

Motobahn

CAR REVIEW: VOLVO XC40 RECHARGE

Even a Tesla can learn from her

The Volvo XC40 Recharge is so good, it makes you wonder why electric cars didn't become mainstream 20 years ago

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The Audi e-tron has an amazing battery pack—the driving range doesn't reduce as fast as it does in some other electric cars, but the e-tron (because of its heavy weight, about 2,500 kg) feels bulky while driving. It goes from 0-100 km/h in 5.7 seconds—lethargic in luxury electric car terms.

The Jaguar I-Pace is an athlete of a car—at 2,200 kg, it is lighter and has a furious acceleration from 0-100 km/h in 4.8 seconds, but doing so the driving range drops faster than Jofra Archer's thunderbolts.

The Volvo XC40 Recharge balances all things—it weighs about 2,200 kg, accelerates from 0-100 km/h in 4.9 seconds, and when it's launched in July, it might be more affordable than the above two. We drive it.

What is the XC40 Recharge?

It's the first electric car by Volvo, developed on the carmaker's smallest SUV, the XC40. It has a 78 kWh battery, WLTP* range of 418 km, and its two electric motors develop 408 horsepower and a whopping 660 Nm of torque. Among the luxury electric cars available in India, it's the smallest—the boot space is small—but has decent cabin space for five adults.

How does it drive?

The XC40 Recharge is insanely fast—

SPECIFICATIONS:

- Battery pack: 78 kWh
- Driving range: 418 km
- Power: 408 hp
- Torque: 660 Nm
- 0-100 km/h: 4.9 seconds
- Speed limit: 180 km/h

(Its price will be announced in July, and customer deliveries in October)

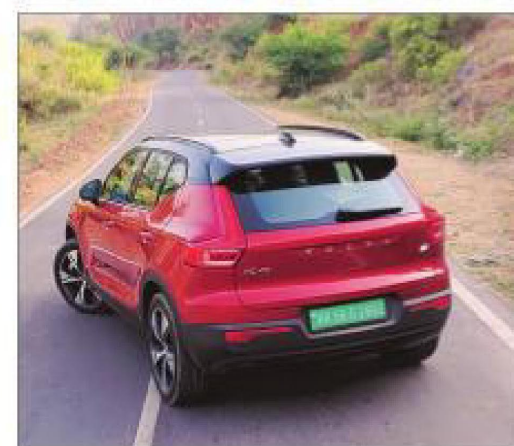
not only it will overwhelm you, but can also make some occupants nervous.

One-pedal driving

When you take your foot off the accelerator pedal, the XC40 Recharge decelerates very quickly, almost mimicking the conventional braking action, and to speed up you have to simply press the accelerator. This way, it can be driven all-day long without using brake pedal at all.

How much is real-world range?

We drove it from Delhi to Neemrana (in Rajasthan) and back—total 210 km. We started at 95% charge and returned at 50%. A back-of-the-envelope calculation shows that if driven in an efficient manner (not too harsh acceleration or



PHOTOS: VIKRAM CHAUDHARY

It has a frunk (front-side trunk) because there is no engine; the cabin and design is typical Volvo—it's advanced, and yet connected to the past

braking), the XC40 Recharge can do about 450 km or even more on full charge.

How much will it be priced?

It will be launched in July, and customer deliveries will start in October, but we have an indication of the price considering how competitors have priced their electric cars. For example, the Mercedes-Benz GLC is priced ₹62-68 lakh and the EQC (similar in size) is priced 70% extra, at ₹1.06 crore. The Audi Q5 is priced ₹60 lakh onwards and the e-tron (similar in size) is priced 70-75% extra. Using a similar logic, the XC40 Recharge should be priced about ₹75 lakh (75% more than

the XC40 petrol's ₹45 lakh).

Is it better than Tesla Model 3?

That isn't a fair comparison, considering that Tesla doesn't sell in India, but where the Volvo appears better is in that whole joy of driving. Having driven the Model 3 in the US a while ago, we know the Tesla is more a tech gadget than a car—there is so much gadgetry inside, you need to get used to it—while the Volvo is more of a driver's car. It's electric, it's advanced, and it's connected to the past as far as driving pleasure is concerned.

**WLTP, or Worldwide Harmonised Light Vehicle Test Procedure, is a lab test*