in the instrument panel and a haptic warning through the steering wheel rim. LKA can guide the driver back towards the centre by applying a small amount of counter-steering through the electric power-assisted steering system. The torque applied to the steering wheel can be easily over-ridden by the driver.

New for 2018 Model Year Forward Traffic Detectionis designed to assist when forward visibility is restricted. Included when Surround Camera Systems is fitted, it uses a discreet forward-facing camera in the grille, the system detects items crossing the path of the vehicle and provides a visual warning on the central screen when a potential hazard is detected.

Forwards Vehicle Guidance is also new for 2018 Model Year and is fitted as part of the optional Surround Camera System and helps drivers to place the vehicle when completing low speed manoeuvres. Working in conjunction with the front parking sensors the system provides a visual representation of the vehicle overlaid with wheel projections showing the alignment of the steering. Drivers can also see the parking distance reading on the central screen, taking the stress out of tight manoeuvres.

Drifting out of lane can be caused by driver fatigue as well as inattentiveness, and this can be identified by periods of little or no steering activity followed by sudden or excessive inputs. The F-PACE’s Driver Condition Monitor system recognises these patterns, and, by also checking activation of brake and accelerator pedals, will display a multi-stage visual warning in the instrument panel to prompt the driver to take a break

The F-PACE’s Traffic Sign Recognition (TSR) system uses the forward-facing camera to keep the driver informed of the speed limit – including temporary limits which apply in road works, for example, variable limits on motorways, or reduced limits when towing. The limit is displayed in the instrument cluster and the head-up display (when fitted), and camera data is always cross-referenced against GPS data for maximum robustness. If the driver selects the over-speed warning function, the ring around the sign graphic flashes whenever the limit is exceeded, giving an unobtrusive prompt to slow down.

Further support for the driver comes from the Adaptive Speed Limiter. This can use TSR system data to adjust the set point and can automatically increase or decrease the vehicle's maximum speed while the accelerator pedal is pressed. If the TSR system recognises a higher speed limit ahead, the ISL system notifies the driver and the vehicle can accelerate smoothly up to the new limit. If the speed limit is lower, the vehicle can be slowed down accordingly.

**A clear advantage: Laser head-up display**

Projecting the most important information onto the windscreen enables the driver to focus on the road ahead. The F-PACE’s optional laser head-up display (HUD) can put information such vehicle speed, turn-by-turn navigation instructions and speed limits right in the driver’s eye line (when fitted with satellite navigation and TSR), minimising the amount of time spent glancing down at the instrument cluster. The colour images are exceptionally sharp and are adjustable both in height and in brightness; the HUD can also be switched off if desired.

**Keeping your distance: Adaptive Cruise Control with Queue Assist**

As well as reducing driver workload when cruising on the motorway, the F-PACE’s Adaptive Cruise Control system (ACC) can also help to relieve the monotony of driving in heavy traffic, thanks to the queue-assist function. The long-range radar will maintain a safe distance to the vehicle in front, all the way down to a standstill. Press the accelerator again and the F-PACE will pull away again and track the vehicle in front, at a safe distance, all the way up to the chosen speed setting.

**Looking out for you: Blind Spot Monitor and Reverse Traffic Detection**

By monitoring the area behind the vehicle, radar can assist the driver in other scenarios too. Medium-range sensors can make overtaking safer by warning the driver of other vehicles approaching fast from behind. As they approach the blind spot, a flashing icon appears in the door mirror to alert the driver of the potential danger. As the vehicle enters the blind spot, the icon becomes solid.

The same medium-radar sensors can help to improve safety at slower speeds too. When reversing out of parking spaces, the radar detects other vehicles approaching from either side – which may not be visible to the driver. If they present a potential hazard, the driver is given audible and visual warnings.

**Room to manoeuvre: Park Assist**

To help the driver to park in even the tightest spaces, the F-PACE offers semi-automated park assist functions for parallel and bay parking manoeuvres. The vehicle’s ultrasonic sensors first measure the space, and, if the system decides that it’s suitable, will enable the vehicle to steer itself in – the driver just has to control the accelerator and the brakes. The system can also steer the vehicle out of parallel spaces.

**Safer towing: Trailer Stability Assist**

The F-PACE also offers a Trailer Stability Assist (TSA) function. TSA detects when a potentially dangerous trailer sway is developing and helps the driver to regain control by gradually reducing speed by reducing engine torque and applying the brakes – individually on each side if necessary to counteract and stabilise the swaying motion.

NOTE: Please check your local market for engine availability and optional feature availability

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

†† Boot configuration and total loadspace will vary depending on model and spare wheel specification

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 diesel 163PS RWD Man** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,999 |
| Cylinders | 4; in-line |
| Valves per cylinder | 4; DOHC, variable exhaust cam timing |
| Bore/ stroke (mm) | 83.0 / 92.4 |
| Compression ratio | 15.5:1 |
| Fuel injection | 1,800bar common rail |
| Boosting system | Single variable geometry turbocharger |
| Power PS (kW) | 163 (120) @ 4,000rpm |
| Torque Nm (lb ft) | 380 (280) @ 1,750-2,500rpm |
| Transmission | ZF 6-speed manual |
| Gear ratios (:1) |  |
| 1st | 4.110 |
| 2nd | 2.248 |
| 3rd | 1.403 |
| 4th | 1.000 |
| 5th | 0.802 |
| 6th | 0.659 |
| Reverse | 3.727 |
| Final Drive | 3.42 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc / folded mirrors (mm) | 2,175 / 2,070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641 / 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1690 |
| Maximum towable mass (kg) | 1,600 |
| Maximum towable mass; braked / unbraked trailers (kg) | 1,600 / 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 60 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 9.7 |
| 0-100km/h (sec) | 10.2 |
| Top speed mph (km/h) | 121 (195) |
| Fuel consumption mpg (litres/100km) EU combined | 59.2 (4.8)\* / 57.7 (4.9) |
| CO2 emissions (g/km) EU combined | 126\* / 129 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 diesel 180PS RWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,999 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable exhaust cam timing |
| Bore/ stroke (mm) | 83.0 / 92.4 |
| Compression ratio | 15.5:1 |
| Fuel injection | 1,800bar common rail |
| Boosting system | Single variable geometry turbocharger |
| Power PS (kW) | 180 (132) @ 4,000rpm |
| Torque Nm (lb ft) | 430 (317) @ 1,750-2,500rpm |
| Transmission | ZF 8HP45 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.295 |
| Final Drive | 3.23 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc/ folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641 / 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,720 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400 / 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 60 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 8.0 |
| 0-100km/h (sec) | 8.5 |
| Top speed mph (km/h) | 129 (208) |
| Fuel consumption mpg (litres/100km) EU combined | 55.4 (5.1) |
| CO2 emissions (g/km) EU combined | 134 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 diesel 180PS AWD Auto / Man** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,999 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable exhaust cam timing |
| Bore/ stroke (mm) | 83.0 / 92.4 |
| Compression ratio | 15.5:1 |
| Fuel injection | 1,800bar common rail |
| Boosting system | Single variable geometry turbocharger |
| Power PS (kW) | 180 (132) @ 4,000rpm |
| Torque Nm (lb ft) | 430 (317) @ 1,750-2,500rpm |
| Transmission | ZF 8HP45 8-speed automatic [ZF 6-speed manual] |
| Gear ratios (:1) |  |
| 1st | 4.714 [4.110] |
| 2nd | 3.143 [2.248] |
| 3rd | 2.106 [1.403] |
| 4th | 1.667 [1.000] |
| 5th | 1.285 [0.802] |
| 6th | 1.000 [0.659] |
| 7th | 0.839 [ - ] |
| 8th | 0.667 [ - ] |
| Reverse | 3.295 [3.727] |
| Final Drive | 3.23 [3.73] |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc / folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641 / 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,775 [1,767] |
| Maximum towable mass (kg) | 2,400 [2,000] |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 [2,000/ 750] |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 60 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 8.2 [8.2] |
| 0-100km/h (sec) | 8.7 [8.7] |
| Top speed mph (km/h) | 129 (208) [129 (208)] |
| Fuel consumption mpg (litres/100km) EU combined | 53.3 (5.3) [54.3 (5.2)] |
| CO2 emissions (g/km) EU combined | 139 [134] |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press. Figures in square brackets are for manual transmission

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 diesel 240PS AWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,999 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable exhaust cam timing |
| Bore/ stroke (mm) | 83.0/ 92.4 |
| Compression ratio | 15.5:1 |
| Fuel injection | 2,200bar common rail |
| Boosting system | Series Sequential Turbocharger |
| Power PS (kW) | 240 (177) @ 4,000rpm |
| Torque Nm (lb ft) | 500 (368) @ 1,500rpm |
| Transmission | ZF 8HP45 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.295 |
| Final Drive | 3.23 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc/ folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,810 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked/ unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 60 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 6.7 |
| 0-100km/h (sec) | 7.2 |
| Top speed mph (km/h) | 135 (217) |
| Fuel consumption mpg (litres/100km) EU combined | 48.7 (5.8) |
| CO2 emissions (g/km) EU combined | 153 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 petrol 250PS RWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,997 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable inlet and exhaust cam timing  Electro-hydraulic variable lift system |
| Bore/ stroke (mm) | 83.0/ 92.4 |
| Compression ratio | 10.5:1 |
| Fuel injection | 200 bar direct injection |
| Boosting system | Single twin-scroll turbocharger |
| Power PS (kW) | 250 (184) @ 5,500rpm |
| Torque Nm (lb ft) | 365 (269) @ 1,200-4,500rpm |
| Transmission | ZF 8HP45 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.295 |
| Final Drive | 3.73 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc./ excl. mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight (kg) | From 1,710 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 63 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 6.4 |
| 0-100km/h (sec) | 6.8 |
| Top speed mph (km/h) | 135 (217) |
| Fuel consumption mpg (litres/100km) EU combined | 39.9 (7.1) |
| CO2 emissions (g/km) EU combined | 163 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 petrol 250PS AWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,997 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable inlet and exhaust cam timing |
| Bore/ stroke (mm) | 83.0/ 92.4 |
| Compression ratio | 10.5:1 |
| Fuel injection | 200 bar direct injection |
| Boosting system | Single twin-scroll turbocharger |
| Power PS (kW) | 250 (184) @ 5,500rpm |
| Torque Nm (lb ft) | 365 (269) @ 1,200-4,500rpm |
| Transmission | ZF 8HP45 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.295 |
| Final Drive | 3.73 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc/ folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,710 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 63 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 6.4 |
| 0-100km/h (sec) | 6.8 |
| Top speed mph (km/h) | 135 (217) |
| Fuel consumption mpg (litres/100km) EU combined | 38.2 (7.4) |
| CO2 emissions (g/km) EU combined | 170 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 2.0 petrol 300PS AWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 1,997 |
| Cylinders | 4; in line |
| Valves per cylinder | 4; DOHC, variable inlet and exhaust cam timing  Electro-hydraulic variable lift system |
| Bore/ stroke (mm) | 83.0/ 92.4 |
| Compression ratio | 9.5:1 |
| Fuel injection | 200 bar direct injection |
| Boosting system | Single twin-scroll turbocharger with ball bearing |
| Power PS (kW) | 300 (221) @ 5,500rpm |
| Torque Nm (lb ft) | 400 (295) @ 1,500-4,500rpm |
| Transmission | ZF 8HP45 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.295 |
| Final Drive | 3.73 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc/ folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,770 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 63 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 5.7 |
| 0-100km/h (sec) | 6.0 |
| Top speed mph (km/h) | 145 (233) |
| Fuel consumption mpg (litres/100km) EU combined | 37.0 (7.7) |
| CO2 emissions (g/km) EU combined | 174 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 3.0 diesel 300PS AWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 2,993 |
| Cylinders | V6 |
| Valves per cylinder | 4; DOHC |
| Bore/ stroke (mm) | 84.0/ 90.0 |
| Compression ratio | 16.1:1 |
| Fuel injection | 2,000bar common rail |
| Boosting system | Parallel-sequential turbocharging |
| Power PS (kW) | 300 (221) @ 4,000rpm |
| Torque Nm (lb ft) | 700 (516) @ 2,000rpm |
| Transmission | ZF 8HP70 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.317 |
| Final Drive | 3.23 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc./ folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,884 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 66 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 5.8 |
| 0-100km/h (sec) | 6.2 |
| Top speed mph (km/h) | 150 (241) |
| Fuel consumption mpg (litres/100km) EU combined | 47.1 (6.0) |
| CO2 emissions (g/km) EU combined | 159 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press

**TECHNICAL DATA**

|  |  |
| --- | --- |
| **Jaguar F-PACE 3.0 Supercharged petrol 380PS AWD Auto** | |
| **ENGINE & TRANSMISSION** |  |
| Engine capacity (cc) | 2,995 |
| Cylinders | V6 |
| Valves per cylinder | 4; DOHC, variable inlet and exhaust cam timing |
| Bore/ stroke (mm) | 84.5/ 89.0 |
| Compression ratio | 10.5:1 |
| Fuel injection | 150bar direct injection |
| Boosting system | Twin-Vortex supercharger |
| Power PS (kW) | 380 (280) @ 6,500rpm |
| Torque Nm (lb ft) | 450 (332) @ 4,500rpm |
| Transmission | ZF 8HP70 8-speed automatic |
| Gear ratios (:1) |  |
| 1st | 4.714 |
| 2nd | 3.143 |
| 3rd | 2.106 |
| 4th | 1.667 |
| 5th | 1.285 |
| 6th | 1.000 |
| 7th | 0.839 |
| 8th | 0.667 |
| Reverse | 3.317 |
| Final Drive | 3.73 |
| **CHASSIS** |  |
| Front suspension | Double wishbone |
| Rear suspension | Integral Link |
| Steering | Variable ratio rack-and-pinion; electromechanical |
| **DIMENSIONS & WEIGHTS** |  |
| Length inc / exc number plate (mm) | 4,746 / 4,731 |
| Width inc / folded mirrors (mm) | 2,175 / 2070 |
| Height (mm) | 1,667 |
| Wheelbase (mm) | 2,874 |
| Track front / rear (mm) | 1,641/ 1,654 |
| Ground clearance (mm) | 213 |
| Weight from (kg) | 1,861 |
| Maximum towable mass (kg) | 2,400 |
| Maximum towable mass; braked / unbraked trailers (kg) | 2,400/ 750 |
| Boot volume (litres) | 650† |
| Fuel tank; usable (litres) | 63 |
| **PERFORMANCE & FUEL ECONOMY** |  |
| 0-60mph (sec) | 5.1 |
| 0-100km/h (sec) | 5.5 |
| Top speed mph (km/h) | 155 (250) (Limited) |
| Fuel consumption mpg (litres/100km) EU combined | 31.7 (8.9) |
| CO2 emissions (g/km) EU combined | 209 |

\* Refers to 163PS cars fitted with 235/65 R18 tyres on ‘Style 1021’ or ‘Style 1022’ wheels

† With tyre repair system (508 litres with space saver spare wheel or 463 litres with full size spare)

Manufacturer’s figures; correct at time of going to press