

Letting go.
How to know when it's time to part with that cherished car.
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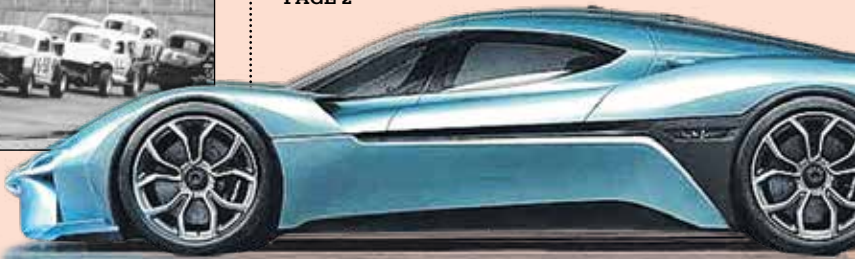


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The Compact SUV segment's first diesel engine.
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TEST DRIVE

Simplify

2017 Volvo XC60 T6 AWD Dynamic

DAN LYONS | text
Special to the Times Union

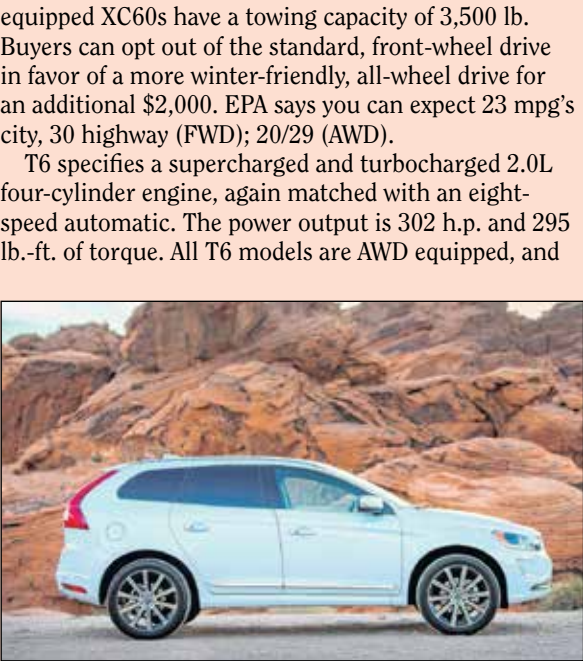
Volvo's model line skews heavily towards crossovers, station wagons and SUVs. Ten of the 14 models the company sells on these shores fall into one of those categories. Of that 10, two identify themselves as SUVs — the XC90, and this week's test drive car, the XC60.

Streamlining is the byword for this year's XC60. Volvo has whittled the trim levels down to three (Dynamic, Inscription and R-Design), with an eye towards simplifying the buying process for its customers.

Dynamic models (MSRP: \$40,590) have two available powertrains, designated T5 or T6. The former pairs a turbocharged, 2.0L four-cylinder engine with an eight-speed automatic transmission. Rated at 240 horsepower and 258 lb.-ft. of torque, T5



2017 Volvo XC60 T6 AWD Dynamic
MSRP: \$40,950 As Tested: \$52,455



THE 2017 VOLVO XC60 is a compact luxury SUV available in three trim levels. The Dynamic models include the T6 (above, left below) with a supercharged and turbocharged 2.0L four-cylinder and all-wheel-drive.

equipped XC60s have a towing capacity of 3,500 lb. Buyers can opt out of the standard, front-wheel drive in favor of a more winter-friendly, all-wheel drive for an additional \$2,000. EPA says you can expect 23 mpg's city, 30 highway (FWD); 20/29 (AWD).

T6 specifies a supercharged and turbocharged 2.0L four-cylinder engine, again matched with an eight-speed automatic. The power output is 302 h.p. and 295 lb.-ft. of torque. All T6 models are AWD equipped, and

carry fuel economy estimates of 20/27. Maximum towing capacity checks in at 4,400 lb. Inscription models have the same, starting sticker price as Dynamic, and can be had with either engine. It's T6 only under the hood, for the sports-minded R-Design, which lists for \$51,000.

Thanks to the one-two combo of turbo- and supercharging, the T6 engine packs a punch that belies its size. The 2.0L T6 has low six-second speed from 0-60, while the T5's times are in the high sixes. It feels fine in all around use and while engine noise is noticeable under hard throttle, it's never objectionable. I clocked 21 mpg's during my test. Auto-

matic start/stop kills/fires the engine when you stop, to boost mileage. On heavily caffeinated mornings, I found it a bit slower on the uptick than I'd like. It switches off via dash button, but defaults to on, every time you turn the engine off.

The front suspension is MacPherson strut with coil springs and hydraulic shocks. It's a multi-link setup in back, with coil springs and hydraulic shocks. Stabilizer bars are fitted fore and aft. The XC60's high center of gravity keeps it from feeling truly sporty. (R-Design models include a sport tuned suspension, which I have yet to sample.) Handling is nonetheless stable with a comfortably firm ride quality. The option sheet

Continued on page 2

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