



Volvo XC40
Standard Safety Equipment

2018



Adult Occupant



97%

Child Occupant



87%

Vulnerable Road Users



71%

Safety Assist



76%

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, including XC40 Recharge (from 2021)
Class	Small Off-Road

SAFETY EQUIPMENT

	Driver	Passenger	Rear
FRONTAL CRASH PROTECTION			
Frontal airbag	●	●	✘
Belt pretensioner	●	●	●
Belt loadlimiter	●	●	●
Knee airbag	●	✘	✘
SIDE CRASH PROTECTION			
Side head airbag	●	●	●
Side chest airbag	●	●	✘
Side pelvis airbag	●	●	✘

Version 271021

SAFETY EQUIPMENT (NEXT)

	Driver	Passenger	Rear
CHILD PROTECTION			
Isofix	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
AEB City	●
AEB Cyclist	●
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.

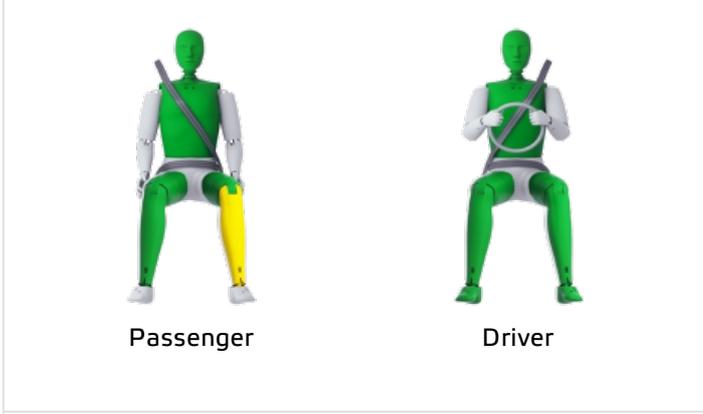
- Fitted to the vehicle as standard
 ○ Fitted to the vehicle as part of the safety pack
○ Not fitted to the test vehicle but available as option or as part of the safety pack
 ✘ Not available
 — Not applicable

 ADULT OCCUPANT

Total 37.2 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

Frontal Offset Deformable Barrier 8 / 8 Pts



Passenger Driver

Detailed description: This panel shows two crash test dummies. The Passenger dummy is shown from the front-left, with a yellow leg indicating an 'ADEQUATE' result. The Driver dummy is shown from the front-right, with a green body indicating a 'GOOD' result.

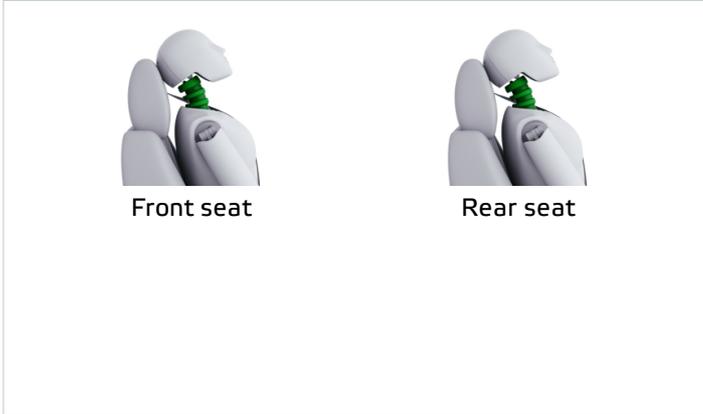
Frontal Full Width 7.4 / 8 Pts



Rear Passenger Driver

Detailed description: This panel shows two crash test dummies. The Rear Passenger dummy is shown from the back-left, with an orange body indicating a 'MARGINAL' result. The Driver dummy is shown from the front-right, with a green body indicating a 'GOOD' result.

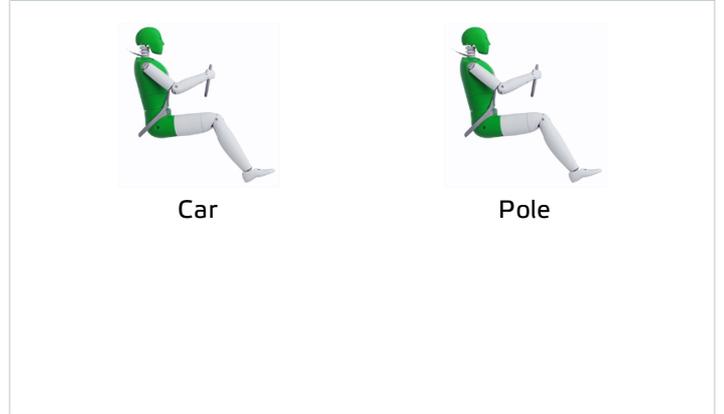
Whiplash Rear Impact 1.8 / 2 Pts



Front seat Rear seat

Detailed description: This panel shows two views of a crash test dummy's head and neck. The Front seat view shows a green neck indicating a 'GOOD' result. The Rear seat view shows a green neck indicating a 'GOOD' result.

Lateral Impact 16.0 / 16 Pts



Car Pole

Detailed description: This panel shows two side-view crash test dummies. The Car dummy is shown from the side, with a green body indicating a 'GOOD' result. The Pole dummy is shown from the side, with a green body indicating a 'GOOD' result.

 ADULT OCCUPANT

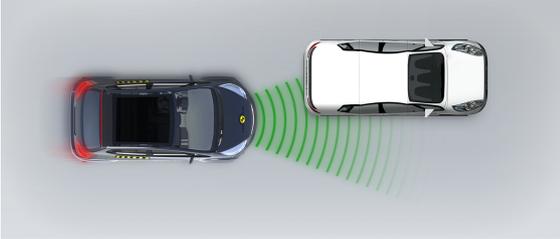
Total 37.2 Pts / 97%

 GOOD  ADEQUATE  MARGINAL  WEAK  POOR

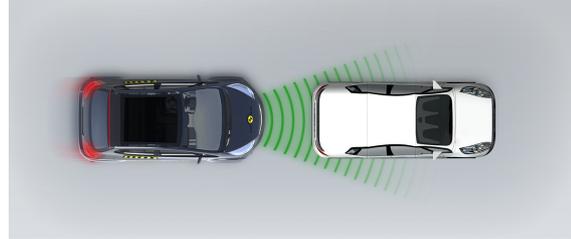
AEB City

 4.0 / 4 Pts

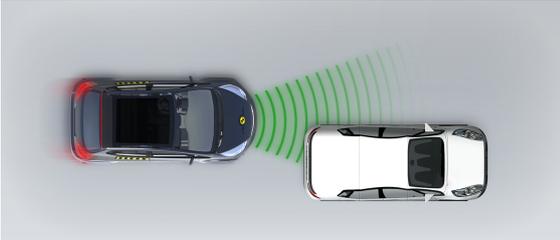
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset



 ADULT OCCUPANT

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.

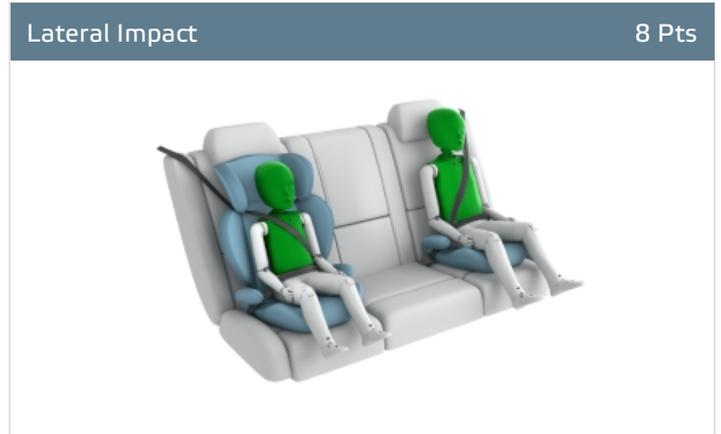
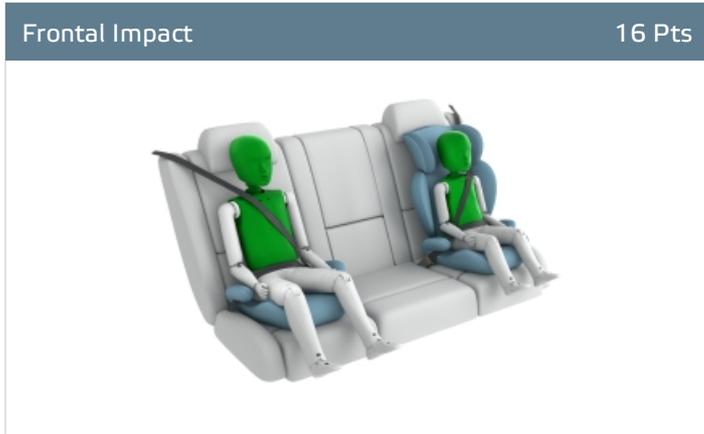
CHILD OCCUPANT

Total 43 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24.0 / 24 Pts



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

Safety Features

7.0 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isifix	○	●	✘
i-Size	✘	●	✘
Integrated CRS	✘	✘	✘

● Fitted to test car as standard
 ○ Not on test car but available as option
 ✘ Not available

CRS Installation Check

12.0 / 12 Pts

● Install without problem ● Install with care ● Safety critical problem ✗ Installation not allowed

■ i-Size CRS

Maxi Cosi 2way Pearl & 2wayFix (rearward) (iSize)



Maxi Cosi 2way Pearl & 2wayFix (forward) (iSize)



BeSafe iZi Kid X2 i-Size (iSize)



■ ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



 CHILD OCCUPANT

Total 43 Pts / 87%

■ Universal Belted CRS

Maxi Cosi Cabriofix (Belt)



Maxi Cosi Cabriofix & EasyBase2 (Belt)



Britax Römer King II LS (Belt)



Britax Römer KidFix XP (Belt)



CHILD OCCUPANT

Total 43 Pts / 87%

	Seat Position			
	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)	●	●	●	●

● Install without problem
 ● Install with care
 ● Safety critical problem
 ✘ Installation not allowed

— Not available

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

Total 34.5 Pts / 71%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Pedestrian	26.2 / 36 Pts						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Head Impact</td> <td style="text-align: right; padding: 5px;">17.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">3.1 Pts</td> </tr> <tr> <td style="padding: 5px;">Leg Impact</td> <td style="text-align: right; padding: 5px;">6.0 Pts</td> </tr> </table>	Head Impact	17.1 Pts	Pelvis Impact	3.1 Pts	Leg Impact	6.0 Pts
Head Impact	17.1 Pts						
Pelvis Impact	3.1 Pts						
Leg Impact	6.0 Pts						

Vulnerable Road Users	8.3 / 12 Pts
System Name	Volvo City Safety
Type	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.

 VULNERABLE ROAD USERS

Total 34.5 Pts / 71%

AEB Pedestrian ■

■ Day time

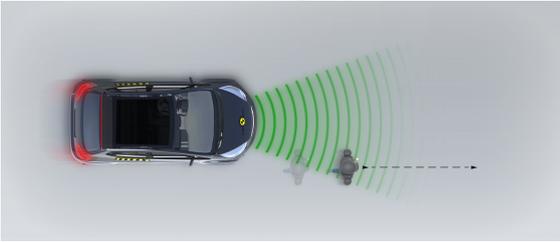
Adult crossing the road



Child running from behind parked vehicles



Adult along the roadside



■ Night time

Adult crossing the road

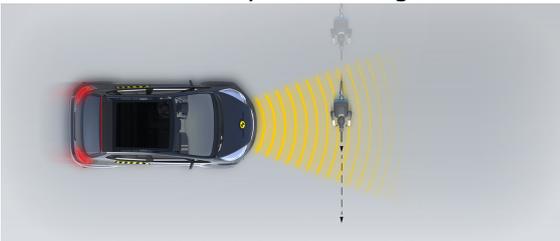


Adult along the roadside

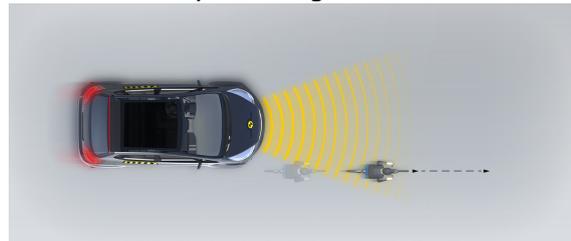


AEB Cyclist ■

Cyclist crossing



Cyclist along the roadside



SAFETY ASSIST

Total 10.0 Pts / 76%

■ GOOD ■ ADEQUATE ■ MARGINAL ■ WEAK ■ POOR

Speed Assistance

■ 2.5 / 3 Pts

System Name	Road Sign Information & Speed Limiter
Speed Limit Information Function	Camera based
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

■ 2.5 / 3 Pts

Applies To	All seats		
	Driver Seat	Front Passenger(s)	Rear Passenger(s)
Warning			
Visual	●	●	●
Audible	●	●	●
Occupant Detection	—	●	—

● Pass ● Fail — Not available

Lane Support

■ 2.3 / 4 Pts

System Name	Lane Departure Warning with Lane Keeping Aid
Type	ELK + LKA (including LDW)
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 Inter-Urban

 2.7 / 3 Pts

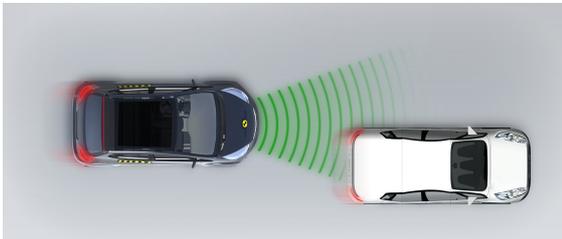
System Name	City Safety
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

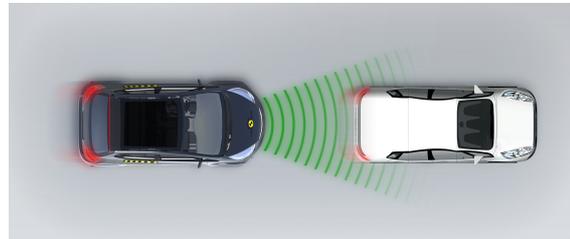
The XC40 has a seatbelt reminder system for the front and rear seats. A standard-fit speed assistance system identifies the local speed limit and allows the driver to set the speed accordingly. The system performed adequately in Euro NCAP's tests. The autonomous emergency braking system worked well in 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

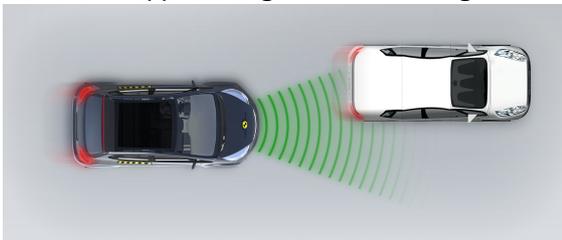
Approaching a slower moving car



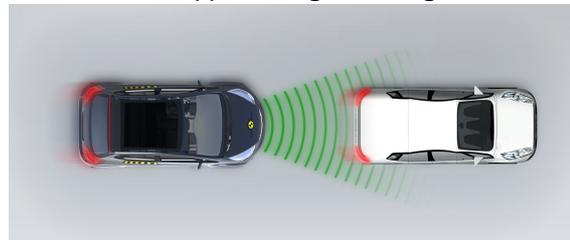
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car

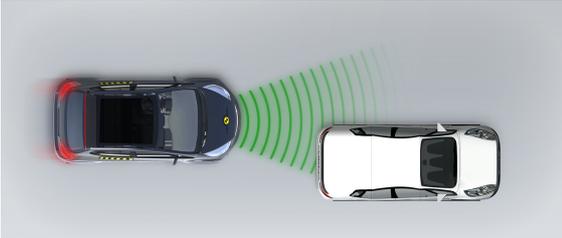


 SAFETY ASSIST

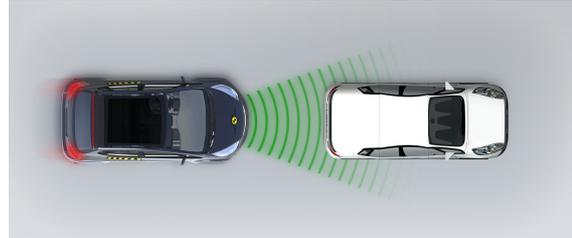
Total 10.0 Pts / 76%

■ Driver reacts to warning

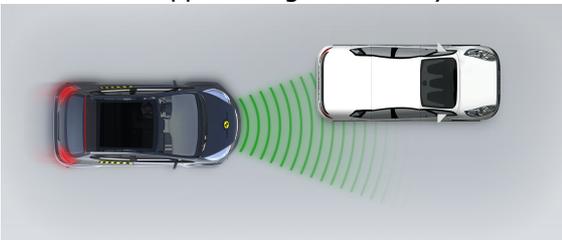
Approaching a stationary car



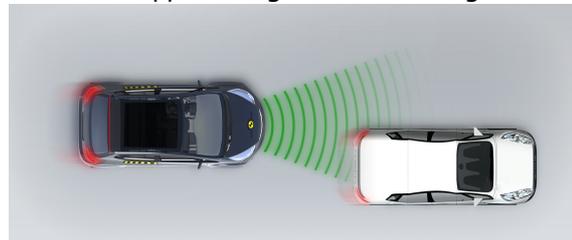
Approaching a stationary car



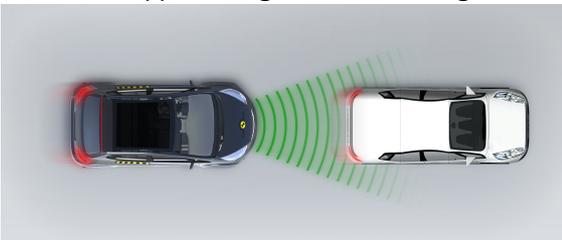
Approaching a stationary car



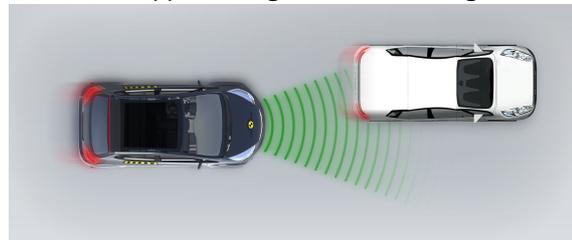
Approaching a slower moving car



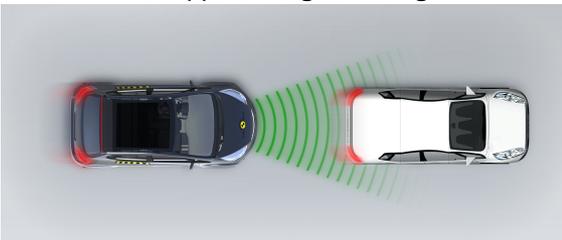
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Variants of Model Range

Body Type	Engine	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0 4-cyl diesel	XC40 D3	4 x 2	✓	✓
5 door SUV	2.0 4-cyl diesel	XC40 D3	4 x 4	✓	✓
5 door SUV	2.0 4-cyl diesel	XC40 D4*	4 x 4	✓	✓
5 door SUV	1.5 3-cyl petrol	XC40 T3	4 x 2	✓	✓
5 door SUV	2.0 4-cyl petrol	XC40 T4	4 x 2	✓	✓
5 door SUV	2.0 4-cyl petrol	XC40 T4	4 x 4	✓	✓
5 door SUV	2.0 4-cyl petrol	XC40 T5	4 x 4	✓	✓
5 door SUV	Battery electric	XC40 Recharge#	4 x 4	✓	✓

* Tested variant

additional tests performed 2021

Annual Reviews and Facelifts

Date	Event	Outcome
July 2018	Rating Published	2018 ★★★★★ ✓
October 2021	Addition of XC40 Recharge battery electric variant	2018 ★★★★★ ✓