

# ANCAP Safety Rating

## TATA XENON WITH ESC

(June 2014 – June 2021)



**ANCAP**

Safety ★★★★★



### Test Vehicle(s).

Test variant:	Tata Xenon 4x2 dual cab
Kerb Mass:	2030 kg
Built:	2013
Engine:	2.2 diesel
Category:	Utility / Van
Variant Applicability*:	All dual cab variants with ESC



Frontal offset test at 64 km/h

	ESC	Frontal Offset	Side Impact	Pole	Whiplash	Pedestrian	Seat Belt Reminders	Overall Score	ANCAP Safety Rating
Dual Frontal	Standard (from June 2014)	<b>11.27</b> (out of 16)	<b>16.00</b> (out of 16)	---	---	---	<b>0</b> (out of 3)	<b>27.27</b> (out of 37)	★★★★★

The tested model of Tata Xenon was introduced in Australia in late 2013. This 4 star ANCAP safety rating applies to all dual cab variants (Model Year 2015) built from June 2014, when electronic stability control (ESC) became standard.

Dual frontal airbags are standard. Antilock brakes (ABS) and electronic brake distribution (EBD) are also standard. The Xenon lacks side airbags with head protection and has a lap-only seat belt for the centre rear seat.

In the frontal offset crash test, driver head protection was acceptable, chest protection was marginal and leg protection was marginal. Passenger chest protection was also marginal and leg protection was acceptable.

## OCCUPANT PROTECTION

### Frontal Offset Test.

Each body region is scored out of 4 points

Head / neck:	3.98 points
Chest:	2.36 points
Upper legs:	2.00 points
Lower legs:	2.93 points

The passenger compartment held its shape well in the frontal offset crash test. Steering column upward movement was a slight concern. Steering column components were a potential source of knee injury for the driver. All doors remained closed during the crash and could be opened without tools after the crash.

### Side Impact Test.

Each body region is scored out of 4 points

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points

The side impact test normally used by ANCAP simulates a small car striking the driver's door of the test vehicle. Experience shows that large vehicles like the Xenon can be expected to perform well in this test. ANCAP has adopted a policy of awarding these types of vehicles a default score of 16 points (out of 16).

### Pole Test.

Scored out of 2 points

Not eligible for pole test - lacks head-protecting side airbags.

### Whiplash Protection Test.

Whiplash protection is assessed to the RCAR Protocol  
[NOT TESTED]

### Injury Outcomes.

Frontal Offset Driver



Passenger



Side Impact Driver



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**PEDESTRIAN PROTECTION**

[NOT TESTED]



Tata Xenon Dual Cab

**SAFETY FEATURES (From June 2014)**

These specifications are subject to change. Please check with manufacturer for the latest specifications. For a description of these safety features and safety rating requirements see the ANCAP Rating Road Map.

Safety Assist Technology (SAT)	Availability
Front airbag - driver	S
Front airbag - passenger	S
Side airbags (chest protection) - front seats	X
Side airbags (head protection) - front seats	X
Side airbags (head protection) - 2nd row seats	X
Knee airbag - driver	X
Three-point seat belts for all forward facing seats	X
Seat belt pretensioners (front / rear outboard)	S / X
Intelligent seat belt reminder - driver	X
Intelligent seat belt reminder - front passenger	X
Intelligent seat belt reminder - 2nd row seats	X
Head restraints for all seats	X
Antilock brakes (ABS)	S
Electronic brake distribution (EBD)	S
Emergency brake assist (EBA)	S
Electronic stability control (ESC)	S from Jun 14
Adaptive cruise control (ACC)	X
Autonomous emergency braking (AEB)	X
Lane support system	X
Hill launch assist	S
Reversing collision avoidance (camera only)	S

S = Standard on all variants.  
 O = Optional on base variant. May be standard on higher variants.  
 V = Not available on base variant but standard or optional on higher variants.  
 X = Not available on any variant.  
 E = Available in Europe but not available on any Australasian variant.

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## INJURY MEASUREMENTS

Body Region	Frontal offset test at 64 km/h (v5.1)		Side impact test at 50 km/h (v5.1)
	Driver	Passenger	Driver
<b>Head</b>			
HIC	301.00	365.00	
Acceleration (g for 3ms)	42.10	51.80	
<b>Neck</b>			HIGH-SEAT VEHICLE DEFAULT SCORE AWARDED
Shear (kN)	0.33	0.86	
Tension (kN)	1.38	1.60	
Extension (Nm)	25.50	17.00	
<b>Chest</b>			
Acceleration (g for 3ms)			
Compression (mm)	32.80	33.50	
Viscous criterion (m/s)	0.17	0.09	
<b>Abdomen</b>			
Force (kN)	-	-	
<b>Pelvis</b>			
Force (kN)	-	-	
<b>Upper legs</b>			
Femur force left (kN)	0.67	0.17	
Femur force right (kN)	0.06	0.72	
Knee displacement left (mm)	0.53	0.51	
Knee displacement right (mm)	0.51	0.89	
<b>Lower legs</b>			
Force left (kN)	2.14	1.73	
Force right (kN)	2.02	2.76	
Index (upper / lower) left	0.57 / 0.23	0.36 / 0.21	
Index (upper / lower) right	0.39 / 0.47	0.64 / 0.45	

## INTRUSION MEASUREMENTS

### Steering Column

Forwards:	10mm
Upwards:	72mm
Sideways:	11mm

### Pedals

Clutch (rearwards):	44mm
Clutch (upwards):	42mm

A-Pillar (rearwards):	16mm
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Note: Steering column and pedal movements are measured relative to the driver's seat.

## SCORE DEDUCTIONS

### Deductions from frontal offset test scores

Excessive steering column upward movement:	0.025 pts from head score
Left knee hazard for driver:	2 pts from upper leg score
Right knee hazard for driver:	2 pts from upper leg score*

### Deductions from side impact test score

High-seat vehicle:	default score awarded
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### Deductions from pole test score

[Not tested]

\* For information about the application of ANCAP ratings to model variants see the ANCAP Variant Policy. In brief, ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases ANCAP considers technical evidence submitted by manufacturers before deciding on extending a rating to additional variants of a model.

^ Refer ANCAP Rating Road Map ([www.ancap.com.au/media](http://www.ancap.com.au/media)).



**ANCAP**

Crash testing for safety

AUSTRALASIAN  
 NEW CAR ASSESSMENT  
 PROGRAM