



Volvo XC60
Standard Safety Equipment

2017



Adult Occupant



98%

Child Occupant



87%

VRU Impact Protection



76%

Safety Assist



95%

SPECIFICATION

Tested Model	Volvo XC60 D4 AWD Momentum, LHD
Body Type	- 5 door SUV
Year Of Publication	2017
Kerb Weight	1873kg
VIN From Which Rating Applies	- all XC60'S
Class	Large Off-Road

X Rating Expired

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	●	●	✘
CHILD PROTECTION			
Isofix/i-Size	—	○	●
Integrated CRS	—	✘	✘
Airbag cut-off switch	—	●	—
SAFETY ASSIST			
Seat Belt Reminder	●	●	●

SAFETY EQUIPMENT (NEXT)

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

OTHER SYSTEMS	
Active Bonnet (Hood)	✘
AEB Pedestrian	●
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 37.2 Pts / 98%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Frontal Offset Deformable Barrier 7.8 Pts

Passenger Driver

Frontal Full Width 7.6 Pts

Rear Passenger Driver

Whiplash Rear Impact 2.8 Pts

Front seat Rear seat

Lateral Impact 16.0 Pts

Car Pole

AEB City 3.0

Performance: ■ Good



ADULT OCCUPANT

Total 37.2 Pts / 98%



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

 ADULT OCCUPANT

Total 37.2 Pts / 98%

Comments

The passenger compartment of the XC60 remained stable in the frontal offset test. Dummy readings indicated good protection for all critical body areas of the passenger and of the knees and femurs of both the driver and passenger. Volvo showed that a similar level of protection would be provided to occupants of different sizes and to those sat in different positions. In the full-width rigid-barrier test, protection of both dummies was good except for the chest of the rear passenger, protection of which was rated as marginal. In both the side barrier test and the more severe side pole impact, protection of critical body areas was good and the XC60 scored maximum points. 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 scored maximum points in tests of its functionality at the low-speeds typical of city driving, with collisions avoided at all test speeds.

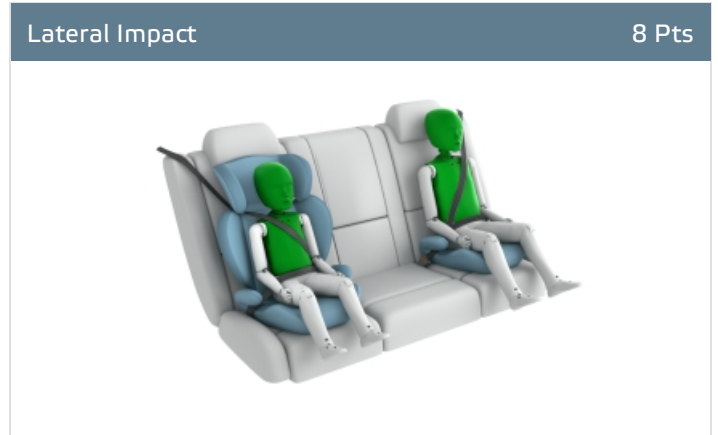
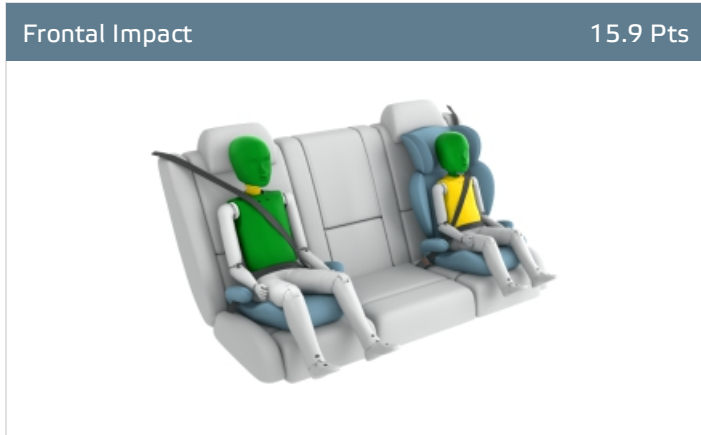
CHILD OCCUPANT

Total 42.9 Pts / 87%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Crash Test Performance based on 6 & 10 year old children

23.9 Pts



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

Safety Features

7.0 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

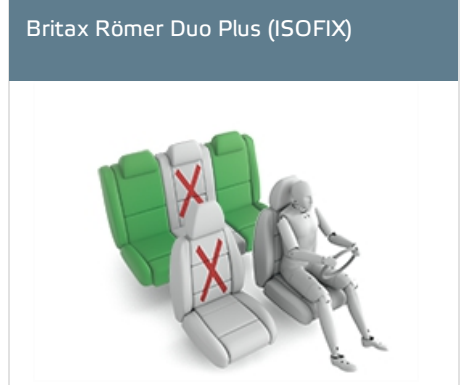
12.0 Pts


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

■ i-Size CRS



■ ISOFIX CRS



 CHILD OCCUPANT

Total 42.9 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)



Comments

In the frontal offset test, protection of both the 6 year and 10 year dummies was good or adequate. In the side barrier test, protection was good for all critical parts of the body. 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 XC60 is designed could be properly installed and accommodated.

CHILD OCCUPANT

Total 42.9 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)	●	●	●	●

● Easy
 ● Difficult
 ● Safety critical
 ✘ Not allowed
 — Not available

Comments

In the frontal offset test, protection of both the 6 year and 10 year dummies was good or adequate. In the side barrier test, protection was good for all critical parts of the body. 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 XC60 is designed could be properly installed and accommodated.

VRU IMPACT PROTECTION

Total 31.9 Pts / 76%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

VRU Impact Protection	25.9 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;">17.3 Pts</td> </tr> <tr> <td style="padding: 5px;">Pelvis Impact</td> <td style="text-align: right; padding: 5px;">2.6 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	17.3 Pts	Pelvis Impact	2.6 Pts	Leg Impact	6.0 Pts
Head Impact	17.3 Pts						
Pelvis Impact	2.6 Pts						
Leg Impact	6.0 Pts						

AEB Pedestrian	6.0 Pts	
System Name	City Safety	
Type	Auto-Brake with Forward Collision Warning	
Operational From	4 km/h	
Additional Information	Defaults on for every journey; operates above 40km/h and in low ambient light	
PERFORMANCE ■		
	Autobrake Function	
	Avoidance	Mitigation
Running Adult crossing from Farside	Collision avoided up to 60 km/h	
Walking Adult crossing from Nearside -25%	Collision avoided up to 60 km/h	
Walking Adult crossing from Nearside -75%	Collision avoided up to 60 km/h	
Running Child from behind parked vehicles	Collision avoided up to 40 km/h	Impact mitigated up to 60 km/h

Comments

The bonnet provided predominantly good or adequate protection to the head of a struck pedestrian with some poor results recorded only at the base of the windscreen and on the stiff windscreen pillars. The bumper scored maximum points for its protection of pedestrians' legs, with good results at all test points. Protection of the pelvis was mixed. The autonomous emergency braking system scored maximum points in tests of its pedestrian detection, with good results in all test scenarios and at all speeds.

SAFETY ASSIST

Total 11.4 Pts / 95%

■ GOOD
 ■ ADEQUATE
 ■ MARGINAL
 ■ WEAK
 ■ POOR

Speed Assistance

2.5 Pts

System Name	Road Sign Information & Speed Limiter
Speed Limit Information Function	Camera based, subsigns supported
Warning Function	Active braking (no warning necessary)
Speed Limitation Function	System advised (accurate to 5km/h)

Seatbelt Reminder

3.0 Pts

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

● Pass
 ● Fail
 — Not available

Lane Support

2.9 Pts

System Name	Lane Departure Warning with Lane Keeping Aid
Type	Lane Keep Assist and Lane Departure Warning
Operational From	65 km/h
Warning	Audible
PERFORMANCE	
LKA Confirmation Test	Pass (5/5)
LDW Confirmation Test	Pass

SAFETY ASSIST

Total 11.4 Pts / 95%

AEB Inter-Urban

3 Pts

System Name	City Safety
Type	Forward Collision Warning with Auto-Brake
Operational From	4 km/h
Additional Information	Default On; Supplementary Warning; Seatbelt Activation

PERFORMANCE |

	Autobrake Function Only	Driver reacts to warning
Operational Speed	4-250 km/h	4-250 km/h
Approaching a stationary car	See AEB City	Crash avoided up to 80km/h.
Approaching a slower moving car	Crash avoided up to 70km/h.	Crash avoided up to 80km/h.
FOLLOWING A CAR AT SHORT DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance
FOLLOWING A CAR AT LONG DISTANCE		
Car in front brakes gently	Avoidance	Avoidance
Car in front brakes harshly	Avoidance	Avoidance

Comments

A seatbelt reminder is standard equipment for the front and rear seats. The speed assistance system uses a camera to recognise the local speed limits and to inform the driver, who can then choose to set the limiter appropriately. Lane Departure Warning with Lane Keeping Aid is also standard and alerts the driver when the car is drifting out of lane and helps to steer away from the lane edge. The autonomous emergency braking system scored maximum points when tested at highway speeds, with collisions avoided at all test speeds and in all scenarios.

RATING VALIDITY

Variants of Model Range

Body Type	Engine & Transmission	Model Name/Code	Drivetrain	Rating Applies	
				LHD	RHD
5 door SUV	2.0l diesel	XC60 D4*	4 x 4	✓	✓
5 door SUV	2.0l diesel	XC60 D5	4 x 4	✓	✓
5 door SUV	2.0l petrol	XC60 T5	4 x 4	✓	✓
5 door SUV	2.0l petrol	XC60 T5	4 x 2	✓	✓
5 door SUV	2.0l petrol	XC60 T6	4 x 4	✓	✓
5 door SUV	Hybrid	XC60 T8	4 x 4	✗	✗

* Tested variant

Annual Reviews and Facelifts

Date	Event	Outcome
November 2017	Rating Published	2017 ★★★★★ ✓
November 2018	Annual Review	2017 ★★★★★ ✓
November 2019	Annual Review	2017 ★★★★★ ✓