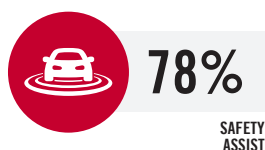
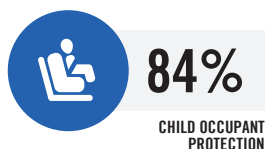
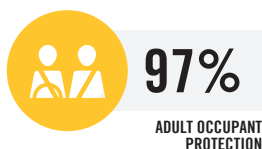


VOLVO XC40

APRIL 2018 - DECEMBER 2024
ALL VARIANTS



TESTED
2018



VOLVO XC40

OVERVIEW

The Volvo XC40 was first introduced in Australia and New Zealand in April 2018. Additional PHEV and BEV variants (T5 Recharge and T8 Recharge) were introduced in Australia from July 2020 and New Zealand from January 2021. This 5 star ANCAP safety rating applies to petrol and BEV variants. The PHEV variant (T5 Recharge) is not covered by this rating.

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

All three grades of 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

Small SUV

AIRBAGS

Dual frontal, side chest, side head, driver knee

RATING APPLICABILITY

VARIANT	BODY TYPE	ENGINE	DRIVETRAIN	AUS	NZ
Volvo XC40 D4 Momentum ♦	5 door SUV	2.0 litre diesel	AWD	✓	✓
Volvo XC40 T5 R-Design	5 door SUV	2.0 litre petrol	AWD	✓	✓
Volvo XC40 T5 Momentum	5 door SUV	2.0 litre petrol	AWD	✓	✓
Volvo XC40 T4 Momentum	5 door SUV	2.0 litre petrol	2WD	✓	✓
Volvo XC40 T4 Inscription	5 door SUV	2.0 litre petrol	AWD	✓	✓
Volvo XC40 T5 Recharge	5 door SUV	PHEV	2WD	✗	✗
Volvo XC40 T8 Recharge	5 door SUV	Battery Electric	AWD	✓	-

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

ADULT OCCUPANT PROTECTION



97%

37.19 POINTS
OUT OF 38

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

In the full width frontal test, protection was MARGINAL for the 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 and the oblique pole test, protection offered to all critical body regions was GOOD and the Volvo XC40 scored maximum points in these tests.

The low-speed autonomous emergency braking system (AEB - City) showed GOOD performance across all test scenarios.

FRONTAL OFFSET#	7.98 (out of 8)
FULL WIDTH FRONTAL#	7.42 (out of 8)
SIDE IMPACT#	8.00 (out of 8)
OBLIQUE POLE#	8.00 (out of 8)
WHIPLASH PROTECTION	1.79 (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 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	4.00 points
Deductions:	Nil



Front Passenger

Head / neck:	4.00 points
Chest:	4.00 points
Upper legs:	4.00 points
Lower legs:	3.96 points
Deductions:	Nil

FULL WIDTH FRONTAL TEST (50 KM/H)



Driver

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



Rear Passenger

Head:	4.00 points
Neck:	4.00 points
Chest:	1.70 points
Upper legs:	4.00 points
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:	4.00 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:	1.29 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



84%

41.62 POINTS
OUT OF 49

In the frontal offset and side impact tests, protection of the 10 year and 6 year dummies was GOOD and the Volvo XC40 scored maximum points in these tests.

The Volvo XC40 is fitted with lower ISOFix anchorages on the rear outboard seats and top tether anchorages on all rear seats. Installation of typical child restraints available in Australia and New Zealand showed that most child restraints could be accommodated in most rear seating positions, with the centre rear seat failing two of ANCAP's installation assessments.

DYNAMIC TEST (FRONT)	16.00 (out of 16)
DYNAMIC TEST (SIDE)	8.00 (out of 8)
RESTRAINT INSTALLATION	11.62 (out of 12)
ON-BOARD SAFETY FEATURES	6.00 (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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

GOOD ADEQUATE MARGINAL WEAK POOR

CHILD OCCUPANT PROTECTION



84%

41.62 POINTS
OUT OF 49

CHILD RESTRAINT INSTALLATION*

CHILD RESTRAINT (CRS) TYPE^		FRONT ROW 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 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 F	Booster - 4 to 10 years	×	●	●	●	-	-

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

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

NOTE: 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.

The Child Restraint Evaluation Program (CREP) provides an independent assessment on the safety of Australasian child restraints - see www.childcarseats.com.au.

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. For more detailed information about Australian child restraints visit www.childcarseats.com.au.

VULNERABLE ROAD USER PROTECTION



71%

34.49 POINTS
OUT OF 48

The bonnet of the Volvo XC40 provided GOOD or ADEQUATE protection to the head of a struck pedestrian over most of its surface, with POOR results recorded 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 mixed, with areas of GOOD and POOR performance.

The autonomous emergency braking system is capable of detecting and reacting to vulnerable road users including pedestrians and cyclists. The AEB system offered ADEQUATE performance in tests of its effectiveness in pedestrian test scenarios, with GOOD performance recorded in daylight scenarios and MARGINAL / WEAK performance in some night-time scenarios. In cyclist test scenarios, the AEB system offered ADEQUATE performance.

HEAD IMPACTS	17.06 (out of 24)
UPPER LEG IMPACTS	3.14 (out of 6)
LOWER LEG IMPACTS	6.00 (out of 6)
AEB - Pedestrian	4.18 (out of 6)
AEB - Cyclist	4.11 (out of 6)

PEDESTRIAN IMPACT TEST (40 KM/H)



AUTONOMOUS EMERGENCY BRAKING (PEDESTRIAN & CYCLIST)

SYSTEM NAME: IntelliSafe Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4 km/h to 210 km/h
DESCRIPTION: Defaults ON for every journey. System detects pedestrians and cyclists in daytime and night.

TEST SCENARIO	AEB - Pedestrian												AEB - Cyclist		
											FORWARD COLLISION WARNING		FORWARD COLLISION WARNING		
	Adult crossing towards kerb		Adult crossing from kerb (25%)		Adult cross 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	NIGHT	DAY	NIGHT	DAY	NIGHT	DAY	DAY	DAY
															
PERFORMANCE															
	ADEQUATE												ADEQUATE		



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST



78%

10.23 POINTS
OUT OF 13

The Volvo XC40 is fitted as standard with a range of safety assist features including autonomous emergency braking (AEB), lane keep assist (LKA) - which warns the driver when the car is drifting out of lane and gently applies steering to correct the path, and emergency lane keeping (ELK) - which intervenes much more aggressively in emergency situations to keep the car on the road or from hitting another vehicle. Tests of its AEB system showed GOOD performance in highway speed scenarios.

A standard-fit speed assistance system (SAS) is also provided which identifies the local speed limit and allows the driver to set the speed accordingly.

A seatbelt reminder system is fitted for all front and rear seating positions.

SPEED ASSISTANCE SYSTEMS

2.50 (out of 3)

SEAT BELT REMINDERS

2.50 (out of 3)

LANE SUPPORT SYSTEMS

2.50 (out of 4)

AEB - Interurban

2.73 (out of 3)

LANE SUPPORT SYSTEMS (LSS)

SYSTEM NAME: Lane Departure Warning with Lane Keeping Aid
OPERATIONAL FROM: 65 km/h to 200 km/h
OVERALL PERFORMANCE: ADEQUATE

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	GOOD	-	-	-	-	-	-	-
MARGINAL								

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

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



GOOD



ADEQUATE



MARGINAL



WEAK



POOR

SAFETY ASSIST

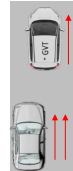
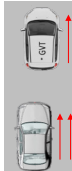
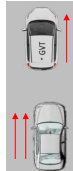
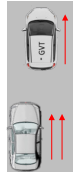


78%

10.23 POINTS
OUT OF 13

AUTONOMOUS EMERGENCY BRAKING (INTERURBAN)

SYSTEM NAME: Intellisafe Assist
TYPE: Autonomous emergency braking with forward collision warning
OPERATIONAL FROM: 4 km/h to 210 km/h
DESCRIPTION: Defaults ON for every journey.
OVERALL PERFORMANCE: GOOD

HUMAN MACHINE INTERFACE (HMI)										
PERFORMANCE	MARGINAL									
FORWARD COLLISION WARNING (FCW)										
TEST SCENARIO	Driving towards a stationary car					Driving towards a slower moving car				
										
PERFORMANCE	GOOD									
AUTONOMOUS EMERGENCY BRAKING - Interurban										
TEST SCENARIO	Toward car braking lightly		Toward car braking heavily		Driving towards a slower moving car					
	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)	●	●
Seat belt pre-tensioners (rear centre)	✗	✗
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 XC40 D4 Momentum LHD
2018
5 door SUV
2.0 litre diesel
July 2018
October 2021 / July 2024