



Performance ★★★★★

There are three petrol engines, starting with a turbocharged, five-cylinder, 197bhp 2.5-litre unit, a 235bhp 3.2-litre and the 282bhp twin-turbocharged 3.0-litre T6, which comes with four-wheel drive. The ageing 2.4-litre five-cylinder diesel engines aren't the most cultured and are very flat when pulling away from a standstill. The 2.0 diesel, although not quite as brawny, is a lot more civilised, and cheaper to keep, so it makes more sense.

Ride & handling ★★★★★

Even with the dubious benefit of Volvo's Four-C active chassis system (which allows you to manually select three suspension settings), minor road imperfections create a good deal of shudder through the cabin when driving around town. Thankfully, things get better at higher speeds, where body sway is reasonably well contained. Unfortunately, the steering is vague, and a relatively wide turning circle means four-, rather than three-point turns are often necessary.

Refinement ★★★★★

There's plenty of suspension noise around town and a good deal of mechanical racket is noticeable when accelerating away from a standstill. Fortunately, things are far more relaxed at motorway speeds; road and wind noise are well suppressed, making the V70 a fine touring car.

Buying & owning ★★★★★

The V70 is one of the best-selling premium estate cars, and this desirability has a favorable affect on its resale values. The biggest petrol engine attracts the highest company car taxation. The diesel engines are more competitive and, although they feel dated, are still good for over 40mpg.

Quality & reliability ★★★★★

The cabin and loadbay are built to last a lifetime of hard use, and the engines are mechanically very rugged. The materials used inside are also classy and durable. Servicing is not cheap, but Volvo dealers have an excellent reputation.

Safety & security ★★★★★

Volvo continues to live up to its well-deserved reputation for safety. The company's anti-whiplash and side-impact protection systems are standard across the range, and traction control is fitted on most models. An optional Blind Spot Information System is available to alert you to cars nearby

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Behind the wheel ★★★★★

The V70 has some of the best, most supportive seats we've ever used, and both the driver's seat and the steering wheel have plenty of adjustment. The fascia is neat, attractive and well equipped, and the cabin is solidly built.

Space & practicality ★★★★★

The V70 is both big and clever. Not only does it have an enormous rear load area, it also has luggage nets and hooks, and straps to prevent your groceries from being thrown around the boot. The rear seat splits 40/20/40 and can be specified with built-in child booster seats.

Equipment ★★★★★

Standard equipment is generous. All models have alloy wheels, a powered driver's seat, a CD player, and either climate control or air-conditioning. Roof rails and powered windows and door mirrors are also standard, while leather trim and the Four-C active chassis is standard on SE versions and above.



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