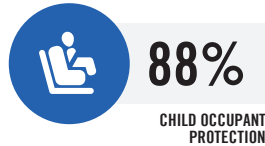


# VOLVO S60

AUS: AUGUST 2019 - ONWARDS  
 NZ: NOVEMBER 2019 - ONWARDS  
 T5 & B5 VARIANTS ONLY



TESTED  
 2018



VOLVO S60

## OVERVIEW

The Volvo S60 was introduced in Australia in August 2019 and New Zealand in November 2019. This ANCAP safety rating applies to all T5 and B5 variants. Other variants are unrated.

Dual frontal, side chest-protecting and side head-protecting (curtain) airbags are standard.

Autonomous emergency braking (City, Interurban & Vulnerable Road User) as well as lane keep assist (LKA) with lane departure warning (LDW) are standard on all variants.


ANCAP SAFETY RATING	★★★★★
RATING YEAR (DATESTAMP)	2018
VEHICLE TYPE	MEDIUM CAR
AIRBAGS	Dual frontal, side chest, side head

## RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volvo S60 T5 Momentum	4 door sedan	2.0 litre petrol	AWD	✓	✓
Volvo S60 T5 Inscription	4 door sedan	2.0 litre petrol	AWD	✓	✓
Volvo S60 T5 R-Design	4 door sedan	2.0 litre petrol	AWD	✓	✓
Volvo S60 T8	4 door sedan	2.0 petrol electric	AWD	✗	✗
Volvo S60 B5 Ultimate	4 door sedan	2.0 petrol mild hybrid	AWD	✓	✓

✓ COVERED BY THIS RATING   ✗ NOT COVERED BY THIS RATING   ◆ TESTED VARIANT

# ADULT OCCUPANT PROTECTION



**96%**  
36.55 POINTS  
OUT OF 38

The passenger compartment remained stable in the frontal offset test. Dummy readings indicated MARGINAL protection for the lower legs of the driver and ADEQUATE protection for the lower legs of the front passenger. Protection for all other critical body regions was GOOD.

In the full width frontal test, protection was ADEQUATE for the neck and chest of the rear passenger and GOOD for all other critical body regions for both the driver and rear passenger.

In the side impact test, protection offered to all critical body regions was GOOD.

In the oblique pole test, protection was ADEQUATE for the chest of the driver and GOOD for all other critical body regions.

The autonomous emergency braking (AEB) system scored maximum points with GOOD performance in low-speed test scenarios typical of city driving.

<b>FRONTAL OFFSET#</b>	7.27 (out of 8)
<b>FULL WIDTH FRONTAL#</b>	7.63 (out of 8)
<b>SIDE IMPACT#</b>	8.00 (out of 8)
<b>OBLIQUE POLE#</b>	7.78 (out of 8)
<b>WHIPLASH PROTECTION</b>	1.87 (out of 2)
<b>AEB - City</b>	4.00 (out of 4)

# Scaled scores. Total test scored out of 16.00 points.

## FRONTAL OFFSET TEST (64 KM/H)



**Driver**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	2.53 pts
Deductions:	Nil



**Front Passenger**

Head / neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Lower legs:	3.63 pts
Deductions:	Nil

## FULL WIDTH FRONTAL TEST (50 KM/H)



**Driver**

Head:	4.00 pts
Neck:	4.00 pts
Chest:	4.00 pts
Upper legs:	4.00 pts
Deductions:	Nil



**Rear Passenger**

Head:	4.00 pts
Neck:	3.84 pts
Chest:	2.68 pts
Upper legs:	4.00 pts
Deductions:	Nil

## SIDE IMPACT TEST (50 KM/H)



**Driver**

Head:	4.00 points
Chest:	4.00 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## OBLIQUE POLE TEST (32 KM/H)



**Driver**

Head:	4.00 points
Chest:	3.57 points
Abdomen:	4.00 points
Pelvis:	4.00 points
Deductions:	Nil

## WHIPLASH (REAR IMPACT) PROTECTION TEST



**Rear Passenger**

Rear:	0.50 points
Front:	1.37 points



**Driver / Front Passenger**

## AEB - CITY (10-50 KM/H)

Score: 4.00 points

OVERLAP	-50%	-75%	100%	75%	50%
PERFORMANCE	GOOD				

GOOD ADEQUATE MARGINAL WEAK POOR

# CHILD OCCUPANT PROTECTION



**88%**

43.24 POINTS  
OUT OF 49

In the frontal offset and side impact tests, protection was GOOD for all critical body areas for the 6 year and 10 year child dummies. Maximum points were scored.

The Volvo S60 is fitted with lower ISOFix anchorages for rear outboard seats, and top tether anchorages for all rear seating positions.

Installation of typical child restraints available in Australia and New Zealand showed all child restraints could be accommodated in the rear outboard seating positions, however several could not be correctly installed in the centre rear seating position.

<b>DYNAMIC TEST (FRONT)</b>	16.00 (out of 16)
<b>DYNAMIC TEST (SIDE)</b>	8.00 (out of 8)
<b>RESTRAINT INSTALLATION</b>	11.24 (out of 12)
<b>ON-BOARD SAFETY FEATURES</b>	8.00 (out of 13)

## FRONTAL OFFSET TEST (64 KM/H)



6 year old

10 year old

## SIDE IMPACT TEST (50 KM/H)



10 year old

6 year old

## ON-BOARD SAFETY FEATURES

FEATURE	FRONT PASSENGER	2nd ROW OUTBOARD	2nd ROW CENTRE	3rd ROW OUTBOARD	3rd ROW CENTRE
ISOFix	×	●	×	-	-
Integrated child restraints	×	×	×	-	-
Top tether anchorage	×	●	●	-	-
Airbag disabling	×	-	-	-	-

● FITTED TO TEST CAR AS STANDARD    ● NOT FITTED TO TEST CAR BUT AVAILABLE AS AN OPTION    × NOT AVAILABLE    - NOT APPLICABLE

**NOTE:** The child restraints fitted to vehicles tested by Euro NCAP are relevant to the European market. For Australasian consumers, this information should be used as a guide to vehicle features only. The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see [www.childcarseats.com.au](http://www.childcarseats.com.au).

GOOD    ADEQUATE    MARGINAL    WEAK    POOR

# CHILD OCCUPANT PROTECTION



88%

43.24 POINTS  
OUT OF 49

## CHILD RESTRAINT INSTALLATION\*

	CHILD RESTRAINT (CRS) TYPE <sup>^</sup>	FRONT ROW	2nd ROW			3rd ROW			
		PASSENGER	LEFT	CENTRE	RIGHT	LEFT	CENTRE	RIGHT	
BELTED	TYPE A	Rearward facing capsule	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	●	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	●	●	-	-	-
	TYPE E	Booster - 4 to 8 years	×	●	●	●	-	-	-
TYPE F	Booster - 4 to 10 years	×	●	●	●	-	-	-	
ISOFIX	TYPE A	Rearward facing capsule	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Rearward facing with harness - convertible (Model B)	×	●	-	●	-	-	-
	TYPE B	Forward facing with harness - convertible (Model A)	×	●	-	●	-	-	-
		Forward facing with harness - convertible (Model B)	×	●	-	●	-	-	-

\* Installation of each child restraint is assessed separately in each position. Installation of multiple restraints has not been assessed and may not be possible.

<sup>^</sup> The above list of child restraints has been selected to provide a general indication of the rated vehicle's ability to accommodate various CRS types. ANCAP does not endorse or recommend any one CRS brand or model, nor does it rate the safety of child restraints.

● INSTALL WITHOUT PROBLEM   ● INSTALL WITH CARE   ● CANNOT BE FITTED SAFELY   × INSTALLATION NOT ALLOWED   - NOT APPLICABLE / NOT ASSESSED

# VULNERABLE ROAD USER PROTECTION



74%

35.73 POINTS  
OUT OF 48

The Volvo S60 has an 'active' bonnet. Sensors detect when a pedestrian is struck and actuators lift the bonnet to provide greater clearance from stiff components in the engine bay. The vehicle was tested with the bonnet in the raised position and predominantly GOOD results were recorded over most of the bonnet area with POOR results recorded at the base of the windscreen and on the 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 mixed, with areas of GOOD and POOR performance.

The autonomous emergency braking (AEB) system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered GOOD performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in most daylight scenarios and some ADEQUATE performance in night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance. The system's overall performance was classified as ADEQUATE.

HEAD IMPACTS	17.66 (out of 24)
UPPER LEG IMPACTS	3.22 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.56 (out of 6)
AEB - Cyclist	4.30 (out of 6)

## PEDESTRIAN IMPACT TEST (40 KM/H)



## AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

**SYSTEM NAME:** City Safety  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 4-80 km/h  
**DESCRIPTION:** System functions in the daytime and night

TEST SCENARIO	AEB - Pedestrian								AEB - Cyclist				
	Adult crossing towards kerb (50%)		Adult crossing from kerb (25%)		Adult crossing from kerb (75%)		Child running (obstructed)	Adult walking along road		FORWARD COLLISION WARNING		FORWARD COLLISION WARNING	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
	Adult walking along road		Adult walking along road		Cyclist crossing from kerb		Cyclist travelling along road (50%)		Cyclist travelling along road (25%)				
PERFORMANCE	GOOD	GOOD	WEAK	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
	GOOD								ADEQUATE				

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY ASSIST



77%

10.13 POINTS  
OUT OF 13

The Volvo S60 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), a lane support system (LSS) with lane keep assist (LKA) and emergency lane keeping (ELK) functionality, and blind spot monitoring (BSM).

Tests of the AEB system showed GOOD performance at highway speeds with collisions avoided or mitigated in all scenarios.

Tests of the LSS system showed ADEQUATE performance in lane keep assist tests, while the more critical emergency lane keeping scenarios showed MARGINAL performance. Overall performance of the LSS system was classified as ADEQUATE.

A speed assistance system (SAS) is also standard, informing the driver of the local speed limit and allowing the driver to set speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions, however occupant detection is not available for rear seats.

<b>SPEED ASSISTANCE SYSTEMS</b>	2.38 (out of 3)
<b>SEAT BELT REMINDERS</b>	2.50 (out of 3)
<b>LANE SUPPORT SYSTEMS</b>	2.50 (out of 4)
<b>AEB - Interurban</b>	2.75 (out of 3)

## LANE SUPPORT SYSTEMS (LSS)

**SYSTEM NAME:** Lane Departure Warning with Lane Keeping Aid  
**OPERATIONAL FROM:** 65-250 km/h

		EMERGENCY LANE KEEPING (ELK)													
TEST SCENARIO	PERFORMANCE	Oncoming vehicle	Overtaking vehicle (GVT at 72 km/h)		Overtaking vehicle (GVT at 80 km/h)		Road edge								
			UNINTENTIONAL	INTENTIONAL	UNINTENTIONAL	INTENTIONAL									
	GOOD		MARGINAL		MARGINAL		MARGINAL		MARGINAL		WEAK		WEAK		WEAK
		MARGINAL													

		LANE KEEP ASSIST (LKA)																	
TEST SCENARIO	PERFORMANCE	Dashed Line				Solid Line				Road Edge									
			GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		GOOD		WEAK
		ADEQUATE																	

HUMAN MACHINE INTERFACE (HMI)		
FUNCTION	Lane Departure Warning (LDW)	PASS
	Blind Spot Monitoring (BSM)	PASS

■ GOOD   
 ■ ADEQUATE   
 ■ MARGINAL   
 ■ WEAK   
 ■ POOR

# SAFETY ASSIST



77%

10.13 POINTS  
OUT OF 13

## AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

**SYSTEM NAME:** City Safety  
**TYPE:** Autonomous emergency braking with forward collision warning  
**OPERATIONAL FROM:** 4-250 km/h  
**DESCRIPTION:** Defaults ON for every journey

HUMAN MACHINE INTERFACE (HMI)																					
FUNCTION	<table border="1"> <tr> <td>Supplementary warning</td> <td>PASS</td> </tr> <tr> <td>Restraint activation / dynamic retractors</td> <td>[NOT FITTED]</td> </tr> </table>	Supplementary warning	PASS	Restraint activation / dynamic retractors	[NOT FITTED]																
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FORWARD COLLISION WARNING (FCW)																					
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="5">Driving towards a stationary car</th> <th colspan="5">Driving towards a slower moving car</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Driving towards a stationary car					Driving towards a slower moving car														
	Driving towards a stationary car					Driving towards a slower moving car															
PERFORMANCE	GOOD																				
AUTONOMOUS EMERGENCY BRAKING - Interurban																					
TEST SCENARIO	<table border="1"> <thead> <tr> <th colspan="2">Toward car braking lightly</th> <th colspan="2">Toward car braking heavily</th> <th rowspan="2">Driving towards a slower moving car</th> </tr> <tr> <th>12m HEADWAY</th> <th>40m HEADWAY</th> <th>12m HEADWAY</th> <th>40m HEADWAY</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY											
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	12m HEADWAY	40m HEADWAY	12m HEADWAY	40m HEADWAY																	
PERFORMANCE	GOOD																				

## SPEED ASSISTANCE SYSTEMS (SAS)

**SYSTEM NAME:** Road sign information & speed limiter

SAS FEATURE	DESCRIPTION
Speed Limit Information Function (SLIF)	Camera & map
Speed Limitation Function	System advised

## SEAT BELT REMINDERS (SBR)

WARNING TYPE	DRIVER	FRONT PASSENGER	REAR PASSENGERS
Occupant Detection	-	●	✗
Visual	●	●	●
Audible	●	●	●

● PASS ● FAIL ✗ NOT AVAILABLE - NOT APPLICABLE

GOOD ADEQUATE MARGINAL WEAK POOR

# SAFETY FEATURES & TECHNOLOGIES

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Seat belts (three-point) for all forward-facing seats	●	●
Seat belt pre-tensioners (front)	●	●
Seat belt pre-tensioners (rear outboard) - 2nd row	●	●
Seat belt pre-tensioners (rear centre) - 2nd row	●	●
Seat belt pre-tensioners (rear outboard) - 3rd row	-	-
Intelligent seat belt reminder (driver)	●	●
Intelligent seat belt reminder (front passenger)	●	●
Intelligent seat belt reminder (2nd row seats)	●	●
Intelligent seat belt reminder (3rd row seats)	-	-
Airbag - frontal (driver)	●	●
Airbag - frontal (passenger)	●	●
Airbags - side, chest protection (front seats)	●	●
Airbags - side, chest protection (2nd row seats)	✗	✗
Airbags - side, chest protection (3rd row seats)	-	-
Airbags - side, head protection (front seats)	●	●
Airbags - side, head protection (2nd row seats)	●	●
Airbags - side, head protection (3rd row seats)	-	-
Airbag - knee (driver)	✗	✗
Airbag - knee (front passenger)	✗	✗
Airbag disabling switch - automatic (front passenger)	✗	✗
Airbag disabling switch - manual (front passenger)	✗	✗
Head restraints for all seats	●	●
Active bonnet	●	●
Adaptive cruise control (ACC)	●	●
Adaptive headlights	●	●
Anti-lock braking system (ABS)	●	●
Autonomous emergency braking (AEB) - City	●	●
Autonomous emergency braking (AEB) - Interurban	●	●
Autonomous emergency braking (AEB) - VRU	●	●
Automatic emergency call (eCall)	✗	✗
Automatic headlights	●	●
Automatic high beam	●	●

FEATURE / TECHNOLOGY~	AVAILABILITY	
	AUS	NZ
Blind spot monitor (BSM)	●	●
Child presence alert	✗	✗
Daytime running lights (DRL)	●	●
Electronic brakeforce distribution (EBD)	●	●
Electronic data recorder (EDR)	●	●
Electronic stability control (ESC)	●	●
Emergency brake assist (EBA)	●	●
Emergency stop signal (ESS)	●	●
Fatigue reminder	●	●
Fatigue detection	●	●
Forward collision warning (FCW)	●	●
Hill launch assist	●	●
Integrated child seat / restraint	✗	✗
ISOFix	●	●
Lane departure warning (LDW)	●	●
Lane keep assist (LKA)	●	●
Pre-crash systems	●	●
Rear cross-traffic alert (RCTA)	●	●
Reversing collision avoidance (camera)	●	●
Reversing collision avoidance (auto brake)	●	●
Roll stability system	●	●
Secondary / multi-collision brake	●	●
Speed assistance - auto / intelligent speed limiter	●	●
Speed assistance - manual speed limiter	●	●
Speed assistance - speed sign recognition & warning	●	●
Smart (intelligent) key	✗	✗
Trailer stability control	●	●
Tyre pressure monitoring system (TPMS)	●	●
Vehicle-to-infrastructure communication (V2I)	✗	✗
Vehicle-to-vehicle communication (V2V)	✗	✗

~ Specifications & availability subject to change. Please check with the vehicle manufacturer for confirmation of vehicle specification.

● STANDARD   ● NOT AVAILABLE ON BASE VARIANT BUT STANDARD OR OPTIONAL ON HIGHER VARIANTS   ○ OPTIONAL   ✗ NOT AVAILABLE

## MODEL VARIANTS:

ANCAP safety ratings do not automatically extend to variants that have different body styles, engine configurations, driven wheels or occupant restraint systems (e.g. fewer airbags). In these cases, ANCAP considers technical evidence submitted by manufacturers before deciding on the extension of a rating to additional variants of a model.

## RATING YEAR (DATESTAMP):

The Rating Year denotes the year requirements against which a vehicle has been assessed. The Rating Year is determined by ANCAP and, for vehicles rated from 2018, the Rating Year is the year in which the vehicle was tested.

## ASSESSMENT DETAILS

TESTED MAKE / MODEL	Volvo V60 D4 Momentum LHD
TESTED VEHICLE(S) BUILT	2018
TESTED BODY TYPE	4 door wagon
TESTED VEHICLE ENGINE	2.0 litre diesel
RATING PUBLISHED	October 2019
RATING UPDATED	February 2024