

Crash Tests

New Car Safety

VOLVO S80 (LHD)

2000 on

Front+side+head airbags



Offset crash test at 64km/h

Overall Evaluation



Overall score

29.23 out of 34

Variant: Sedan (LHD).
Kerb weight: 1485 kg
Vehicles built: 2000

Engine: 5 Cyl. 2.4 litre.
Category: LUXURY
Tested by EuroNCAP

Important note: The left-hand-drive European model was tested by EuroNCAP. Australasian specifications may vary and therefore models sold in Australasia might provide different levels of protection to those described on this page.

Safety features

The driver and front passenger are protected by front airbags, side airbags and head-protecting side airbag curtains.

The front seat belt buckles are mounted on the seats and the upper anchorages automatically adjust their height. These features improve the fit of the seat belt. Pretensioners are fitted to front seat belts to reduce slack in the event of a severe crash. The centre rear seat has a 3-point seat belt.

OVERALL EVALUATION :4 Stars

The VOLVO S80 performed reasonably well in the offset crash test (score 11.23 out of 16). The passenger compartment held its shape well. There was a moderate risk of serious chest injury for both the driver and passenger.

The vehicle scored a full 16 points in the side impact crash and a full 2 points in the optional pole test.

FRONTAL OFFSET CRASH TEST

The passenger compartment held its shape well in the offset crash test. The brake pedal moved rearwards by 100mm. The width of the driver's doorway shortened by 30mm. All doors remained closed during the crash. After the crash high manual effort was required to open the driver's door. The other doors opened normally.

The airbags cushioned both the driver and passenger. Movement was well controlled. Stiff components under the steering column were considered hazardous to the knees and resulted in loss of points for the upper leg score.

SIDE IMPACT CRASH TEST

The passenger compartment held its shape well in the side impact test.

Dummy movement was well controlled. The curtain-style upper side airbags protected the head of the driver. This gave the manufacturer the option of funding a separate pole impact crash test. This test earned the vehicle a further two points.

INJURY MEASUREMENTS

Refer to the information sheet "How the test are done"	Offset Crash Test at 64km/h	Side Impact Crash Test at 50km/h
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	Driver	Passn	Driver
Head HIC	239.4	270.6	43.9
Acceleration (g for 3ms)	37.2	40.1	21.8
Neck - Shear (kN)	0.55	0.84	-
Tension (kN)	1.28	1.71	-
Extension (Nm)	7.52	7.71	-
Chest Accln (g for 3ms)			-
Compression (mm)	32.68	32.69	16.65
Viscous criterion (m/s)	0.15	0.14	0.07
Abdomen - Force (kN)	-	-	0.65
Pelvis - Force (kN)	-	-	1.15
Upper legs Force	1.17	0.51	
Left			
(kN) Right	2.31	0.64	
Knee displ (mm) Left	0.22	0.73	
Right	0.26	0.64	
Lower legs Force Left	1.21	0.84	
(kN) Right	1.72	0.98	
Index (Upper/Low) Left	0.26/0.4	0.27/0.21	
Right	0.68/0.23	0.31/0.18	

Modifiers for offset test scores

Head	No penalties
Chest	No penalties
Upper leg penalty L & R	Variable & conc. loading 2 pt
Lower legs	No penalties
Foot score	Score 4 pts

Pedestrian rating:



14.21 points out of 36 (39.5%)

Child head impacts 8.36 points; adult head impacts 5.85 points; upper leg impacts zero points; lower leg impacts zero points.



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