FINAL REPORT NUMBER
401-NVS-05-004

SAFETY COMPLIANCE TESTING FOR
FMVSS 401
Interior Trunk Release

2005 Jaguar X-Type
NHTSA No. C50515

Prepared by:
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OFFICE OF VEHICLE SAFETY COMPLIANCE
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1/27/2005

FINAL REPORT
PREPARED FOR:

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
ENFORCEMENT
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## Title and Subtitle

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## Abstract
A compliance test was conducted on the subject 2005 Jaguar X-Type, NHTSA No. C50515 in accordance with the U.S. Department of Transportation, National Highway Traffic Safety Administration's Laboratory Test Procedure TP-401-01. The test was conducted by NHTSA Office of Vehicle Safety Compliance test engineers on 1/27/2005.

Test Location:
Jaguar Dealer in Rockville, MD

Test failures were as follows: NONE

## Key Words
Compliance Testing
Safety Engineering
FMVSS 401
2005 Jaguar X-Type

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1.0 PURPOSE OF COMPLIANCE TEST

The purpose of this compliance test was to determine whether the subject vehicle, a 2005 Jaguar X-Type, meets the performance requirements of FMVSS 401, Interior Trunk Release.

The test was conducted in accordance with the U. S. Department of Transportation, National Highway Traffic Safety Administration's Laboratory Test Procedure TP-401-01.

The test was conducted by NHTSA Office of Vehicle Safety Compliance test engineers on 1/27/2005.

Test Location:
Jaguar Dealer in Rockville, MD
2.0 TEST PROCEDURE AND DISCUSSION OF RESULTS

Based on the test performed, the Vehicle: 2005 Jaguar X-Type, NHTSA No. C50515 appeared to meet the requirements of FMVSS 401.

The vehicle was tested by entering the trunk and closing the lid. The release slide lever was easily observed in the darkened, enclosed trunk. A force gauge was attached to the release handle and 3 separate attempts were made to exit the trunk by applying a load to the instrument. For each attempt, the trunk released from the single latching position at a force level of approximately 39.2 newtons (8.8 lbs.) or less.
VEHICLE MY/MAKE/MODEL/BODY STYLE: 2005 Jaguar X-Type
VEH. NHTSA NO.: C50515; VIN: SAJWA51C95WE28512

DATE OF TEST: 1/27/2005        TEST LAB: BY QVSC @ DEALER

GVWR: 2077 KG                 MANUFACTURED DATE: 07/04

TRUNK LOCATION: @ REAR  ⊗ FRONT
If Front, Front Opening?
NUMBER OF TRUNK LID LATCHING POSITIONS: 2

INTERIOR TRUNK RELEASE: ⊗ MANUAL  ⊗ AUTOMATIC  ⊗ BOTH

POWER OPERATED CLOSURE: No
OWNER'S MANUAL DESCRIPTION OF TRUNK RELEASE: ⊗ YES  ⊗ NO

REMOVABLE EQUIPMENT DELIVERED IN TRUNK:
SPARE TIRE:  ⊗ (SIZE) T125/85R16
TIRE JACK:  ⊗
LUG WRENCH:  ⊗
TOOL BOX:  ⊗ (SIZE)
PARTITIONS:  
OTHER:

REMARKS:
Trunk can only be opened with Key remote. Can't be opened
with key either.

RECORDED BY: Eduardo Maximo Aviles       DATE: 1/27/2005

APPROVED BY: Eduardo Maximo Aviles
DATA SHEET 2 (1 of 2)

FMVSS 401 - All trunks except for front trunk compartments with front opening hoods

MANUAL TRUNK RELEASE OPERATION

VEHICLE MY/MAKE/MODEL/BODY STYLE: 2005 Jaguar X-Type
VEH. NHTSA NO.: C50515 ; VIN: SAJWA51C95WE28512
DATE OF TEST: 1/27/2005

Method used to actuate interior trunk release: Grab Handle
Other:

Can test personnel enter trunk and be closed within:  Yes  ❑  No
If Yes, size of occupant: At least 50th percentile male

Is there access to the trunk compartment by folding down rear seat or partition:  Yes  ❑  No

Does Release Mechanism require electric power:  Yes  ❑  No

Can release mechanism be easily seen inside the closed trunk:  Yes  ❑  No

Describe method used by vehicle manufacturer to ensure that release mechanism is visible in a closed trunk compartment: Phosphorescence (Phosphorescence, auxiliary lighting, etc)

Describe laboratory test method used to determine visibility of release mechanism:
Trunk entry (Trunk entry, darkened room, etc.)

<table>
<thead>
<tr>
<th>Vehicle Stationary (0 km/h)</th>
<th>Force Required to Release Trunk Lid (Newtons) [no requirement]</th>
<th>Trunk Released from All latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO KEY IN IGNITION</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attempt 1</td>
<td>39.2</td>
<td>@ Yes  ❑  No</td>
<td>@ Pass  ❑  Fail</td>
</tr>
<tr>
<td>Attempt 2</td>
<td>39.1</td>
<td>@ Yes  ❑  No</td>
<td>@ Pass  ❑  Fail</td>
</tr>
<tr>
<td>Attempt 3</td>
<td>39.3</td>
<td>@ Yes  ❑  No</td>
<td>@ Pass  ❑  Fail</td>
</tr>
<tr>
<td>Average</td>
<td>39.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
NOTE: Interior Trunk Release is a totally mechanical system with its operation and functioning not dependent upon engine operation or vehicle speed. The release mechanism will function identical to that of the stationary vehicle with the key in the ignition (as previously tested) and thus the following tests were not required to be conducted.

<table>
<thead>
<tr>
<th>Vehicle Stationary (0 km/h)</th>
<th>Force Required to Release Trunk Lid (Newtons) [no requirement]</th>
<th>Trunk Released from All latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENGINE IDLING</td>
<td>□ Not Applicable</td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>Attempt 1</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>Attempt 2</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>Attempt 3</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>Average</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Speed (km/h)</th>
<th>Force Required to Release Trunk Lid (Newtons) [no requirement]</th>
<th>Trunk Released from All latching positions</th>
<th>Pass/Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
<tr>
<td>30</td>
<td></td>
<td>□ Yes □ No</td>
<td>□ Pass □ Fail</td>
</tr>
</tbody>
</table>

Describe method used to propel vehicle:

□ Pass □ Fail

REMARKS:

___________________________________________

RECORDED BY: Eduardo Maximo Aviles DATE: 1/27/2005

APPROVED BY: Eduardo Maximo Aviles
# FMVSS 401 - TEST SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
<th>PASS</th>
<th>FAIL</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic or Manual release mechanism inside the trunk compartment. S4.1</td>
<td>☑</td>
<td>☐</td>
<td>Manual release</td>
</tr>
<tr>
<td>If manual release, lighting feature is included. S4.2(a)</td>
<td>☑</td>
<td>☐</td>
<td>Self-Lighting (Phosphorescence)</td>
</tr>
<tr>
<td>If automatic release, unlatches trunk lid within 5 minutes. S4.2(b)</td>
<td>☐</td>
<td>☑</td>
<td>N/A</td>
</tr>
<tr>
<td>Except as provided by S4.3(b), actuation of release mechanism required by S4.1 completely releases trunk lid from all latching positions of the trunk lid latch. S4.3(a)</td>
<td>☑</td>
<td>☐</td>
<td>N/A</td>
</tr>
<tr>
<td>For front trunk compartments, front opening hoods, when vehicle is stationary latch releases trunk lid from all locking positions. When moving forward at a speed less than 35km/h, must release the primary latch and may release all latches. At speeds greater than 35km/h must release the primary latch only. S4.3(b)</td>
<td>☐</td>
<td>☑</td>
<td>N/A</td>
</tr>
</tbody>
</table>

☑ Pass ☐ Fail

**RECORDED BY:** Eduardo Maximo Aviles  
**DATE:** 1/27/2005

**APPROVED BY:** Eduardo Maximo Aviles
### 4.0 - Test Equipment List and Calibration Information

<table>
<thead>
<tr>
<th>EQUIPMENT</th>
<th>DESCRIPTION</th>
<th>MODEL/Serial No.</th>
<th>CALIBRATION DATE</th>
<th>NEXT CAL. DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Force Transducer</td>
<td>Shimpo Force</td>
<td>Model MF-50 KG</td>
<td>12/09/03</td>
<td>Manufacturer</td>
</tr>
</tbody>
</table>
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