



Jaguar XF
Executive

2015



Adult Occupant



92%

Child Occupant



84%

Pedestrian



80%

Safety Assist



83%

SPECIFICATION

| | |
|-------------------------------|--|
| Tested Model | Jaguar XF 2.0 diesel Prestige, RHD |
| Body Type | - 4 door saloon |
| Year Of Publication | 2015 |
| Kerb Weight | 1642kg |
| VIN From Which Rating Applies | - all XFs, including Sportbrakes, from VIN 15300 |
| Class | Executive |

General comments

Euro NCAP is satisfied, on the basis of data it has reviewed, that the result of the tested saloon variant can be applied also to Sportbrake variants.

SAFETY EQUIPMENT

| | Driver | Passenger | Rear |
|--------------------------|--------|-----------|------|
| FRONTAL CRASH PROTECTION | | | |
| Frontal airbag | ● | ● | — |
| Belt pretensioner | ● | ● | ● |
| Belt loadlimiter | ● | ● | ● |
| Knee airbag | ✘ | ✘ | — |
| SIDE CRASH PROTECTION | | | |
| Side head airbag | ● | ● | ● |
| Side chest airbag | ● | ● | ✘ |
| Side pelvis airbag | ✘ | ✘ | ✘ |
| CHILD PROTECTION | | | |
| Isofix | — | ✘ | ● |
| Integrated CRS | — | ✘ | ✘ |
| Airbag cut-off switch | — | ● | — |
| SAFETY ASSIST | | | |
| Seat Belt Reminder | ● | ● | ● |

| OTHER SYSTEMS | |
|-------------------------|---|
| Active Bonnet (Hood) | ● |
| ESC | ● |
| AEB City | ● |
| AEB Inter-Urban | ● |
| Speed Assistance System | ● |
| Lane Assist System | ● |

Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard ○ Fitted to the vehicle as option
 ○ Not fitted to the test vehicle but available as option ✘ Not Available — Not Applicable

ADULT OCCUPANT

Total 35.0 Pts / 92%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.2 Pts

Passenger Driver

Frontal Full Width 7.7 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.2 Pts

Front seat Rear seat

Lateral Impact 15 Pts

Car Pole

AEB City 2.9

Performance: ■ Good

 ADULT OCCUPANT

Total 35.0 Pts / 92%

Comments

The passenger compartment of the XF remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of both the driver and passenger dummies. Jaguar showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different seating positions. In the full-width rigid barrier impact, protection of the driver and rear passenger was good for all critical body regions except the chest, protection of which was adequate. In the side barrier impact, dummy results indicated good protection of all critical body areas. However, both doors on the struck side of the vehicle became unlatched during the test and, although neither door opened, the car was penalised. No doors opened in the more severe side pole test and protection was good for all critical parts of the body. In Euro NCAP's tests, the front seats and head restraints demonstrated good protection against whiplash injury in the event of a rear-end collision. A geometric assessment of the rear seats indicated marginal whiplash protection for the occupants of those seats. The XF has a standard-fit autonomous emergency braking system which provides additional protection against whiplash at low, city speeds. The system performed well in Euro NCAP's tests.

CHILD OCCUPANT


Total 41.2 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance

23.2 Pts


18 months old child 12 Pts



Tested restraint (Fit):
Römer BabySafe + ISOFIX Base

■ Good

36 months old child 11.2 Pts



Tested restraint (Fit):
Römer Duo Plus

■ Adequate

Safety Features

6 Pts

| | Front Passenger | 2nd row outboard | 2nd row center |
|----------------|-----------------|------------------|----------------|
| Isofix | ✗ | ● | ✗ |
| i-Size | ✗ | ● | ✗ |
| Integrated CRS | ✗ | ✗ | ✗ |

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✗ Not available

CRS Installation Check

12 Pts

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✗ Installation not allowed

■ **Infants up to 13 kg**

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyFix (Belt)



Maxi Cosi Cabriofix & EasyFix (ISOFIX)



CHILD OCCUPANT

Total 41.2 Pts / 84%

■ **Infants and toddlers up to 18 kg**

BeSafe iZi Kid X3 ISOfix (ISOfix)



■ **Toddlers from 9 to 18 kg**

Römer King Plus (Belt)



Römer Duo Plus (ISOfix)



Maxi Cosi Pearl & Familyfix (ISOfix)



■ **Toddlers over 18 kg**

Römer KidFix (Belt)



Römer KidFix (ISOfix)



CHILD OCCUPANT

Total 41.2 Pts / 84%

| | Seat Position | | | |
|--|---------------|---------|--------|-------|
| | Front | 2nd row | | |
| | PASSENGER | LEFT | CENTER | RIGHT |
| Maxi Cosi Cabriofix (Belt) | ● | ● | ✘ | ● |
| Römer King Plus (Belt) | ● | ● | ✘ | ● |
| Römer Duo Plus (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (Belt) | ● | ● | ✘ | ● |
| Maxi Cosi Cabriofix & EasyFix (ISOFIX) | ✘ | ● | ✘ | ● |
| BeSafe iZi Kid X3 ISOfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Maxi Cosi Pearl & Familyfix (ISOFIX) | ✘ | ● | ✘ | ● |
| Römer KidFix (ISOFIX) | ✘ | ● | ✘ | ● |

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

Comments

The XF scored maximum points for its protection of the 1½ year dummy in the dynamic impact tests. In the frontal offset test, forward movement of the 3 year dummy, sat in a forward-facing restraint, was not excessive and protection was good except for marginally elevated neck tension. In the side barrier impact, both dummies were properly contained in the protective shells of their restraints, minimising the likelihood of head contact with parts of the vehicle interior. The front passenger airbag can be disabled to allow a rearward-facing restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the XF is designed could be correctly installed and accommodated in the car.

PEDESTRIAN PROTECTION

Total 29.1 Pts / 80%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

| | | | | | | | |
|-----------------------|---|-------------|----------|---------------|---------|------------|---------|
| Pedestrian Protection | 29.1 Pts | | | | | | |
| | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">18.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">4.6 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">5.9 Pts</td> </tr> </table> | Head Impact | 18.6 Pts | Pelvis Impact | 4.6 Pts | Leg Impact | 5.9 Pts |
| Head Impact | 18.6 Pts | | | | | | |
| Pelvis Impact | 4.6 Pts | | | | | | |
| Leg Impact | 5.9 Pts | | | | | | |

Comments

The XF has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet, providing greater clearance between the surface and hard structures in the engine compartment. Jaguar showed that the system worked robustly for a range of speeds and a variety of pedestrian statures. Accordingly, the bonnet was tested in the deployed (raised) position. Protection was almost exclusively good or adequate on the bonnet surface, with poor results recorded along the bottom edge of the windscreen and on the stiff windscreen pillars. The bumper provided predominantly good protection to pedestrians' legs. The protection provided to the pelvic region was more mixed, results ranging from weak to good.

SAFETY ASSIST

Total 10.8 Pts / 83%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

1.3 Pts

| | |
|----------------------------------|--------------|
| Speed Limit Information Function | N/A |
| Warning Function | Manually set |
| Speed Limitation Function | Manually set |

Electronic Stability Control

3 Pts

| System Name | Dynamic Stability Control | |
|-------------------------------------|---------------------------|------------------------|
| PERFORMANCE | | |
| Vehicle Yaw Rate @ COS + 1.00 s | 0.9% | meets ECE requirements |
| Vehicle Yaw Rate @ COS + 1.75 s | 0.7% | meets ECE requirements |
| Lateral Displacement @ BOS + 1.07 s | 3.5 m | meets ECE requirements |

Seat Belt Reminder

3 Pts

| Applies To | All seats | | |
|------------|-------------|--------------------|-------------------|
| Warning | Driver Seat | front passenger(s) | rear passenger(s) |
| Visual | ● | ● | ● |
| Audible | ● | ● | ● |

● Pass
 ● Fail
 — Not available

Lane Support

1 Pts

| | |
|-----------------------|------------------------|
| System Name | Lane Departure Warning |
| Type | Lane Departure Warning |
| Operational From | 48 km/h |
| Warning | Visual & Haptic |
| PERFORMANCE | |
| LDW Confirmation Test | Pass |

SAFETY ASSIST

Total 10.8 Pts / 83%

AEB Interurban

2.5 Pts

| | |
|------------------------|---|
| System Name | Autonomous Emergency Braking |
| Type | Forward Collision Warning with Auto-Brake |
| Operational From | 10 Km/h |
| Additional Information | Default On |

PERFORMANCE |

| | Autobrake Function Only | Driver reacts to warning |
|-----------------------------------|--|--|
| Operational Speed | 10-80 Km/h | 10-80 Km/h |
| Approaching a stationary car | See AEB City | Crash avoided up to 45km/h. Crash speed reduced up to 80km/h. |
| Approaching a slower moving car | Crash avoided up to 60km/h. Crash speed reduced up to 70km/h. | Crash avoided up to 75km/h. Crash speed reduced up to 80km/h. |
| FOLLOWING A CAR AT SHORT DISTANCE | | |
| Car in front brakes gently | Avoidance | Avoidance |
| Car in front brakes harshly | Mitigation | Mitigation |
| FOLLOWING A CAR AT LONG DISTANCE | | |
| Car in front brakes gently | Mitigation | Avoidance |
| Car in front brakes harshly | Mitigation | Mitigation |

Comments

All features assessed by Euro NCAP for Safety Assist are standard equipment on the XF: it has electronic stability control; a seatbelt reminder for the front and rear seats; a driver-set speed limiter; a lane departure warning system; and its autonomous emergency braking system works also at inter-urban speeds and demonstrated good performance in Euro NCAP's tests. Cars before VIN number 15300 differ from the test vehicles in having a seatbelt reminder which is not sufficiently loud and clear to meet Euro NCAP's requirements.

RATING VALIDITY

Annual Reviews and Facelifts

| Date | Event | Outcome | |
|---------------|------------------|---|---|
| December 2015 | Rating Published | 2015  |  |
| December 2016 | Annual Review | 2015 | |