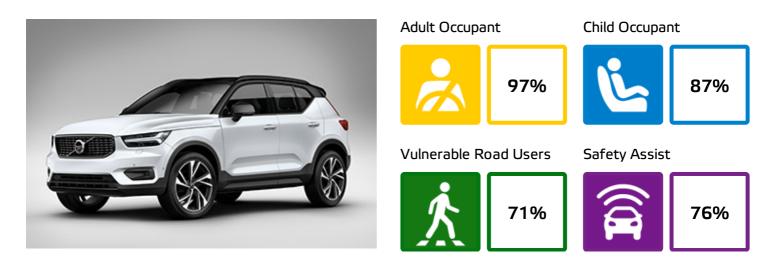




Volvo XC40 Standard Safety Equipment





SPECIFICATION

Tested Model	Volvo XC40 D4 AWD Momentum
Body Type	- 5 door SUV
Year Of Publication	2018
Kerb Weight	1680kg
VIN From Which Rating Applies	- all XC40s
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	٠	•	×
Belt pretensioner	٠	•	٠
Belt loadlimiter	•	•	٠
Knee airbag	٠	×	×
SIDE CRASH PROTECTION			
Side head airbag	٠	•	٠
Side chest airbag	٠	•	×
Side pelvis airbag	٠		×



SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix		0	٠
Integrated CRS		×	×
Airbag cut-off switch		•	_
SAFETY ASSIST			
Seat Belt Reminder	•		٠

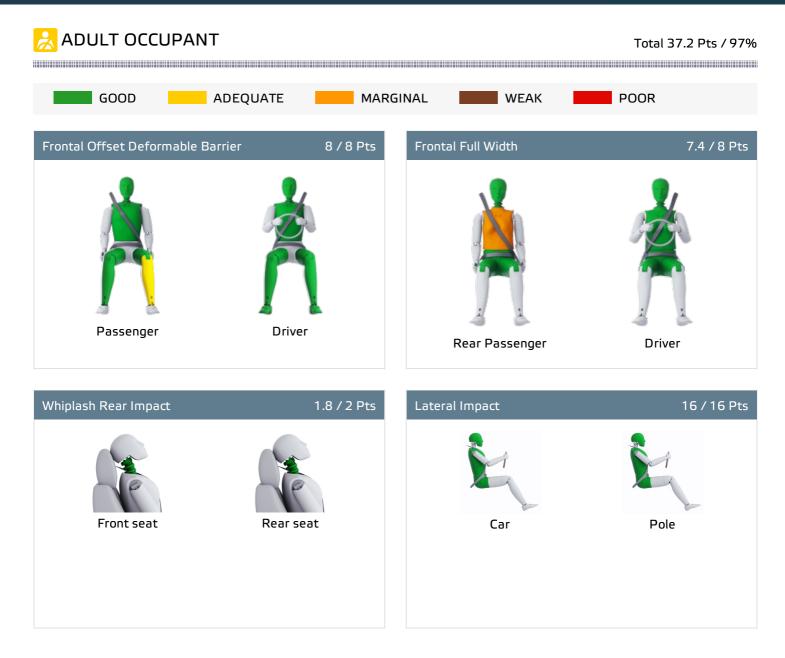
OTHER SYSTEMS	
Active Bonnet (Hood)	×
AEB Pedestrian	•
AEB Cyclist	•
AEB City	•
AEB Inter-Urban	•
Speed Assistance System	•
Lane Assist System	•

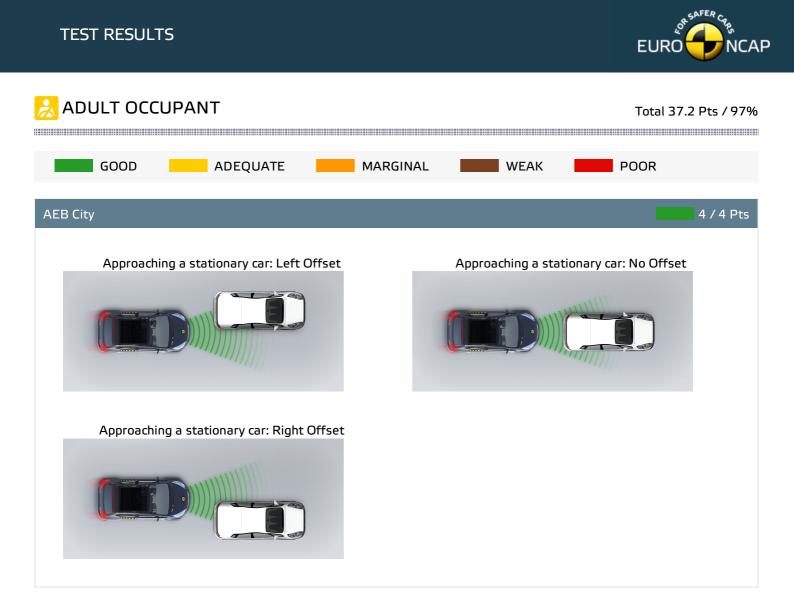
Note: Other equipment may be available on the vehicle but was not considered in the test year.

- Fitted to the vehicle as standard
- O Not fitted to the test vehicle but available as option or as part of the safety pack

🗙 Not available 🛛 🗕 Not applicable









<u> ADULT OCCUPANT</u>

Total 37.2 Pts / 97%

Comments

The passenger compartment of the XC40 remained stable in the frontal offset test. Dummy readings showed good protection of all critical body areas apart from the lower leg of the passenger, protection of which was adequate. Volvo showed that good protection would be provided to the knees and femurs of occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the chest of the rear passenger dummy was rated as marginal, based on dummy readings of chest compression. The protection of all other critical body regions was rated as good for both dummies. In the side barrier and the more severe side pole tests, protection of all critical body areas was good and the XC40 scored maximum points in these tests. Tests on the front seats and head restraints demonstrated good protection of the neck against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. Volvo City Safety is standard equipment on the XC40. This autonomous emergency braking system performed well, avoiding collisions in all test scenarios of typical city driving.







Restraint for 6 year old child: *Volvo Booster Seat* Restraint for 10 year old child: *Volvo Booster Cushion* **Safety Features**

7 / 13 Pts

				Front Passenger	2nd row outboard	2nd row center
			Isofix	0	•	×
			i-Size	×	•	×
		Integrat	ed CRS	×	×	×
Fitted to test car as standard	🔵 Not on test ca	ar but available as option	×	lot available		
CRS Installation Check						12 / 12 Pts
 Install without problem i-Size CRS 	Install with care	Safety critical proble	em 🕻	Installation n	ot allowed	
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)	Maxi Cosi (forward)	i 2way Pearl & 2wayFix (iSize)		BeSafe iZi	Kid X2 i-Size (iS	ize)
X		X	~		X	A.



💪 CHILD OCCUPANT

Total 43 Pts / 87%

ISOFIX CRS



Britax Römer KidFix XP (ISOFIX)

BeSafe iZi Kid X4 ISOfix (ISOFIX)







Universal Belted CRS



Britax Römer KidFix XP (Belt)





Britax Römer King II LS (Belt)







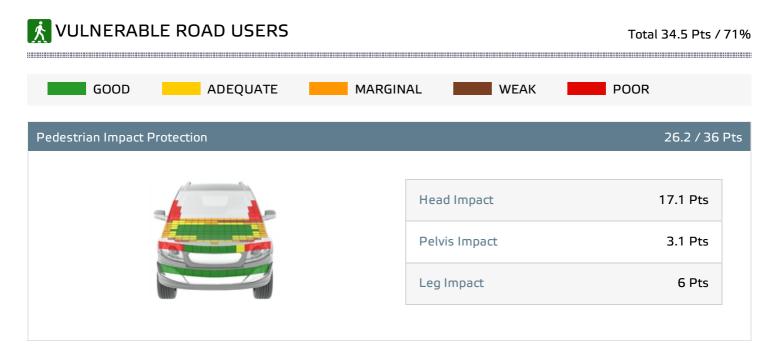
Total 43 Pts / 87%

		Seat Pos	ition	
	Front	Front 2nd row		
	PASSENGER	LEFT	CENTER	RIGHT
Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)		•		
Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)		•		•
BeSafe iZi Kid X2 i-Size (iSize)		•		
Maxi Cosi Cabriofix & FamilyFix (ISOFIX)		•		•
BeSafe iZi Kid X4 ISOfix (ISOFIX)		•		
Britax Römer Duo Plus (ISOFIX)		•		•
Britax Römer KidFix XP (ISOFIX)		•		
Maxi Cosi Cabriofix (Belt)	•	•	•	
Maxi Cosi Cabriofix & EasyBase2 (Belt)	•	•	×	
Britax Römer King II LS (Belt)	•	•	•	•
Britax Römer KidFix XP (Belt)	•			

Comments

Protection of both the 6 year and 10 year dummies was good in both the frontal offset and side barrier tests. The front passenger airbag can be disabled to allow a rearward-facing child restraint to be used in that seating position. Clear information is provided to the driver regarding the status of the airbag and the system was rewarded. All of the restraint types for which the XC40 is designed could be properly installed and accommodated in the vehicle.





Vulnerable Road Users	8.3 / 12 Pts
System Name	Volvo City Safety
Туре	Auto-Brake with Forward Collision Warning
Operational From	4 km/h

Comments

The bonnet provided good or adequate protection to the head of a struck pedestrian over most of its surface, with poor results only on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with good results at all test locations. Protection of the pelvis was more mixed, with areas of good and poor protection. The autonomous emergency braking system performed well in all daylight tests against a pedestrian target. In darkness, the system performed well in detecting a pedestrian walking in the same direction but was weak in tests with a target crossing the vehicle's path. The same system performed adequately in daylight tests with a cyclist target.

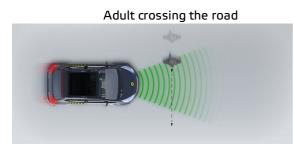


Total 34.5 Pts / 71%

🕺 VULNERABLE ROAD USERS

AEB Pedestrian

Day time



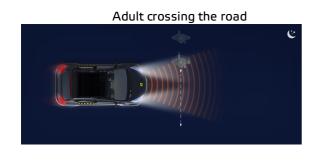
Child running from behind parked vehicles



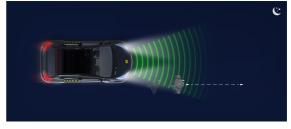
Adult along the roadside



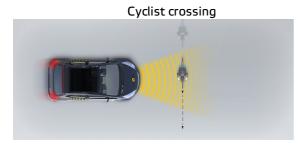
Night time



Adult along the roadside

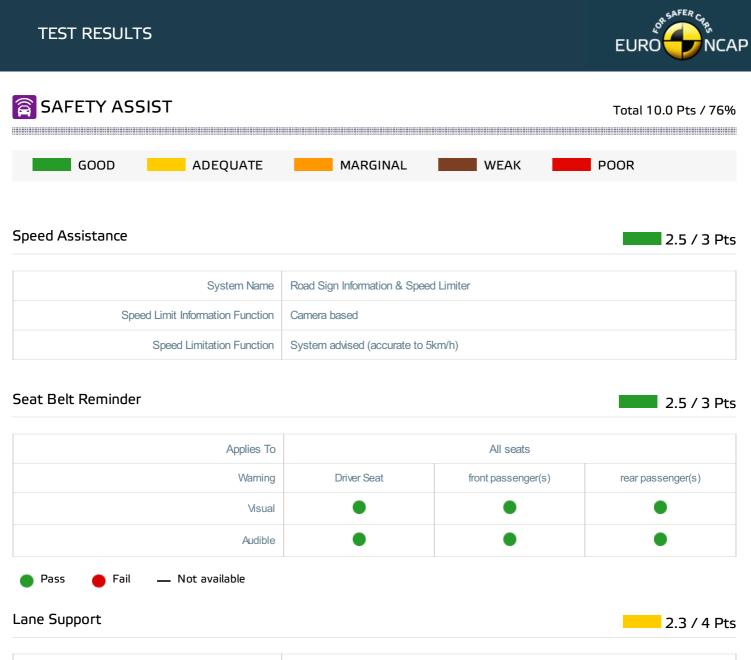


AEB Cyclist



Cyclist along the roadside





System Name	Lane Departure Warning with Lane Keeping Aid
Туре	ELK + LKA
Operational From	65 km/h
PERFORMANCE	
Emergency Lane Keeping	MARGINAL
Lane Keep Assist	GOOD
Human Machine Interface	ADEQUATE



🛜 SAFETY ASSIST

Total 10.0 Pts / 76%

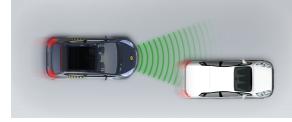
AEB Interurban	2.7 / 3 Pts
System Name	City Safety
Туре	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

The XC40 has a seatbelt reminder system for the front and rear seats. A standard-fit speed assistance system identifies the local speed limit and allows the driver to set the speed accordingly. The system performed adequately in Euro NCAP's tests. The autonomous emergency braking system worked well in all test simulations of highway scenarios, losing only a fraction of a point. The standard-fit lane assistance system comprises Lane Keep Assistance, which warns the driver when the car is drifting out of lane and gently applies the steering to correct the path, and Emergency Lane Keeping, which intervenes much more aggressively in emergency situations, to keep the car on the road or from hitting another vehicle.

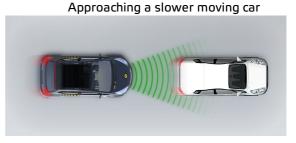
Autobrake function only

Approaching a slower moving car

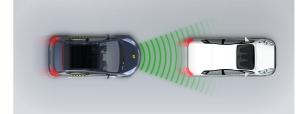


Approaching a slower moving car





Approaching a braking car

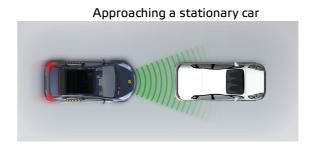




Total 10.0 Pts / 76%

SAFETY ASSIST

Driver reacts to warning

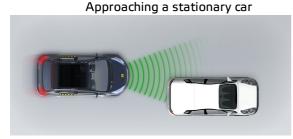


Approaching a slower moving car



Approaching a slower moving car

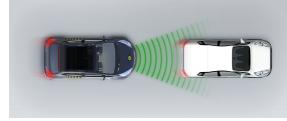




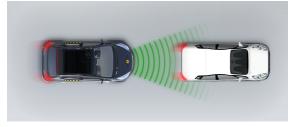
Approaching a stationary car



Approaching a slower moving car



Approaching a braking car





RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Ratir	Rating Applies	
				LHD	RHD	
5 door SUV	2.0 4-cyl diesel	XC40 D3	4 x 2	~	\checkmark	
5 door SUV	2.0 4-cyl diesel	XC40 D3	4 x 4	~	\checkmark	
5 door SUV	2.0 4-cyl diesel	XC40 D4*	4 x 4	~	\checkmark	
5 door SUV	1.5 3-cyl petrol	ХС40 ТЗ	4 x 2	~	\checkmark	
5 door SUV	2.0 4-cyl petrol	XC40 T4	4 x 2	~	\checkmark	
5 door SUV	2.0 4-cyl petrol	XC40 T4	4 x 4	~	\checkmark	
5 door SUV	2.0 4-cyl petrol	XC40 T5	4 x 4	\checkmark	\checkmark	

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome		
July 2018	Rating Published	2018 * * * * *	~	