

# ANCAP Safety Rating

## TATA XENON WITHOUT ESC (from 2013)



### 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*: | 4x2 dual cab only       |



Frontal offset test at 64 km/h

| Airbags      | ESC  | Frontal Offset       | Side Impact          | Pole | Whiplash | Pedestrian | Seat Belt Reminders | Overall Score         | ANCAP Safety Rating |
|--------------|------|----------------------|----------------------|------|----------|------------|---------------------|-----------------------|---------------------|
| Dual Frontal | None | 11.27<br>(out of 16) | 16.00<br>(out of 16) | N/A  | N/A      | N/A        | 0<br>(out of 3)     | 16.49#<br>(out of 37) | ★★★☆☆               |

# Overall score truncated

The tested model of Tata Xenon was introduced in Australia in late 2013. This 2 star ANCAP safety rating applies to 4x2 dual cab variants without electronic stability control (ESC). Under the ANCAP Rating Road Map a vehicle released in 2013 without ESC cannot earn more than 2 stars or 16.49 points overall. ANCAP has been advised that ESC will be available from mid-2014.

Dual frontal airbags are standard. Antilock brakes (ABS) and electronic brake distribution (EBD) are also standard.

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 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.

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

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<sup>^</sup>.

| 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)                        | X            |
| Electronic stability control (ESC)                  | X            |
| Adaptive cruise control (ACC)                       | X            |
| Autonomous emergency braking (AEB)                  | X            |
| Lane support system                                 | X            |
| Reversing collision avoidance (camera)              | S            |

\* Seat belt alarm does not meet ANCAP requirements for delayed activation.

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.

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## TATA XENON WITHOUT ESC (from 2013)



### 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                             |
| Head                         |                                       |             |                                    |
| HIC                          | 301.00                                | 365.00      |                                    |
| Acceleration (g for 3ms)     | 42.10                                 | 51.80       |                                    |
| Neck                         |                                       |             |                                    |
| Shear (kN)                   | 0.33                                  | 0.86        |                                    |
| Tension (kN)                 | 1.38                                  | 1.60        |                                    |
| Extension (Nm)               | 25.50                                 | 17.00       |                                    |
| Chest                        |                                       |             |                                    |
| Acceleration (g for 3ms)     |                                       |             |                                    |
| Compression (mm)             | 32.80                                 | 33.50       |                                    |
| Viscous criterion (m/s)      | 0.17                                  | 0.09        |                                    |
| Abdomen                      |                                       |             |                                    |
| Force (kN)                   | -                                     | -           |                                    |
| Pelvis                       |                                       |             |                                    |
| Force (kN)                   | -                                     | -           |                                    |
| Upper legs                   |                                       |             |                                    |
| 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        |                                    |
| Lower legs                   |                                       |             |                                    |
| 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 |                                    |

DEFAULT SCORE AWARDED  
HIGH-SEAT VEHICLE

### INTRUSION MEASUREMENTS

#### Steering Column

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

#### Pedals

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

|                       |      |
|-----------------------|------|
| A-Pillar (rearwards): | 16mm |
|-----------------------|------|

### SCORE DEDUCTIONS

#### Deductions from frontal offset test scores

|  |                               |
|--|-------------------------------|
| Excessive steering column upward movement: | 0.025 points from head score  |
| Left knee hazard for driver:               | 2 points from upper leg score |
| Right knee hazard for driver:              | 2 points from upper leg score |

Note: Steering column and pedal movements are measured relative to the driver's seat.

#### Deductions from side impact test score

|                    |                                    |
|--------------------|------------------------------------|
| High-seat vehicle: | default side impact score awarded. |
|--------------------|------------------------------------|

#### 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)).

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