



NEWS

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TECHNICAL PRESS KIT: 2019 JAGUAR XF

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(MAHWAH, N.J.) – December 12, 2018 – Today, the Jaguar brand announced a series of updates to its XF sports sedan. For the 2019 model year, the XF will feature a new limited edition model, an enhanced infotainment system with expanded functionality, and a variety of standard interior refinements.

WHAT'S NEW FOR 2019

- New 300 SPORT limited edition model features 296hp 2.0L turbocharged Ingenium engine
- Land Rover InControl® Touch Pro™ infotainment system with 10-inch touchscreen, now standard across the XF model range, features refreshed screen layouts and graphics¹
- Apple CarPlay® and Android™ Auto now available as part of new optional Smartphone Package¹
- Navigation Pro, Pro Services and Wi-Fi Hotspot now standard on Prestige models^{1,5}
- Navigation now enhanced with voice command functionality¹
- Interiors feature elevated refinement and luxury with a number of new enhancements, standard across the XF lineup
- 19-inch 7-Spoke "Style 7013" wheel now offered as option on Premium models

U.S. Models and MSRP⁴

Trim Level	Powertrain	MSRP ⁴ (RWD/AWD)
25t Premium	2.0L Turbocharged i4; 247hp	\$49,965 / \$52,965
25t Prestige	2.0L Turbocharged i4; 247hp	\$54,985 / \$57,985
20d Premium	2.0L Turbocharged i4 Diesel; 180hp	\$51,465 / \$54,465
20d Prestige	2.0L Turbocharged i4 Diesel; 180hp	\$56,485 / \$59,485
30t Premium	2.0L Turbocharged i4; 296hp	\$52,965 / \$55,965
30t Prestige	2.0L Turbocharged i4; 296hp	\$57,985 / \$60,985
30t 300 SPORT	2.0L Turbocharged i4; 296hp	\$63,810 / \$66,810
30t Portfolio	2.0L Turbocharged i4; 296hp	\$67,565 / \$70,565
S	3.0L Supercharged V6; 380hp	\$67,625 (AWD)

DESIGN

"In creating the XF, as a design team we were driven by discipline, the discipline of simplicity. Every exterior line on the XF has a clear purpose – nothing is superfluous," said Ian Callum, Jaguar Director of Design. "Achieving that simplicity takes time and requires great determination; it's all too easy to add lines to a car, but much harder to add character by leaving lines out."

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From any angle the Jaguar XF is instantly recognizable as a Jaguar. The sleek, coupe-like profile, long hood with deep power bulge and the short front overhang identify the XF as a sports sedan that stands apart from the crowd.

Aerodynamic performance is optimized by apertures in the front bumper, which channel air over the front wheels. This helps to prevent turbulent wheel wake from disturbing the smooth laminar airflow passing around the car.

The headlights – including available adaptive LED units – are flush with the surrounding panels, improving not only aesthetics but also aerodynamics. They also feature signature Jaguar J-Blade LED daytime running lights.

The power bulge on the long aluminum hood runs all the way through to the nose of the XF, emphasizing the car's performance potential. Not only does this contribute to the sleek styling but also helps optimize visibility.

The one-piece aluminum bodyside stampings emphasize the Jaguar philosophy that surfacing should always be executed with the discipline of simplicity and purity. Designing and manufacturing these panels from a single sheet contributes not only to the overall stiffness of the body, but also to surfacing purity and quality as there are no visible joints.

The elegant window design features a full return, the form inspired by past Jaguar sports sedans. With radii honed to within fractions of an inch to deliver the complex curvature, the feature is testament to the brand's expertise in working with aluminum.

Running from front to back, peaking above the rear wheel in terms of height and then tapering away, is a chamfered feature line known as 'the spear of light.' The reflections make the car appear even more lithe, agile, and elegant.

At the rear, the LED tail lights feature the signature Jaguar design from the Jaguar F-TYPE sports car – a line intersecting a roundel – also seen on the XE. But here, the design is repeated, creating a clear hierarchy from XE and an unmistakable pattern at night.

The chrome signature blade running across the trunk lid between the light clusters emphasizes the taut surfaces and dynamic visual balance of the XF.

To deliver the flush fit of the light clusters and perfect integration of the chrome blade, the trunk lid is made from two steel pressings joined by laser brazing. As well as being energy-efficient, this process was selected for its precision and neat, clean finish.

Introduced for 2019, the Jaguar XF 300 SPORT features a range of unique exterior design enhancements with the grille surround, side vents, side sills, rear spoiler, rear bumper valance and available 19 or 20-inch alloy wheels all finished in Dark Satin Grey. A choice of three exterior colors (Yulong White, Indus Silver and Santorini Black) are available, and distinctive '300 SPORT' badging on the front grille and rear deck lid, as well as '300 SPORT'-branded brake calipers help to identify this special edition model.

The interior of the XF has always attracted attention, especially the start-up sequence bringing the car to life as the rotary gear selector rises up from the center console and the air vents rotate into position. The goal was to retain that sense of occasion – and the strong, simple lines and horizontal feel of the instrument panel – but mature the design language and the use of materials, befitting the status of the XF now that XE is in position as the entry-level Jaguar sports sedan.

The layered instrument panel, with Jaguar signature 'Riva Hoop' inspired by XJ, continues into the door, creating a unique cabin feel. This is enhanced by the generous application of veneers such as Gloss Figured Ebony and trim finishers such as Carbon Fiber.

With available features such as the reconfigurable 12.3-inch Interactive Driver Display and four-zone climate control, 10-color Configurable Ambient Lighting, Morzine Headlining and perforated Windsor leather seats, the XF reflects the standard for interior luxury and design.

For 2019, interior luxury and design is further heightened with a number of enhancements added as standard across the XF model range. These include: Suedecloth Headlining, Frameless Auto-Dimming Rear View Mirror, Bright Metal Pedals, Chrome Seat Switches, Illuminated Metal Treadplates with “Jaguar” Script and Premium Carpet Mats (except on the 300 SPORT).

Enhanced front seats in the Jaguar XF Portfolio model provide even more comfort for driver and front passenger with standard 20-way adjustable perforated Windsor Leather seats that include four-way lumbar adjustment and manually adjustable winged headrests.

The 116.5-inch (2,960mm) wheelbase of the XF helps to provide rear passengers with traditional Jaguar comfort while the available four-zone climate control system, heated rear seats and window blinds help further enhance passenger comfort.

The rear seating also features a practical 40:20:40 split design, making it easier to through-load bulky items such as skis or snowboards. The trunk lid benefits from an optional power open and close function (standard on Portfolio).

Like the exterior design, the interior of the limited edition 300 SPORT model features a number of unique design elements. There is yellow contrast stitching for the instrument panel, door casings, armrest, seating and steering wheel, while ‘300 SPORT’ badges can be found on the front seat headrests, steering wheel and treadplates.

ARCHITECTURE AND BODY STRUCTURE

Used to create inherently light and stiff body structures, aluminum alloys, self-piercing rivets, and structural adhesives help optimize performance, weight and dynamics. These attributes were engineered into the Jaguar aluminum-intensive architecture from which the XF was developed. Also featuring advanced high-strength steels, the aluminum-intensive unibody uses materials intelligently, exploiting each to its full potential.

Aluminum is also used to make the hood and front fenders, while the front-end carrier and cross-car beam are cast from even lighter magnesium alloys.

Stamped from a single sheet of high-strength 6000-series alloy, the bodysides weigh less than 13.2lbs (6kg) and are a testament to the expertise of Jaguar engineers in working with the material. Perfecting the deep haunches and the quarter windows incorporated all of the learning from the Jaguar F-TYPE in terms of depth of draw and tightness of radii.

Assembly to the rest of the structure uses a two-stage framing process. The technique allows for greater joint efficiency through optimized positioning of the rivets. This translates to increased torsional rigidity of the body.

Features such as the high-pressure die-cast aluminum front suspension towers increase local stiffness and make a significant contribution to the ride, handling and steering of the XF.

Further refinement is achieved through the reduction of structure-born noise. Every part of the body has been analyzed to ensure as many potential sources of noise have been designed-out. In some areas, such as the crash structure behind the front bulkhead, fully-sealed, double-wall structures are used. Where sound deadening has been applied, the latest spray-on materials are used due to their combination of higher performance and lower weight.

Foam baffles inside the aluminum sections also contribute to noise reduction. These pieces are fitted during assembly: as the body passes through the e-coating ovens, the heat causes the foam to expand so that it completely fills the section.

A further example of the painstaking attention to detail that delivers low levels of cabin noise is typified by the way in which the high-level brake light is fitted to the body. Running all the way along the full length of the rear windshield, this full-LED light has a seal and an acoustic barrier behind it to help reduce any noise leakage through to the interior.

5000-series aluminum alloy pressings are used where stiffness is key, such as in the underframe reinforcements. These include RC5754, a grade unique to the Jaguar brand, which is made predominantly from recycled material and also used on the XE sports sedan. Approximately half of this is scrap sourced from the press shops, helping not only the move towards closed-loop recycling but also towards reductions in overall electricity consumption and therefore lifecycle CO₂ emissions.

As part of the intelligent material mix in the body, the rear longitudinal members and the B-pillar reinforcements are made from ultra-high strength hot-formed boron steels, providing exceptional rigidity and stability.

CHASSIS

The light yet stiff body of the Jaguar XF, with its combination of aluminum and advanced high-strength steels, delivers near 50:50 weight distribution.

Double-wishbone front and Integral Link rear suspension systems provide the inherently high levels of stiffness needed for agile handling and steering precision with the compliance essential for comfort and refinement. Advanced damper technologies – both passive and continuously variable – improve ride quality further and extend the breadth of dynamic capability of the XF.

With components made entirely from lightweight aluminum, the double-wishbone front suspension in the XF is modeled closely to that of the Jaguar F-TYPE. Its high camber stiffness means the tires are able to generate lateral force immediately – which translates to sharper and more immediate turn-in. And the high roll camber gain means that the tire's contact patch is maintained, helping generate more grip and delivering better feel.

Other refinements include lighter springs made from narrow-gauge steel and low-friction, PTFE-lined bushings for the tubular anti-roll bar⁶.

The optimum balance of ride and handling requires lateral and longitudinal stiffness to be tuned independently. Integral Link rear suspension enables the XF to realize high levels of comfort and handling. Bushings soft in recession allow the wheels to move rearwards and upwards upon impact, providing excellent energy absorption characteristics.

At the same time, camber stiffness can be increased, delivering greater responsiveness. Greater caster stiffness can also be achieved, for greater stability under braking.

Steering response and on-center feel are among the most important attributes which define the Jaguar dynamic driving DNA. One of the key enablers to this is the tuning potential of electric power-assisted steering (EPAS). From filters that damp unwanted disturbances caused by road surface irregularities to algorithms that compensate for changes in ambient temperature – EPAS has a lot to offer.

Incorporating all of the learning from the F-TYPE and XE, the advantages of EPAS give the XF a more connected feel with intuitive, linear responses.

Another technology proven first on the F-TYPE and standard on the XF is Torque Vectoring by Braking⁶. On corner entry, lightly braking the inner wheels individually can mitigate understeer and help the driver to take the ideal line. Intervention is subtle and virtually transparent to the driver, but the increased agility is felt immediately⁶.

Making the body of the XF lighter and stiffer delivers inherent benefits in terms of ride control, but Jaguar dynamics engineers looked closely at other fundamental improvements that could be made when developing the XF. One of the most effective is the integration of next-generation passive damper technology to enhance comfort.

Passive dampers enable frequency-dependent damping – the ability to vary damping force not only with the velocity at which the damper piston moves, but also as a function of its frequency. Inputs from road surface imperfections are high frequency inputs and large road undulations are low frequency.

An extra valve in the piston provides an additional bypass. Over road surface imperfections this extra valve opens, allowing some fluid to flow through it instead of the main valve in the piston. This reduces the damping force and makes the ride smoother and more supple. On smooth road surfaces the valve is closed, forcing all of the fluid to pass through the piston: damping force increases and the ride becomes more firm.

The available Jaguar Adaptive Dynamics⁶ system monitors body movement 100 times per second and wheel movement 500 times per second, the control algorithms for the adaptive dampers further enhance low-speed ride comfort as well improve handling and agility at higher speeds³.

First developed for the F-TYPE, Configurable Dynamics⁶ is available in conjunction with Adaptive Dynamics (standard on S models). The system allows the driver to individually tailor the throttle mapping, transmission shift strategy, steering feel and Adaptive Dynamics settings using the touchscreen¹.

POWERTRAIN

Designed, developed and manufactured in-house to meet the exacting requirements of the Jaguar brand for power, torque and refinement, the Ingenium engine line is a modular family, which delivers a range of diesel and gasoline engines.

Features such as offset cylinder bores and roller bearings for the camshafts and balancer shafts contribute to the Ingenium engines' low levels of internal friction.

The split-cooling system features a mapped thermostat, a variable-flow pump and crossflow channels in the cylinder head to facilitate rapid engine warm-up from cold. A variable flow oil pump and switchable piston cooling jets help to cut parasitic losses.

The Ingenium diesel engine also features variable valve timing. A cam phaser on the exhaust side allows the catalysts to reach operating temperature quickly. The technology also enables more efficient and robust regeneration of the particulate filter.

Complementing the inherently low levels of vibration ensured by the design of the stiff, deep-skirt cylinder block are acoustic covers fitted to the cylinder head, the chain drive and the sump. These covers help prevent radiated noise from the engine from reaching the cabin and contribute to the high levels of refinement in the XF. Switchable engine mounts provide effective isolation from the body, further reducing the transmission of structure-born noise.

Turbocharged Ingenium Diesel

The most fuel efficient⁷ powertrain offered in the Jaguar XF, the 180hp 2.0-liter four-cylinder Ingenium diesel produces 317lb-ft of torque from low engine speeds, delivering strong acceleration³.

The 180hp Ingenium diesel engine features a 2,200bar common rail injection system. The engines also feature the latest variable geometry turbochargers to deliver a clean, quiet, efficient combustion process. A sophisticated exhaust gas recirculation (EGR) system featuring both high-pressure and cooled low-pressure circuits reduces pumping losses, while the reduction in peak combustion chamber temperatures deliver inherently low emissions of oxides of nitrogen (NOx).

The Ingenium diesel also features a Selective Catalytic Reduction (SCR) system to help minimize NOx emissions. By injecting a urea solution into the exhaust gas upstream of an SCR catalyst, NOx is converted into nitrogen and water. Should the additive tank require topping-up between scheduled services, replenishment is simple: the filler neck is located next to the fuel filler neck.

Turbocharged Ingenium Gasoline Engine

A pair of 2.0-liter turbocharged four-cylinder Ingenium gasoline engines have been developed entirely in-house in two power ratings: 247hp / 269lb-ft (badged 25t) and 296hp / 295lb-ft (badged 30t).

All Ingenium engines deliver low levels of friction to optimize efficiency and refinement while the gasoline engines deploy twin scroll turbos to reduce lag and optimize power output.

Continuously Variable Valve Lift technology improves air delivery to the gasoline engines. The 247hp and 296hp powertrains feature electrohydraulic valve control, which provides fully variable control of the intake valve lift for optimum power and torque across the rev range.

In a first for Jaguar, the exhaust manifold is also integrated with the cylinder head casting. Passing coolant through the manifold considerably reduces warm-up times, when engines are at their least efficient state.

Supercharged V6 Gasoline Engine

For drivers seeking the most rewarding experience, Jaguar offers a 380hp 3.0-liter supercharged V6 engine. This all-aluminum powertrain is shared with the F-TYPE sports car and characterized by the immediate throttle response, linear power delivery and unique intake and exhaust sound.

The twin-vortex roots-type supercharger is neatly packaged in the 'vee' of the engine. Together with direct injection and variable intake and exhaust valve timing, the supercharger enables the engine to generate a high torque output throughout the rev range, delivering strong acceleration³.

The 380hp engine is exclusive to the XF S, accelerating from 0-60mph in 5.0 seconds (0-100km/h in only 5.3 seconds) and on to an electronically limited top speed of 121mph³.

ZF® Transmissions

Every engine in the XF, from the 180hp Ingenium diesel to the 380hp supercharged V6, is offered with a specifically tuned version of the ZF® eight-speed automatic. Combined with the unique Jaguar rotary gearshift controller and paddle shifters, these advanced transmissions provide smooth power delivery and performance with seamless shifting.

The transmission controller monitors driving styles and adapts its shift patterns to suit. The ECU is also networked to the Jaguar Drive Control, offering even quicker shifts and more dynamic kickdown in Dynamic mode, and earlier up-shifts in Eco mode.

Complementing the stop-start system is Transmission Idle Control: if the vehicle is stationary and held against the brakes with the engine running, one of the brakes inside the transmission opens, reducing drag losses.

Two versions of the ZF 8HP family feature in the XF. The 380hp supercharged V6 in the XF S is paired with the 8HP70 transmission, while the gasoline and diesel turbocharged Ingenium four-cylinder engines are matched to the lighter, more compact 8HP45 transmission.

To improve driving comfort even further when running at very low engine speeds, the 8HP45 transmission features a pendulum damper in the torque converter. This additional element is able to absorb very low frequency vibrations and help prevent them from passing through to the cabin.

All Wheel Drive (AWD)

Designed from the outset to offer AWD, the XF features a next-generation torque-on-demand system and Intelligent Driveline Dynamics (IDD) – a sophisticated control strategy developed entirely in-house. To enhance the system's potential, IDD is networked to the Torque Vectoring by Braking system and the Dynamic Stability Control⁶.

Its effectiveness already proven on the AWD Jaguar F-TYPE, IDD is designed to preserve Jaguar dynamics DNA while maximizing the performance and handling benefits of the additional traction⁶.

Integrated into the eight-speed automatic transmission, AWD is available on all XF models and standard on the XF S. In normal driving, all of the torque is sent to the rear axle. But when required, a multi-plate wet clutch diverts torque to the front axle via a chain drive in the transfer case⁶.

The amount of torque that is transferred – and when – is controlled by the IDD module, which is integrated into the transfer case. Using sensor data such as yaw rate, steering wheel angle and lateral acceleration, algorithms within the IDD controller continuously estimate road surface friction, and how much of the available grip is being exploited at each tire contact patch⁶.

If IDD predicts that the rear tires are approaching the traction limit, torque is seamlessly transferred to the front axle. IDD also functions reactively, and can vary the front-rear torque split to mitigate oversteer when cornering through yaw damping⁶.

Adaptive Surface Response (AdSR)

Making the XF S even more capable is a feature which determines the type of surface the vehicle is driving on – normal roads, wet or gravel roads, or snow and ice – and modifies mapping for the steering, throttle, transmission and stability control systems accordingly⁶.

ADVANCED DRIVER ASSISTANCE SYSTEMS

All Surface Progress Control

The Jaguar XF also benefits from the brand's All Surface Progress Control (ASPC) technology. Designed to help drivers to pull away smoothly on very low-friction surfaces, ASPC assists with driving at low speeds on slippery surfaces such as snow and wet grass⁶.

Conventional traction control systems attempt to modulate what happens once the wheels begin to slip, which can be too late. ASPC is fundamentally different, founded upon decades of Jaguar Land Rover experience in developing off-road technologies⁶.

ASPC works like a low-speed cruise control and can operate between 2.2mph (3.6km/h) and 19mph (30km/h). Pressing a button on the center console activates the system. The driver then uses the cruise control switches on the steering wheel to set the desired speed, and ASPC controls throttle and brake inputs while the driver manages the steering⁶.

What makes ASPC so effective is that it doesn't just provide fine control of the throttle: it also uses the brakes in opposition to the throttle. So from a standstill, only very low engine torque is applied to the driven wheels, enabling smooth progress with little or no wheel spin. Offered as standard on the Jaguar XF, ASPC is compatible with rear- and all-wheel drive and is made even more effective in winter conditions by the fitment of winter tires⁶.

Stereo Camera Technology

The Jaguar XF features a forward-facing stereo camera, which underpins an extended range of driver technologies.

Sensors within the system are packaged in front of the rear-view mirror and generate a real-time view of the road and objects ahead. The information is interpreted by highly sophisticated image processing software and the output used by a range of advanced driver assistance systems⁶.

One of the most important is the standard **Emergency Braking** system. If the system detects that contact with a vehicle ahead is likely, the brake system is pre-charged and the driver is prompted with audible and visual warnings. If no avoiding action is taken and vehicle contact is deemed to be imminent, the system is designed to initiate full braking at speeds from 3-50mph^{2,6}.

The stereo camera also enables the available **Lane Departure Warning (LDW)** and **Lane Keep Assist (LKA)** systems. By monitoring the vehicle's position relative to lane markings on either side, LDW is

designed to help prevent drivers from drifting out of lane by triggering a visual alert in the instrument panel and a haptic alert through the steering wheel rim⁶.

When LKA detects the vehicle drifting to the edge of the lane, the system is designed to guide the driver towards the center of the lane by applying a small amount of corrective counter-steering. The amount of torque applied to the steering wheel is slight and can be easily over-ridden by the driver at any time⁶.

Lane drift can be caused by driver fatigue as well as inattentiveness, and this can be identified by periods of little or no steering activity followed by sudden or excessive inputs. The **available Driver Condition Monitor** system is able to monitor driver behavior through steering, brake and accelerator inputs and displays a multi-stage visual warning in the instrument panel to prompt the driver to take a break when signs of fatigue are detected⁶.

The **Traffic Sign Recognition** system utilizes the stereo camera to keep the driver informed of speed limits. Camera data is cross-referenced against GPS data for accuracy. If the driver selects the over-speed warning function, the ring around the sign graphic flashes whenever the limit is exceeded⁶.

Adaptive Speed Limiter

Driving through areas where speed limits change frequently can present the driver with additional workload. To make life easier Jaguar has developed an Adaptive Speed Limiter: this feature can use TSR system data to adjust the cruise control set point and can automatically increase or decrease the vehicle's speed⁶.

If the TSR system recognizes a higher speed limit ahead, the system notifies the driver and the vehicle can accelerate smoothly up to the new limit. If the speed limit is lower, the vehicle can be slowed down accordingly⁶.

Adaptive Cruise Control with Queue Assist

The optional Adaptive Cruise Control (ACC) system is designed to reduce the effort and monotony of driving in heavy traffic. Using a long-range 77GHz scanning radar, the system can help maintain a preset distance from the vehicle in front, all the way down to a complete stop. When traffic begins moving again, its Queue Assist function enables the car to move off again when the driver lightly touches the accelerator pedal, tracking the vehicle in front⁶.

Blind Spot Monitor and Rear Traffic Monitor

Standard on XF S models, Blind Spot Monitor and Rear Traffic Monitor alert the driver when the system detects presence of vehicles approaching fast from behind once they've closed to within 262.5 ft (80m). As vehicles approach the blind spot, a flashing icon appears in the mirror. Once the vehicle enters the blind spot, the icon is shown as a solid⁶.

At slower speeds, such as reversing out of a parking space or driveway, the system can alert the driver when approaching vehicles are detected, which may be hidden from view or are outside the driver's peripheral vision⁶.

Using the same functionality is the available Blind Spot Assist system. This combines the Blind Spot Monitor with the steering control provided by EPAS and is designed to apply corrective torque to steer the vehicle back into its lane if the driver indicates to change lane and it detects risk of contact with another vehicle in the blind spot⁶.

INFOTAINMENT, CONNECTIVITY, AND CONVENIENCE

Conceived in-house and built around a quad-core Intel processor and a next-generation Ethernet network, Land Rover InControl® Touch Pro™ is designed to handle large amounts of data¹.

For 2019, the system features refreshed screen layouts and graphical treatments inspired by the Touch Pro Duo infotainment system found in the Jaguar I-PACE, for a more modern, intuitive appearance.

At the heart of Touch Pro is a 10-inch capacitive touchscreen, standard on all XF models **for 2019**. Much like a smartphone, the touchscreen accepts ‘pinch to zoom’ gestures, or swipes to scroll between home screens. This simple, intuitive user interface has been utilized in an effort to reduce distraction. The home screen can be customized – there’s a choice of wallpaper images, while widgets can be used to shortcut to favorite features and functions. Extra home pages can also be added, if desired¹.

The satellite navigation in the XF benefits from dead-reckoning functionality, which interprets vehicle data up to 40 times a second, and helps determine the vehicle’s position when GPS signals cannot be received¹.

For 2019, the Jaguar XF can be specified with Apple CarPlay® and Android™ Auto as part of the new optional Smartphone Package. Drivers can interact with key mobile apps through the vehicle’s central touchscreen in a manner similar to a smartphone¹. Certain functions of the system can also be controlled via the vehicle’s Voice Control, providing additional convenience¹.

An optional a 17-speaker, 825W Surround Sound System, standard on the XF Portfolio model, can also be specified. Developed with renowned British audio experts Meridian™, the system benefits from Meridian’s Trifield™ and Audyssey’s MultEQ XT technologies to deliver optimum sound reproduction with low levels of distortion.

A Powered Gesture Trunk Lid, available with the optional Comfort & Convenience Pack, provides a hands-free solution to access the trunk. The system allows owners to open and close the trunk lid by simply waving their foot underneath the rear bumper of the vehicle.

300 SPORT

For 2019, Jaguar has added the limited edition 300 SPORT to the XF lineup. The 300 SPORT features a 296hp 2.0-liter turbocharged Ingenium gasoline engine, choice of rear wheel drive or all wheel drive, and exclusive interior and exterior design features.

The 300 SPORT is available in three exterior colors; Yulong White, Indus Silver and Santorini Black, and features unique ‘300 SPORT’ badging on the grille and trunk lid. In addition, the grille surround, side vents, mirror caps, rear spoiler and alloy wheels are all finished in Dark Satin Grey while black ‘300 SPORT’ branded brake calipers provide a subtle clue to the performance available.

Inside, the special edition model features a series of bold design touches to set it apart from the rest of the XF range. These include yellow stitching on the instrument panel, door casings, armrest, seating and steering wheel with 300 SPORT badging on the front headrests, steering wheel and treadplates.

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¹ Do not use Jaguar InControl® features under conditions that will affect your safety or the safety of others. Driving while distracted can result in loss of vehicle control.

² Please note that if any action is taken, even minimal steering, the Emergency Braking/ High-speed Emergency Braking system will assume the driver resumed control of the vehicle and the system will automatically disengage.

³ Always follow local speed limits.

⁴ All prices shown are Manufacturer’s Suggested Retail Price. Excludes \$995 destination/handling charge, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your local authorized Jaguar Retailer for details.

⁵ The Wi-Fi hotspot is intended for passenger use only. InControl features may require an additional subscription with separate terms and conditions.

⁶ These features are not a substitute for driving safely with due care and attention and will not function under all circumstances, speeds, weather and road conditions, etc. Driver should not assume that these features will correct errors of judgment in driving. Please consult the owner’s manual or your local authorized Jaguar Retailer for more details.

⁷ All figures are EPA fuel economy estimates based on 2019MY Jaguar XF 20d fuel economy figures (30 city / 40 highway / 34). Actual mileage may vary.

About Jaguar

Jaguar is a premier manufacturer of luxury sedans, sports cars and SUVs offering unparalleled design with tremendous performance. The company's vision throughout its storied 80 year history has been simple: To produce beautiful, fast cars that are desired around the world. Jaguar strives to provide a world class ownership experience to every owner. Today's Jaguar lineup consists of the Jaguar XE and XF sports sedans, the XJ full-size luxury sedan, the two-seat F-TYPE sports car and a line of performance SUVs, the E-PACE, F-PACE and first-ever Jaguar electric vehicle, the I-PACE. Jaguar designs and engineers exclusively in the United Kingdom. Jaguar is fully engaged with sustainability initiatives and social concerns with continuous involvement in environmental and community programs. For more information, visit the official Jaguar website at www.jaguarusa.com.

About Jaguar Land Rover

Jaguar Land Rover is the UK's largest automotive manufacturer, built around two iconic British car brands: Land Rover, the world's leading manufacturer of premium all-wheel-drive vehicles; and Jaguar, one of the world's premier luxury sports sedan and sports car marques.

We employ more than 43,000 people globally and support around 240,000 more through our retailer network, suppliers and local businesses. Manufacturing is centered in the UK, with additional plants in China, Brazil, Austria and Slovakia.

At Jaguar Land Rover, we are driven by a desire to deliver class-leading vehicles, which will provide experiences our customers will love, for life. Our products are in demand around the globe. In 2017 Jaguar Land Rover sold 621,109 vehicles in 130 countries, with more than 80 per cent of our vehicles being sold abroad.

Our innovation is continuous: we will spend in the region of £4.5 billion (USD\$6 billion) this year on new product creation and capital expenditure.

From 2020 all new Jaguar Land Rover vehicles will be electrified, giving our customers even more choice. We will introduce a portfolio of electrified products across our model range, embracing fully electric, plug-in hybrid and mild hybrid vehicles as well as continuing to offer ultra-clean petrol and diesel engines.