

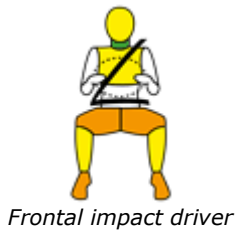




Jaguar X Type

| RATING | SCORE | Front: 10 | Side: 14 | Pole: 2 |
|--|-----------|-----------|----------|---------|
|  ADULT OCCUPANT ★★☆☆☆ | 26 | | | |
|  PEDESTRIAN ★☆☆☆☆ | 2 | | | |

Adult occupant protection



Frontal impact driver



Frontal impact passenger



Side impact driver

- GOOD
- ADEQUATE
- MARGINAL
- WEAK
- POOR

Child restraints

| | |
|---------------------------|-----------------------------------|
| 18 month old Child | Kiddy 2000, rearward facing |
| 3 year old Child | Britax Roemer Duo, forward facing |

Pedestrian protection

No image car front available

Safety equipment

| | |
|--------------------------------|-------------------------------------|
| Front seatbelt pretensioners | <input checked="" type="checkbox"/> |
| Front seatbelt load limiters | <input checked="" type="checkbox"/> |
| Driver frontal airbag | <input checked="" type="checkbox"/> |
| Front passenger frontal airbag | <input checked="" type="checkbox"/> |
| Side body airbags | <input checked="" type="checkbox"/> |
| Side head airbags | <input checked="" type="checkbox"/> |
| Driver knee airbag | <input type="checkbox"/> |

Car details

| | |
|-------------------------------|--------------------------------|
| Hand of drive | LHD |
| Tested model | Jaguar X-Type 2.0 |
| Body type | 4 door saloon |
| Year of publication | 2002 |
| Kerb weight | 1525 |
| VIN from which rating applies | Applies to all applies X-types |

Comments

The X-type is designed to meet world car demands and earned its four star rating without being outstanding. It has a strong body and all of its doors could be opened normally after the frontal test. However, the driver's airbag allowed his head to strike the steering wheel late in the impact. Jaguar says that the X-Type is the first car Euro NCAP has tested that can 'feel' when a child restraint is fitted to its front passenger seat and turns off its own airbag. Protection for the children seated in the rear was particularly good. However, as was the case for many of the cars tested here, the protection it gave to pedestrians was dire.

Front impact

The driver and passenger were well protected, except that the driver's airbag 'bottomed out' late in the test. However, his chest was kept clear of the wheel by it collapsing towards the fascia. The footwell was not distorted by the impact but the distance that the clutch pedal moved created a hazard. There was a foam footrest moulded into the driver's carpet that helps to protect his legs, but his and the passenger's knees risked injury from hard points beneath the fascia. The centre rear seat was equipped with a three-point belt. This provides greater protection than a lap-only belt.

Side impact

Despite the side airbag, the driver ran the risk of chest injuries. The head-protecting airbag curtain worked well for the driver and would also protect rear passengers.

Child occupant

A system with the ability to recognise the fitting of a child restraint of whatever make on the front passenger seat and turn off the airbag is unusual in executive-class cars like the X-type. Although Jaguar does not recommend the fitting of child seats in this position it does eliminate the risk of injuries caused by the airbag firing. The ISOFIX seat for the 3-year-old worked well in front and side impact. But NCAP noted that the seat's instructions for use came only in a booklet that could be lost. Better labelling on the seat and in the car would improve matters.

Pedestrian

Only one site out of 18 tested gave any protection to a pedestrian. This is a dire performance and Jaguar needs to improve the car's performance in this vital area.