

Search for:



Crossover?

I think six years ago, or maybe just a few years ago, that would have been a tough question to answer. Who would buy one? Why would someone want one?

While Americans seem to be slipping back to wanting big cars, even after last year's 4 Buck Chuck gas prices, there might be a growing trend to think smaller. Mentally, what size fits your needs? Ok, so we want something different than a sedan and a wagon just doesn't seem to express our style, but an SUV is too big. What's left? Gosh, how about a Crossover. But Crossovers seem to have been neither fish nor fowl, something that is wagon with extra capabilities and rugged styling, or a sports sedan with extended back (Shooting Brake), or puffed up sedan. Frankly, some are/were just down right bazaar (a.k.a. ugly) hunks of metal. I know, beauty is in the eye of the beholder. So, that still leaves us with trying to define a Crossover.

A Crossover, IMHO, should be off-road capable - not rock wall climbing but with power and brainless traction to get you in and back out on what is commonly called 'maintained service roads.' Oh, good joke. What is the difference between two-wheel drive and all-wheel drive? The distance you have to walk out (thanks Ron S.). We make our all-wheel drive platforms very capable, but there are limits (read the Owner's Manual). We've driven XC70's up in Alaska, from Anchorage to Prudhoe Bay - in February ([Edmunds.com](#)), and down in Baja, Mexico in dead of summer ([Edmunds.com](#)). Would I do it again? You bet, but only with good preparation and with the same group to share the pain. Anyway, Crossovers should get good ground clearance, good traction control and roll-stability control systems.

Crossovers might be the next generation of station wagons. Probably more so than just another version of SUV's. Yes, they might look like an SUV, but they share more in common with wagons. Still, a full size SUV, one that seats five adults and a couple of kids is more mini-van than SUV to most buyers. SUV's seem to have been the transition from mini-van to something different. There's an old saying here on this side of the fence, we never drive what our parents drove. American buyers have gone from station wagons to mini-van's to SUV's and now the creation of a Premium Crossover segment.

Here are some reviews from our media launch. Tough group of journalists who, over the years, have driven darn near everything and heard all the talk about the newest and greatest. Then again, you can, and probably did, Google XC60 so this might be old news.

[Edmunds.com](#)
[The Auto Channel 1](#)

[The Auto Channel 2](#)

	XC60	BMW X3	Acura RDX	Infiniti EX35	Mercedes GLK	Lexus RX350
HP	281	260	240	297	268	270
Torque	295@1500	225@2750	260@4500	253@4800	258@2400	251@4700
Ground clearance	9.1 in	8 in	6.3 in	5.7 in	7.9in	7.5 in
Front Headroom	39 in	39.3 in	38.7 in	38.7 in	39 in	39.3 in
Rear Headroom	39.5 in	39.4 in	38.3 in	37.7 in	39.7 in	38.6 in
Front Legroom	41.2 in	40.2 in	41.8 in	44.3 in	41.4 in	42.5 in
Rear Legroom	36.4 in	35.8 in	37.7 in	28.5 in	35.1 in	36.4 in
Length	182.2 in	179.9 in	180.7 in	182.3 in	178.3 in	186.2 in
Width	74.4 in	73 in	75.5 in	71 in	74.3 in	72.6 in
Height	67.4 in	66 in	65.2 in	62.6 in	66.9 in	66.1 in
Wheelbase	109.2 in	110.1 in	104.3 in	110.2 in	108.5 in	106.9 in

Also, check out this [Brisbane Times](#) article on reducing insurance premiums for XC60 drivers in Australia.

Tags: [crossover](#), [premium crossover](#), [SUV](#), [wagon](#), [XC60](#)

Posted in [XC60 General](#) | [No Comments](#) »

January 30th, 2009

[Volvo Announces Pricing of the New 2010 XC60](#)

The following is Volvo's press release announcing pricing of the 2010 XC60. Check it out:

San Francisco, Calif. (Jan. 29, 2009) Anticipation is growing as [Volvo Cars of North America](#), LLC, (VCNA) today announced pricing of the exciting new [2010 Volvo XC60 T6 AWD](#) small premium utility. With a starting price of just \$37,200* for the well-equipped XC60, buyers will have it all: Class-leading safety, stunning design and unrivaled driving dynamics. The new Volvo XC60 goes on sale this March.

The XC60 is Volvo's entry into the growing small premium utility segment. Features such as leather seating surfaces with a power driver's seat, SIRIUS satellite radio (with complimentary six-month subscription), hands-free Bluetooth connectivity, HD Radio technology with USB and AUX ports are all standard. As a special introductory offer, the unique Panorama moonroof will be offered at no charge. Customers may also opt for Volvo's DVD-based navigation system with integrated back-up camera and two new colors: Lime Grass Green or Terra Bronze.

Continuing Volvo's quest as a pioneer and leader in vehicle safety systems, the XC60 introduces a new world's first — City Safety — as standard equipment. City Safety is a driver-support system aimed at preventing or mitigating collisions occurring at speeds of 19 mph or less.

The new Volvo XC60 is the first production expression of Volvo's new design DNA. As a crossover, it artfully blends a dynamic mix of two car styles. Down below, the unmistakable, immensely capable XC pumps up its muscles creating a strong athletic body that is mated with high ground clearance and large wheels. Up top the flowing lines create the sporty charisma of a coupe.

The 3.0-liter turbocharged T6 engine is based on Volvo's naturally aspirated 3.2-liter inline all-aluminum six-cylinder that was introduced in the Volvo S80 in 2008. The T6 delivers 281 horsepower with torque of no less than 295 lb.-ft., combining for best-in-class performance. Maximum torque is available from just 1,500 rpm and remains on tap throughout the rev range. The result is swift acceleration and impressive passing performance. Volvo's all-wheel-drive system with Instant Traction is standard in the new XC60.

The XC60 is also included in Volvo's recently announced Complimentary Factory Scheduled Maintenance program, which covers the first three years or 36,000 miles (whichever comes first). Complimentary Factory Scheduled Maintenance helps reduce the cost of ownership by providing customers the first four maintenance visits to their Volvo retailer as complimentary. A wide range of services are covered by the program, including oil and filter changes, cabin filter replacement, complete fluid level top-offs and a check of the vehicle's on-board diagnostic system.

The 2009 Volvo Cars model lineup includes the award-winning S40 and its wagon counterpart the V50; the award-winning XC90; the sporty S60 sedan; the flagship S80 luxury sedan; versatile V70 wagon and rugged XC70 (Cross Country); the stunning C70 retractable hardtop convertible and the dynamic C30.

2010 Volvo XC60 T6 Pricing

MSRP \$37,200

Destination Charge \$825

OPTION PACKAGES

Climate Package \$1,000

Heated front seats

Heated rear seats

Heated windshield washer nozzles

Rainsensor windshield wipers

Headlamp washers

Interior Air Quality System (IAQS)

Humidity Sensor

Technology Package \$2,700

Dynaudio® Premium Sound System, Dolby Pro-Logic II® Surround Sound, 650-watt amplifier, 12

Dynaudio® speakers, rear seat headphone jacks, audio controls

Volvo Navigation System with Real Time Traffic, DVD map data and remote control

Rear Park Assist Camera

Collision Avoidance Package \$1,695

Adaptive Cruise Control (ACC)

Collision Warning with Auto Brake (CWAB)

Distance Alert (DA)

Driver Alert Control (DAC)

Lane Departure Warning (LDW)

Convenience Package \$1,000

Grocery bag holder

12V power outlet in cargo area

Front and rear park assist

Power tailgate

Homelink remote garage door opener

OPTIONS

Black Sapphire Metallic \$525

Electric Silver Metallic \$675

Maple Red Pearl \$525

Barrents Blue \$525

Silver Metallic \$525

Lime Grass Green Pearl \$525

Savile Grey Pearl \$525

Terra Bronze Pearl \$525

Dual onboard two-stage child booster seats with adaptive seatbelts and power child rear door locks \$495

Dual Xenon with Gas Discharge Headlights with Active Bending Light \$800

Blind Spot Information System (BLIS) \$695

Personal Car Communicator (PCC) with Keyless drive \$550
Nordic Light Oak inlays \$295
Panorama moonroof n/c

*Price does not include destination charges of \$825



Tags: [2010 Volvo XC60](#), [City Safety](#), [pricing](#)
Posted in [XC60 General](#) | [No Comments »](#)

January 21st, 2009

[Media Launch for XC60 - Jan. 19-30](#)

We're starting today near San Francisco, Sausalito area, to show U.S. media our XC60. We have four groups of about 30 journalists in each group, meeting with us to go over details about our newest Crossover. This starts with presentations by our lead safety guy Thomas Broberg and Global Project leader Lars Blenwal, both from Volvo Car Corporation in Sweden, along with U.S. project manager Mike Cottone and Volvo Monitoring and Concept Center (in California) Doug Frasher and our VP Marketing and Product John Maloney. Of course we have our colleagues from VCC in technical support to handle vehicle logistics and support staff from U.S. to keep us all on schedule. James Hope, in our PR group started working on this over a year ago. Huge undertaking. He's much more organized than I, so we're rather certain this will work perfectly.

Our day starts bright and early with a 6 a.m. wake up and 7 a.m. testing of City Safety system, then off to about 250 miles of driving. We head North out of Sausalito, along the coast, then back inland via Healdsburg and head South to our base. This kind of event gives media an opportunity to meet with our design/engineering/business team, basically to pick their brains about what we are doing with our XC60. In our daily business, we rarely have all those involved with a project, like XC60, at one place for one time. Thomas is working on future safety systems, Lars is starting to think about his next project, John is working on advertising/marketing magic. While our focus is XC60, media always manage to ask about our future and where we are going, what we're building, what's the next car.

If you have any questions about the XC60, send them over and I'll corner those guys for you.

Here's some photos of what happened on our first day:



Briefing meeting: James Hope, leading everyone through the agenda for next two days. Details, details, details.



All dressed up: Very early morning shot, around 6:30 a.m.



Inside the XC90 support vehicle. I like the aluminum metal plate treatment.



This XC90 support vehicle has more travel miles than most cars get in a lifetime. We use it in all our launches around the world.



Doug Frasher was the exterior designer for XC60. He started here at Volvo with the Environmental Concept Car (1992) and has been instrumental in how our cars look today.



At 7 a.m. getting lined up for City Safety testing.



James Hope (VCNA PR) and Thomas Broberg, Senior Safety Engineer (VCC), waiting for the sun to come up, looking out at San Francisco



XC60/XC90: One journalist wanted to see what the difference is between both cars. Rather interesting shot.

Tags: [City Safety](#), [San Francisco](#), [test drive](#), [Volvo](#), [XC60](#), [XC90](#)
Posted in [City Safety](#), [XC60 General](#) | [3 Comments »](#)

January 13th, 2009

[When is a dog an elephant?](#)

Laws of Physics just don't lie. In a 35 mph crash 60 pounds becomes about 2,700. Our Labradoodle Chelsea can, in a flash, be morphed into a baby elephant. Granted this would have to be a solid vehicle without energy absorbing zones tanking into a solid wall but you get the idea. Of course, physics does not care if your cargo is animal, vegetable or mineral, it's all the same. So how do you keep cargo where it belongs?

Since the introduction of our 245 wagon series in 1975, [Volvo](#) has offered steel Cargo Guards for added occupant protection. In later models our roofs were pre-adapted to mount cargo guards behind front and rear seats to help protect when using the whole cargo area. Today Cargo Guards are offered for: V50, V70, XC70 and XC90. Volvo president and CEO Doug Speck and his dog, Sadie, are pictured below in front of the Cargo Guard.

Our cargo guards are tested in our Crash Laboratory in Sweden (one of the most modern in the world).

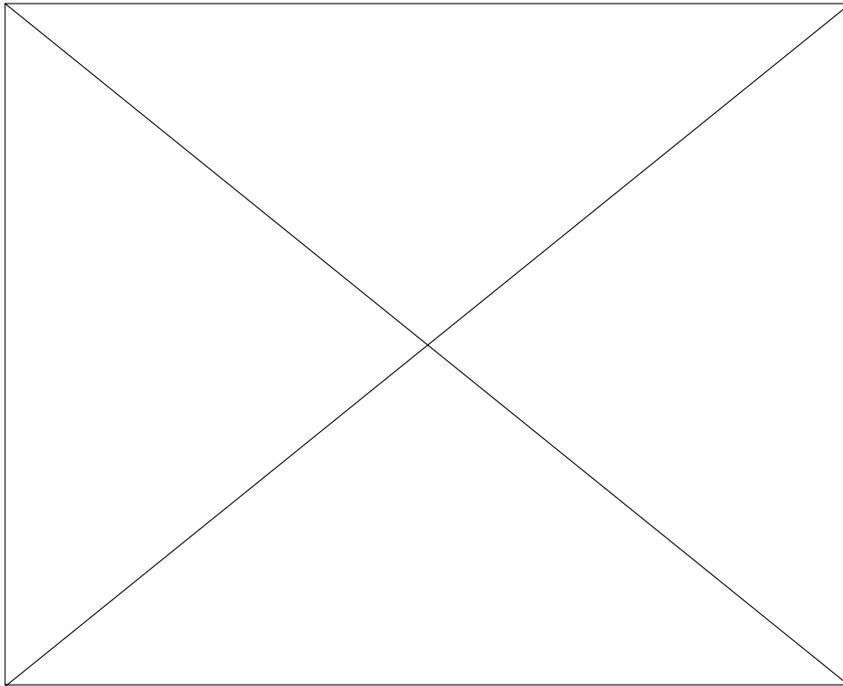
Part of the testing is to apply about five metric tons to the steel webbing joints to see if they come apart. Also, we use two “boxes” about 20 kg each on the cargo floor and one about 11 kg about where the center head rest is mounted. where the guard meets the head restraint, there is a 22kg ‘box’ on the floor then crash tested. We want help keep your pet and luggage where they belong.



Ok, so what should you use if you don't have one of our wonderful wagons/SUVs? First you should check with your vehicle manufacturer to see if they offer something similar. In pet stores there are the suction cup mounted ones. I doubt they'll offer much protection, so try to find something that's more permanent. Second, for sedans, the idea is the same but the execution is much different. There seems to be some good harness systems available that kept the pet restrained in an accident but you need to do some research. Interesting point is this is not for your pet's protection, but for you.

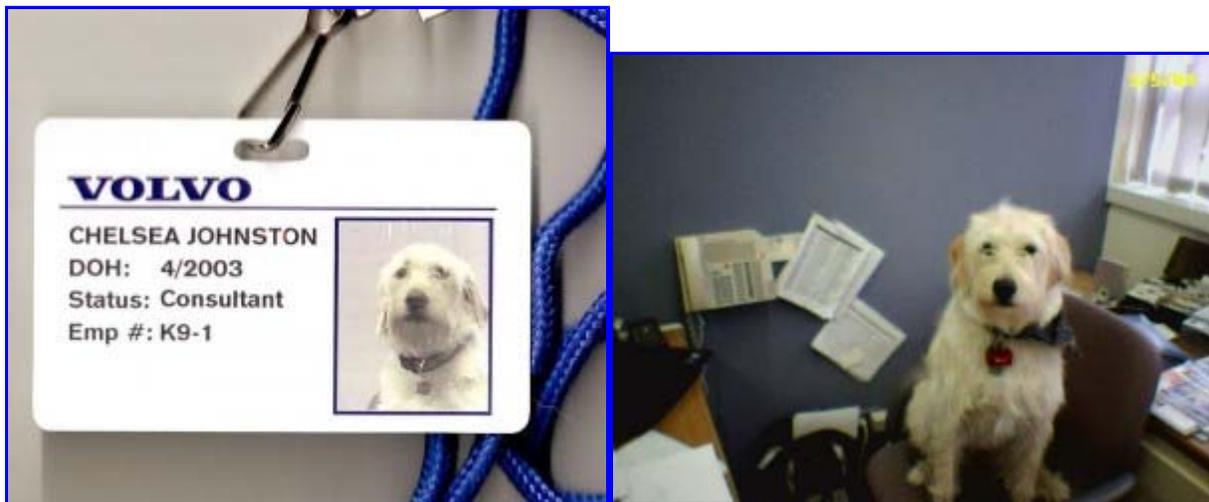
Post accident, an unrestrained pet can be injured and agitated. When first responders (EMT, Fire, Police) arrive and try to provide assistance to injured occupants, they're first confronted with an injured Fido. Often, when they open a door, Fido leaps out, runs into traffic and causes another accident, or just will not let anyone into the vehicle. During all our years of putting pets in cars, I never thought about post accident issues. Oh, I knew pets should be restrained but I thought that was for their safety, not mine.

Last year, [Bark Buckle Up](#) set out to recognize a car that best fit their needs for pet safety. They chose our XC90 fitted with our Cargo Guard. You can find recommendations for how to properly restrain your pet, along with interesting data about how we travel with pets on [Bark's Web site](#). Good source to start with in your quest for pet safety products.



While we all seem to recognize importance of buckling ourselves up, I hope we've given you another perspective on what is good for your pet is good for you. Just remember, you're traveling with an elephant in the back seat.

From Chelsea and all her friends at Bark Buckle Up and Volvo, travel safely.



Tags: [Automotive pet safety](#), [Bark Buckle Up](#), [Cargo Guard](#)
Posted in [General](#) | [No Comments »](#)

January 6th, 2009

[A Really Good Question](#)

The other day, we were asked if we keep adding systems like Blind Spot, Driver Alert, Lane Departure, Collision Warning with Auto Braking, City Safety and, in the future, Pedestrian Safety, if we are taking control away from the driver. Well yes and no.

This question came up years ago when manufactures started adding ABS and anti-skid control to cars. Yes, it took the skill out of driving when certain parameters were exceeded. In a sense it took the fun from probably 1/10 of one percent of drivers. Regardless of how reports might state that ABS doesn't work, and of course they have data to back up their opinion, I'd love to take anyone who disputes that claim out to the NJ Turnpike and panic stop in slippery conditions. ABS and anti-skid technology is for the masses. Some auto writers hate having that kind of 'intrusive' control. But my mother will love it if ever she needed it (she drives a nice white V50).

Do we have too many systems and do they impact your ability to enjoy driving? Let's tackle ability to drive and what we do at Volvo to help you concentrate on driving. In 2001, our [Safety Concept Car](#) (later to become the [C30](#)) was a \$10 million future laboratory for safety technology. One system created was Blind Spot Identification System (BLIS). For BLIS there were five driver inputs going on - at the same time: inside rear view mirror, outside rear view mirror, five leds in outside mirror housing (that light up in relation to approaching vehicle), audible tone (increased in pitch as a vehicle approached) and a TV monitor in the instrument panel showing vehicles approaching. Talk about information overload. After Human Machine Interface (HMI) studies, we ended up with one small amber led in line-of-sight to the outside mirror, a warning that does not require interpretation. Good HMI is all about making technology transparent.

The [XC60](#) concept gave a glimpse of an ultimate instrument panel:



Do we really need to monitor all functions, all the time? Remember 'Turbo Boost' gauges? The excitement was gone after a few days. Does it need to be as stark as this? What functions do we need? Do we need some gauges just to monitor systems for our own assurance that all is well? When should they be important to me? All are good questions that we're working on for future Volvos.

We add systems to help drivers make decisions and to assist when the driver is, for whatever reason, not able to react in a pre-determined manner. Think of this as if you have a back-up driver waiting to help. We want to give you the driver an unobstructed driving experience, to keep the fun in driving. Driving is like combat, 99 percent of the time is boredom punctuated by 1 percent of time of fear. Your car should help you make good informed decisions and help when help is needed. You know....the three-point seat belt was probably considered 'high tech' at first.

BTW

In Sweden to get your driver's license you have to study, like really study. The whole process costs about \$2,000 and your test isn't just one parallel parking and lane changing etiquette test. Some of the world's best rally drivers are Scandinavian. They know cars, love to drive for fun and they take driving seriously. [Here's what they have to go through for privilege of driving.](#)

You have a great day. Drive safely.

Tags: [ABS](#), [anti-skid](#), [blind spot](#), [pedestrian safety](#), [Safety Concept Car](#)
Posted in [City Safety](#) | [2 Comments](#) »

[Your Safety Doesn't Take a Holiday](#)

While you travel during this holiday season, please, if you do nothing else to protect yourself and those who travel with you, have everyone wear their seat belt. It is THE most important lifesaving device ever invented for cars. That one hunk of nylon webbing has protected more people than anything we have today and probably in our future. Ever thought about why we call airbags “Supplemental Restraint Systems?” Very simple, airbags are second to seat belts.

This year marks the 50th anniversary of our seat belt patent. Even if you don't drive a Volvo, there is still a little bit of Volvo in all cars.

Have a wonderful holiday, whatever is celebrated in your family, from your family at Volvo.

See you after January 2nd.

Posted in [General](#) | [1 Comment](#) »

December 17th, 2008

[All About City Safety](#)

Ok, so like many of my male friends, we don't want to give up control of anything to anyone, much less a car. I mean, why would I want some high tech device to stop my car...I'm not good enough? Well probably not. Last summer my wife and I were heading down to Washington, D.C., stuck in world famous I-95 traffic. I'm stopped waiting for some signs of life ahead. I looked over my shoulder at our dog and bumped into the guy in front. I looked up and saw that I was moving...too late. Honestly, wasn't more than 4 mph. The only damage was to his car, where my license plate bolts scrapped his fender. That cost me \$550. That wouldn't have happened with City Safety.

In April this year I drove an XC60 with City Safety. After I-95, I think City Safety has my vote. When driving the XC60 with City Safety, I was surprised at how quickly and aggressively the system applies brakes, at speeds less than 9 mph it stop our XC60 completely. OK, if there's ice, snow, rain or whatever makes a road surface slippery, the stopping distance will change. From 10-18 mph the system will reduce vehicle speed and help to reduce vehicle damage and injuries, especially whiplash. I borrowed this from an [IIHS](#) report: “Rear-end collisions are frequent, and neck injuries are the most common serious injuries reported in automobile crashes. They account for 2 million insurance claims each year costing at least \$8.5 billion. Such injuries aren't life-threatening, but they can be painful and debilitating.” Guess I helped contribute to that cost next go around.

City Safety works by calculating the distance to the forward vehicle and road speeds relative to each vehicle to determine if your near future life includes bumping into a stranger's vehicle. Mounted up behind the windshield, near inside rear view mirror is a laser camera. Interesting – all these years we've built safety systems that are hidden, like energy absorbing systems, great brakes, collapsing steering columns, whiplash seat, stuff that's just waiting to be used, but you'll never see. With City Safety it's right in sight; guess you could use it to impress the neighbors. Hey, no one has this but Volvo.



I asked the engineer who worked on this, why no red warring light, like a “heads up display?” “By the time you see the light, and we wait for you to apply brakes, you’ll have hit the car in front.” His logic, and he’s right, is the system works faster than you or I. Our Collision Warning System with Automatic Braking does have a nice red led ‘bar’ light to warn you, looks like someone’s brake light right in front – heads up display style, but then in most cases you do have time to react.

Guess we men just have to learn when to bow to something smarter than us. I like City Safety. Well, back to work. James, my counterpart out West is pestering me for help with the [Detroit Auto Show](#), we have press days January 11-13 and public days start the 19th.

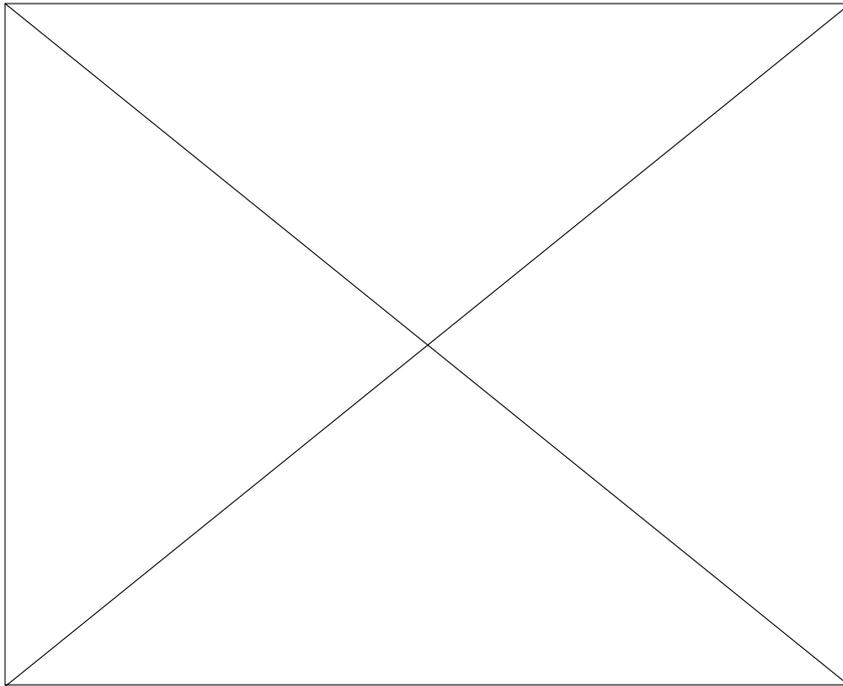
Posted in [City Safety](#) | [4 Comments](#) »

December 12th, 2008

[**A car lowering insurance premiums?**](#)

April this year I took a small group of local automotive journalists to our Arizona Proving Grounds (APG) to show off safety systems we’re developing. One of my interesting responsibilities was showing/demonstrating to media how our safety systems work and giving them opportunities to meet with our top safety guys, like Thomas Broberg. Along with our auto writers were folks from a national insurance company. Bruno, our Regulations and Compliance guy, was there with a City Safety system. We used a pre-production XC60, what we call ‘try-out car’ no VIN number and fit/finish is not up to final production quality. We use try-outs to adjust assembly line parameters, teach workers how to build an XC60 and for final work with the vehicle out in places like APG.

Earlier than APG, our Regulations and Safety group from Sweden (Volvo Car Corporation – aka VCC) went down to England with the same objectives. Here’s some video:



Our hope is that they will see how City Safety works and lower insurance premiums on XC60s fitted with City Safety. (By the way, when we launch our XC60, March '09, City Safety will be a standard feature.) After APG, our Reg. guys, Bruno and Adam demo'd City Safety at [Insurance Institute for Highway Safety](#) headquarters in Virginia with two other insurance companies and came back with very encouraging feedback. During the next few months, City Safety will also be shown during our [XC60 From Sweden with Löv tour](#). I encourage you to check it out.

Posted in [City Safety](#) | [2,087 Comments »](#)

December 9th, 2008

[**Who was the first person in the U.S. to buy an XC60?**](#)

Jane Irish from New Hampshire. Jane, a long time Volvo owner, test-drove our XC60 at [Merrimack Street Volvo](#) during a [From Sweden with Löv tour](#) stop and decided it fit her needs perfectly. “My lease [XC70] expired in April this year and I wanted something that was smaller than your XC90 and higher [seating position] than my XC70.” Seems she was following us from day one on the XC60 Concept and just needed to see it in real life.

Guess we met her expectations. Jane's first Volvo was a used 240, which ended its life on a snow covered road accident, not Jane's fault, with 240,000 miles on it. Next up was our 740 Turbo wagon. At our New Jersey office we often called those sleepers—especially when it sported a manual transmission. Sweet intercooled four-cylinder engines. Anyway, her last ride was our 2005 XC70.

I asked why she buys Volvo's. Safety (dumb question on my part), but up next was styling. So we can have safety plus styling rolled into something that's 'just right' in size and performance. Jane chose the Cosmic White XC60 with the Sandstone Beige interior. Nice combination. I like Terra Bronze because it sort of matches my wife's old XC70.

She said about City Safety, “The test drive and not hitting the brakes [letting CS take control] took some getting used to.” In real world situations, she'll either know to stop or be distracted which is when CS takes over. As an insurance agency owner, I think she sees the benefits of this kind of automatic safety

system in helping to reduce vehicle damages and personal injuries.

She wanted to know if I could get her XC60 to her any quicker...good try Jane. They should start to roll in around March '09.

And now for something completely different: December in Sweden is Glögg and Ginger Bread making time. These recipes came from our PR Media Site Manager – Lena Pettersson over in Sweden:



Glögg (Mulled Wine)

6-8 tumblers, 15 minutes prep time

1 bottle red wine

1 dl cane sugar

1 cinnamon stick

2 cm fresh ginger

4 aniseeds

5 cloves

1 orange in thin slices

Mix all ingredients in a saucepan. Heat carefully on low and do not let boil. Let sit for 5 minutes. Serve.



Ginger Bread Cookies (hard)

Makes approx 200 pc

300 gr butter

3 dl sugar

3/4 dl syrup

2 eggs

2 teaspoons bicarbonate (baking soda for us less chemically inclined -dj)

2 teaspoons cinnamon

2 teaspoons ginger (dry)

1 teaspoon ground clove

1 litre wheatflour (approx. 600 g wheat bread flour - dj)

Stir fat and sugar little at the same time. Stir syrup, eggs, bicarbonate and spices down as well. Add the wheatflour and stir. Let the dough rest in the fridge for 1-2 days. Bring the dough out and work it

smooth. Roll it out thin. Preheat the oven to 200 degrees Celsius. Take out the biscuits with pastry cutters and put them on cold, buttered baking sheets or baking paper. Bake them in the middle of the oven about 5 min. Cool the biscuits on the baking sheet. Serve.
(Ginger bread is delicious to eat with some blue cheese spread, but don't do it in advance – the biscuits will soften)

(As another friend pointed out, you can always hit up that Swedish furniture store and buy Glögg mix and Ginger snaps...dj)

Posted in [XC60 General](#) | [No Comments »](#)

December 3rd, 2008

[The Safest Car Ever Made?](#)

Last month during our XC60 tour, one journalist, after seeing how the City Safety feature works, asked, “If Volvo makes the safest cars, is this the safest car ever?”

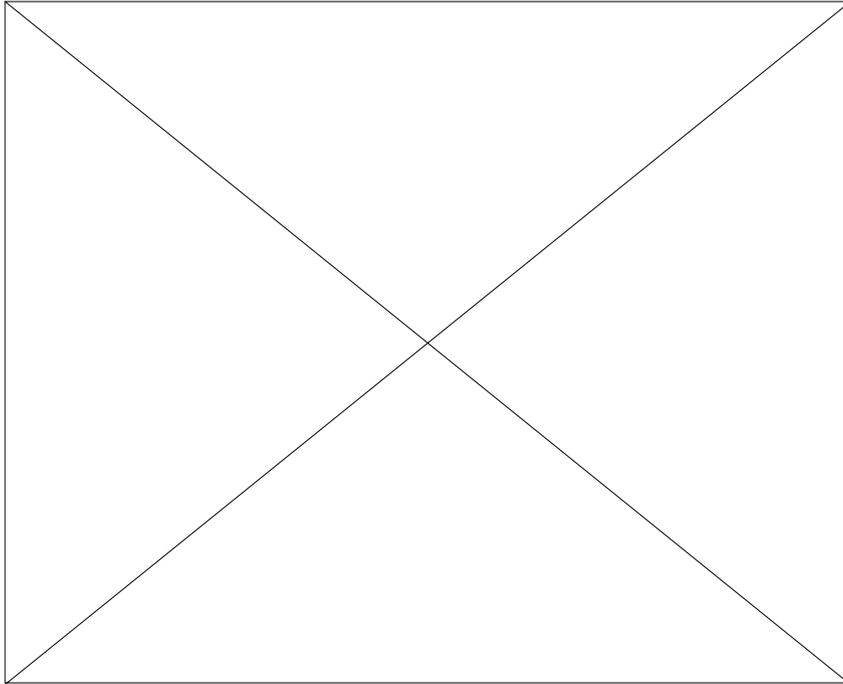
...Wow, a rather loaded question. Ok, without a doubt we can say this is the safest Volvo ever. City Safety pushes safety over the top on this one. Is the XC60 the safest car EVER made? Well, we would like to think so and we'd love to say that, too, but our legal guy would come running down the hall looking for me if I did.

Maybe some safety history is in order. Since 1927 our charge has been to build cars that help protect people. Around 1972 we started collecting data from accidents that involved at least one Volvo, within a one-hour drive of our [Gothenburg, Sweden headquarters](#). We would send out an engineer and medical person to record the accident. Today we have about 40,000 recorded accidents in our Swedish database. We use that resource to engineer new safety systems and to evaluate existing systems.

At Volvo, safety isn't added on, it's built in. One time we had a TV reporter interview our lead safety guy. The reporter asked, “How do you do safety?” Christer (our engineer) kept trying to explain systems and testing. He just couldn't understand what the reporter was asking. For him, safety is not an after thought; it's just part of his daily Volvo life. I've met lots of engineers who are like that. Safety is in their soul.

Guess that's the long answer to, “How safe is the XC60?” With more than 80 years of safety engineering behind it, legions of dedicated engineers, thousands of real world safety analyses and a world's first with City Safety....well, you be the judge. Suffice it to say that all of us here at Volvo are very proud of the XC60's safety heritage.

Check out [Motherproof.com's](#) video on City Safety at the [L.A. Auto Show](#).



Posted in [City Safety](#) | [1 Comment »](#)

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• **XC60 NEWS**

[Long Beach Press-Telegram \(Feb. 6\)](#)

[Orange County Register \(Feb. 6\)](#)

[TheCarConnection.com \(Feb. 6\)](#)

[L.A. Auto Examiner \(Feb. 6\)](#)

[AutomotiveTraveler.com \(Feb. 6\)](#)

[MotherProof.com \(Feb. 6\)](#)

[Popular Mechanics \(Feb. 5\)](#)

[Detroit News \(Feb. 4\)](#)

[Popular Mechanics \(Feb. 3\)](#)

[KNSD-TV, NBC \(Feb. 3\)](#)

[The Auto Channel \(Feb. 2\)](#)

[KFMB-TV \(CBS\) San Diego, CA \(Feb. 2\)](#)

[Car and Driver \(Feb. 2009\)](#)

[Road and Track \(Jan. 2009\)](#)

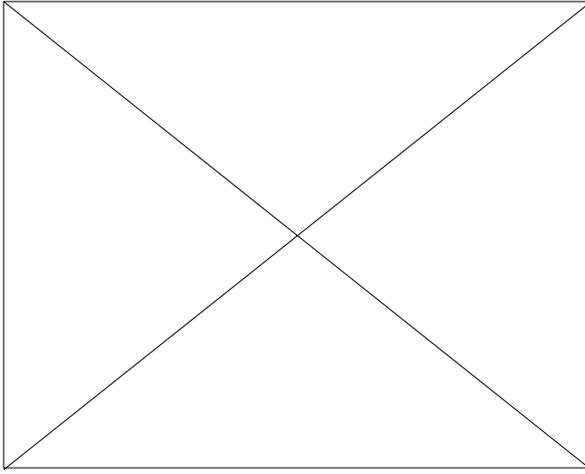
[Autospies.com \(Jan. 30\)](#)

[Modesto Bee \(Jan. 30\)](#)

[The Avenue News, Baltimore \(Jan. 27\)](#)

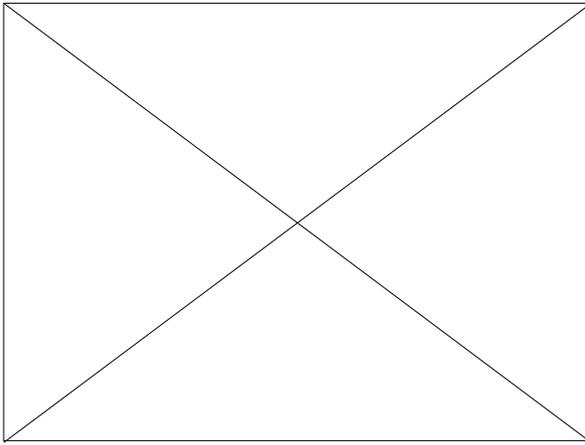
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