



Volvo V60

Standard Safety Equipment

2018



Adult Occupant



96%

Child Occupant



84%

Vulnerable Road Users



74%

Safety Assist



76%

SPECIFICATION

Tested Model	Volvo V60 D4 Momentum
Body Type	- 5 door estate
Year Of Publication	2018
Kerb Weight	1844kg
VIN From Which Rating Applies	- all V60s
Class	Large Family Car

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	●	●	✗

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 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 ○ 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 36.5 Pts / 96%

GOOD ADEQUATE MARGINAL WEAK POOR

Frontal Offset Deformable Barrier 7.3 / 8 Pts



Passenger



Driver

Frontal Full Width 7.6 / 8 Pts



Rear Passenger



Driver

Whiplash Rear Impact 1.9 / 2 Pts



Front seat



Rear seat

Lateral Impact 15.8 / 16 Pts



Car



Pole



ADULT OCCUPANT

Total 36.5 Pts / 96%



GOOD



ADEQUATE



MARGINAL



WEAK



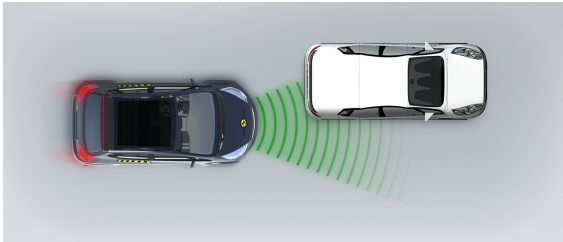
POOR

AEB City

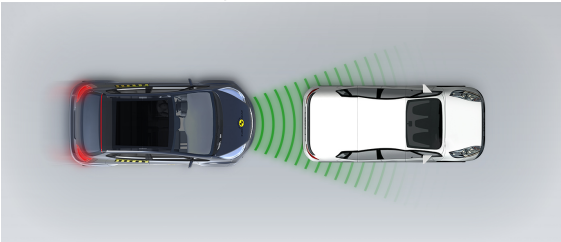


4 / 4 Pts

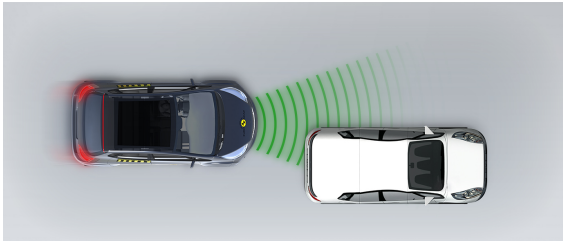
Approaching a stationary car: Left Offset



Approaching a stationary car: No Offset



Approaching a stationary car: Right Offset





ADULT OCCUPANT

Total 36.5 Pts / 96%

Comments

The passenger compartment of the V60 remained stable in the frontal offset test. Dummy readings indicated good protection of the knees and femurs of the driver and passenger. Volvo showed that a similar level of protection would be provided to occupants of different sizes and to those sitting in different positions. In the full-width rigid barrier test, protection of the neck and chest was adequate for the rear passenger, and protection of other critical body areas was good. For the driver, protection was good for all critical body regions. In both the side barrier impact and the more severe side pole test, protection of critical parts of the body was good or adequate. Tests on the front seats and head restraints demonstrated good protection against whiplash injuries in the event of a rear-end collision. A geometric assessment of the rear seats also indicated good whiplash protection. The standard-fit autonomous emergency braking system performed well in tests of its functionality at the low speeds, typical of city driving, at which many whiplash injuries are caused.

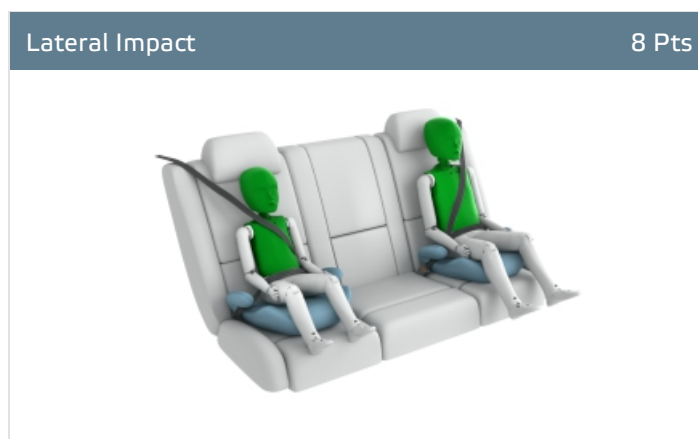
 CHILD OCCUPANT

Total 41.2 Pts / 84%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

24 / 24 Pts

Restraint for 6 year old child: *Volvo Booster seat*Restraint for 10 year old child: *Volvo booster cushion without back*

Safety Features

6 / 13 Pts

	Front Passenger	2nd row outboard	2nd row center
Isofix	○	●	✗
i-Size	✗	●	✗
Integrated CRS	✗	✗	✗

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

CRS Installation Check

11.3 / 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)



CHILD OCCUPANT

Total 41.2 Pts / 84%

ISOFIX CRS

Maxi Cosi Cabriofix & FamilyFix (ISOFIX)



BeSafe iZi Kid X4 ISOfix (ISOFIX)



Britax Römer Duo Plus (ISOFIX)



Britax Römer KidFix XP (ISOFIX)



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 41.2 Pts / 84%

	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

Comments

In the frontal offset and side barrier tests, protection of the 6 and 10 year dummies was good for all critical body areas and the V60 scored maximum points in the dynamic 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 V60 is designed could be properly installed and accommodated in the car, except for those in the universal category in the rear centre seat.



VULNERABLE ROAD USERS

Total 35.7 Pts / 74%

 GOOD

 ADEQUATE

 MARGINAL

 WEAK

 POOR

Pedestrian Impact Protection

26.9 / 36 Pts



Head Impact 17.7 Pts

Pelvis Impact 3.2 Pts

Leg Impact 6 Pts

Vulnerable Road Users

8.9 / 12 Pts

System Name

City Safety

Type

Auto-Brake with Forward Collision Warning

Operational From

4 km/h

Comments

The V60 has an 'active' bonnet. Sensors in the bumper detect when a pedestrian has been struck and actuators lift the bonnet to provide greater clearance to stiff structures in the engine compartment. Volvo showed that the system worked robustly for different pedestrian statures across a wide range of speeds. Accordingly, the car was tested with the bonnet in the raised position. The protection provided by the bonnet to the head of a struck pedestrian was good over nearly all of the bonnet surface, with some areas of poor protection only on the stiff windscreen pillars. The bumper provided good protection to pedestrians' legs at all test locations. Protection of the pelvis was mixed. The AEB system is able to detect vulnerable road users such as pedestrians and cyclists. The system performed well in tests of these functionalities, with collisions avoided or their severity mitigated, even at night-time in the case of pedestrians.



VULNERABLE ROAD USERS

Total 35.7 Pts / 74%

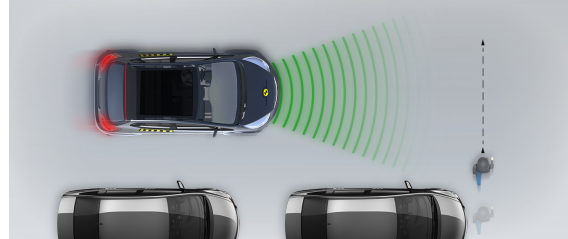
AEB Pedestrian

■ Day time

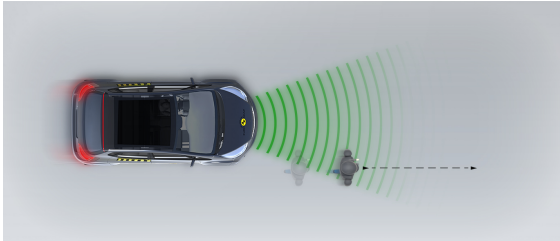
Adult crossing the road



Child running from behind parked vehicles

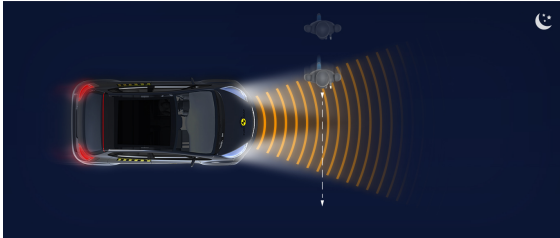


Adult along the roadside

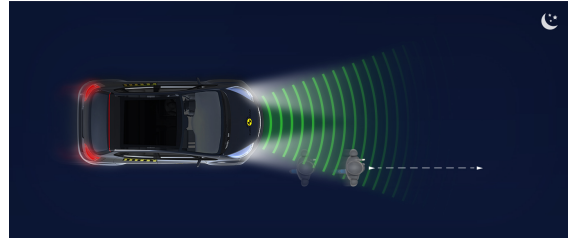


■ Night time

Adult crossing the road

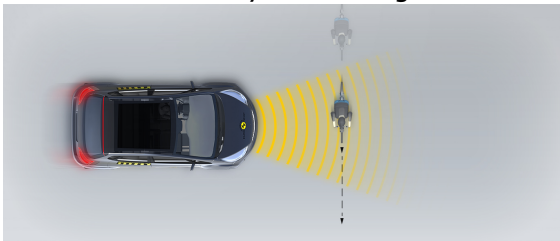


Adult along the roadside

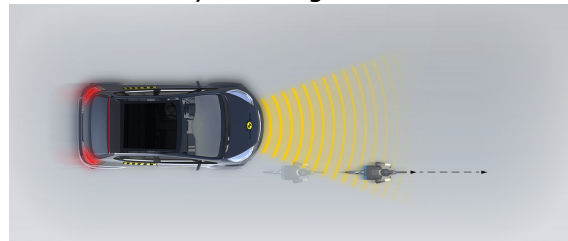


AEB Cyclist

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)

Seat Belt Reminder

2.5 / 3 Pts

Applies To	Not available		
Warning	Driver Seat	front passenger(s)	rear passenger(s)
Visual			
Audible			

Pass
 Fail
 Not available

Lane Support

2.3 / 4 Pts

System Name	Lane Departure Warning with Lane keeping Aid
Type	LKA and ELK
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

2.8 / 3 Pts

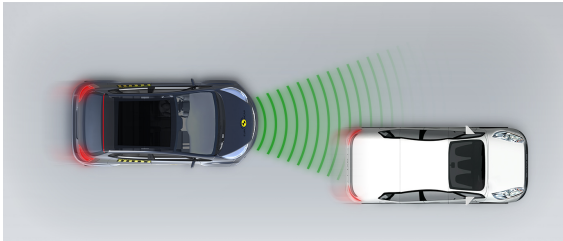
System Name	City Safety
Type	Autonomous Emergency Braking and Forward Collision Warning
Operational From	4 km/h
Additional Information	Supplementary warning

Comments

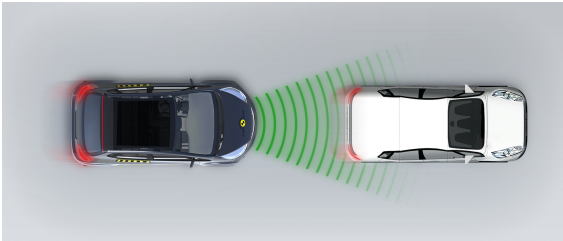
The V60 has a seatbelt reminder system for the front and rear seats. The AEB system performed well in various tests of its functionality at highway speeds. A standard-fit lane-keep assist system helps to keep the car from drifting out of lane and can also intervene in more severe emergency situations. A camera-based speed assistance system informs the driver of the local speed limit, allowing the limiter to be set appropriately.

Autobrake function only

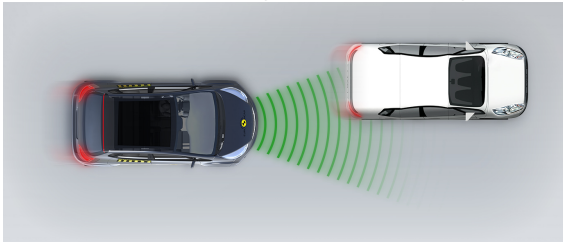
Approaching a slower moving car



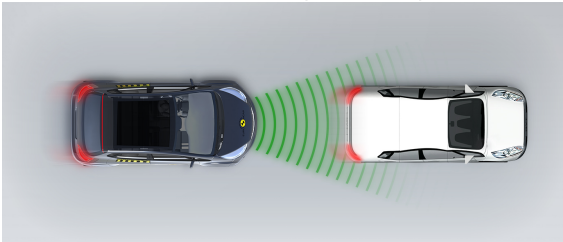
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



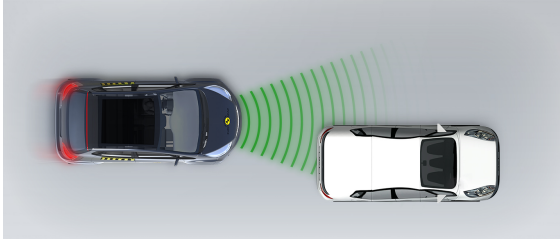


SAFETY ASSIST

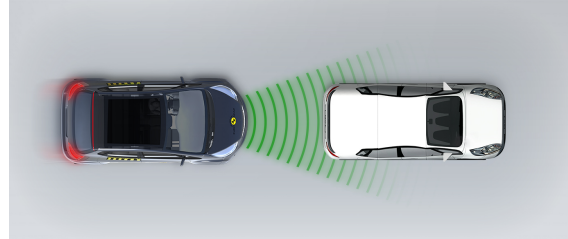
Total 10.0 Pts / 76%

■ Driver reacts to warning

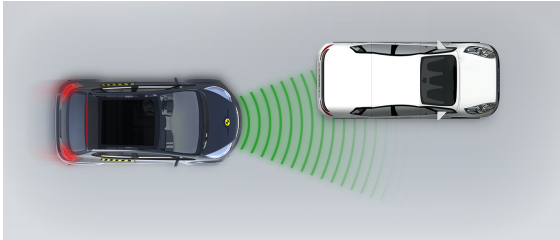
Approaching a stationary car



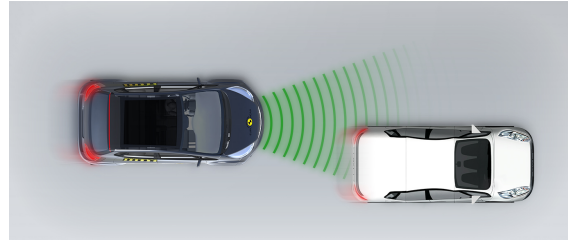
Approaching a stationary car



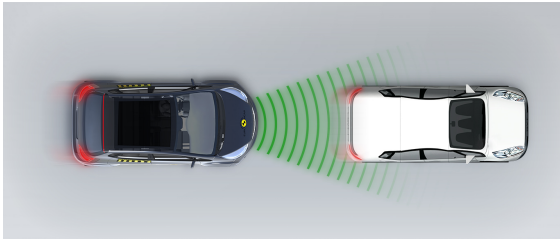
Approaching a stationary car



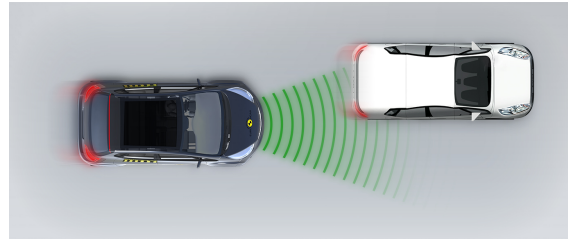
Approaching a slower moving car



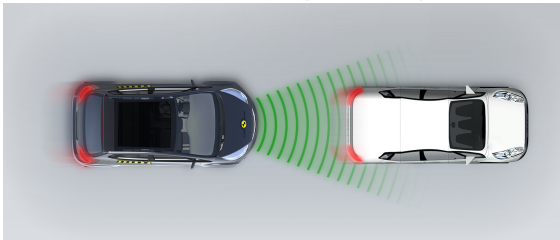
Approaching a slower moving car



Approaching a slower moving car



Approaching a braking car



RATING VALIDITY

Annual Reviews and Facelifts

Date	Event	Outcome	
December 2018	Rating Published	2018 ★ ★ ★ ★ ★	✓