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TEST DRIVE

Four Times Two (minus 5 and 6)

2017 Volvo S60 T5 AWD Dynamic

DAN LYONS | text
Special to the Times Union

S60 — Volvo's compact luxury sedan — returns for 2017 with a revamped engine lineup and a streamlined trim structure. The brand's most popular series is available in both regular (109.3 inches) and stretched (112.4 inches) wheelbase models. The base model (MSRP: \$33,950) is front wheel drive, but unlike last year, AWD can now be added for an additional \$2,000.

That's the model we chose for this week's review — a T5 AWD Dynamic trim, with a bottom line of \$44,195. In addition to AWD, the options on the test car included the Technology package (\$1,500), the Sport package (\$1,000), the Vision package (1,950), the Navigation/harmon-kardon package (\$2,300), heated front seats (\$500 and surprisingly not standard), and a destination charge of \$995.

Gone are the former five- and six-cylinder motors, in favor of two versions of Volvo's 2.0L four, as the



2017 Volvo S60 T5 AWD Dynamic
MSRP: \$35,950 · As Tested: \$44,195

company completes the under-hood transition to its newest power plants. The base engine is rated at a turbocharged, 240 horsepower/258 lb.-ft. of torque. The upgrade engine (as fitted in the AWD R-Design model)



As the Swedish maker's compact luxury sedan, the 2017 Volvo S60 returns with a revamped engine lineup and streamlined trim offerings. The S60 T5 AWD Dynamic is the all-wheel-drive version.

is supercharged as well as turbocharged, and posts 302 horsepower, along with 295 lb.-ft. of torque. Both motors are paired with an eight-speed automatic transmission. The EPA estimates for fuel economy are 26/36 (T5/FWD), 23/31 (T5/AWD), 22/32 (T6/AWD).

Volvo says that the T5/all-wheel can get from sixty from a standstill in about six seconds flat. The engine feels comfortably quick and responsive and the power output compares favorably with the base motor in class benchmarks like the BMW 3-Series (180/200) and Mercedes-Benz C-class (241/273) — all three post nearly identical fuel economy numbers. The least responsive aspect of the Volvo engine for me was the start/

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stop technology, which was sometimes a tick slower on the restart than I would've liked. Volvo's system can be switched off via dashboard button, but it defaults to on, every time you park the car.

The S60 suspension — in base, Dynamic trim — has a very livable ride/handling balance. Start with the mid-point between a traditional sedan's comfort first stance. Contrast that with the typical, corner carving bias of a European sport sedan. With the addition of the Sport package (sport chassis, 19-inch alloy rims, paddle shifters, power steering adjustability), the base S60 is about one full step on the sport side of that middle ground. Ride quality feels slightly stiff (owing

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Going down the road feelin'...good!

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