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Temporary Camo Wrap for Jaguar

Andesign worked closely with Jaguar to temporarily part wrap 45 Jaguar XFs. Featured in Motors A supplement by The Sun. April 1, 2011



DRIVE OF THE WEEK

More purr, less clawback

Jaguar XF 2.2d £30,500 approx

Beneath this Jaguar XF's curious livery — there to disguise styling updates that Jaguar doesn't yet want us to see — lies a frugal, four-cylinder, stop-start diesel engine that the company hopes will become the bestseller of the XF range.

This is the first time a Jaguar of this size has been fitted with a four-cylinder engine — a 2.2-litre turbodiesel, to be exact — and it answers calls from thousands of Britain's company car drivers for an

engine that is both fuel-efficient and tax-efficient. The most affordable diesel XF currently available, a 3.0-litre V6, incurs benefit-in-kind tax amounting to £4,000 a year for higher-rate taxpayers. The new four-cylinder engine, however, will lower that to £2,684, based on its predicted price of £30,500. That's why Jaguar expects it to outsell all other XF models.

The engine directs 188bhp to the rear wheels via an eight-speed automatic gearbox, which means the

cheapest Jaguar you can buy will also be the most technologically advanced — at least in terms of its transmission.

Its performance, economy and emissions are not quite as good as those of the class-leading rivals from BMW and Mercedes, but they're so close that you'd need to be a statistical obsessive to care. What matters more is that this XF doesn't feel like a poor relation to the rest of the Jaguar range, and is never anything less than rewardingly responsive.

Nevertheless, despite all the efforts Jaguar has made with sound-densuring, when you accelerate hard, the inimitable rattle of the four-cylinder diesel motor is impossible to miss.

That's why the eight-speed gearbox is crucial — for keeping high revs at bay — and while this Jaguar won't exactly pin you to your seat under hard acceleration, it can reach the motorway speed limit with a lot less than 2000rpm showing on the rev counter.

ENGINE	2170cc, 4 cylinders
POWER	188bhp @ 3500rpm
TRANSMISSION	8-speed automatic
ACCELERATION	0-62mph: 8.5sec
TOP SPEED	140mph
FUEL	52.3mpg
CO ₂	149g/km
RATING	★★★★☆
VERDICT	Better than you might think
ON SALE	New (September delivery)

The first orders for the new XF were being taken on Friday, although deliveries won't start until September. With prices slated to start some £5,000 below that of the cheapest current XF, the new model looks set to extend the possibilities of Jaguar ownership to a new range of customers.

It remains to be seen whether existing Jaguar owners will be pleased.

Andrew Frankel



THE RIVALS

Mercedes E 220 CDI SE Auto, £31,570
For Wonderfully built; spacious; pleasant to drive

Against If only it weren't quite so ugly

BMW 520d SE Auto, £30,995

For Class-leading performance, economy and refinement

Against Neither as much fun to drive nor as good to look at as the old 5-series

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THE SUNDAY TIMES

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Jaguar XF 2.2 diesel

Category Executive P110 price: £30,500 incl. VAT Key rival: BMW 520i On sale: September 2011

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The explanation for the relative paucity of the Jaguar XF is that it's designed for development only for the crucial new luxury power engine, designed to meet the car's fortunes in the corporate sector. The final version will be revealed in the world at the New York event due later this month, but for now Jaguar wants to keep some of the mystery over the styling of the Jaguar XF luxury saloon, to the front at least, that this car does have the finished engine developed from that already used in more than Land Rover's Freelander, and a new eight-speed auto gearbox, as well as the current 240hp 177g/km 5.8-litre diesel, the range will start with a 1.2-litre 100hp turbo engine coming on down below 110g/km for 52.5mpg.

The new auto gearbox is not only able to make block shifts rather than individually changing through each gear in turn, but the 1.2d also is also

steered with high first-response system.

The new engine is crucial because it means the XF can now go toe-to-toe with the BMW 520i, a model that accounts for around 70% of the German firm's executive sector sales. In present, Jaguar UK boss Geoff Cousins reckons that only around 10% of the XF's sales are from there, but for the new 1.2 diesel that will show up with 60% of XF sales being the newly corporate-friendly model.

Despite the disguise, this engine and eight-speed auto gearbox combination are the finished article. The firm is said to have been making last-minute styling, refinement and hardware, including fitting a new twin-layer hoodbolt to limit the engine noise entering the cabin, and sound-deadening material installed around the alternator, turbocharger and water pump. Figures put the reduction at 5dB compared with the outgoing model from the new hoodbolt alone.

The effort has paid off. While it's not exactly silent, the engine's harshness is not overbearing, and there's an absence of diesel clatter.

The new eight-speed gearbox is as slick as any Jaguar transmission, while the engine's torque shows the engine down to 100 milliseconds but is clever enough to realise when the driver has a last-minute change of heart, caused usually by traffic light changing. While most systems need to complete the process of shifting down before being again when the driver goes to pull away, the XF's will lock-in as soon as the brake pedal is lifted.

The engine doesn't feel quite as potent as the 520i, but for firms struggling with the big XF 8.1 accelerates hardly enough as a motorway digress, and is quiet and refined when up to speed. Although the final changing set-up hasn't been signed off, the suspension on this test

model was slightly to the hard side of comfortable, but about more quiet than the new BMW 5-series. On the 19-inch wheels that are likely to be standard on this XF, the ride did, though, lose composure over rougher patches of road overpowers. XF's residual values have generally matched the Germans, and with the expected prices starting from around £18,500, it'll give BMW's 520i something new to worry about.

Not before then, the XF is being opened up to a new level of corporate drivers, and what's there will certainly not disappoint.

Paul Barber

Engine variants

• Petrol	• Diesel
3.0 240hp	2.2 190hp
3.0 240hp 5d 150hp	3.0 240hp 5d 200hp
• 3.0 240hp 5d 150hp	• 3.0 240hp 5d 200hp
• 3.0 240hp 5d 150hp	• 3.0 240hp 5d 200hp

• 3.0 240hp 5d 150hp

• 3.0 240hp 5d 200hp

Model XF 2.2 Diesel (test)

Price per unit	£30,500
Best price range	£18,500-£24,500
Top specification	£24,500
CO2 tax	110g/km (20%)
MPG (20-75% per month)	52.5/52.5
Service interval	10,000 miles
Warranty	3 years/50,000 miles
Non-cash benefits	£4,750/£1,750
Top specification	£24,500
Top specification	£24,500
On sale	September 2011

Warranty 3 years/50,000 miles

Non-cash benefits £4,750/£1,750

Top specification £24,500

Top specification £24,500

On sale September 2011

Warranty 3 years/50,000 miles

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Top specification £24,500

Top specification £24,500

On sale September 2011

Model	Price	MPG (20-75%)	CO2 tax	Warranty	Non-cash benefits	Top specification	On sale
BMW 520i R Executive	£30,500	52.5/52.5	110g/km (20%)	3 years/50,000 miles	£4,750/£1,750	£24,500	September 2011
Mercedes-Benz E250 CDI	£30,500	52.5/52.5	110g/km (20%)	3 years/50,000 miles	£4,750/£1,750	£24,500	September 2011
Jaguar XF 2.2 Diesel	£30,500	52.5/52.5	110g/km (20%)	3 years/50,000 miles	£4,750/£1,750	£24,500	September 2011

Test prices are quoted in £1,000 increments. Prices may vary. Prices are quoted in £1,000 increments. Prices may vary. Prices are quoted in £1,000 increments. Prices may vary.

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