

By Bob Hudson MIAME  
NRMA Vehicle Evaluation Engineer



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**VOLVO S60 Sedan**  
**2.4 litre 20 valve SE automatic and**  
**2.3 litre T5 Geartronic automatic**



FEATURES	
BEST	WORST
Comfortable seating	Restricted rear leg room
Well equipped	Brake dust quickly soils wheels
A good looking sedan	Position of satellite navigation controls (T5)
Strong performance of T5 model	Limited ground clearance of T5 model

Volvo's new mid-size S60 sedan typifies the company's new emphasis on introducing more contemporary styling and a more youthful driving appeal, without in any way sacrificing the marque's traditional virtues of strength and safety.

The S60 shares its platform and suspension with the Volvo S80 sedan and the V70 wagon, though it is lighter and shorter than both of those models.

The S60 replaces the S70 sedan (the V70 wagon continues) and is available in three different engine and equipment combinations.

All three engines are DOHC five-cylinder 20 valve units; the base model has a 2.4 litre normally aspirated engine with continuously variable valve timing (CVVT) on the intake camshaft and it produces 125 kW maximum power and 230 Nm maximum torque. This model is designated the S60 2.4 20V SE and it costs \$54,950 in manual form.

Next in the line-up is the S60 2.4T and with its light-pressure turbocharger and CVVT on the exhaust camshaft, it has a power output of 147 kW and a torque output of 285 Nm. The manual 2.4T is priced at \$62,950.

The S60 T5 tops the range and with a high pressure turbocharger mounted on its 2.3 litre engine, it develops 184 kW of power and 330 Nm of torque. The price of the manual T5 is \$80,950. Automatic transmission is available on all three models for an extra \$2,000.

**FEATURES AND EQUIPMENT:**

As would be expected, equipment levels rise with each model variant, however the base 2.4 20V SE still gets plenty of gear.

Safety equipment includes dual front airbags, seat-mounted side front airbags and "curtain" airbags that extend the length of the cockpit to protect both front and rear passengers. There is also Volvo's side impact body protection (SIPS), the whiplash protection system (WHIPS), pyrotechnic self-tensioning seat belts with force limiters, and anti-lock brakes with electronic brake distribution.

Luxury and convenience items include air conditioning, an eight speaker stereo system with CD player and steering wheel controls, power steering, power windows and exterior mirrors, remote central locking, cruise control, alloy wheels (four only), leather upholstery and height adjustable front seats.

Additional items on the S60 2.4T include stability and traction control (STC), a trip computer, electrically adjustable driver's seat and heated front seats.

Satellite navigation is standard on the T5, along with an electrically operated glass sunroof, a higher grade sound system with 13 speakers and a 4-disc CD player, an integrated telephone connection, electrically adjustable front passenger seat and front fog lights in the spoiler. The T5 adds dynamic control to its traction system (DSTC), whereby additional sensors monitor steering movement and potential sideslip, to selectively apply the brakes through the four channel anti-lock system.

**BODY AND FINISH:**

Unlike early Volvo models, which sometimes attracted unkind comments about their boxy styling, the S60 looks fresh, contemporary and very stylish. The S60 borrows heavily from the Volvo S80 sedan for its styling, and looks more like a four-door coupe than a sedan.

The S60 feels solidly built, with even panel gaps, good paint finish and quality trim. Volvo claims that the S60 body shell is approximately twice as stiff as the previous S70 model.

The only glitch noted on the two test cars was on the 20 valve SE, its front door hold-open latches not being strong enough to hold the doors securely open when parked on a side slope.

The S60 provides good protection from minor parking scrapes, with unpainted bump strips along the body sides and on the top edges of the front and rear bumpers.

**COMFORT AND SPACE:**

Comfortable seating is a long established Volvo tradition and the S60 is no exception. The seats also offer good support, but as usual with leather, you tend to slide about during enthusiastic cornering, or on sudden changes of direction.

Front occupants have plenty of legroom and headroom is reasonable, but those in the back aren't so well off. The swoopy roofline reduces the door opening height (as it does on the AU Ford Falcon), requiring care so as not to hit your head when entering or leaving the car. Once inside, headroom is actually better

than expected, however if the front seats are set right back, legroom is tight.

Between the two test cars, the 20 valve SE (not surprisingly because of its higher profile, 65-series tyres), had the more compliant ride. The T5's 45-series tyres transmit road surface irregularities far more readily, but given that it is the sports model, I didn't find it excessively harsh or uncomfortable.

The S60 has quite a long boot that can swallow a surprising amount of gear. Its usefulness is enhanced by the flat solid floor, the high opening boot lid (with hinges outside of the load area), and a low loading lip. For longer items, the rear seat backrest folds in a one-third, two-thirds split.

**BEHIND THE WHEEL:**

With a tilt-and-telescopic steering wheel adjustment, driver's seat height adjustment and plenty of seat travel, drivers of most physiques shouldn't have any trouble finding a comfortable and effective driving position in the S60. One adverse point is that the left footrest may prove to be too far away for some drivers to effectively use.

The layout of controls is generally straightforward, however the T5's satellite navigation controls are inconvenient in their position under the steering wheel, as it prohibits a front passenger from operating the system.

Vision from the S60 is only average, due to the thick B pillars and the large head restraints (both there in the name of safety). At least the rear head restraints can be electrically folded when those seating positions are not being used.

The 20 valve SE proved easier to manoeuvre in tight spots than the T5, due to its smaller turning circle (measured at 11.5 metres for the SE and 12.5 metres for the T5).

**ON THE ROAD:**

Given that the S60 20 valve SE has a 125 kW engine and that the T5 has 184 kW, there is a considerable difference in performance between the two cars and that's fair enough, given they have rather different characters and are aimed at quite different buyers.

The 20 valve SE is competing on price with European imports such as the Alfa Romeo 156, Audi A4, BMW 318i, Mercedes-Benz C-class and Saab 9-3, and it compares favourably with that lot on performance. However,

Volkswagen's V6 Passat is one European import that offers more performance for less money.

Overall, the 20 valve engine's performance rates as satisfactory, with a good spread of torque across the rev range, but it's not what could be described as a sparkling performer.

On the other hand, the T5 comes on very strong when the turbocharger winds up, to the extent that there is almost too much power for a front wheel drive car to handle. The T5 squirms under full acceleration as torque steer can be felt.

But while the S60 posts impressive acceleration times against the clock, it takes a concerted shove on the accelerator pedal to stir it fully into action. There are plenty of contemporary non-turbo V6 engines around that could show the T5 a thing or two about throttle response.

The T5's standard traction control system does a good job of maintaining the car's composure under maximum acceleration starts. It allows a small amount of wheel spin before taking over, to safely control the situation.

With its wide-section, low-profile tyres and quicker steering, the T5 is very definitely the sporty member of the S60 line-up, however in general road conditions, the SE handles quite well.

On our test track, the SE was more prone to understeer than the T5 when pushed hard, but it wasn't severe enough to cause concern.

Both vehicles displayed impressive braking capabilities during testing, though the very light pedal effort required for normal braking takes a while to get used to, so as not to stop jerkily in low speed traffic conditions. As in many other European cars, brake dust quickly soils the wheels, necessitating regular cleaning to avoid pitting.

#### SUMMARY:

The new S60 sedans combine good looks and sportier driving characteristics with traditional Volvo values in the areas of safety, luxury and quality of finish.

Of the two models tested, the 20 valve SE is probably the better buy if you're not too concerned with maximum performance and sports-type handling. It's considerably cheaper than the T5 and yet still comes with a comprehensive array of standard equipment.

The T5 will better suit buyers who want a luxury sports sedan, along with all the accoutrements that come with a top-of-the-range model.

## **VOLVO S60 20V SE** **Automatic Sedan**

### **SPECIFICATIONS**

#### **ENGINE:**

Type .Five cylinder, in-line, DOHC, 20 valves  
Capacity in litres ..... 2.435  
Induction ..... Electronic fuel injection  
Fuel recommendation ..... ULP  
Claimed max. power ..... 125 kW at 5900 rpm  
Claimed max. torque ..... 230 Nm at 4500 rpm  
Specific power output ..... 51.3 kW/litre

#### **TRANSMISSION:**

Type ..... Five speed automatic  
Driving wheels ..... Front  
Speed per 1000 rpm in top gear ..... 46.0 km/h

**WHEELS:** ..... Alloy, 6.5 x 15 inch,

**TYRES:** ..... Pirelli P6000 195/65 R15

**Spare:** ..... Steel, same size rim and tyre

#### **STEERING:**

Type ..... Power assisted rack and pinion  
Turns lock to lock ..... 3.1

Turning circle (measured) ..... 11.5 metres

#### **DIMENSIONS:**

Mass ..... 1574 kg

Length ..... 4576 mm

Width (incl. mirrors 2087 mm) ..... 1804 mm

Height ..... 1428 mm

Ground clearance (measured) ..... 141 mm

Seating capacity ..... 5

Fuel tank capacity ..... 70 litres

#### **TOWING:**

Max. towed mass (trailer plus load) ..... 1600 kg

#### **NRMA THEFT RATING:**

Points on 0-110 scale (high score best) ..... 82

**WARRANTY:** ..... Two years, unlimited km

**MANUFACTURED IN:** ..... Belgium

### **TEST RESULTS**

#### **ACCELERATION:**

50 - 80 km/h (in Drive) ..... 4.7 sec

60 -100 km/h (in Drive) ..... 6.4 sec

0 - 80 km/h ..... 7.5 sec

0 - 100 km/h ..... 10.9 sec

0 - 400 metres ..... 17.8 sec

#### **FUEL CONSUMPTION:**

Litres/100 km in city ..... 12.6

Litres/100 km on highway ..... 9.5

Litres/100 km overall ..... 10.5

#### **BRAKING:**

Distance to stop from 80 km/h ..... 29.2 metres

#### **NOISE:**

Interior at constant 80 km/h ..... 64 dB(A)

• Test vehicle supplied by Volvo Cars  
Australia

## **VOLVO S60 T5** **Automatic Sedan**

### **SPECIFICATIONS**

#### **ENGINE:**

Type .Five cylinder, in-line, DOHC, 20 valves  
Capacity in litres ..... 2.319  
Induction Turbocharged, electronic fuel injection  
Fuel recommendation ..... PULP  
Claimed max. power ..... 184 kW at 5200 rpm  
Claimed max. torque ..... 330 Nm at 2500-5200 rpm  
Specific power output ..... 79.3 kW/litre

#### **TRANSMISSION:**

Type ..... Five speed Geartronic automatic  
Driving wheels ..... Front  
Speed per 1000 rpm in top gear ..... 46.0 km/h

**WHEELS:** ..... Alloy, 7.5 x 17 inch

**TYRES:** ..... Continental, 225/45 R17

**Spare:** ..... "Tempa", temporary use/speed limited

#### **STEERING:**

Type ..... Power assisted rack and pinion  
Turns lock to lock ..... 2.8

Turning circle (measured) ..... 12.5 metres

#### **DIMENSIONS:**

Mass ..... 1622 kg

Length ..... 4576 mm

Width (incl. mirrors 2087 mm) ..... 1804 mm

Height ..... 1428 mm

Ground clearance (measured) ..... 123 mm

Seating capacity ..... 5

Fuel tank capacity ..... 70 litres

#### **TOWING:**

Max. towed mass (trailer plus load) ..... 1600 kg

#### **NRMA THEFT RATING:**

Points on 0-110 scale (high score best) ..... 82

**WARRANTY:** ..... Two years, unlimited km

**MANUFACTURED IN:** ..... Belgium

### **TEST RESULTS**

#### **ACCELERATION:**

50 - 80 km/h (in Drive) ..... 2.8 sec

60 -100 km/h (in Drive) ..... 4.3 sec

0 - 80 km/h ..... 5.6 sec

0 - 100 km/h ..... 7.9 sec

0 - 400 metres ..... 15.7 sec

#### **FUEL CONSUMPTION:**

Litres/100 km in city ..... 14.6

Litres/100 km on highway ..... 10.5

Litres/100 km overall ..... 11.9

#### **BRAKING:**

Distance to stop from 80 km/h ..... 26.2 metres

#### **NOISE:**

Interior at constant 80 km/h ..... 64 dB(A)

• Test vehicle supplied by Volvo Cars  
Australia



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**NRMA Limited**  
A.C.N. 000 010 506

**Technical Advice**  
**388 George Street SYDNEY NSW 2000**