

ELECTRIFYING! MAGNÍFICO! BY SUE MEAD

NEAR PORTIMAO, PORTUGAL: The Jaguar off-road driving instructor guided me from a two-lane highway onto a dirt track and, once 4WD was engaged, he directed me to maneuver my tires down an embankment and slowly enter a stream that was nearly two feet deep. I have motored many vehicles into waterways of various sorts and depths during my 30 years as an automotive journalist and extreme off-road driver—but this time it was a unique experience. It was actually an electrifying experience, as I was at the wheel of the all-new 2019 Jaguar I-PACE. Many automakers call their vehicles “unique”; the all-electric I-PACE truly is.

There are only a small number of autos on the planet that have talent on everyday roadways with serpentine courses, have the prowess to handle a raceway with faculty and flair—and travel on a 4WD track up steep hills and down precipitous descents. The Jaguar I-PACE is one. What makes it unique is its electric powertrain that has been engineered to be “waterproof” to a depth of nearly two feet, as its batteries and electronics are sealed to the elements. It’s not simply a benefit in the event that you encounter water on an Arizona highway or a stream crossing in the backcountry, but it also allowed me to hear bird songs while our group of vehicle testers meandered along in this nature-filled environment, as an electric powertrain is silent. Magnífico, as the Portuguese would say!

This electrified five-seater is about to become the first contender to challenge the success of Tesla’s electric vehicles. Not only does Jaguar’s crossover have the technology, style and refinement required to be successful in the premium utility vehicle segment, but its superior all-electric range and performance make it competitive in the luxury EV segment as well. And, unlike the Tesla Model X crossover, the all-wheel-drive I-PACE also boasts true off-road capability, as well.

And while Elon Musk’s attractive visage has become a familiar face as his company leads the electric vehicle charge, Jaguar is also challenging Tesla with their own telegenic representative, as athletic two-time Wimbledon Champion Andy Murray professes his support of the I-PACE. “It’s important we all take small steps to live a more sustainable life and think about the actions we can make to look after our planet. This is one of the reasons I’m making the switch to driving Jaguar’s new all-electric I-PACE. It’s clean and safe, but also has the world-class design and sports performance that suits my lifestyle.”

“Sporty” and “performance” are keywords: twin Jaguar-designed concentric motors offer a combined 394 horsepower and 512 lb-ft of torque to deliver zero-to-60-mph acceleration in as little as 4.5 seconds on its way to a top speed of 124 mph—all while promising an earth-friendly estimated range of up to 240 miles from its 90kWh battery pack with 432 lithium-ion cells. Its regenerative



braking system enables the driver to select either high or low levels of regenerative braking, to offer single-pedal driving assist to maximize efficiency and optimize vehicle range. It also helps eliminate fears of range anxiety with quick charging: I-PACE owners will have the convenience of using either AC or DC power to charge their vehicle, with zero-to-80 percent charge achievable in approximately 40 minutes using a 100kW public DC fast charger, or just over 10 hours using a 230V/32-amp household AC charger. That equates to a reasonable recharge while shopping or overnight.

Inside is a choice of seats upholstered in a Luxtec material, optional grained leather, fine-grain Windsor leather or a premium textile alternative developed with Danish textile experts Kvadrat—a high-quality material that combines a durable wool blend with recycled technical suede cloth. A blend of natural finishes and high-tech surfaces includes optional Gloss Black, Gloss Charcoal Ash wood grain and precision-machined aluminum.

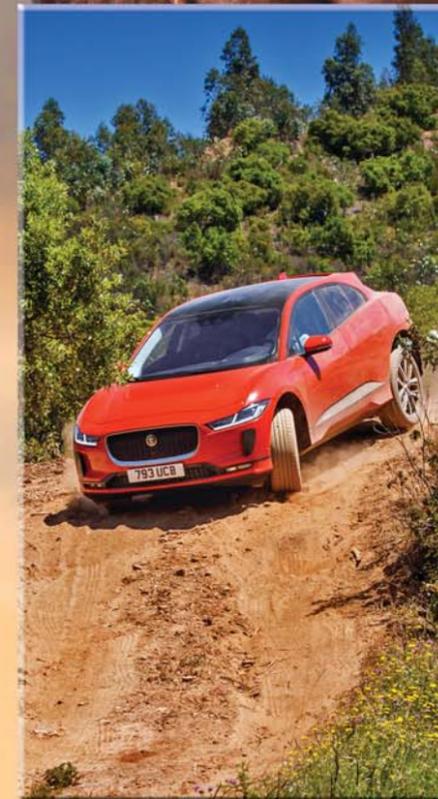
An innovative combination of touchscreens, capacitive sensors and tactile physical controls allow you to operate key functions while reducing

We put the new all-electric 2019 Jaguar I-PACE through its paces throughout Portugal, from serious off-roading, to track time at Autodromo Internacional Algarve, to fording rivers and creeks, to beautiful sunsets along the coast. It can do it all.

visual clutter within the cabin. Two touchscreens on the center console reduce driver distraction by logically separating information and interactive controls, while rotary controllers provide an essential physical connection between the car and driver. An available full-color heads-up display projects key information such as vehicle speed and navigation instructions onto the windshield to enable you to keep your eyes on the road. While it’s not equipped with Apple CarPlay or Android Auto connectivity, its Amazon Alexa Skill allows owners to audibly access information held in the Jaguar InControl Remote app from any Alexa-enabled device, such as checking the available range, asking for preheating or precooling of the cabin, or even controlling your home heating system via Homelink.

The generous interior provides 40.9 and 35.0 inches of front and rear legroom respectively. The rear luggage compartment’s capacity of 25.3 cu. ft. increases to 51.0 cu. ft., with the rear seats folded flat. Contradicting its mid-size rating, its standard glass panoramic roof runs the length of the car and floods the cabin with light, giving an added sense of space.

On sale in the second half of 2018, I-PACE will be offered in three trims: S, SE, and HSE, with a specially equipped First Edition model available for the first year only. Pricing starts at \$69,500 for the S trim level, and \$85,900 for the First Edition model, before options and federal and local government incentives. ■



2019 JAGUAR I-PACE

VEHICLE TYPE	.....5-seat AWD premium midsize CUV
ELECTRIC MOTOR	.....permanent magnet synchronous
LAYOUT	.....perm 4WD: one front EDU, one rear EDU
POWER OUTPUT	.....197 hp front EDU, 197 hp rear EDU
TOTAL HP/TORQUE	.....394 hp / 512 lb-ft
TRANSMISSION	.....automatic / single speed
BATTERY	.....lithium ion / NMC chem, 90 kWh gross, liquid-cooled, 388-volt, 432-cell, 320 kWh
OPTIMAL OPERATING TEMPERATURE	.....77-86° F
0-TO-60 / TOP SPEED	.....4.5 sec / 124 mph
SUSPENSION	.....F: double wishbone; R: integral link
	F/R: electronic air suspension w var ride height
STEERING	.....elec power assist rack & pinion
BRAKES	.....F: 13.78" / R: 12.8"
WHEELS/TIRES	.....(depending on trim) 18", 20", 22"
LENGTH/WHEELBASE	.....184.3 / 117.7 in
TURNING CIRCLE	.....39.3 ft
APPROACH / BRKOVER / DEPARTURE	.....16.0 / 12.0 / 19.0°
WADING / GROUND CLEARANCE	.....19.7 in / 5.6 in
HEADROOM (F/R)	.....39.9 / 38.1 in
LEGROOM (F/R)	.....40.9 / 35.0 in
CARGO VOL	.....25.3 / 51.0 cu.ft / "frunk" 0.95 cu.ft
WEIGHT	.....4784 lb
SUPPLIED CHARGING CABLES	.....Mode 2 Universal
CHARGE TIME (230V AC / 32A)	.....0-80%: 10.1 hr
	.....0-100%: 12.9 hr
DC CHARGER (TO 80%)	.....50kW: 85 min
	.....MAX: 40 min
RANGE	.....est (city/hwy comb) 240 miles
BASE PRICE	.....\$69,500
TRIM LEVELS: S, SE, HSE, First Edition	
DESTINATION CHARGE	.....995

