



Updated, September 15, 2015 with a revised rear load space volume figure of 33.5 cu.ft.

NEWS

THE ALL-NEW 2017 JAGUAR F-PACE

Contacts:

Nathan Hoyt
National Product Communications
Manager
Jaguar Land Rover
North America, LLC
201-818-8136
nhoyt@jaguarlandrover.com

Maria Rodriguez
Product Communications
Coordinator
Jaguar Land Rover
North America, LLC
201-818-8346
mrodrig2@jaguarlandrover.com

- F-TYPE-inspired form that delivers on the promise of the breakthrough Jaguar C-X17 concept
- Spacious cabin and large 33.5-cu.ft. luggage compartment
- Strong and stiff Lightweight Aluminum Architecture delivers agility, refinement and efficiency
- Optional Jaguar InControl® Touch Pro™ infotainment system¹ featuring a 10.2-inch capacitive touch-screen, a virtual 12.3-inch HD instrument cluster with full-screen navigation display, supplemented by laser head-up display²
- Available InControl Wi-Fi™ capable of hosting up to eight devices⁸
- World debut of Activity Key: an optional waterproof, wearable vehicle access technology, allowing the keys to be securely locked inside the vehicle while engaging in outdoor activity
- Double-wishbone and Integral Link suspension for exceptional handling and ride comfort
- F-TYPE-derived chassis technologies including Torque Vectoring, Adaptive Dynamics and Configurable Dynamics² offer a rewarding, tuneable driving experience
- Optimized aerodynamics deliver low drag and high-speed stability³
- Supercharged 380hp V6 gasoline engine delivers 0-60mph performance in 5.1 seconds³
- Intelligent Driveline Dynamics² enables all-wheel drivability and rear-wheel drive character
- All-wheel drive delivers reassuring levels of grip in a variety of conditions, and can be further enhanced with traction technologies including available Adaptive Surface Response²
- All-Surface Progress Control designed to enable smooth drive-away on low-traction surfaces such as grass, snow and mud²
- Pricing starts from \$42,390⁷ for V6 gas engines and \$40,990⁷ for 4-cyl diesel⁶ engines including Jaguar EliteCare, a best-in-class ownership package⁴
- On sale beginning Spring 2016

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(MAHWAH, N.J.) – September 14, 2015 - The all-new 2017 Jaguar F-PACE is a medium luxury SUV designed and engineered to offer the agility, responsiveness and refinement that Jaguar cars are renowned for, together with the exceptional dynamics and everyday versatility of an SUV.

DESIGN

Designed by the same team as the C-X17 concept vehicle, the F-PACE remains true to the aesthetic of the award-winning concept. Thanks to the flexibility of the

Jaguar Lightweight Aluminum Architecture, 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 it instantly as a Jaguar vehicle.

“We designed the all-new 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 car should draw your eye from 200 meters away and I believe the presence of the all-new F-PACE on the road is second to none in this class. The Lightweight Aluminum Architecture gave us the design freedom to create a car with latent poise – a svelte car with attitude,” said Ian Callum, Director of Design, Jaguar. “It looks assertive yet not aggressive. But it’s also versatile and equipped with real-world answers to everyday questions. The all-new F-PACE is an all-weather Jaguar sports car, life-proofed for five people and their belongings.”

The influence of the F-TYPE is instantly apparent at the rear of the F-PACE, from the design of the LED tail-lights to its muscular rear haunches. The rakish angle of the rear window belies the load space behind it. Jaguar design cues extend to the silhouette of the F-PACE, with a sleek roofline as well as short front and rear overhangs that reflect the vehicle’s agile response. The vehicle’s stance is further emphasized with the fitment of optional 22-inch diameter wheels.

Outside, the taut surfaces and clean lines of the bodysides are formed from a single sheet of aluminum – building upon the brand’s decades-long expertise in designing, engineering and manufacturing vehicles using this lightweight material. The bold, upright front grille is assertive, but also contributes to the aerodynamic efficiency of the performance SUV. The Jaguar signature power bulge extends the full length of the aluminum hood emphasizing the vehicle’s performance capabilities. Altogether, the exterior design cues from the bodyside, hood, front and rear help underscore the vehicle’s athleticism as a performance SUV.

The sleek headlights, available with adaptive full-LED technology², feature daytime running lights with the signature Jaguar ‘J’ Blade design. The slender LED fog lights available on R-Sport trim levels were developed in-house and use TV screen optics and light tubes to deliver compact packaging, as well as an exceptionally smooth, homogeneous light source.

The F-PACE is a five seater and features a spacious, luxurious interior which utilizes premium materials, craftsmanship and meticulous attention to detail that gives every Jaguar vehicle its unique sense of occasion.

The ‘Sports Command’ driving position in the F-PACE provides authoritative, confidence-inspiring outward visibility², while retaining the Jaguar-specific sports car feel; the dramatic curve of the front door top is incorporated into the dash fascia enhancing the cockpit-like feel.

The vehicle’s available leather sports seats are shaped to provide exceptional comfort and support; they are available with 14 different adjustments plus heating and cooling functions. A range of contemporary trim options are also available, including authentic metal finishes such as Meshed Aluminum and beautiful crafted veneers such as Satin Grey Ash.

The instrument panel, similar to those found in the new XE and XF, features two large, deeply-hooded analogue dials and a central TFT display, or an optional 12.3-inch virtual instrument cluster featuring the choice of four visual themes and full-screen navigation⁹. Ambient lighting, especially with the 10-color option, further enhances the sense of luxury.

The long, 113-inch (2,874mm) wheelbase makes ingress and egress to and from the rear seats easy, while the seat base itself was designed to allow passengers to sit further outboard; resulting in more space for three occupants to fit in the second row. The positioning of the seats, together with the height of the beltline, means that even small children enjoy a good view out. The available four-zone climate control system with B-pillar vents and the electric recline function of the rear seats adds to the passenger experience.

Driver and front seat passengers will also enjoy a center console that offers a 12V socket and up to two USB ports. The rear console can feature up to two more 12V sockets or two additional USB ports.

The focus on package efficiency also means that the F-PACE has a loadspace volume of 33.5-cu.ft. with a width of 49.4-inches (1,255mm). The 40:20:40 split rear seats allow through-loading and when folded flat, the luggage compartment offers up to 63.5-cu.ft. of space. Packaging is further enhanced by the low loading height and flat floor. The floor itself is reversible: one side is carpeted, the other rubberized – making it ideal for sports equipment or pets. The lightweight composite tailgate benefits from power opening and closing functions, and optional gesture control for hands-free operation.

ARCHITECTURE AND BODY STRUCTURE

The F-PACE is the latest Jaguar model, alongside the XE and XF, to benefit from the brand's expertise in designing and manufacturing aluminum monocoques. In fact, the F-PACE features the largest amount of the Jaguar-developed RC5754 aluminum alloy yet; one third of the vehicle features this lightweight material which comprises up to 75 percent recycled material.

In conjunction with the brand's Lightweight Aluminum Architecture, new features such as the composite tailgate, magnesium cross-car beam and front-end carrier contribute to its outstanding driving dynamics.

Advanced high strength steels in areas such as the rear floor, are joined using more than 2,600 self-piercing rivets, 238.8-ft (72.8 m) of structural adhesive and more than 560 spot-welds. The resulting torsional stiffness matches that of the all-new XF and, together with the advanced suspension systems, are key to the exceptional blend of ride, handling and refinement of the performance SUV.

The high-pressure diecast aluminum front suspension turrets, have been engineered to accommodate additional ground clearance and suspension travel of the vehicle. The front crossmembers are large; making them stiff to support the vehicle's elevated, Sports Command driving position. The subframes and subframe mounting points have been engineered to contribute to greater overall stiffness without the weight and packaging penalties that come by simply adding body reinforcements. In fact, wherever possible, every bracket in the body has been optimized so that it contributes to body stiffness, as well as performing its primary function.

CHASSIS

The F-PACE has been engineered to deliver the same outstanding driving experience which sets all Jaguar vehicles apart from the competition. Using the long wheelbase of the Lightweight Aluminum Architecture helped keep the center of mass between the axles, while the chassis high stiffness benefits not only ride, but responsiveness.

"We develop every Jaguar vehicle to offer an unrivalled combination of agility and responsiveness with exceptional ride and refinement – and the all-new F-PACE is no exception," said, Mike Cross, Chief Engineer of Vehicle Integrity, Jaguar. "Applying all of the learning from F-TYPE, the steering reacts immediately, giving a truly connected feel. The double wishbone and Integral Link suspension offers the ideal balance of precise handling and body control, making the all-new F-PACE as rewarding to drive as it is comfortable to be driven in."

Double-wishbone front and Integral Link rear suspension, as well as a sophisticated Electric Power Assisted Steering (EPAS) system², deliver exceptional capability on varying road surfaces. Extremely stiff in camber, the double-wishbone suspension allows the front tires to develop lateral force more quickly resulting in sharper turn-in and quicker steering response from the drivers input. The suspension is also tuned to allow the tire to maintain its contact patch throughout the full range of suspension travel, enabling the tires to generate more grip; contributing to enhanced steering feel and control.

Aluminum 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 component from cast blanks; enabling maximum stiffness for minimum weight. Among the other enhancements are bonded bushings for the tubular anti-roll bar – as well as better NVH properties, the bushing design prevents dirt ingress, improving reliability.

The result of years of advanced research and development, Integral Link is the most sophisticated and capable rear suspension system ever put into a Jaguar vehicle. Separating lateral and longitudinal stiffness, the Integral Link allows the suspension to provide the best possible comfort without compromising dynamics.

The bushings 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 has been increased over other Jaguar models, which is felt by the driver as improved stability when braking.

The upper links are aluminum forgings, while the lower arm is hollow-cast aluminum – 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 dynamics and refinement of the F-PACE. This design is also highly space-efficient, minimizing intrusion into the luggage compartment.

Every Jaguar vehicle is designed to provide a responsive, connected steering feel. The all-new F-PACE is no exception, as this target drove the development of every single component between the steering wheel and the tire contact patch in order to achieve the precision, response and linearity which define Jaguar steering DNA.

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. High lateral stiffness in the rear axle also helps with initial turn-in because lateral forces at the tire contact patches build very quickly. Aerodynamics have been developed to give a front:rear lift balance closer to that of a sedan than an SUV, contributing to improved feel and stability during high-speed cruising.

The Electric Power Assisted Steering (EPAS) system² in the F-PACE 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 features 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-center to the peaks at full lock, the more the driver turns the wheel, the more responsive the steering becomes².

Meticulously engineered and exhaustively tested at locations around the world, each available wheel and tire combination offers an excellent balance of grip, low rolling resistance, comfort and durability. F-PACE offers a variety of different wheel and tire options; from 18-inch wheels designed specifically to reduce aerodynamic drag to 22-inch wheels which complement the performance and design of the vehicle.

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

Another technology first developed for F-TYPE and now applied to the F-PACE is Torque Vectoring by Braking. 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 a turn². 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.

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 greater ride control.

The available Adaptive Dynamics takes this to the next level. By monitoring body movement 100 times a second and wheel movement 500 times a second, the system is designed to provide continuously variable damping to suit the conditions², delivering a comfortable ride at lower speeds and even better handling at higher speeds³. Linked to Adaptive Dynamics, 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 adaptive damper setting, all using the central touchscreen.

For models equipped with the Jaguar InControl® Touch Pro™ infotainment system¹, drivers also gain the Dynamic-i feature, which displays a stopwatch, g-meter and a map of accelerator pedal response.

POWERTRAIN

At launch, U.S. buyers will have their choice of a 3.0l 340hp or 380hp supercharged gasoline V6 mated to an 8-speed transmission with power being routed to all four wheels via a torque-on-demand all-wheel drive system. Later in 2016, a 180hp four cylinder Ingenium diesel engine will also be added to the model lineup.

Supercharged V6 gasoline engines

The 340hp and 380hp variants of the supercharged gasoline V6 engine are shared with the F-TYPE sports car. These all-aluminum engines are characterized by their immediate throttle response, linear power delivery and unique intake and exhaust sound.

The 90-degree cylinder bank angle enables the roots-type supercharger to be neatly packaged within the vee. Together with direct injection and variable intake and exhaust valve timing, the supercharger helps the engine generate a high torque output throughout the rev range, delivering strong acceleration at all times.

Both variants are matched to eight-speed automatic transmissions and all-wheel drive. The 380hp engine is exclusive to the F-PACE S models, and can launch the performance SUV from 0-60mph in only 5.1 seconds, on to an electronically-limited top speed of 155mph³.

Ingenium diesel⁶: Low fuel consumption, high torque

Available later in 2016, the clean, responsive, Ingenium diesel uses state-of-the-art technologies including selective catalytic reduction (SCR) and low-pressure exhaust gas recirculation (EGR) to cut NO_x and CO₂ emissions.

Designed and manufactured in-house, this state-of-the-art, all-aluminum 2.0-liter engine produces 180hp and 317 lb.ft. of torque; delivering strong acceleration whenever the driver demands it³. It's highly efficient too, achieving excellent fuel economy and low CO₂ emissions.

Ingenium is one of the first diesel engines 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 1,800bar 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 and reduces the formation of NO_x.

ZF® Transmissions

The transmission in the F-PACE was developed with ZF® to deliver exceptional shift quality and efficiency. All six-cylinder engines are paired with the same 8HP70 transmission also found in the Jaguar XE, XF, XJ and F-TYPE models.

While the automatic transmission models 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. S models feature standard satin chrome-finished paddles.

ALL-WHEEL DRIVE

Like the F-TYPE AWD, the F-PACE features a torque-on-demand AWD system². Under normal driving conditions, all of the engine torque is sent to the rear axle, maintaining a rear-wheel drive character, while minimizing parasitic losses in the drivetrain. Whenever greater traction is needed, Jaguar Intelligent

Driveline Dynamics (IDD)² is designed to ensure that precisely the right amount of torque is transferred to the front axle. This process takes no more than 165 milliseconds and is virtually transparent to the driver.

These technologies ensure that 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 realized with a conventional, full-time AWD system.

At the heart of the system is a compact transfer case featuring a multi-plate wet clutch and chain drive to the front axle. The all-wheel drive system is incredibly quick, making the transition from 100 percent rear-bias to a 50:50 torque split in just 165 milliseconds. If there is already a proportion of torque being sent to the front axle, additional torque transfer can take as little as 100 milliseconds.

Torque distribution is controlled by the IDD module, which is integrated into 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 tires and the road 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, maximizing 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 Jaguar Drive Control and the Dynamic Stability Control (DSC) system so that torque distribution can be even further optimized.

Adaptive Surface Response

The AWD system in the F-PACE is enhanced further by the Jaguar Adaptive Surface Response (AdSR) technology. AdSR automatically adapts the maps of the throttle, transmission and DSC system according to the type of surface to maximize traction in a variety of conditions².

Replacing Winter mode in the Jaguar Drive Control system, AdSR operates throughout the vehicle's entire speed range and is designed to enable finer optimization of the vehicle's systems to make the most of the available traction, helping the driver to make smooth progress on challenging surfaces².

AdSR debuted in the new XF and is further enhanced in the F-PACE, featuring three modes, one for low-traction surfaces such as snow and ice, one for medium-traction surfaces such as wet tarmac or gravel and a third mode for high-drag conditions such as deep snow and deep gravel to further exploit the vehicle's inherent ability. The system automatically switches modes to suit the conditions, leaving the driver free to concentrate on driving².

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. 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 surface². The transition takes place quickly – around four seconds – and seamlessly.

Inherent ability

Designed to be as light and rigid as possible, the monocoque structure 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-deg and 25.7-deg respectively.

The ground clearance of 8.4-inches (213mm) is another advantage and one made all the more effective by the smooth underfloor which reduces aerodynamic drag. Similarly, when the architecture was developed, ECUs and other electronics modules were packaged as high up as possible to aid the remarkable 20.7-inch (525mm) wading depth of the F-PACE².

AWD Testing

The F-PACE has been developed to offer exceptional driving dynamics but its performance on tarmac is just one of its strengths. To ensure that it also delivers in adverse road and weather conditions, the vehicle has been subjected a demanding test program, in locations 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°F (-40°C) and reach as high as 122°F (50°C). Going to such measures ensures that everything from tires to climate control systems to the infotainment touch-screens function perfectly in extreme conditions.

Among the features at the Jaguar Land Rover winter proving ground in Arjeplog, Sweden are 37-miles (60km) of purpose-designed handling tracks, loops, inclines and split-friction straights. Testing in Dubai included graveled mountain passes and dry river beds 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 sedan car test requirements; instead, tests were derived from the uniquely demanding standards set by the Land Rover brand.

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 luxury SUV which is designed to be capable on varying road and weather conditions including ice, deep snow, dirt roads and wet grass².

ADVANCED DRIVER ASSISTANCE SYSTEMS

The F-PACE offers all of the technologies needed to make journeys more convenient, from traction systems to get drivers moving on low friction surfaces, to an emergency braking system.

All Surface Progress Control (ASPC)

Leveraging knowledge built up over decades of Land Rover experience in off-road technologies, ASPC delivers a step-change in capability by controlling the throttle and brakes, allowing the driver to concentrate more on the steering². Functioning like a low-speed cruise control, ASPC can operate between 2.2mph (3.6km/h) and 19mph (30km/h). After activating the system by pressing a button on the center console, the driver uses the cruise control switches on the steering wheel to set the maximum speed. After that, the system does the work. As well as finely controlling the throttle, ASPC uses the brakes in opposition to the throttle so that from a standstill, only very low engine torque is applied to the driven wheels. The result is smooth, controlled progress with little or no wheel spin.

Low Traction Launch

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 Traction Launch function has been designed to do this when the driver selects Low Traction Launch using the touchscreen. Once activated, it changes the throttle map to one which results in a very progressive torque response from the engine, enabling the driver to pull away smoothly². Like ASPC, Low Traction Launch is standard on all engines.

Stereo Camera Technologies

The F-PACE features a forward-facing stereo camera at the heart of many of its advanced driver assistance systems. Providing a highly accurate 3D view of the road ahead, the stereo camera is ideal for Autonomous Emergency Braking (AEB) systems². The F-PACE is the first Jaguar to offer an AEB system with a pedestrian detection function. If the system's controller determines that a collision with a vehicle or a pedestrian is imminent, it is designed to initiate full braking automatically².

The stereo camera also provides the intelligence for the Lane Departure Warning (LDW) and Lane Keep Assist (LKA) systems². 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 center of the lane 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.

Failure to stay in lane is often due to a lack of concentration but driver fatigue can also be a factor. Such tiredness may be characterized by periods of little or no steering activity followed by sudden or excessive inputs. The Driver Condition Monitoring system is designed to recognize these patterns, and, by also checking the usage of the brake and accelerator pedals, the direction indicators and various buttons on the instrument panel, will show a multi-stage warning in the instrument cluster and give audible warnings to prompt the driver to take a break².

The Traffic Sign Recognition (TSR) system available on the F-PACE uses the stereo camera to keep the driver informed of the speed limit – including temporary limits which apply in road construction sites, for example, variable limits on highways, or reduced limits when towing². The limit is displayed in the instrument cluster and if fitted to the vehicle, in the head-up display, and camera data is always cross-referenced against GPS data for maximum accuracy. 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 Intelligent Speed Limiter (ISL). This system can use TSR 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 recognizes a higher speed limit ahead, the ISL system is designed to notify 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 accordingly².

Laser head-up display

The laser head-up display (HUD) available on the F-PACE can put information such as vehicle speed, turn-by-turn navigation instructions and speed limits right in the driver's eye line, minimizing the amount of time spent glancing down at the instrument cluster². The color images are exceptionally sharp and are adjustable both in height and in brightness; the HUD can also be switched off if desired.

Laser technology offers several advantages over conventional TFT systems including excellent color saturation and higher contrast, so they remain clear even in bright sunlight.

Adaptive Cruise Control with Queue Assist

As well as reducing driver workload when cruising on the highway, the Adaptive Cruise Control system (ACC), when equipped on the F-PACE, 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 from the vehicle in front, all the way down to a standstill². Press the accelerator again, and the F-PACE will pull away again and track the vehicle in front, at a distance, all the way up to the chosen speed setting.

Blind Spot Monitor and Reverse Traffic Detection

By monitoring the area behind the vehicle, optional radar can assist the driver in other scenarios too. Medium-range sensors warn the driver of other vehicles approaching fast from behind. As they approach the blind spot, a flashing icon appears in the side mirror to alert the driver of the potential danger. As the vehicle enters the blind spot, the icon becomes solid².

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

Park Assist

To assist the driver with parking in small spaces, the F-PACE is available with semi-automated park assist functions for parallel and perpendicular parking maneuvers. 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 brakes². The system can also steer the vehicle out of parallel spaces.

INFOTAINMENT AND CONNECTIVITY

The F-PACE is equipped with the Jaguar InControl[®] Touch[™] infotainment system as standard¹. Featuring an 8-inch capacitive 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.

With navigation fitted to the vehicle, 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 and 3D graphics, making directions simple and intuitive to follow.

Turn-by-turn instructions can also be shown in the optional head-up display, leaving the driver free to concentrate on what matters most – the road ahead².

Also available as an option, is the Jaguar InControl[®] Touch Pro infotainment system¹. Designed and developed in-house around a quad-core processor, a high-speed 60GB solid-state drive (SSD) and an ultra-fast Ethernet network, InControl Touch Pro[™] delivers truly world-class performance and an outstanding user experience.

The Jaguar InControl[®] Touch Pro infotainment system features a 10.2-inch touch-screen. Like a tablet, there are no buttons; all controls are integrated into the bottom section of the touch-screen, making interaction smooth and seamless. The home screen can be customized and widgets can be added – users can even add additional home screens if they wish¹.

InControl Touch Pro has been designed to make every journey easier and more enjoyable. Navigation data stored on the high-speed SSD can be accessed in a fraction of the time required with conventional hard drive technology, making the graphics incredibly responsive. Users can zoom in and out of maps using 'pinch' and 'pan' gestures¹.

Even when there's no GPS signal the system can still help drivers to stay on track with dead-reckoning functionality which analyzes 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 destination, current location and estimated time of arrival (ETA) with others via email or text message¹. If your ETA slips, the system can automatically follow-up with an update.

Commute Mode learns an owner's daily drive so that it can offer alternative routes to avoid congestion using historical and real-time traffic information. Approach Mode adds a 360-deg interactive view of your destination alongside the map display when you're approximately 656-ft (200m away) – it can even show you where the nearest available parking lots are and then direct you to them. A dedicated companion app 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.

InControl Touch Pro[™] is offered in conjunction with a Meridian[®] 17-speaker, 825W surround sound system which delivers ideal sound reproduction with benchmark low levels of distortion.

The experience is enriched with Gracenote images stored on the SSD drive — and 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 the current track is still playing.

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

Ethernet's main advantage is its incredible bandwidth: up to 1Gb/second. The potential to carry such massive amounts of data, together with the performance of the quad-core processor and the solid-state drive means that InControl Touch Pro will be able to offer even greater functionality in the future.

The all-new F-PACE also brings the world debut of Jaguar's Activity Key. A waterproof, shockproof wristband with an integrated transponder, this wearable technology supports active lifestyles because it allows the keyfob to be securely locked inside the vehicle – invaluable, for example, if you're going surfing or kayaking.

Locking the all-new F-PACE using the Activity Key will disable any keyfobs left inside the SUV. Activity Key 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 owners never have to worry about changing it.

InControl suite of technologies

Jaguar InControl® Apps™ enables drivers to access apps on Android™ and Apple® smartphones using the InControl Touch™ and InControl Touch Pro™ infotainment systems¹. After connecting the device using a USB cable and the dedicated port in the center console, compatible apps will be shown on the vehicle touch-screen. Optimized for in-vehicle use to reduce driver distraction, the range of approved third-party apps is growing constantly.

The F-PACE can be equipped to also function as a Wi-Fi hotspot, hosting up to eight devices simultaneously⁸. With a paid data plan, the integrated SIM card and the vehicle's antenna are used to provide a stable, reliable signal.

Jaguar InControl® Remote™ functionality allows users of iOS® and Android™ smartphones to connect to the car remotely to control car functions, including deactivating the alarm, locking or unlocking the doors, and remote heating or cooling the cabin through engine start.

If the vehicle is involved in a collision which triggers the airbags, InControl 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.

First Edition: Concept car design for the real world

To celebrate the launch of the all-new F-PACE, a special model called the First Edition will be available in limited numbers, in the first year of production only.

Powered exclusively by the 380hp supercharged V6 found in the F-PACE S, the First Edition includes unique interior and exterior design enhancements that pay homage to the original C-X17 concept car unveiled at the 2013 Frankfurt Motor Show as well as sports car-derived performance technology including Adaptive Dynamics².

Outside, the First Edition F-PACE will be available in Rhodium Silver paint finish set against 22-inch Double Helix 15-spoke wheels with Grey finish and contrast inserts. Red brake calipers, full-LED headlights with LED 'J' blade Daytime Running Lights, Gloss Black fender vents, a sliding panoramic roof and the S model body kit complete the enhancements found on the First Edition F-PACE.

Inside, Windsor soft-grain leather seats featuring twin-needle stitching and an embossed houndstooth pattern influenced by the award-winning interior from the C-X17 concept compliment the configurable 10-color ambient lighting, state-of-the-art Jaguar InControl® Touch Pro™ infotainment system¹ and the 12.3-inch high definition virtual instrument cluster.

Pricing and Range Summary

The all-new F-PACE range will consist of: F-PACE, F-PACE Premium, F-PACE Prestige, F-PACE R-Sport, F-PACE S and F-PACE First Edition. The powertrain range will consist of a 180hp 2.0-liter Ingenium diesel as well as 340hp and 380hp 3.0-liter V6 gas variants priced from \$40,990⁷, \$42,390⁷ and \$56,700⁷ respectively.

BEST-IN-CLASS COVERAGE

From the 2016 model year forward, all Jaguar models sold in the U.S. will feature Jaguar EliteCare, a new 5-year/60,000 mile ownership package⁴ that includes:

- 5-Year/60,000 Mile New Vehicle Limited Warranty
- 5-Year/60,000 Mile Complimentary Scheduled Maintenance
- 5-Year/60,000 Mile 24/7 Roadside Assistance
- 5-Year/Unlimited Mile Jaguar InControl[®] Remote & Protect™

TECHNICAL SPECIFICATIONS

Jaguar F-PACE 2.0-Liter Turbocharged 180HP In-Line 4-Cylinder Diesel AWD	
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 HP	180 @ 4,000rpm
Torque lb. ft.	318 @ 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	
Length in. (mm)	186.3 (4,731)
Width inc./ excl. mirrors in. (mm)	86.6 / 76.2 (2,175 / 1,936)
Height in. (mm)	65.6 / 65 (1,667/ 1,652)
Wheelbase in. (mm)	113.1 (2,874)
Track front/ rear in. (mm)	64.6 / 65.1 (1,641 / 1,654)
Ground clearance in. (mm)	8.4 (213)
Weight lbs. (kg)	From 3,913 (1,775)
Boot volume cu.ft.	33.5
Fuel tank gal. (liters)	15.85 (60)
PERFORMANCE & FUEL ECONOMY	
0-60mph (sec) ⁵	8.2
0-100km/h (sec) ⁵	8.7
Top speed mph (km/h) ⁵	129 (208)

Jaguar F-PACE 3.0-Liter Supercharged 340 HP V6 Gasoline AWD	
ENGINE & TRANSMISSION	
Engine capacity (cc)	2,995
Cylinders and Layout	90-degree 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 HP	340 @ 6,500rpm
Torque lb. ft.	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	
Length in. (mm)	186.3 (4,731)
Width inc./ excl. mirrors in. (mm)	86.6 / 76.2 (2,175 / 1,936)
Height in. (mm)	65.6 / 65 (1,667/ 1,652)
Wheelbase in. (mm)	113.1 (2,874)
Track front/ rear in. (mm)	64.6 / 65.1 (1,641 / 1,654)
Ground clearance in. (mm)	8.4 (213)
Weight lbs. (kg)	From 4,015 (1,821)
Boot volume cu.ft.	33.5
Fuel tank gal. (liters)	16.6 (63)
PERFORMANCE	
0-60mph (sec) ³	5.4
0-100km/h (sec) ³	5.8
Top speed mph (km/h) ³	155 (250)

Jaguar F-PACE 3.0-Liter Supercharged 380HP V6 Gasoline AWD	
ENGINE & TRANSMISSION	
Engine capacity (cc)	2,995
Cylinders and Layout	90-degree 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 hp	380 @ 6,500rpm
Torque lb. ft.	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	
Length in. (mm)	186.3 (4,731)
Width inc./ excl. mirrors in. (mm)	86.6 / 76.2 (2,175 / 1,936)
Height in. (mm)	65.6 / 65 (1,667/ 1,652)
Wheelbase in. (mm)	113.1 (2,874)
Track front/ rear in. (mm)	64.6 / 65.1 (1,641 / 1,654)
Ground clearance in. (mm)	8.4 (213)
Weight lbs. (kg)	From 4,015 (1,821)
Boot volume cu.ft.	33.5
Fuel tank gal. (liters)	16.6 (63)
PERFORMANCE	
0-60mph (sec) ³	5.1
0-100km/h (sec) ³	5.5
Top speed mph (km/h) ³	155 (250)

¹ Do not use Jaguar InControl® features under conditions that will affect your safety or the safety of others. Driving while distracted can result in loss of vehicle control.

² These features are not a substitute for driving safely with due care and attention and will not function under all circumstances, speeds, weather and road conditions, etc. Driver should not assume that these features will correct errors of judgment in driving. Please consult the owner's manual or your local authorized Jaguar Retailer for more details.

³ Always follow local speed limits.

⁴ Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR or visit your local Jaguar Retailer."

⁵ All figures are Manufacturer's fuel economy estimates. Actual mileage may vary. EPA estimates not available at time of publication. See your local authorized Jaguar Retailer for updated EPA estimates.

⁶ Diesel powertrain available later in 2016.

⁷ All prices shown are Manufacturer's Suggested Retail Price. Excludes \$995 destination/handling charge, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your local authorized Jaguar Retailer for details.

⁸ The Wi-Fi hotspot is intended for passenger use only. InControl features may require an additional subscription with separate terms and conditions

⁹ Driving while distracted can result in loss of vehicle control. Do not operate, adjust or view the navigation or multimedia systems under conditions that will affect your safety or the safety of others. Only use mobile phones, and other devices, even with voice commands, when it is safe to do so.

About Jaguar

Jaguar is a premier manufacturer of luxury sedans and sports cars offering unparalleled design with tremendous performance. The company's vision throughout its storied history has been simple: To produce beautiful, fast cars that are desired the world over. Jaguar strives to provide a world class ownership experience to every owner. Today's Jaguar lineup consists of the Jaguar XE, two-seater F-TYPE, XF sports sedan, and the XJ luxury sedan. Jaguar - designs, engineers and manufactures exclusively in the United Kingdom, at the Castle Bromwich manufacturing plant in the British Midlands. Jaguar is fully engaged with sustainability initiatives and social concerns with continuous involvement in environmental and community programs. For more information visit the official Jaguar website at www.jaguarusa.com.

About Jaguar Land Rover

- *The United States is one of the leading global markets for both Jaguar and Land Rover*
- *Jaguar Land Rover employs 32,000 people and sells vehicles in 170 countries around the world*
- *Jaguar Land Rover has two state of the art engineering and design facilities and four advanced manufacturing plants in the UK*
- *Headquartered in Mahwah, New Jersey in the United States, Jaguar Land Rover North America, LLC has offices across the USA*
- *Jaguar Land Rover is represented by more than 330 independently operated retail outlets in the USA*