



According to Jaguar, the new XE is the most advanced, efficient and refined sports sedan that they have ever produced.

Appearance

From front-on the XE looks low, broad and planted, a black mesh grille and the way it's flanked by much larger air intakes is tough, and the signature Jaguar long bonnet curving down towards it looks magnificent.

The rear of the car has benefited greatly, too. Gone are those overly simple tail-lights, replaced by more refined units with a strong resemblance to the F-Type's.

Size

How much smaller is the XE than its big sister the XF? Well, here are the dimensions.

The XE is a mid-sized car at 4678mm long (276mm shorter than the XF), 1416mm tall (41mm shorter in height) and 13mm narrower at 2075mm wide (including the mirrors).

The Mercedes-Benz C-Class is almost the same length at 4686mm, while the BMW 3 Series is 31mm longer

Interior

The XE's cabin has been updated, too. There's the new steering wheel which has a more minimalist and cleaner design than the previous tiller, the rotary gear shifter has been replaced with an upright trigger-grip device (another functional improvement), and there's the 12.3-inch digital instrument cluster.

New materials and trims are used throughout the interior. Both grades have premium carpet mats, and aluminium trim around the centre console.

Variants

Jaguar has reduced the complexity of the new XE range from 14 variants down to just two. There is now just the one single engine choice and two equipment grades, with a few option packs thrown in. The idea, unique for Jaguar, is to give the buyers some choice – but not too much.

Engine

As such, the only powertrain on offer is a 2.0-litre four-cylinder turbocharged petrol engine driving the rear wheels via an eight-speed automatic transmission.



The rear has a strong resemblance to the F-Type

2020 Jaguar XE Review (cont)



Power comes in at 221kW with 400Nm of torque, to push the XE from 0-100km/h in just 5.9 seconds.

It's a shame the V6 isn't offered anymore, but 221kW is a lot more power than you'll get for this money in a BMW 3 Series or Mercedes-Benz C-Class.

Fuel Economy

Jaguar claims a fuel economy rating of 6.7 litres of fuel per 100km, with a minimum 95RON required. In reality, that is... an unlikely target to meet if you have a lead foot.

Reviews

A summary of some of the recent reviews of the 2020 Jaguar XE include:

- **CarAdvice:** Describes New XE as "arguably the best looking and dynamically capable package in its class".
- **CarsGuide:** Declares that the "XE's excellent handling and powerful four-cylinder engine makes it a clear dynamic standout among its competitors" and "Bang for you buck is the XE's strong point and you won't find more horsepower at this price in rivals such as BMW 3 Series, Benz's C-Class or the Audi A4".

- **Car Sales:** "The upgraded XE brings a longer standard equipment list than many of its rivals despite its lower price tag" and "The unloved Jaguar XE is now lovable thanks to a new look, a high-tech interior, improved value for money and a simplified line-up."
- **GoAuto:** "The steering is still a paragon of fluid, measured feel, offering pin-point accuracy and response without the handling ever being too sharp or nervous"
- **Drive:** "What Jaguar has done with this upgrade is focus on the car's strengths of style, power, performance and comfort making the choice much easier for those after a compact four-door that's rewarding to drive and easy to live with."

If you are thinking of buying a mid-sized luxury car – the 2020 JAGUAR XE is definitely worth a test drive.

