

An X-citing new cat / BY SUE MEAD

We were not in the dense forests of South America where this cat is typically found; our location was in peaceful, pine-forested Kaibab National Forest of northern Arizona, and our cat was the all-new 2016 Jaguar XF.

While many come to the region to experience the scenic and Wild West-inspired town of Williams or to visit the Grand Canyon, our mission was to simply enjoy the twisty, picturesque driving roads from Sedona to Williams, while we drove the new Jaguar XF S.

The following day, we continued our drive on a route to Phoenix in the Jaguar XF R-Sport—and the open highways were the perfect place to stretch its legs.

First unveiled in 2007 as a replacement for the S-Type, the second-generation XF luxury sedan has been completely redesigned for the 2016 model year using lightweight aluminum-intensive architecture, and bringing what

Jaguar calls “an unrivalled blend of design, luxury, technology, dynamic capability and efficiency to the business car segment.”

Slotted in between an upcoming new mid-size XE and the full-size luxury XJ sedans, the new XF continues the evolution of the sumptuous-luxury brand’s design language: its looks feature sleek, coupe-like lines with a more vertical front end, shorter front overhang, elongated hood with deep power bulge, longer wheelbase, new rear quarter windows, and elegant front and rear LED lighting.

As part of a realignment of the brand, the XF 35t models now feature a 340-horsepower supercharged V6 engine, while an all-new 380-hp supercharged V6 is available in a top-performance S trim. All are mated to an eight-speed automatic transmission controlled by Jaguar’s unique rotary shift controller or wheel-mounted paddle shifters. The transmission monitors driving style and adapts its

shift pattern to suit, integrating with Jaguar-Drive Control to produce quicker shifts and more dynamic kickdown in Dynamic mode, or earlier upshifts in Eco mode.

Both engines surprisingly have the same spec for acceleration (zero-to-60 in 5.3 seconds) and top speed (155 mph). The car’s aluminum-intensive architecture contributes to a weight savings of 132 (RWD) to 265 (AWD) pounds and a 9 percent improvement in fuel economy. EPA estimates RWD models at 20/30/24 MPG (city/highway/combined); figures for AWD were not yet available.

We enjoyed a smooth, quiet ride in a cockpit of sumptuous materials, such as luxurious wood veneers and aluminum trim. Although it is slightly shorter than the previous model, extending the wheelbase by 2 inches has increased passenger leg, knee and headroom.

There are two available infotainment and connectivity systems. The standard InControl Touch system has an 8-inch capacitive touchscreen that supports familiar smartphone gestures: swipe to perform actions and drag

to scroll across maps. Enhanced speech recognition lets you enter destinations into the navigation system or call contacts directly. Text-to-voice technology reads incoming SMS messages, and you can use the touchscreen to compose messages or select pre-stored responses when the vehicle is stationary. Optional Jaguar InControl Apps allow you to connect Apple or Android devices via USB cable and use their compatible apps via the vehicle’s touchscreen. An optional InControl Touch Pro infotainment system moves to a 10.2-inch screen. Optional are a reconfigurable 12.3-inch full-TFT instrument cluster, four-zone climate control, cooled front and heated rear seats, 10-color ambient lighting, second-row window blinds and power-close trunk.

A comprehensive suite of advanced driver assistance technologies includes a laser heads-up display, autonomous emergency braking, lane keeping assist and departure warning, reverse cross traffic detection, and adaptive cruise control with queue assist to keep the car a safe distance from the vehicle in front of it, even in stop-and-go traffic. Additional features include drowsy driver



monitoring, and traffic sign recognition that can work in tandem with an intelligent speed limiter to automatically increase or decrease vehicle speed to match changing speed limits. A surround-view system with five cameras provides a 360-degree view around the car, and semi-automated park assist aids both perpendicular and parallel parking.

Heading to the high country? The rear bench seat splits 40:20:40, making it easy to through-load bulky skis or snowboards. ■



ALL-WHEEL DRIVE WITH INTELLIGENT DRIVELINE DYNAMICS: Under normal driving conditions, all torque is sent to the rear axle. When additional traction is required, a multi-plate wet clutch diverts torque to the front axle via a chain drive in the transfer case.

ADAPTIVE SURFACE RESPONSE: Standard on AWD models or rear-drivers with Adaptive Dynamics, this system determines what kind of surface the car is on—normal roads, wet or gravel, or snow and ice—and modifies steering, throttle, transmission and stability control systems.

INCONTROL REMOTE: This smartphone app lets you remotely start the engine; pre-set heat or A/C; check key vehicle data such as fuel tank level and door lock status; lock or unlock the car; receive alarm alerts; beep-and-flash to find your parked car.

INCONTROL PROTECT: If airbags are triggered in a collision, emergency services are automatically notified with your GPS location (you can also call manually). In the event of theft, a stolen vehicle locator provides GPS information to law enforcement.

2016 JAGUAR XF PRICES (RWD)

XF 35t PREMIUM	\$51,900
XF 35t PRESTIGE	\$56,550
XF 35t R SPORT	\$60,650
XF S	\$62,700
+ADDTL FOR AWD ON ANY	\$3,000

2016 Jaguar XF S

