

# Jaguar XE 380 AWD S - An Incredible Machine!

By Nauman Farooq

The Jaguar XE has been around since the 2016 model year, but it is not a common sight!

Competing in a class with rivals such as the BMW 3 series, the Audi A4, Mercedes-Benz C-class, and the Lexus IS, the Jaguar XE has not won over the masses!

Jaguar can see what is happening, and have opted to make quite a few changes for the 2020 model year XE – which include, some interior and exterior enhancements, but possibly a demotion in terms of powertrain!

From 2020, there will be no diesel option offered with the XE, and the limited-run Project 8 will also vanish. Sadly, the supercharged V6 option is also being dropped – only turbocharged inline-four cylinder motors in 247 hp and 296 hp guise will be offered.

So, to have a last go of an XE with a supercharged V6, I borrowed this 2018 example from Jaguar Canada – and as I found out, we'll be missing out on an incredible machine!

My tester, an XE 380 AWD S came equipped with a supercharged 3.0L V6, that produced 380 hp and 332 lb-ft of torque. Power is fed to all-wheels via an eight-speed ZF automatic gearbox, which is not only very smooth, but also very quick.

Launch it right, and it'll cover the sprint from 0 to 100 km/h



in about 5.0 seconds. Keep the 'right' pedal buried, and it'll top out at 250 km/h – but please, let's not try that on public roads

in Canada. Power and speed is one thing, it's how a car feels at speed that is totally different! Some cars are fast, but feel

nervous when being pushed. No such issues with the XE, in fact, this car feels better as the speed builds. On the highway, the car feels planted, and the ride quality is excellent. It is fairly opposite at town speeds, because thanks to its stiff platform and performance oriented suspension with adaptive dampers, even in the most comfortable setting the XE 380 AWD S felt too stiff on city streets at slow speeds – be in no doubt, Jaguar has set up this vehicle to run, and run fast!

It can take corners at speed, too. Thanks to fully independent suspension, a wonderful steering set

up, and a willing chassis, the XE 380 AWD S, even when equipped with eco-minded all-season tires (it should have been wearing winter tires) handled very well – expect on days when it snowed a lot – then it was a drift machine!

Despite the speed, its thirst was fairly reasonable. On my test cycle (170 km of highway driving + 130 km of city driving), I averaged 12.3 L/100km. While that might not make it the most efficient car in its class, the fun I had driving this surely made up for the gas expenditure.

It'll cost you quite a bit, to

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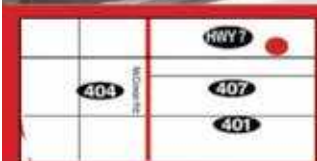
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