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# Jaguar XE P250 SE R Dynamic – Road Test

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The 2020 model year Jaguar XE P250 SE R Dynamic...

... Tried and tested by Robin Roberts (and Miles Better News Agency).

You have to admire Jaguar, which has gone through tough times yet always produces some head-turning desirable cars.

The latest Jaguar XE saloon is a good case in point and offers a very broad range of eye-catching four-door saloons in rear and all-wheel-drive as it pitches against predominantly German rivals such as the Audi A4, BMW 3 Series and Mercedes C-Class, as well as the



Volvo S60 saloons.



The latest Jaguar XE range explained: There are approximately 50 models in the four-door range spread over eight trim levels with rear or all wheel drive, petrol or diesel engines, six-speed manual or eight-speed automatic transmission priced from £31,500 to £45,835, but the flagship 600 hp 5.0 V8 is a staggering £150,000.

The latest XE features seriously updated front and rear end styling, the very latest infographics and fascia displays and all new interior changes, while the diesel was the first in class to meet tough new NOx emissions laws.

Our mid-series XE P250 SE R Dynamic came with a highly sophisticated powertrain, the modest sized Ingenium turbocharged 2.0 litre, four cylinder petrol engine pushing out a thumping 250 hp through a truly creamy smooth eight-speed automatic transmission. It also had a manual sequential feature as well as low traction, eco, comfort, and dynamic modes which really meant you have more than one car underfoot and in your hands depending on how you like to drive in particular situations or on stretches of road.



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An immediate starter, the engine pulled eagerly once out of eco or comfort modes, changes were snappy but smooth and the powerband was broad when you wanted it to exploit opportunities. Changes could be taken as desired in hand or left to the automatic's own settings and it was reasonably frugal with fuel.

Steering firmed up with the chosen sporting modes but it always remained vibration-free, with a good turning circle, and it really let you wind on lock while the handling and road holding meant it all stayed firmly planted on the road. Ease off mid-corner and there was no drama, just a neatly executed firming of line around a bend.

I felt reassured by the powerful all-disc brakes which needed only modest pedal pressure to bring about a controlled and rapid slowing or stop and never seemed to fade. In addition the offside fascia pull parking brake worked well on our regular test slope, easing off as you



pulled away.

The most commonly used secondary controls are on a multitude of stalks behind the steering wheel and its spokes carry other buttons for media, phone or cruise control. It's a very packed steering wheel in fact.

There are some more switches on the transmission tunnel or to the right of the wheel on the lower edge of the fascia but most supplementary switches are part of the two central infotainment screens in the mid centre fascia. I did not find it a very straightforward system to work though, the navigation in particular did not appear user-friendly to me.

Heating and ventilation functions, including the seat and steering wheel, with our test car, were welcome on colder nights and they worked quickly with good control and output distribution backed up by powered windows but no sunroof.

This slideshow requires JavaScript.

Oddments room was very tight in the front and back with modest sized places to store items, and the boot was reasonable but not huge.



Turning to room for occupants, it was a tight fit in the back with legroom being particularly short if you set up the front seats for a six-footer. Headroom was adequate. The front seats had a good adjustment range and all were very well shaped, located occupants and gave excellent support under the legs and around the back. Leather coverings were of a very high quality and neatly stitched.



Visibility was good all round thanks to comparatively thin roof pillars, low waistline and big glass area, backed up by sensors, cameras, overtaking alert system, good wipers and extremely effective long and wide auto-dipping bright headlights.

Noise levels were muted from all sources, the most persistent but not really intrusive was the road rumble and suspension bump-thump. Wind noise was extremely low and the engine and exhaust notes were modest, rising slightly with revs.





## VERDICT

Combine this aural refinement with the sophistication of the chassis, its overall smoothness and agility and you have to my mind a highly desirable saloon with sporting potential and ability for those who want to exploit it.

There was something so pleasing in the Jaguar XE P250 SE that it reminded me of the best of older models, but delivered in a modern manner which really is admirable and highly desirable in an age of so many cars being anonymous and this stands out as a result.

**For: Performance, sophistication, economy, handling, refinement.**

**Against: Rear seat legroom, small boot opening and capacity, fiddly touchscreen, some road and suspension noise intrusion, high taxes.**



Milestones and Wheels-Alive Tech. Spec. in Brief:

Jaguar XE P250 SE R Dynamic, four door executive saloon.

Price: £40,305 as tested.

Engine/transmission: 2.0 litre, four cylinder turbo petrol, 250 hp, 365 Nm (269 lb.ft) of torque from 1,300 rpm, eight speed auto, RWD.

Performance: 155 mph (limited), 0-62 mph 6.5 seconds.



Fuel consumption: Combined mpg: 40.

Emissions and taxation: CO2 emissions 160 g/km, VED First Year road tax £540 then £150 Standard rate + £325 annual supplement for five years as it costs over £40k, BIK company car tax rating 35%.

Insurance Group: 31E.

Warranty: Three years/unlimited mileage.

Dimensions/capacities: L 4,678 mm (15.35 ft), W 1.850 mm (6.07 ft), H 1.416 mm (4.65 ft), boot space 455 litres (16.07 cu.ft), four doors, five seats.