

TEST RESULTS

Jaguar XF

Jaguar XF 3.0 diesel 'Premium Luxury', RHD

2011



ADULT OCCUPANT



CHILD OCCUPANT



PEDESTRIAN



SAFETY ASSIST

ADULT OCCUPANT

Total 28 pts | 79%

FRONTAL IMPACT

12,4 pts



Driver



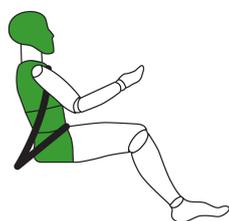
Passenger

SIDE IMPACT CAR

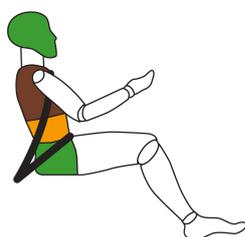
8 pts

SIDE IMPACT POLE

5,6 pts



Car



Pole

REAR IMPACT (WHIPLASH)

2,5 pts



FRONTAL IMPACT

HEAD

Driver airbag contact	stable
Passenger airbag contact	stable

CHEST

Passenger compartment	stable
Windscreen Pillar rearward	13mm
Steering wheel rearward	22mm
Steering wheel upward	none
Chest contact with steering wheel	none

UPPER LEGS, KNEES AND PELVIS

Stiff structures in dashboard	Steering column; driver's side switchgear; glovebox lid
Concentrated loads on knees	driver's side switchgear; glovebox lid.

LOWER LEGS AND FEET

Footwell Collapse	none
Rearward pedal movement	brake - 37mm
Upward pedal movement	none

SIDE IMPACT

Head protection airbag	Yes
Chest protection airbag	Yes

WHIPLASH

Seat description	Standard leather, 10 way electric
Head restraint type	Reactive
Geometric assessment	0,6 pts

TESTS

- High severity	2,3 pts
- Medium severity	1,8 pts
- Low severity	2 pts

TEST RESULTS

CHILD OCCUPANT

Total 36 pts | 73%

18 MONTH OLD CHILD

Restraint Britax Römer Baby Safe ISOFIX
Group 0, 0+
Facing rearward
Installation ISOFIX anchorages and support frame



PERFORMANCE 10,9 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load good

SIDE IMPACT

Head containment protected
Head acceleration good

3 YEAR OLD CHILD

Restraint Britax Römer Duo Plus
Group 1
Facing forward
Installation ISOFIX anchorages and top tether



PERFORMANCE 9,8 pts
INSTRUCTIONS 4 pts
INSTALLATION 2 pts

FRONTAL IMPACT

Head forward movement protected
Head acceleration good
Chest load fair

SIDE IMPACT

Head containment protected
Head acceleration good

VEHICLE BASED ASSESSMENT

3 pts

Airbag warning Label

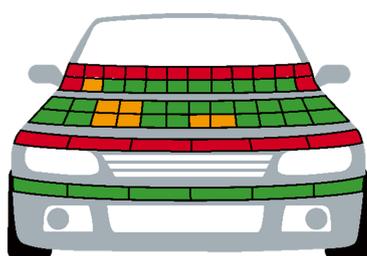
Pictograms at end of fascia and on sun visor, not visible when stowed

PEDESTRIAN

Total 22 pts | 62%

SAFETY ASSIST

Total 5 pts | 71%



GOOD
MARGINAL
POOR

HEAD 16,2 pts
PELVIS 0 pts
LEG 6 pts

SPEED LIMITATION ASSISTANCE

0 pts

- active, not available

Fail

ELECTRONIC STABILITY CONTROL (ESC)

3 pts

- DSC

Pass

Yaw rate ratio (1.00s) 2,81 %

Yaw rate ratio (1.75s) 1,90 %

Lateral displacement (1.07s) 3,09 m

SEATBELT REMINDER

2 pts

- driver Pass

- passenger Pass

- rear Not assessed

DETAILS OF TESTED CAR

SPECIFICATIONS

Tested model	Jaguar XF 3.0 diesel 'Premium Luxury', RHD
Body type	4 door saloon
Year of publication	2011
Kerb weight	1776kg
VIN from which rating applies	applies to all 2012 model year XFs of the specification tested

SAFETY EQUIPMENT

Front seatbelt pretensioners	
Front seatbelt load limiters	
Driver frontal airbag	single stage
Front passenger frontal airbag	single stage
Side body airbags	
Side head airbags	
Speed Limitation Assistance	
Electronic Stability Control	
Seatbelt Reminder	driver, passenger and rear seats

COMMENTS

The XF has been facelifted for the 2012 model year, sales of which started in the autumn of 2011. Structurally and internally, the new car is identical to the one tested in 2010 and test results for the frontal, side barrier and side pole impacts have been carried over from that assessment. New pedestrian tests have been carried out as there are slight modifications to the bodywork at the front of the vehicle and because Jaguar have improved their active bonnet sensing system. ESC tests have also been done to complete this 2011 assessment for the car.

Adult occupant

The passenger compartment remained stable in the frontal impact. Dummy readings indicated good protection of the knees and femurs of the front seat occupants. However, structures in the dashboard posed a risk of injury to occupants of different sizes and to those sat in different positions and protection for the knee/femur/pelvis body region was rated as marginal. Maximum points were scored in the side impact barrier test, all parts of the body being well protected. In the more severe side pole impact, rib deflections in the dummy indicated weak protection of the chest. The seat and head restraint are slightly changed from the car tested in 2010. Tests were repeated and, again, the results indicated marginal protection against whiplash injuries in the event of a rear end collision.

Child occupant

In the frontal impact, movement of the head of the 3 year dummy, sat in a forward facing restraint, was not excessive. In the side impact, both dummies were properly contained within the protective shells of their restraints. The front passenger airbag cannot be disabled to allow a rearward facing child restraint to be used in that seating position. The labels warning of the dangers of using a rearward facing restraint in that seating position were not sufficiently clear. Jaguar have investigated the reasons why the child restraints did not have permanent labels when the car was tested in 2010 and have ensured that dealers can now supply units with permanently attached instructions and information.

Pedestrian

The XF is equipped with an active bonnet. When sensors in the bumper detect that a pedestrian has been struck, an airbag system lifts the bonnet away from hard structures in the engine bay. This additional space offers better protection to a pedestrian's head. When the car was tested in 2010, the system was not as sensitive as Euro NCAP required. Jaguar have made improvements to the system and demonstrated to Euro NCAP that the car now triggers when the car impacts a broad range of pedestrian statures, and over a wide range of speeds. Accordingly, the tests were repeated with the system active. The results are noticeably better, especially in the area of the bonnet likely to be struck by a child's head. Most of the tests in that area indicated good head protection. In the areas likely to be struck by an adult's head, protection was predominantly poor but was good in some areas. As last time, the bumper offered good protection and scored maximum points but the front edge of the bonnet was poor and scored nothing.

Safety assist

The XF is fitted with electronic stability control as standard. A seatbelt reminder system covering both front seats is also standard. An active, driver-set speed limiter is standard equipment but did not meet Euro NCAP's requirements, and was not rewarded.