

ANCAP Safety Rating: JAGUAR XF (February 2016 onwards)



Frontal offset test at 64km/h (Copyright Euro NCAP)

This ANCAP safety rating applies to:

Make / Model	Jaguar XF
Year Range	February 2016 onwards
Variant(s)*	All variants
Vehicle Type	Large car

The tested model of Jaguar XF was introduced in Australia and New Zealand in early 2016. This ANCAP safety rating applies to all variants.

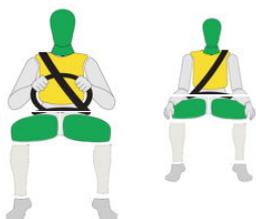
Dual frontal, side chest and side head airbags (curtains) are standard. Advanced seat belt reminders are fitted to all seats. Autonomous emergency braking is standard. See page 2 for other safety features.

In the offset crash test driver chest and leg protection was acceptable. In this test passenger leg protection was acceptable, in the side impact and side pole crash tests driver protection was good.

Injury Outcomes.

Full Width Frontal

Driver Rear Passenger



Frontal Offset

Driver Front Passenger



Side Impact

Driver



Pole

Driver



Whiplash Protection

Rear Front



Test Results Summary.

Airbags	Dual Frontal, Side, Head
Adult Occupant Protection	94% (36.02 out of 38)
- Full Width Frontal Test	7.72 (out of 8)
- Frontal Offset Test	7.15 (out of 8)
- Side Impact Test [#]	8.00 (out of 8)
- Pole Test [#]	8.00 (out of 8)
- Whiplash Protection Test	2.21 (out of 3)
- AEB (City)	2.95 (out of 3)
Child Occupant Protection	84% (41.22 out of 49)
Safety Assist	83% (10.82 out of 13)
- Speed Assistance System	1.33 (out of 3)
- ESC	3.00 (out of 3)
- Seat Belt Reminders	3.0 (out of 3)
- Lane Support System	1.0 (out of 1)
- AEB (Interurban)	2.49 (out of 3)
Pedestrian Protection	80% (29.12 out of 36)
ANCAP Safety Rating	★★★★★
Rating Year[^]	2015

Adult Occupant Protection.

Full Width Frontal Test

Each body region is scored out of 4 points (total is halved)

Driver		Rear Passenger	
Head:	4.00 points	Head:	4.00 points
Neck:	4.00 points	Neck:	4.00 points
Chest:	3.74 points	Chest:	3.12 points
Upper legs:	4.00 points	Upper legs:	4.00 points

Frontal Offset Test

Each body region is scored out of 4 points (total is halved)

Driver/Front passenger (lesser of each)

Head / neck:	4.00 points
Chest:	2.69 points
Upper legs:	4.00 points
Lower legs:	3.61 points

The passenger compartment held its shape well in the offset test. Pedal and steering wheel displacements were well controlled. Driver and passenger contact with the airbags was stable. All doors remained closed during the crash.

Side Impact Test

Pole Test

Each body region is scored out of 4 points (total is halved)

Head:	4.00 points	Head:	4.00 points
Chest:	4.00 points	Chest:	4.00 points
Abdomen:	4.00 points	Abdomen:	4.00 points
Pelvis:	4.00 points	Pelvis:	4.00 points

Good protection was provided for the driver in the side impact and side pole tests. However, in the side impact test, both doors on the struck side became unlatched during the test.

Whiplash Protection

Front / Rear:	1.58 points
Rear:	0.63 points
AEB (City):	2.95 points

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Child Occupant Protection.

Scored 41.22 out of 49

Crash Test Performance

18 month old child: 12.00 points
3 year old child: 11.22 points

Child Safety Features & Child Seat Installation

Safety features: 6 points
Installation check: 12 points

NOTE: The child restraints tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. For more detailed information about Australian child restraints visit childcarseats.com.au.

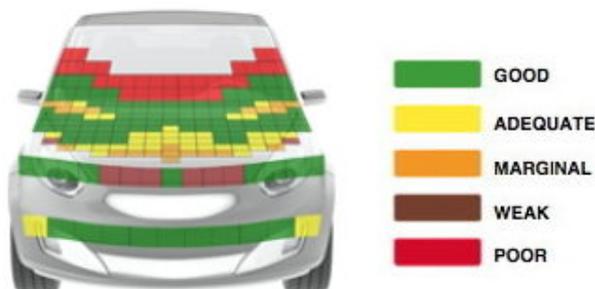
Pedestrian Protection.

Pedestrian Test

Scored out of 29.12 out of 36 points: **GOOD**

Adult & child head impacts: 18.61 points
Upper leg impacts: 4.56 points
Lower leg impacts: 5.95 points

This vehicle scored 29.12 out of 36 points (Good). The XF has an 'active' bonnet. 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 (Tested by Euro NCAP v8)



Score Deductions.

Deductions from full width frontal test scores

Neck: No deductions
Head: No deductions
Chest: No deductions
Upper legs: No deductions

Deductions from frontal offset test scores

Head / neck: No deductions
Chest: No deductions
Upper legs: No deductions
Lower legs: No deductions

Deductions from side impact test score

Chest: Doors on the struck side became unlatched. 2 point deduction

Deductions from pole test score

Head: No deductions.

Safety Features & Technologies.

Descriptions of each of these safety features and safety assist technologies (SAT) and detail on fitting requirements for each star rating level can be found at ancap.com.au.

Safety Feature / Safety Assist Technology	Availability
Seat belts (three-point) for all forward-facing seats	S
Seat belt pretensioners (front)	S
Seat belt pretensioners (all rear)	S
Intelligent seat belt reminder (driver)	S
Intelligent seat belt reminder (front passenger)	S
Intelligent seat belt reminder (2 nd row seats)	S
Airbag - Front (driver)	S
Airbag - Front (passenger)	S
Airbag - Side, chest protection (front seats)	S
Airbag - Side, chest protection (2 nd row seats)	X
Airbag - Side, head protection (front seats)	S
Airbag - Side, head protection (2 nd row seats)	S
Airbag - Knee (driver)	X
Airbag - Knee (front passenger)	X
Head restraints for all seats	S
Active bonnet	S
Adaptive cruise control (ACC)	X
AEB (Autonomous emergency braking) - city	S
AEB - Interurban	S
AEB - Vulnerable road user	X
Antilock braking system (ABS)	S
Automatic headlights	S
Blind spot monitoring	S
Daytime running lights (DRL)	S
Electronic brakeforce distribution (EBD)	S
Electronic stability control (ESC)	S
Emergency brake assist (EBA)	S
Emergency stop signal	S
Hill launch assist	S
Lane support system (LSS)	S
Reversing collision avoidance (camera & sensor)	S
Speed assistance - automatic speed limiting (ISA)	X
Speed assistance - manual speed limiting	S
Speed assistance - map/speed sign recognition	X
Tyre pressure monitoring system (TPMS)	S

These specifications are subject to change. Please check with the manufacturer for the latest specifications.

S = Standard on all variants.
O = Optional on base variant. May be standard on higher variants.
V = Not available on base variant but standard or optional on higher variants.
X = Not available on any variant.
E = Available in Europe / USA but not available on any Australasian variant.

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Safety Assist.

Speed Assistance System (SAS)

Scored 1.33 out of 3 points

Speed information: Not available
Speed assistance (manual): Pass
Intelligent speed assistance: Not available

Electronic Stability Control (ESC)

Scored 3.0 out of 3 points

AEB (Interurban)

Scored 2.49 out of 3 points

Autonomous emergency braking: 1.33 out of 1.5
Forward collision warning: 0.90 out of 1.0
Human machine interface: 0.25 out of 0.5

Seat Belt Reminder (SBR)

Scored 3.0 out of 3 points

Driver and passenger: Pass
Rear: Pass

Lane Support Systems (LSS)

Scored 1.0 out of 1 point

Lane Departure Warning: Pass

Approaching a stationary vehicle: 14.59 out of 18 for Forward Collision Warning (FCW)



Approaching a slow moving vehicle: 10.47 out of 11 for AEB, 10.72 out of 11 for FCW



Approaching a braking vehicle with short headway: 1.79 out of 2 for AEB, 1.77 out of 2 for FCW



Approaching a braking vehicle with long headway: 1.51 out of 2 for AEB, 1.92 out of 2 for FCW



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ANCAP
Safety ★★★★★



Injury Values & Measurements.

Body Region	Frontal offset test at 64km/h (v7)		Full width frontal test at 50km/h (v1)		Side impact test at 50km/h (v7)	Oblique Pole test at 32km/h (v7)
	Driver	Front Passenger	Driver	Rear Passenger	Driver	Driver
Head						
HIC	207.00	98.00	334.00	147.00	50.00	289.81
Acceleration (g for 3ms)	47.60	34.80	59.20	40.60	26.30	55.18
Neck						
Shear (kN)	0.73	0.42	0.35	0.62	-	-
Tension (kN)	0.72	0.49	1.55	1.33	-	-
Extension (Nm)	7.40	21.80	14.20	16.30	-	-
Chest						
Acceleration (g for 3ms)	-	-	-	-	-	-
Compression (mm)	28.54	16.59	19.54	23.29	10.24	27.07
Viscous criterion (m/s)	0.09	0.05	0.06	0.13	0.04	0.20
Abdomen						
Compression (mm)	-	-	-	-	11.19	22.74
Pelvis						
Force (kN)	-	-	-	-	0.83	-
Upper legs						
Femur force left (kN)	0.20	0.24	0.16	0.08	-	-
Femur force right (kN)	0.09	0.02	0.06	0.10	-	-
Knee displacement left (mm)	0.05	0.51	0.02	-	-	-
Knee displacement right (mm)	0.00	2.27	0.44	-	-	-
Lower legs						
Force left (kN)	2.58	1.33	-	-	-	-
Force right (kN)	1.68	2.14	-	-	-	-
Index (upper / lower) left	0.47 / 0.21	0.24 / 0.19	-	-	-	-
Index (upper / lower) right	0.28 / 0.18	0.33 / 0.29	-	-	-	-
Intrusion Measurements						
Steering column						
Forward (mm)	50	-	-	-	-	-
Downward (mm)	30	-	-	-	-	-
Sideways (mm)	5	-	-	-	-	-
Pedals^{4.00}						
Accelerator - rearward (mm)	7	-	-	-	-	-
Accelerator -downward (mm)	4	-	-	-	-	-
A-Pillar						
Rearward (mm)	0	-	-	-	-	-

* Variants of a model

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model. For further information about the application of ANCAP safety ratings to model variants, see the ANCAP Variant Policy.

^ Rating Year

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and may be based on the year in which a new vehicle model is first launched into the Australian and/or New Zealand markets; the year in which the vehicle was tested (if tested by Euro NCAP); or, for vehicles which hold an existing ANCAP safety rating, the year in which the rating was updated (or earlier applicable year).

Assessment Details.

Tested Make / Model	Jaguar XF Prestige RHD
Tested Vehicle(s) Built	2015
Tested Body Type	Sedan
Tested Vehicle Kerb Weight	1640 kg
Tested Vehicle Engine	2.0 diesel
Tested By	Euro NCAP
Assessed By	Euro NCAP
Document Reference	XF16
Document Created / Revised	5/4/2016
Rating Published	April 2016

