

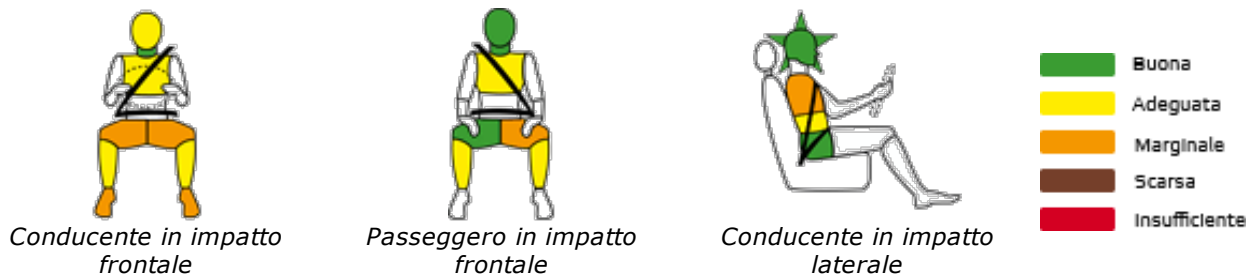


Jaguar X Type

[Immagini](#) | [Video](#)

VALUTAZIONI	PUNTEGGIO		
 ADULTI 	26	Anteriore: 10 Laterale: 14	Pole test: 2
 PEDONI 	2		

Protezione dei passeggeri adulti



Sistema di ritenuta per bambino

Bambino di 18 mesi	Kiddy 2000, rearward facing
Bambino di 3 anni	Britax Roemer Duo, forward facing

Protezione dei pedoni

Immagini del lato frontale vettura non disponibili

Dotazione di sicurezza

Pretensionatori cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Limitatori di carico cinture di sicurezza anteriori	<input checked="" type="checkbox"/>
Airbag anteriore conducente	<input checked="" type="checkbox"/>
Airbag anteriore passeggero	<input checked="" type="checkbox"/>
Airbag laterali	<input checked="" type="checkbox"/>
Airbag laterale per la testa	<input checked="" type="checkbox"/>
Airbag ginocchia conducente	<input type="checkbox"/>

Dettagli della vettura testata

Lato di guida	LHD
Modello testato	Jaguar X-Type 2.0
Tipo carrozzeria	4 porte berlina
Anno di pubblicazione	2002
Peso	1525
Numero di identificazione veicolo (VIN) a cui si riferisce la valutazione	Applicabile a tutti applies X-types

Commenti

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 the 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.

Impatto frontale

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.

Impatto laterale contro vettura

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.

Bambini

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.

Pedoni

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.