



- **Performance**

3 out of 5 stars

Petrol choices start with a 144bhp 2.0-litre, with the turbocharged five-cylinder 2.5T (197bhp or 228bhp) a worthwhile step up; there's also the hooligan twin-turbo all-wheel drive 3.0 T6 (282bhp). Diesels make the most financial sense: there's the economical 1.6 (107bhp), civilized 2.0 (134bhp - and our favourite), ageing 173bhp 2.4D and the 203bhp D5.

- **Ride & Handling**

2 out of 5 stars

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**

3 out of 5 stars

There's some suspension noise around town and 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.

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