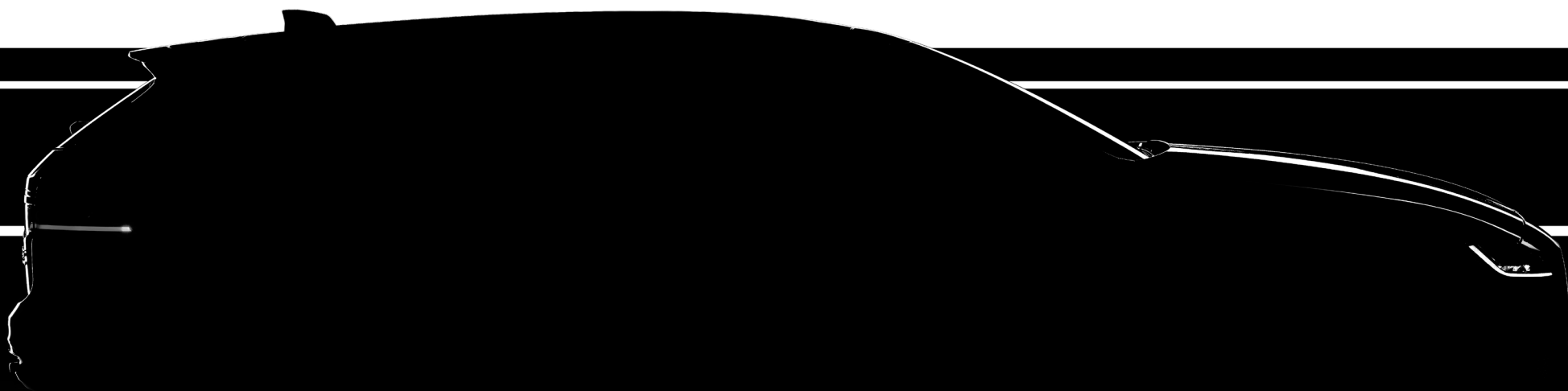


JAGUAR

XF SPORTBRAKE

—

MEDIA INFORMATION



KEY FEATURES

Introducing the new Jaguar XF Sportbrake: grace, space and pace for the 21st century



■ **Dramatic proportions** lead to an aerodynamic efficiency of Cd 0.29.

■ **Outstanding usability and flexibility:** 565 litres of boot space expands to 1,700 litres with the split-folding rear seats lowered.

■ **Instinctive all-wheel drive (AWD)** offers confidence in all weathers, with All Surface Progress Control optimising grip on all surfaces.

■ **Self-levelling rear Integral-Link** air suspension ensures an effortless ride even with towing a load up to 2,000kg.

■ **Clean air zone for you and your family:** cabin air filtration and ionisation removes pollutants entering the vehicle.

■ **Stiff, light and agile:** Aluminium-intensive architecture and a kerbweight from 1,660kg ensuring agility and efficiency.

■ **Jaguar's Driver Condition Monitoring** system detects signs of drowsiness and warns drivers when they need to take a break. It joins a full suite of driver assistance and safety systems.

■ **Introduction of gesture control** blind for the 1.6m² panoramic roof, gesture tailgate technology and Jaguar's wearable waterproof Activity Key for running, cycling and water sports.

■ **Super-fast, 10-inch Touch Pro** infotainment system acts as your on board digital butler.

■ **Four state-of-the-art, four-cylinder Ingenium petrol and diesel engines** deliver clean, efficient power from 163PS to 250PS, with CO₂ emissions as low as 118g/km.

■ **With low ownership costs,** due to predicted high residual values and low running costs, the Jaguar XF Sportbrake is

available to order now, priced in the UK from £34,910 (2.0d 163PS Prestige manual).

■ **Choice of two six-cylinder engines:** characterful 380PS 3.0-litre supercharged V6 petrol engine, or 300PS 3.0-litre V6 diesel* that sprints from 0-60mph in 6.1 seconds.

*Only available in US, China and MENA, n/a in UK and EU.

“The award-winning Jaguar XF is already established as the most dynamic saloon car in the business segment. With the addition of the Sportbrake, we’re adding space and usability to the existing fun-to-drive package. And with super clean Ingenium engines mated with all-weather traction, we have developed a car to appeal to customers who want an efficient, premium estate with low ownership costs.”

NICK COLLINS

VEHICLE LINE DIRECTOR,
JAGUAR XF



SUMMARY

Introducing the new
Jaguar XF Sportbrake

The new XF Sportbrake returns Jaguar to the premium estate segment with a compelling combination of Jaguar design, driving dynamics and advanced technologies that make it the standout performer in its class.

The XF Sportbrake sets new standards for practicality and convenience with user-friendly features and technologies that make every trip safer, smarter and more relaxed. Its combination of space and efficiency make the Sportbrake the perfect companion for customers with active lifestyles.

With a design language that retains the distinctive curves of the saloon at the front, the new XF Sportbrake embodies Jaguar's key design DNA and incorporates an eye-catching roofline that tapers towards the rear, which sets it apart from the competition. Its sleek silhouette projects a dynamic and



“As with the XF saloon, every line on the Sportbrake serves a clear purpose, creating a fast, sweeping silhouette. This gives the car a sense of speed and a very dynamic appearance. As a result, I think it looks just as sporty as the saloon, if not more so.”

IAN CALLUM

DIRECTOR OF DESIGN
JAGUAR





Clockwise from top left: Beautiful details, luxurious materials and an ultra-modern colour palette; the full-length panoramic sunroof gives passengers an incredible sense of light and space; loadspace ranges from 565 litres to 1,700 litres; rear seats split and fold in a convenient 40:20:40 configuration for maximum flexibility



purposeful profile that transforms the amount of space available inside.

The interior provides spacious accommodation flooded with natural light from the full-length 1.6m² panoramic roof. Rear occupants benefit from enhanced knee room and improved headroom, while the practical loadspace can accommodate 565 litres of luggage.

The new XF Sportbrake builds on the success of the saloon and has all of the advanced all-wheel drive (AWD) technologies and aluminium-intensive architectures that have made the XF a multi-award winner. Jaguar Land Rover's family of innovative Ingenium powertrains equips the Sportbrake with the latest engine technologies.

The suspension set-up has been specially calibrated to reflect the demands placed on premium lifestyle estate models. The stiff and lightweight set-up gives the spacious estate Jaguar's signature dynamics: a sports car-inspired character with agile, precise handling and dynamic responses. Self-levelling air sprung rear suspension is fitted as standard to ensure the XF Sportbrake maintains its composure, even when fully loaded.

1.6M²

Total size of the full-length panoramic sunroof

118G/KM

Low CO₂ emissions produced by the 2.0-litre 163PS Ingenium diesel engine

Jaguar's optional Configurable Dynamics system enables drivers to fine-tune settings for the steering, transmission and throttle. With Adaptive Dynamics dampers fitted, customers can also tune the suspension settings for a driving experience that's personalised to their taste.

Advanced software functions developed by Jaguar Land Rover, such as All Surface Progress Control (ASPC), Adaptive Surface Response (ASR) and Intelligent Driveline Dynamics (IDD) put the Sportbrake's traction in low-grip situations and cornering ability on the same level as the saloon.

Customers looking for the ultimate confidence can choose an AWD drivetrain and Jaguar's IDD system, which eliminates the understeer and electronic interventions that typically characterise dynamic driving in all-wheel-drive models. As a result, the AWD XF Sportbrake retains Jaguar's trademark rear-wheel drive feel and agile steering responses.

The XF Sportbrake continues Jaguar's leadership in aluminium-intensive body construction to deliver a lightweight design that is both stiffer and lighter than its predecessor. Featuring an innovative new single-piece polymer tailgate, the Sportbrake delivers a near perfect 50:50 front-to-rear weight distribution providing the foundations for its exceptional handling and efficiency.

“The XF Sportbrake is the embodiment of everything our brand stands for, bringing Jaguar design and dynamics to create vehicles that excite the senses and support active lifestyles. Its dynamic performance, desirable styling and cutting-edge technologies will introduce a new generation of drivers to Jaguar's drive, passion and comfort.”

STEVEN DE PLOEY

GLOBAL MARKETING STRATEGY
AND PLANNING DIRECTOR, JAGUAR





RANGE SUMMARY

THE NEW XF SPORTBRAKE RANGE COMPRISES:

- XF Sportbrake Pure
- XF Sportbrake Prestige
- XF Sportbrake Portfolio
- XF Sportbrake R-Sport
- XF Sportbrake S

THE POWERTRAIN RANGE COMPRISES:

DIESEL

- 163PS 2.0-litre diesel manual and automatic; RWD
- 180PS 2.0-litre diesel automatic; RWD and AWD
- 240PS 2.0-litre diesel automatic; AWD
- 300PS 3.0-litre V6 diesel automatic; RWD

PETROL

- 250PS 2.0-litre petrol automatic; RWD and *AWD
- **380PS 3.0-litre V6 petrol automatic; AWD

**Only available in China*

***Only available in US, China and MENA, n/a in UK and EU*

Measuring 4,955mm, the new Sportbrake is 6mm shorter than the previous model, but its wheelbase has been lengthened by 51mm to 2,960mm. This optimises rear legroom and load space and contributes to the vehicle's refined ride quality. Aerodynamics with a slippery drag coefficient of just 0.29, contributes to CO₂ emissions as low as 118g/km.

Jaguar Land Rover's range of advanced four- and six-cylinder petrol and diesel engines provides customary Jaguar power and performance, efficiency and towing capacity.

The range starts with a rear-wheel drive 163PS Ingenium diesel with variable geometry turbocharging that drives like a true Jaguar and provides exceptional efficiency. The advanced powerplant delivers CO₂ emissions of just 118g/km

combined with impressive fuel efficiency of 62.8mpg (4.5l/100km).

At the other end of the performance spectrum, customers can choose the powerful, 380PS supercharged V6 petrol engine. Paired with a ZF eight-speed automatic transmission and Jaguar's advanced all-wheel-drive system, this combination provides sports car performance with the sprint from 0-100km/h completed in 5.5 seconds (0-60mph in 5.3 seconds).

The new XF Sportbrake is the perfect choice for customers with active lifestyles and features a series of new convenience features that enhance the practicality of Jaguar's premium estate. These include Tow Assist technology and Jaguar's rugged new wearable Activity Key, which lets users secure their vehicle while

enjoying outdoor sports or activities without fear of losing their main key fob. Drivers are also able to set the maximum opening height for the gesture tailgate to prevent damage in areas where height is restricted, such as multi-storey car parks and garages.

Cabin air filtration and ionisation removes pollutants entering the vehicle, promoting health and wellness, while gesture controls for the tailgate and the sunblind for the panoramic sunroof underline the XF Sportbrake's commitment to customer convenience.

A full suite of driver assistance and safety systems is provided, bolstered by Jaguar's Driver Condition Monitor, which examines a range of inputs to detect signs of drowsiness and warn drivers when they need to take a break.

DESIGN

Elegant lines and perfectly judged proportions make the Jaguar XF Sportbrake one of the most desirable premium estates

Developed as a progression of Jaguar's aluminium-intensive XF sports saloon, the new XF Sportbrake provides more interior space and carrying capacity in a dynamic package that looks fantastic, but is still incredibly practical.

The XF Sportbrake features familiar XF cues at the front, including full LED headlamps, but as you move towards the rear the differences between the saloon and estate are pronounced.

In profile, the slim windscreen pillars and cant rails help to deliver an elegant coupé-like impression while simultaneously optimising visibility. The strong shoulder line runs from front to rear in one unbroken line and Jaguar's design team has used the additional volume of the premium estate's cabin to accentuate the length, elegance and linearity of the vehicle. As a result, the XF Sportbrake looks longer than the saloon despite sharing its overall length.



“As with the XF saloon, every line on the Sportbrake serves a clear purpose, creating a fast sweeping silhouette. This gives the car a sense of speed and a very dynamic appearance. As a result, I think it looks just as sporty as the saloon, if not more so.”

IAN CALLUM

DIRECTOR OF DESIGN,
JAGUAR



10

Number of configurable colours
for interior mood lighting

LED

Full LED headlamps are available
on the new XF Sportbrake



Providing enhanced practicality without compromising visual appeal or aerodynamic efficiency, the low profile roof rails are capable of supporting a maximum roof load of 100kg.

The fast roofline finishes with a beautifully proportioned rear spoiler to optimise aerodynamic performance and give the XF Sportbrake a dynamic and assertive stance, while incorporating an elegant LED stop lamp.

The Sportbrake's single piece polymer tailgate delivers a large opening with a maximum loading width of 1,061mm and incorporates thoughtfully positioned LED puddle lamps to illuminate the area directly behind the vehicle when the boot is open.

The chiselled rear incorporates sleek wraparound LED taillights, which run from the body into the tailgate and incorporate the familiar half-roundel motif from Jaguar's F-PACE sports SUV, itself inspired by the F-TYPE sports car. The linear design of the tail lamps emphasises the visual width of the rear of the vehicle and the long horizontal graphics lead the eye on a 360-degree journey around the XF Sportbrake, enhancing the impression of smoothness and serene elegance.

12.3-INCH

Size of optional full-colour
TFT instrument cluster

A signature chrome strip runs across the full width of the vehicle, visually connecting the tail lamp graphics and giving the Sportbrake a premium appearance. The flush-fitting design exemplifies the level of precision that is a hallmark of all Jaguar models.

Two solid paint colours, Fuji White and Narvik Black are available along with eight metallic shades: Yulong White, Santorini Black, Indus Silver, Corris Grey, Loire Blue, Firenze Red, Rossello Red and Caesium Blue. In addition, a pair of premium paint options, Carpathian Grey and Silicon Silver, is provided. Farallon Black is uniquely available on First Edition models.

The interior design combines the quality and simplicity of the saloon with added space and practicality. A layered instrument panel wraps into the door panels, giving the cabin a crafted premium feel. Advanced technologies are seamlessly integrated alongside traditional features such as high quality soft grain Windsor leather trim.

Customers can specify a full-colour 12.3-inch TFT instrument cluster, 10-inch central touchscreen, configurable 10-colour mood lighting and 20-way adjustable seats with power headrests to provide the ultimate long-haul comfort. New features include Cabin Air Ionisation to maintain air freshness while the optional soft-close doors shut with



Clockwise from top left:

The ideal long-haul companion, Sportbrake is available with 20-way adjustable seats complete with power headrests; large 10-inch Touch Pro infotainment touchscreen; the Sportbrake's elegant but sporty profile



Clockwise from top left:

Optional soft-close doors complement the refined interior styling; a crafted premium feel is visible throughout the cabin; Jaguar's distinctive half-roundel design is incorporated into the linear rear LED taillights

a refined and carefully engineered action, isolating occupants from the world outside.

Interior space is generous both in terms of head and legroom, especially in the rear, where passengers are treated to more knee room than the original Sportbrake despite the new model's shorter overall length.

Four-zone climate control, heated seats and one of the industry's largest panoramic sunroofs all ensure that travelling in the back of the Sportbrake is the automotive equivalent of flying business class. A gesture-controlled sunblind provides intuitive operation, requiring just a swipe of the hand to either open it or close it. This allows the driver to keep their eyes on the road if the fixed 1.6m² roof is letting in too much sunshine. When retracted, the dramatic roof provides rear passengers with an uninterrupted view upwards.

Despite the premium surroundings, Jaguar's designers and engineers haven't forgotten what makes premium estate models so desirable. A standard-fit 40:20:40 split-folding rear seat provides flexible seating and allows customers to optimise the interior accommodation to suit the specific demands of every trip. The attention to detail inside is embodied by the location of the rear speakers, which have been relocated from the parcel shelf in the XF Saloon to the rear rooflining in the Sportbrake to provide

superb interior sound quality without compromising practicality.

The 565-litre boot delivers competitive luggage space with a generous 1,700 litres available when the unique rear seats are folded down, creating a practical uninterrupted flat load floor. The rear seatbacks can be released using discreet levers positioned inside the flush side panels of the boot from the rear of the car or by using controls on the seatbacks themselves.

Useful features include a load cover to protect valuable items from prying eyes. The cover partially retracts automatically when the boot is opened to improve accessibility, returning to the closed position when the tailgate is shut. An optional divider net is available to restrain loose items to securing points in the roof lining.

Four tie-down points allow large items to be secured inside and flush mounted rails in the boot floor accommodate a variety of optional load restraint fixings. The 40:20:40 split-folding rear seat configuration is also able to accommodate two passengers in addition to longer items such as skis, using its load-through centre section.

The flush sides of the load area create an impression of space that is backed up by its design. The load area has been designed to accommodate a golf bag across the width of the boot, without removing the clubs, in addition to extra items such as suitcases or holdalls.

PRACTICALITY

Jaguar's premium estate: technologies that promote passenger wellbeing and increase convenience make the XF Sportbrake as desirable as it is practical

The new Jaguar XF Sportbrake is highly versatile thanks to a range of thoughtful design details and innovations. Gesture controls, 40:20:40 split-folding rear seats, Cabin Air Ionisation, an Activity Key and clever Tow Assist technology all combine with a 565-litre loadspace and a towing capacity of up to 2,000kg, to make the latest addition to the Jaguar range a multi-talented proposition.

The load area has been designed to accommodate awkward loads and is even big enough to swallow a family-sized fridge freezer while the standard-fit self-levelling rear air suspension ensure the new XF Sportbrake is a highly capable tow car.



**Clockwise from top:**

The XF Sportbrake not only offers a huge loadspace volume measuring up to 1,700 litres, but the load area has a completely flat floor to enhance convenience; maximum towing capacity is 2,000kg

**Gesture controls**

The XF Sportbrake offers a gesture tailgate for added convenience as an option on vehicles with keyless entry. When approaching the vehicle, customers can open and close the tailgate by waving their foot underneath the rear of the car – perfect when returning to the vehicle carrying sports gear or with hands full of shopping bags.

Motion sensors on either side of the lower bumper detect the movement and, if the security system detects the key within a metre of the tailgate, unlocks and opens the vehicle. The same action can then be used to close the tailgate once luggage has been safely stowed.

On vehicles equipped with the panoramic roof, customers will also be able to choose a new gesture-controlled sunblind. All that's required to open or close the sunblind is a simple swipe of the hand forwards or rearwards in the space behind the interior rear view mirror. This intuitive and button-free technology makes operation simple, logical and distraction-free for drivers.

Intelligent tailgate

Customers can pre-set height limits for the tailgate opening when parking in

areas with restricted height clearance, such as multi-storey car parks and domestic garages. Selectable from inside the car, this clever function guards against damage to the tailgate and spares drivers the inconvenience of having to manually stop the tailgate. Customers can simply adjust the permitted opening height using the central touchscreen.

Split-folding rear seats

The second row seats feature a versatile 40:20:40 split-fold set-up as standard and provide a completely flat load floor when folded. The seatbacks can be released using remote levers mounted conveniently in the side of the load compartment or controls on the seatbacks themselves. Folding them allows items measuring two metres long to be stowed behind the front seats.

Towing technology

The towing capacity of the XF Sportbrake ranges from 1,900kg for the 250PS petrol engine to 2,000kg for all other powertrains. Towing options include an electrically deployable 50mm tow ball with nose-weight calibration that can be operated from the cabin and enables the customer

2000KG

Maximum towing capacity enhances the XF Sportbrake's versatility

40:20:40

Rear seats split into three sections for maximum convenience and flexibility



to check the lights on the trailer, as well as a manually detachable 50mm tow ball.

Jaguar's Tow Assist stability control system is standard on all models and automatically helps to prevent trailer sway without any intervention from the driver.

Activity Key

XF Sportbrake is available with Jaguar's wearable Activity Key technology. The waterproof, shockproof rubberised wristband features an integrated transponder to support active lifestyles by allowing owners to lock their conventional key fob inside the vehicle while they enjoy outdoor pursuits and activities wearing the advanced wristband.

Locking the XF Sportbrake with the Activity Key disables any keys left inside and the wristband itself has no battery, so it never runs flat. It uses RF frequencies to automatically lock and unlock the vehicle when it is held close to the Jaguar lettering on the tailgate.

Cabin Air Ionisation

The XF Sportbrake introduces a cabin air purification system for the first time. The technology provides protection against environmental pollution, enhances the cabin ambience and promotes customer wellbeing. The system purifies the air, neutralising odours and removing bacteria by releasing fine e-ion charged particles into the air stream.

320LITRES

Total volume capacity of the
Jaguar-designed luggage box

3

Number of bikes that can be carried
on the custom-made bike rack

Accessories

Jaguar has developed a range of bespoke accessories for the XF Sportbrake to help customers personalise their vehicle and make full use of the sport estate's versatile design. Styling enhancements range from carbon fibre accessories for the exterior, to personalised treadplates on the inside, while the host of practical additions includes easy-to-fit cross bars for the low profile roof rails and a comprehensive range of load space mats and liners.

A maximum roof payload of 100kg allows customers to make the most of the vast array of roof accessories, which include a practical 320-litre luggage box. In keeping with the premium lifestyle estate's flexible design, Jaguar offers a choice of ski and snowboard holders (four pairs of skis or two boards), cycle racks (maximum of three bikes, fork mounted) and watersports carriers for roof mounting. Alternatively, cyclists can mount up to three bikes on a specially developed tow bar-mounted cycle carrier with a clever quick release and secure locking mechanism.

Inside, the comprehensive range of accessories includes a full-height dog guard, which secures to specially-located fixing points in the rear of the vehicle, and boot liners with fold-out bumper protectors to preserve the appearance of the rear bumper when loading and unloading.



CHASSIS

The XF Sportbrake has the responsive handling of a Jaguar sports car with exceptional comfort and refinement. Standard, self-levelling rear air suspension deals effortlessly with whatever loads and road surfaces customers throw its way

An array of advanced chassis technologies ensures the new Jaguar XF Sportbrake is an engaging choice in its class. With its core dynamic architecture proven in the XF sports saloon, the addition of adaptive technologies and intelligent functions ensure its unparalleled practicality is matched only by its sports car-inspired dynamics and trademark Jaguar composure.

The Jaguar XF Sportbrake's near-perfect 50:50 weight balance was the starting point for the development of a chassis system that always feels taut, agile and responsive.



50:50

Near-perfect weight distribution
enhances agility and responsiveness

500

Times per second that the adaptive
dampers monitor wheel position



To optimise the existing XF underpinnings to suit the additional luggage capacity of the Sportbrake, Jaguar's engineers examined every aspect of the new estate. The electric power assisted steering (EPAS) system has been optimised to enhance the driving experience with a faster steering ratio than before, making the vehicle more relaxing to drive and effortlessly responsive.

The Sportbrake's front suspension set-up is extremely light and stiff to create the best possible turn-in response. Extensive use of lightweight aluminium alloy components, advanced production processes and design techniques help to deliver characteristically engaging handling responses and agility.

The revised front set-up uses double-wishbone architecture with a front knuckle produced using Jaguar's patented Cobra Press process. The lower control arms are forged aluminium alloy with low-mass springs, bushes and anti-roll bar all helping reduce weight and enhance performance and efficiency. In addition, the integration of composite air scoops to channel airflow directly onto the brake discs enhances stopping power during dynamic driving.

To ensure the XF Sportbrake's ride comfort is a match for the saloon, Jaguar's ride and handling experts have made subtle changes to the front dampers. A by-pass valve system provides primary ride comfort in normal driving. In more

“The new XF Sportbrake rewards drivers with its agility and responses. The lightness, stiffness and balance provided by Jaguar’s aluminium-intensive architecture gave us the best possible foundations. On top of this we added the most advanced chassis technologies that put the XF Sportbrake ahead of the competition.”

MIKE CROSS
CHIEF ENGINEER OF VEHICLE
INTEGRITY, JAGUAR





dynamic conditions, the valve shuts to stiffen the damper settings and sharpen handling responses.

At the rear, the Sportbrake's sure-footed handling and load carrying strength is assured with a fully air sprung rear suspension set-up fitted across the range as standard. Replacing the saloon's steel coils with self-levelling air springs ensures the XF Sportbrake remains composed whatever it is carrying.

The Sportbrake otherwise retains the XF saloon's acclaimed rear set-up, with the same Integral link rear suspension system and bushes delivering exceptional driving dynamics and ride comfort.

Adaptive damping

Jaguar's optional adaptive damper technology makes driving the XF

Sportbrake even more rewarding, with heightened composure and comfort providing an outstanding driving experience at all times.

The active system monitors wheel positions 500 times per second and body movements 100 times per second. Intelligent control of the damping means the Sportbrake is always optimised for the road conditions and is able to react immediately to changes in the road surface.

The system creates a cossetting and comfortable ride by filtering out surface imperfections, enabling customers to relax and cover long distances in greater comfort.

In Dynamic Mode, the adaptive damping tightens body control, sharpening the car's responses and unlocking its true cornering capability. The result is exceptional handling with the feedback, composure

and high-speed stability drivers expect from a sporting Jaguar.

Configurable dynamics

The new XF Sportbrake features Jaguar's Configurable Dynamics package as an option on all models fitted with automatic transmissions. Proven in the F-TYPE sports car, the three-way system allows drivers to adjust the steering settings, throttle map and gearshift modes. When the adaptive damping system is also specified, it adds custom suspension settings to the XF Sportbrake's Dynamic mode.

In addition, when fitted in conjunction with the Touch Pro infotainment system, Configurable Dynamics introduces 'Dynamic-i' mode to the central touchscreen menus, with a stopwatch and dynamic g-force display available.

Intelligent dynamics

For drivers choosing all-wheel drive (AWD), the XF Sportbrake incorporates Intelligent Driveline Dynamics (IDD), which uses sensors to actively predict rear wheel slip and redistribute torque to prevent loss of traction.

All-wheel drive models also have the additional assurance of advanced traction functions developed by Jaguar Land Rover. All Surface Progress Control (ASPC) and Adaptive Surface Response (AdSR) help drivers to cope in low-grip conditions, such as on icy roads or wet grass.

The semi-autonomous ASPC function is fitted to all automatic derivatives as standard and operates as a low-speed cruise control system. In low-grip conditions, the technology can help drivers to pull away safely from a standstill to speeds of up to 19mph (30km/h). The driver controls the desired speed using the cruise control switchgear on the steering wheel, with no need to touch the pedals. The ASPC technology manages the power and traction aids to exploit whatever grip is available, leaving the driver to focus solely on steering the vehicle.

The AdSR system works in more variable conditions and allows the driver to retain complete control of the throttle. Once activated, its unique algorithms recognise when the XF Sportbrake is negotiating many different low-friction surfaces such as wet grass, snow, ice or gravel and adapts the chassis settings in response to the changing grip levels.

ALL-WHEEL DRIVE

One of the most advanced all-wheel drive systems ever produced puts the XF Sportbrake ahead of the curve – backed up by Intelligent Driveline Dynamics and a host of all-surface traction control technologies

The Jaguar XF Sportbrake features an innovative and intelligent AWD system to deliver unsurpassed dynamics and traction without diminishing the rear-wheel drive characteristics associated with Jaguar models.

The AWD system's hardware is lighter, more responsive, powerful and efficient than its predecessor, weighing just 20.5kg and reacting in less than 250m/s to changes in the driving conditions.

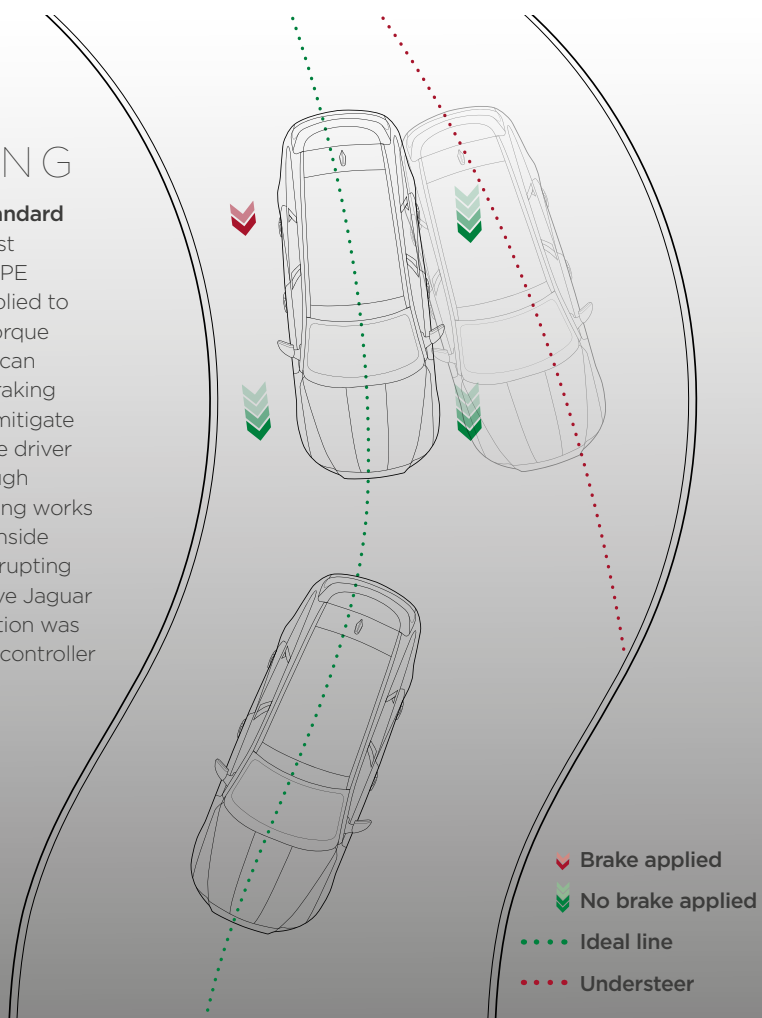
Applying Jaguar Land Rover's AWD expertise, the system works in association with Intelligent Driveline Dynamics (IDD) to virtually eliminate understeer and reduce the likelihood of Dynamic Stability Control (DSC) intervention.



TORQUE VECTURING

Enhanced agility as standard

Another technology first developed for the F-TYPE sports car and now applied to the XF Sportbrake is Torque Vectoring. This system can apply finely metered braking to the inner wheels to mitigate understeer and help the driver take the ideal line through corners. Torque Vectoring works predominantly on the inside rear wheel to avoid corrupting steering feel. To preserve Jaguar dynamics DNA, calibration was done in-house and the controller is bespoke.



IDD uses data from an array of sensors around the car, monitoring vehicle and road conditions 100 times per second to calculate the surface friction and traction limits for the rear wheels. This precise awareness enables the XF Sportbrake to retain its rear-wheel bias for longer, preserving steering feel and restricting the onset of understeer.

The control strategy software uses this data to detect low friction surfaces faster and to predict the onset of wheel spin. It then redistributes the torque, maintaining maximum traction and preventing the DSC system from intervening.

IDD in action

In normal driving, the intelligent AWD system directs most of the torque to the

rear wheels, providing driving dynamics that are unmistakably Jaguar.

When cornering, IDD predicts any wheel slip and transfers torque to the front axle, where grip is highest, before slip occurs, preventing any loss in performance and enhancing stability and precision.

In fast corners, the IDD's torque shift capability works with other traction systems such as DSC and Torque Vectoring to help mitigate oversteer through yaw damping.

As a result, drivers can enter curves at higher speeds and accelerate sooner on exit, all the while retaining Jaguar's customary handling. As the XF Sportbrake exits a corner, IDD creates near-perfect 50:50 torque distribution for maximum grip and optimum acceleration.

ARCHITECTURE AND BODY STRUCTURE

Another beautifully engineered Jaguar built on a lightweight, strong and very stiff aluminium-intensive body structure

The new Jaguar XF Sportbrake's

aluminium-intensive lightweight body structure is stiff, strong and designed to deliver a near perfect 50:50 weight balance and superb agility. Jaguar's experience in lightweight materials also helps reduce CO₂ emissions and improve fuel efficiency by its contribution to reducing overall vehicle mass.

The Sportbrake features a new rear body structure that continues the evolution of Jaguar's Lightweight Aluminium Intensive Architecture technology. The body uses a combination of specially developed, high-strength and lightweight aluminium alloys, with magnesium used for the cross-car beam to optimise weight in this key area. Jaguar's design also uses steel alloys in strategic areas such as the rear floor, doors and B-pillars.



“Jaguar’s expertise in aluminium construction is unrivalled in the industry and with vehicles like the new XF Sportbrake, customers are experiencing the benefits first-hand. Everything from body stiffness and crash performance to fuel economy and handling balance is optimised by our chosen construction method and drivers will notice and appreciate the difference.”

SIMON BLACK

SENIOR MANAGER BODY
STRUCTURES, JAGUAR



50%

Amount of RC5754-grade aluminium
that is made from recycled materials

1.1MM

Thickness of the aluminium body
panels to enhance weight-saving



This intelligent combination of materials not only increases impact strength; it also distributes weight evenly between the front and rear axles, providing the balance that underpins the XF Sportbrake's ride and handling. The addition of a single-piece polymer tailgate with a bonded rear window further enhances the Sportbrake's balance, lightness and agility.

Jaguar's engineers looked for every opportunity to optimise weight and performance when developing the Sportbrake from the XF sports saloon. For example, the use of a high-strength alloy for the Sportbrake's body sides made it possible to produce panels of 1.1mm thickness, providing the same strength and durability with less mass. A new spray-on, high-density damping material also replaced conventional acoustic insulation pads, further reducing weight.

Particular attention was paid to the suspension to achieve the lowest possible weight and maximum stiffness. The front shock towers are constructed from cast aluminium alloy; the rear lower arms are hollow cast to save weight. Other weight-saving innovations include a hollow front anti-roll bar, optimised passive dampers and thinner, higher-stress suspension coil springs.

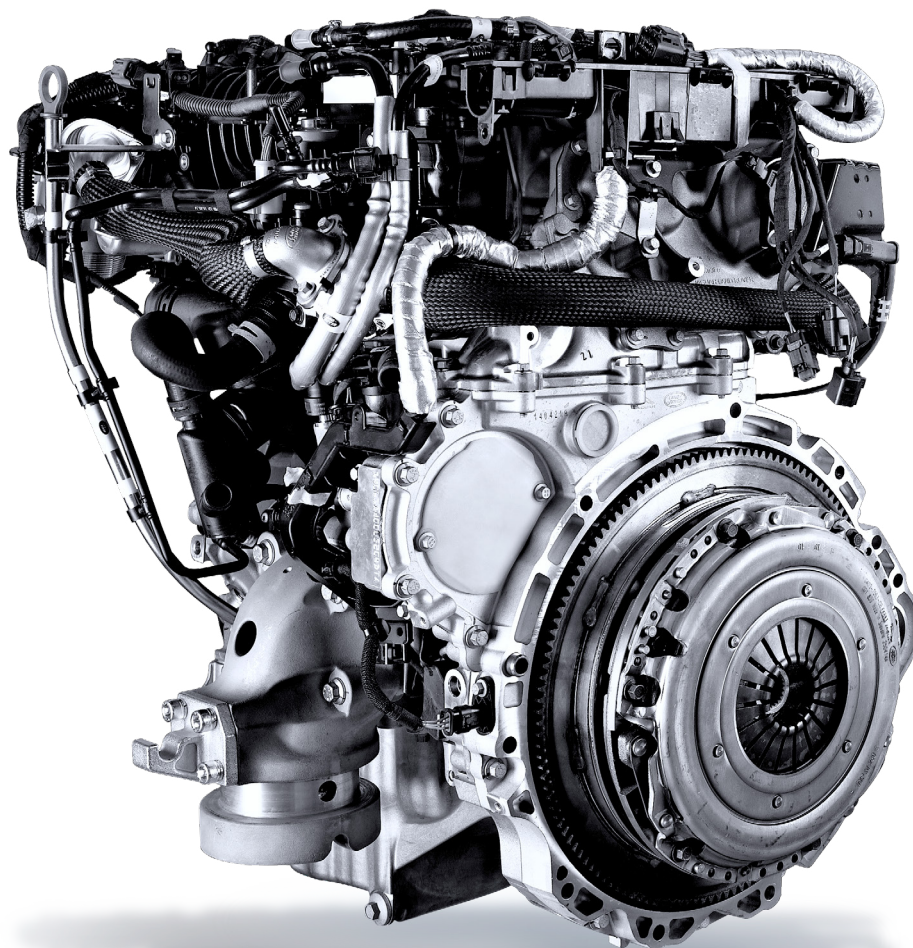
POWERTRAIN

A comprehensive line-up of four- and six-cylinder diesel and petrol powerplants has been engineered by Jaguar Land Rover to deliver exceptional responses, refinement and efficiency

The new XF Sportbrake's engines are characterised by their swift torque delivery and effortless acceleration, their smooth and immediate throttle response and unmistakable soundtrack. All feature fuel-saving stop-start systems (market dependent) and smart regenerative charging to optimise efficiency.

Pairing the XF Sportbrake's lightweight aluminium-intensive body with the all-aluminium Ingenium engine family has set new benchmarks for performance and efficiency. From the efficient 163PS 2.0-litre Ingenium diesel, with its CO₂ output of 118g/km and six-speed manual





INGENIUM POWER

163PS

The most efficient Ingenium diesel emits just 118g/km CO₂

62.8MPG

Fuel efficiency figure for the 2.0-litre 163PS Ingenium diesel

6.7 SECS

0-60mph acceleration time for the 2.0-litre 240PS Ingenium diesel

EURO6

All Ingenium diesels meet this standard, reducing NO_x emissions

transmission, to the potent 380PS supercharged petrol V6 powering the rear wheels via an eight-speed automatic, the new XF Sportbrake delivers a compelling mixture of performance and efficiency.

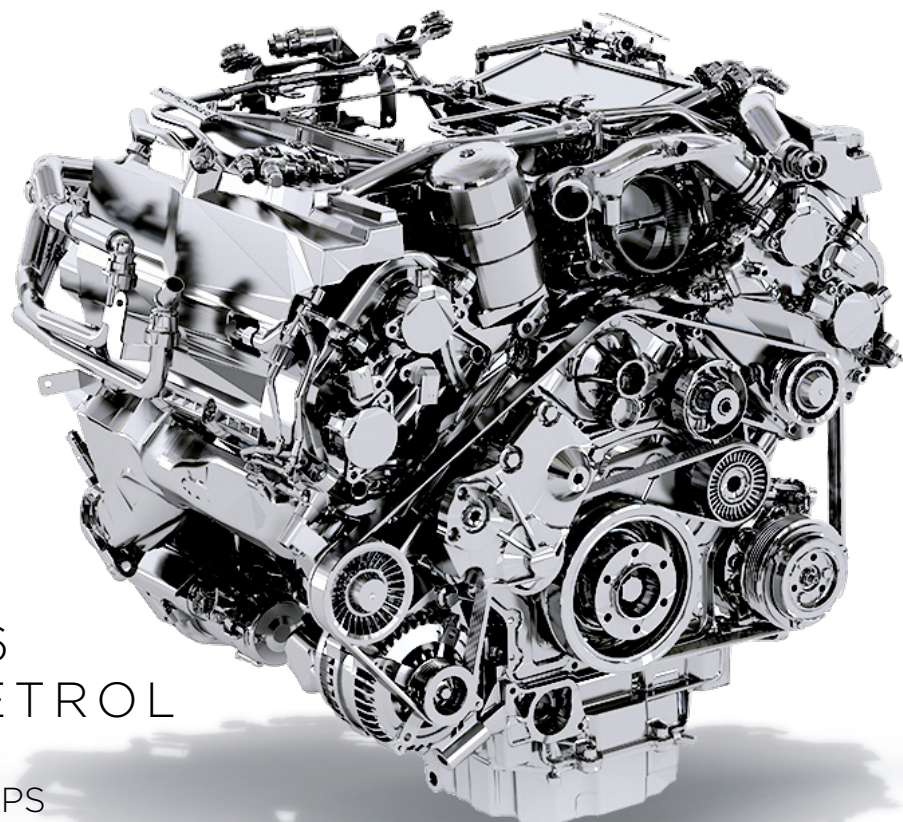
Designed, developed and manufactured in the UK to meet Jaguar's exacting requirements for power, torque and refinement, as well as demanding fuel efficiency and emissions requirements, Ingenium is a world-class family of advanced four-cylinder diesel and petrol engines.

Clean diesel technology

The diesel range includes three 2.0-litre engines and a phenomenal 3.0-litre V6 with twin sequential turbocharging. The 2.0-litre four-cylinder Ingenium diesel is available in the following power/torque combinations: 163PS/380Nm; 180PS/430Nm; 240PS/500Nm.

The 163PS diesel delivers impressive CO₂ emissions from as low as 118g/km and fuel efficiency of 62.8mpg (4.5l/100km) when allied to the slick six-speed manual transmission.

With its AWD automatic powertrain, the 240PS diesel provides a compelling combination of performance and fuel efficiency, sprinting from 0-100km/h in 6.7 seconds (0-60mph in 6.4 seconds) and delivering combined fuel economy of 48.7mpg (5.8l/100km) with CO₂ emissions of 153g/km.



V6 PETROL

380PS

Maximum power output from the supercharged V6 petrol engine

5.5 SECS

0-60mph time for the Sportbrake fitted with the 380PS supercharged V6

The advanced four-cylinder engines use state-of-the-art Selective Catalytic Reduction (SCR) to achieve Euro 6 compliant NOx emissions.

The Ingenium diesels feature variable geometry turbochargers that guarantee optimal responses across the rev range. Advanced acoustic techniques used in the design of the cylinder block and in the cylinder head reduce the transmission of engine vibrations to the cabin, ensuring refinement is a match for their performance.

High output V6 diesel: 700Nm

Jaguar's TDV6 diesel delivers exceptional power and torque outputs of 300PS and 700Nm respectively – enough to power the premium sports estate from 0-100km/h in 6.6 seconds (0-60mph in 6.1 seconds) while returning fuel efficiency of 49.6mpg (5.7l/100km) and CO₂ emissions of 149g/km**.

The assured performance and excellent economy of the V6 diesel derives from its use of twin sequential turbochargers. The first boosts the engine's low-end responses before the second turbo spools up to provide a continuous flow of power across the rest of the rev range.

The turbocharger vanes, compressor wheels and ceramic bearings are designed to reduce internal friction, enabling the V6 to build torque faster – further enhancing the engine's responses.

Mated to the eight-speed automatic transmission, the V6 diesel's phenomenal 700Nm of torque produces exceptional efficiency and performance, whether you are tackling a challenging road, carrying a heavy load or towing a trailer.

***European Combined Cycle fitted with 18-inch wheels*

High-performance petrol engines

Customers also have a choice of two powerful and efficient petrol engines, in both rear-wheel drive and all-wheel drive* configurations. Jaguar's 2.0-litre four-cylinder Ingenium engine is available in 250PS* form and the advanced powerplant produces with 365Nm of torque, delivering CO₂ emissions of 155g/km and fuel economy of up to 41.5mpg (6.8l/100km).

Customers looking for the ultimate driving experience can choose Jaguar's 380PS supercharged V6 petrol engine, which provides 450Nm of torque. **

Shared with Jaguar's F-TYPE sports car, this high-performance engine combines twin-vortex supercharging technology with direct injection and dual independent variable cam timing on both the intake and exhaust valves. The result is great throttle response, relentless power delivery and a familiar Jaguar soundtrack.

The twin-vortex supercharger promises thrilling performance, efficiency and refinement at lower speeds and a

8

Every engine is available with the ZF 8-speed automatic transmission

450

Maximum Nm torque output from the 3.0-litre 380PS supercharged petrol

substantial increase in top-end power delivery. The supercharged V6 engine is reserved exclusively for the Jaguar XF Sportbrake S model. Paired with the eight-speed automatic transmission and Jaguar's AWD system, the Sportbrake S accelerates from 0-100km/h in 5.5 seconds (0-60mph in 5.3 seconds) and maximum speed is electronically limited to 155mph (250km/h).

Transmissions that shift expectations

Every engine is available with a specially tuned ZF eight-speed automatic transmission, while a lightweight six-speed ZF manual gearbox is available exclusively on the 163PS Ingenium diesel.

The automatic transmission provides smooth launches with seamless shifting. The transmission controller is networked with the Jaguar Drive Control, offering even faster shifts and a more responsive kickdown in Dynamic mode, and earlier up-shifts in Eco mode.

The manual six-speed gearbox sets the standard for shift quality and efficiency. Every detail of the design is optimised to improve feel and provide smoother, more precise gear changes. The transmission's aluminium alloy casing, hollow shafts and pocketed gears make it lighter, while an innovative semi-dry lubrication system improves its internal efficiency.

**Only available in China*

***Only available in US, China and MENA, n/a in UK and EU*



INFOTAINMENT & CONNECTIVITY

The XF Sportbrake syncs smoothly with connected lives using the Touch and Touch Pro touchscreen and integrated InControl app technology

The XF Sportbrake offers two advanced infotainment systems. Touch is fitted as standard and equips the Sportbrake with an eight-inch central touchscreen display featuring Jaguar's powerful graphic interface for fast and simple control of all the vehicle's major functions.

For customers who prefer voice control, Touch uses the speech recognition engine - calling a contact or entering a destination into the navigation system really couldn't be simpler.

In addition, the navigation system is fast and easy to use. Smart data entry, swift route calculations and high quality 2D and



40

Times per second the Touch Pro navigation system integrates vehicle data for accurate vehicle positioning

3D graphics all make route finding more intuitive. Turn-by-turn instructions can be shown via an optional head-up display that keep eyes on the road and prevents missed exits.

Touch Pro: the future of infotainment

Touch Pro premium infotainment is an in-house development that takes the Jaguar XF Sportbrake's multimedia experience to another level.

With a large 10-inch touchscreen and Jaguar's optional Dual View technology, the driver can view essential vehicle information on the central screen, while the front seat passenger simultaneously accesses multimedia content using the same screen.

Users can customise the home screen in the same way as their smartphone, setting wallpaper images, adding shortcuts to favourite features and even adding extra home screens. The technology also enables the driver to pinch and zoom just as they would on a smartphone.

Touch Pro's navigation system integrates vehicle data up to 40 times a second so, even when the GPS signal drops in black spot areas such as built-up city centres, the vehicle remains accurately positioned on the map.

More advanced functions provide new location-based features and information. Door-to-door route planning and guidance is able to incorporate public transport



Clockwise from top left:

The 10-inch touchscreen of Jaguar's latest Touch Pro infotainment system incorporates the range of useful InControl Apps; the system is also fully compatible with your smartphone and music collection; optional 12.3-inch TFT instrument cluster can be configured to show your choice of dials or navigation information



“Our Touch Pro infotainment hardware includes a quad-core processor, high-speed ethernet and an intuitive 10-inch touchscreen. This delivers faster and more natural control of the key vehicle functions and satellite navigation, which is able to learn and recognise your daily commute and automatically propose faster alternatives when traffic is bad.”

NICK COLLINS
VEHICLE LINE DIRECTOR,
JAGUAR XF



17

Total number of speakers included in the optional Meridian 825W Surround Sound System

8

Number of devices that can connect to the 4G Wi-Fi hotspot simultaneously

options, while Commute Mode learns your daily drive, and automatically offers alternative routes to beat congestion based on real-time traffic information. Arrival Mode brings up a 360-degree interactive view of your destination in the final 200m, even advising on available parking spaces nearby.

Touch Pro makes more of music collections with functions such as 'Play more like this'. Jaguar XF Sportbrake also offers audiophiles the option of a 17-speaker, 825W Surround Sound System developed with audio experts Meridian that delivers incredible sound reproduction with near-zero distortion.

Always InControl

With InControl Apps the XF Sportbrake ensures drivers can connect Apple and

Android smartphones to the car, which allows you to dial-in to a conference call, book a hotel room or just catch up with the news. InControl Apps provide access to compatible apps stored on your device using the vehicle's touchscreen - connected via a USB cable and the dedicated port in the centre console.

Remote Essentials functionality, accessed through the InControl Remote app, enables customers to interact with the XF Sportbrake from anywhere using a smartphone. It can display how much fuel is in the tank, whether the doors are locked and if the windows have been left open. There's even the option to download mileages from business trips to make claiming expenses quicker and easier.

Remote Premium (also accessed using the InControl Remote app) does even

more, enabling the driver to remotely lock or unlock the car and receive alerts if the alarm sounds, with the option to reset it. A beep and flash feature can help drivers to find the car if they've forgotten where they parked it - perfect for busy car parks or crowded city streets - or there's a map to lead you straight to it.

For the last word in comfort and convenience, Remote Premium enables the driver to bring the cabin to a pre-set temperature by remotely starting the engine. On most models equipped with automatic transmissions, a press of a smartphone button is all it takes for the Sportbrake's highly effective climate control system to heat or cool the interior to the desired temperature before a journey - perfect for hot summer afternoons or freezing winter mornings.

Using a SIM card and the vehicle antenna for the strongest and most reliable signal, the XF Sportbrake can function as a Wi-Fi hotspot, providing a 4G connection for up to eight devices.

Secure Tracker enhances security by providing proactive vehicle monitoring. Should the XF Sportbrake be stolen, the tracking service will work with law enforcement agencies to locate and recover the car as quickly as possible.

Should the worst happen and the car be involved in a collision severe enough to trigger the airbags, Jaguar Protect will automatically notify the emergency services and provide them with the exact GPS location of the vehicle. Occupants can also trigger an emergency call manually by pressing a button inside the XF Sportbrake.

ADVANCED DRIVER ASSISTANCE SYSTEMS

With traction systems that automatically recognise road surface changes and stereo cameras to read the traffic, the intelligent Jaguar XF Sportbrake makes motoring safer and stress-free

The Jaguar XF Sportbrake features an array of advanced driver assistance systems, which have all been optimised for the Sportbrake, including a forward-facing stereo camera that generates a 3D image of the road ahead. Jaguar's state-of-the-art sensor and image processing software provides Autonomous Emergency Braking, Lane Departure Warning and Lane Keep Assist, which all significantly reduce the potential risk of collision.



TRS

Traffic Sign Recognition alerts the driver to changes in speed limits

Driver Condition Monitor technology tracks the vehicle's position in its lane, the driver's steering inputs and interactions with other vehicle systems to recognise behaviour patterns that indicate signs of driver fatigue or inattentiveness. Clear visual warnings in the instrument panel alert the driver and prompt them to take a break when signs of tiredness are detected.

Further driver support comes from an advanced Traffic Sign Recognition system that keeps the driver informed of speed limits – including temporary limits in force for roadworks or on motorways. The Sportbrake's software cross-checks camera data with its GPS data for the highest possible accuracy.

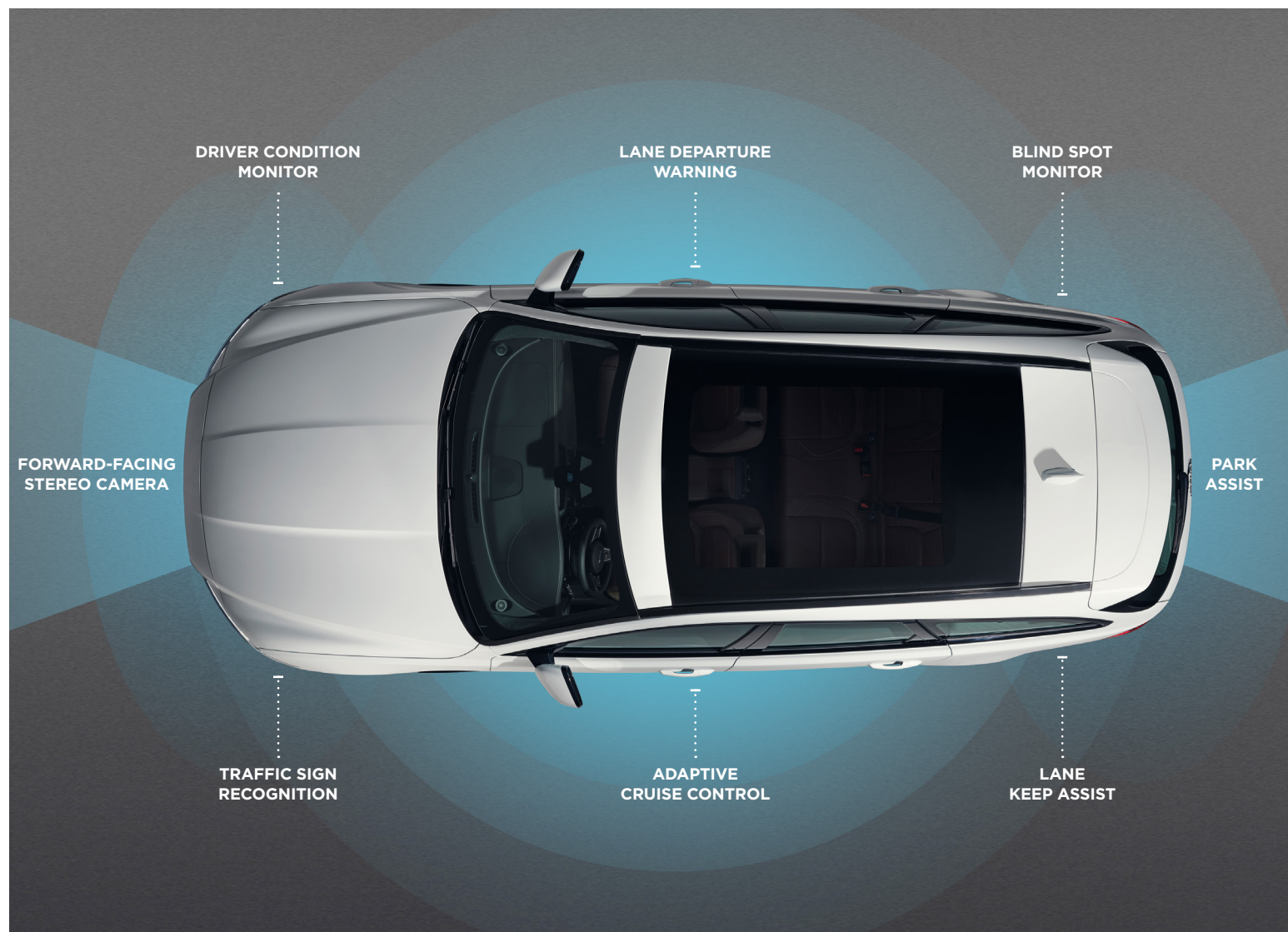
If the driver chooses, a warning function can provide alerts whenever the speed limit is exceeded. Jaguar has also developed an Intelligent Speed Limiter system that works in tandem with the Traffic Sign Recognition, to help regulate vehicle speed by automatically accelerating or slowing down when a change in speed limit is detected using engine braking.

DCM

Driver Condition Monitoring helps keep the driver alert at all times

ACC

Adaptive Cruise Control helps the driver keep a safe distance on the road



3D

Forward-facing stereo camera
generates a 3D view of the road ahead



Adaptive Cruise Control with Queue Assist

The Sportbrake's Adaptive Cruise Control (ACC) system helps to remove the stress from driving in heavy traffic. A long-range 77GHz scanning radar enables the vehicle to maintain a safe distance from the car in front, even when the traffic comes to a standstill. When things start moving again, its Queue Assist function enables the XF Sportbrake to move off again when the driver just touches the accelerator pedal, tracking the vehicle in front.

Blind Spot Monitor and Reverse Traffic Detection

Onboard radar sensors enable Blind Spot Monitor technology, which scans the area behind the XF Sportbrake. The system tracks vehicles approaching from behind. Once fast-moving vehicles reach within 70m, the system alerts the driver. As they approach the blind spot, an icon flashes in the side mirror as a warning. Once the vehicle enters the blind spot, the icon lights up solidly.

If the driver attempts to change lane, the Blind Spot Assist function (an optional upgrade on Blind Spot Monitor) will gently apply counter steering to help the vehicle maintain its lane position. During low speed manoeuvres in busy car parks, Reverse Traffic Detection uses the same sensors to warn drivers of other vehicles approaching.

Perfect positioning: Park Assist

A range of semi-automated Park Assist functions for both bay and parallel parking make the new XF Sportbrake easy to manoeuvre. Ultrasonic sensors measure spaces and steer the car into position, with the driver simply operating the accelerator and brakes as the vehicle automatically steers itself into position. The system can also steer the vehicle out of tight parallel parking situations.

A surround camera system complements the vehicle's assist functions perfectly. With images from five cameras combining to create a 360-degree view, manoeuvring has never been safer or easier.

TECHNICAL DATA

All the essential specifications, including dimensions, weight, performance and efficiency figures for the full range of diesel and petrol engines



2.0 DIESEL
163PS RWD AUTO/MAN

2.0 DIESEL
180PS RWD AUTO

2.0 DIESEL
180PS AWD AUTO

ENGINE & TRANSMISSION

Engine capacity (cc)	1999	1999	1999
Cylinders	4 in-line	4 in-line	4 in-line
Valves per cylinder	4; DOHC, variable exhaust cam timing	4; DOHC, variable exhaust cam timing	4; DOHC, variable exhaust cam timing
Bore/stroke (mm)	83.0 / 92.4	83.0 / 92.4	83.0 / 92.4
Compression ratio	15.5:1	15.5:1	15.5:1
Fuel injection system	1800bar common rail	1800bar common rail	1800bar common rail
Boosting system	Single variable geometry turbocharger	Single variable geometry turbocharger	Single variable geometry turbocharger
Power PS (Kw)	163 (120) @ 4000rpm	180 (132) @ 4000rpm	180 (132) @ 4000rpm
Torque Nm (lb ft)	380 (280) @ 1750-2500rpm	430 (318) @ 1750-2500rpm	430 (318) @ 1750-2500rpm
Transmission	ZF 8HP45 8-speed automatic (6sp manual)	ZF 8HP45 8-speed automatic	ZF 8HP45 8-speed automatic

PERFORMANCE

0-60mph (secs)	8.7 [8.6]	8.2	8.3
0-100km/h (secs)	9.4 [9.3]	8.8	8.9
Top speed mph (km/h)	136 (219) (UK only: 132)	138 (221) (UK only: 136)	136 (219)
Fuel consumption mpg (litres/100km) EU combined	62.8 (4.5) [62.8 (4.5)]	61.4 (4.6)** (60.1 (4.8))	56.5 (5.0)
CO2 emissions (g/km) EU combined cycle	119 [118]	120** (124)	132

DIMENSIONS & VOLUMES

Length (mm)	4955	4955	4955
Width inc./excl. mirrors (mm)	2091/1987	2091/1987	2091/1987
Height (mm)	1496	1496	1496
Wheelbase (mm)	2960	2960	2960
Track front/rear (mm)	1605 (1597*) / 1607 (1599*)	1605 (1597*) / 1607 (1599*)	1605 (1597*) / 1607 (1599*)
Kerbweight (kg)	1680 [1660]	1720	1770
Boot volume (litres)	565 / 1700	565 / 1700	565 / 1700
Fuel tank capacity (usable) litres	55	66	66

* For 20-inch wheels. Figures in square brackets refer to manual transmission ** For 17-inch wheels ^ For 18-inch wheels in UK/EU
Manufacturer's figures; correct at time of going to press

2.0 DIESEL
240PS AWD AUTO

3.0 DIESEL
300PS RWD AUTO

ENGINE & TRANSMISSION

Engine capacity (cc)	1999	2993
Cylinders	4 in-line	6 in-vee
Valves per cylinder	4; DOHC, variable inlet and exhaust cam timing	4; DOHC
Bore/stroke (mm)	83.0 / 92.4	84.0 / 90.0
Compression ratio	15.3:1	16.1:1
Fuel injection system	2200bar common rail	2000bar common rail
Boosting system	Series sequential turbochargers	Parallel-sequential turbocharging
Power PS (Kw)	240 (177) @ 4000rpm	300 (221) @ 4000rpm
Torque Nm (lb ft)	500 (368) @ 1500rpm	700 (516) @ 2000rpm
Transmission	ZF 8HP45 8-speed automatic	ZF 8HP70 8-speed automatic

PERFORMANCE

0-60mph (secs)	6.4	6.1
0-100km/h (secs)	6.7	6.6
Top speed mph (km/h)	150 (241)	155 (250)
Fuel consumption mpg (litres/100km) EU combined	48.7 (5.8)	49.6 (5.7)^ [47.9 (5.9)]
CO2 emissions (g/km) EU combined cycle	153	149^ [154]

DIMENSIONS & VOLUMES

Length (mm)	4955	4955
Width inc./excl. mirrors (mm)	2091/1987	2091 / 1987
Height (mm)	1496	1496
Wheelbase (mm)	2960	2960
Track front/rear (mm)	1605 (1597*) / 1607 (1599*)	1605 (1597*) / 1607 (1599*)
Kerbweight (kg)	1805	1855
Boot volume (litres)	565 / 1700	565 / 1700
Fuel tank capacity (usable) litres	66	66

* For 20-inch wheels. Figures in square brackets refer to manual transmission ** For 17-inch wheels ^ For 18-inch wheel in UK/EU
Manufacturer's figures; correct at time of going to press

Figures in square brackets for
19/20-inch wheel in all EU markets

2.0 PETROL
250PS RWD AUTO

2.0 PETROL
250PS AWD AUTO

3.0 PETROL
380PS AWD AUTO

ENGINE & TRANSMISSION

Engine capacity (cc)	1997	1997	2995
Cylinders	4 in-line	4 in-line	6 in-vee
Valves per cylinder	4; DOHC, variable inlet and exhaust cam timing	4; DOHC, variable inlet and exhaust cam timing	4; DOHC, variable inlet and exhaust cam timing
Bore/stroke (mm)	83.0/92.3	83.0/92.3	84.5/89.0
Compression ratio	10.5:1	10.5:1	10.5:1
Fuel injection system	200bar direct injection	200bar direct injection	150bar direct injection
Boosting system	Single twin-scroll turbocharger	Single twin-scroll turbocharger	Twin-vortex supercharger
Power PS (Kw)	250 (184) @ 5500rpm	250 (184) @ 5500rpm	380 (280) @ 6500rpm
Torque Nm (lb ft)	365 (269) @ 1200-4500rpm	365 (269) @ 4500rpm	450 (332) @ 4500rpm
Transmission	ZF 8HP45 8-speed automatic	ZF 8HP45 8-speed automatic	ZF 8HP45 8-speed automatic

PERFORMANCE

0-60mph (secs)	6.7	6.7	5.3
0-100km/h (secs)	7.1	7.1	5.5
Top speed mph (km/h)	150 (241)	150 (241)	155 (250)
Fuel consumption mpg (litres/100km) EU combined	41.5 (6.8)	41.5 (6.8)	†
CO2 emissions (g/km) EU combined cycle	155	155	†

DIMENSIONS & VOLUMES

Length (mm)	4955	4955	4955
Width inc./excl. mirrors (mm)	2091/1987	2091/1987	2091/1987
Height (mm)	1496	1496	1496
Wheelbase (mm)	2960	2960	2960
Track front/rear (mm)	1605 (1597*)/1607 (1599*)	1605 (1597*)/1607 (1599*)	1605 (1597*)/1607 (1599*)
Kerbweight (kg)	1705	1705	[4045]
Boot volume (litres)	565/1700	565/1700	565/1700
Fuel tank capacity (usable) litres	74	74	74

* For 20-inch wheels. Figures in square brackets refer to manual transmission. ** For 17-inch wheels. ^ For 18-inch wheel in UK/EU. Manufacturer's figures; correct at time of going to press.

Figures in square brackets refer to weight from lb in NAS. † Only available in US, China and MENA. N/A in UK and EU.

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XF SPORTBRAKE

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