

XC SWEDE

VOLVO'S NEW MERC GLC-BAITER TICKS ALL THE RIGHT BOXES



BUYER'S FILE

VOLVO XC60 D5 INSCRIPTION

Price	Rs. 55.90 lakh*
Engine size	2.0 (D)
Power	235hp at 4000 rpm
Torque	480Nm at 1750-2250 rpm
Gearbox	8-speed automatic
Kerb weight	1879kg
0-100kph	8.36sec
Rating	★★★★★

* (ex-showroom, India)

Saumil Shah

The mid-size luxury SUV segment is heating up like never before. The customer seems spoilt for choice with every luxury carmaker wanting a piece of the action by launching all new models or with replacements of current best-sellers. Among them is Volvo who is offering a rich dose of Swedish flair with its all new second-generation XC60. And like all of the carmaker's latest models, this one promises to put the emphasis on luxury. Notably, for the time being, the XC60 is available with a single engine option and in a single fully loaded Inscription version.

The XC60 is built on Volvo's SPA (Scalable Product Architecture) platform which it shares with the S90 and XC90 models. And there definitely is a visual link to other two with cues like the 'Thor's hammer' LED day-

time lights and the vertically slatted chrome grille

However, it still manages to stay quite distinct and carve out a unique persona for instance with the rake of the D-pillar which is very different from its larger sibling the XC90. Clean surfacing, sleek 19-inch alloy wheels and LED headlights are some of its other highlights.

The XC60 is quite city-friendly as it isn't a large imposing SUV, this in spite being marginally larger than the model it replaces. It is 44mm longer, 11mm wider while its wheelbase has increased by 121mm.

On the inside and the XC60 continues with Volvo's onslaught to capture our imaginations by channelling their definition of Swedish luxury. It bowls you over even though there's a strong resemblance to other Volvo cabins. The all-black dashboard finished in soft-touch plastics, replete with



unvarnished wood trimmings, looks exquisite and the front seats draped in Nappa leather are supremely comfortable. Several bits like the buttons and knobs are carried over from the XC90, so quality levels are up there with cars even higher up the price ladder. Like the newer Volvos, the 9.0-inch centre touchscreen is your go-to control for most settings and it has been tweaked for better usability here. Some physical buttons for the basics, like cli-



mate control settings would have been helpful though. You also get a 12.3-inch TFT instrument cluster that adds much to the look and feel of the cabin. Currently available in top spec Inscription variant only, the XC60 comes with cooled/heated front seats that also get a massage function (a segment first), head-up display, a brilliant Bowers & Wilkins sound system with 15 speakers, and a panoramic sunroof; enthusiasts will also like the inclusion of steering-

mounted paddle-shifters that have a nice rubberised feel. There is also a plethora of driving aids like a 360-degree camera, semi-automatic parking, blind-spot assist, lane departure warning and adaptive cruise control that can automatically adjust speed depending on the speed of the vehicle ahead.

Getting into the XC60's back seat is a bit uncomfortable as the door opening isn't very wide. However, once in place, you'll find the rear seat very comfortable,

with ample support for the lower back and thighs.

Powering the new XC60 is Volvo's modular 2.0-litre diesel engine which makes a solid 235hp at 4,000rpm and 480Nm of torque between 1,750-2,250rpm and is mated to an eight-speed automatic transmission that distributes power to all four wheels.

The D5 motors performs effortlessly and builds speed with ease. Helped no doubt by the use of an electric compressor that pumps in more air into the engine on sudden acceleration inputs, thereby reducing turbo lag. This engine is very smooth and sound levels inside the cabin are really low even at high engines speed. Its eight-speed gearbox is quick to respond and shifts seamlessly. Another impressive addition is the four-corner air suspension along with adjustable damping characteristics and the suspension raises and lowers itself based on the driving

modes. The XC60 may tend to float a bit over wavy roads, but bump absorption is very impressive. Stability at speeds is very good, and it feels quite agile and eager to change direction. The steering is light but it's direct and does weight up based on the driving mode. Its high ground clearance of 223mm is a boon for quick excursion off-road.

After experiencing the new XC60, one can safely say that Volvo has created the new benchmark in this segment. It looks very terrific inside and out, and comes fully loaded with equipment. It may not appeal to the driving enthusiast but it strikes a great balance between sportiness and comfort, which is a great balance for the Indian buyer. Priced at Rs 55.90 lakh (ex-showroom, India) it may seem a bit high, but take a look at its offering basket and it starts making perfect sense.