

# VOLVO S60

AUS: AUGUST 2019 - DECEMBER 2024  
NZ: NOVEMBER 2019 - DECEMBER 2024  
T5 & B5 VARIANTS ONLY



TESTED  
2018



96%

ADULT OCCUPANT  
PROTECTION



88%

CHILD OCCUPANT  
PROTECTION



74%

VULNERABLE ROAD USER  
PROTECTION



77%

SAFETY  
ASSIST



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.

|                     |                 |
|---------------------|-----------------|
| FRONTAL OFFSET#     | 7.27 (out of 8) |
| FULL WIDTH FRONTAL# | 7.63 (out of 8) |
| SIDE IMPACT#        | 8.00 (out of 8) |
| OBLIQUE POLE#       | 7.78 (out of 8) |
| WHIPLASH PROTECTION | 1.87 (out of 2) |
| AEB - City          | 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         |



### Driver

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

## OBLIQUE POLE TEST (32 KM/H)

## 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.

|                          |                   |
|--------------------------|-------------------|
| DYNAMIC TEST (FRONT)     | 16.00 (out of 16) |
| DYNAMIC TEST (SIDE)      | 8.00 (out of 8)   |
| RESTRAINT INSTALLATION   | 11.24 (out of 12) |
| ON-BOARD SAFETY FEATURES | 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^ |        | FRONT ROW<br>PASSENGER                               | 2nd ROW |        |       | 3rd ROW |        |       |
|-----------------------------|--------|------------------------------------------------------|---------|--------|-------|---------|--------|-------|
|                             |        |                                                      | 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                               | ×       | ●      | ●     | –       | –      | –     |
| ISOFIX                      | TYPE F | Booster - 4 to 10 years                              | ×       | ●      | ●     | –       | –      | –     |
|                             | 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.

^ 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 |       | Adult walking along road | Cyclist crossing from kerb | Cyclist travelling along road (50%) | Cyclist travelling along road (25%) |
|               | DAY                               | NIGHT | DAY                            | NIGHT | DAY                            | NIGHT    | DAY                        | DAY                      | NIGHT | DAY                      | DAY                        | DAY                                 | DAY                                 |
|               |                                   |       |                                |       |                                |          |                            |                          |       |                          |                            |                                     |                                     |
| PERFORMANCE   | GOOD                              | POOR  | GOOD                           | WEAK  | GOOD                           | ADEQUATE | GOOD                       | GOOD                     | GOOD  | ADEQUATE                 | ADEQUATE                   | ADEQUATE                            | MARGINAL                            |
|               | 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.

## SPEED ASSISTANCE SYSTEMS

2.38 (out of 3)

## SEAT BELT REMINDERS

2.50 (out of 3)

## LANE SUPPORT SYSTEMS

2.50 (out of 4)

## AEB - Interurban

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                | Oncoming vehicle | Overtaking vehicle (GVT at 72 km/h) |             | Overtaking vehicle (GVT at 80 km/h) |             | Road edge |  |
|                              |                  | UNINTENTIONAL                       | INTENTIONAL | UNINTENTIONAL                       | INTENTIONAL |           |  |
|                              |                  |                                     |             |                                     |             |           |  |
| PERFORMANCE                  |                  | -                                   | -           | -                                   | -           |           |  |
| MARGINAL                     |                  |                                     |             |                                     |             |           |  |

| LANE KEEP ASSIST (LKA) |             |  |  |  |            |  |  |  |           |
|------------------------|-------------|--|--|--|------------|--|--|--|-----------|
| TEST SCENARIO          | Dashed Line |  |  |  | Solid Line |  |  |  | Road Edge |
|                        |             |  |  |  |            |  |  |  |           |
|                        |             |  |  |  |            |  |  |  |           |
| PERFORMANCE            | 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                      | <div>Supplementary warning</div> <div>Restraint activation / dynamic retractors</div> |
|                               | <div>PASS</div> <div>[NOT FITTED]</div>                                               |

  

| FORWARD COLLISION WARNING (FCW) |                                     |
|---------------------------------|-------------------------------------|
| TEST SCENARIO                   | Driving towards a stationary car    |
|                                 | Driving towards a slower moving car |
|                                 | <div> </div> <div> </div>           |
| PERFORMANCE                     | GOOD                                |

  

| AUTONOMOUS EMERGENCY BRAKING - Interurban |                            |
|-------------------------------------------|----------------------------|
| TEST SCENARIO                             | Toward car braking lightly |
|                                           | Toward car braking heavily |
|                                           | 12m HEADWAY                |
|                                           | 40m HEADWAY                |
|                                           | <div> </div> <div> </div>  |
| 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  
TESTED VEHICLE(S) BUILT  
TESTED BODY TYPE  
TESTED VEHICLE ENGINE  
RATING PUBLISHED  
RATING UPDATED

Volvo V60 D4 Momentum LHD  
2018  
4 door wagon  
2.0 litre diesel  
October 2019  
February 2024