

DEALER FOCUS

Dawn of a new day - the Volvo V40 D4 SE Nav

Tim Barnes-Clay reviews the new Volvo which will be entering the used car market shortly.



Gone are the days of 'wardrobe on wheels' or 'only teachers drive those' jokes. Volvo now has some seriously stylish cars in its stable - and the V40 is the latest one. Like all Volvos it is well built but this has a definite athletic appearance about it. From the twin tailpipes to the low profile tyres on 18 inch rims the V40 D4 SE obviously means business.

But does it deliver? Absolutely. The 1984cc five cylinder, 20 valve oil-burner churns out 175bhp, so 0-62 comes in a rapid 8.6 seconds. The wide car sits low on the road and takes corners on rails. The diesel rattle is barely noticeable, even on start up, and, as with all Swedish-made cars, the seats are ultra supportive on long commutes.

The V40 isn't just about performance and grip though; it also provides enough space for four-up. The boot, although not massive, is decent enough to shove in everything a young family might need - from a week's worth of shopping to a couple of baby buggies and all the gear that goes with young kids.

Of course, safety is never an issue with Volvo and the V40 is no different. It is the safest car in its class, having achieved the highest score ever recorded by EuroNCAP in recent crash tests. This is thanks, in part, to pioneering technologies such as the world's first pedestrian airbag and Volvo's autonomous braking system,

City Safety, which also now qualifies for reduced insurance premiums. And, as you might expect with a diesel turbo, the £24,795.00 V40 D4, on test here, is an efficient motor. On average it can return up to 65.7mpg, so it certainly endorses Volvo's thinking that it "offers the solution for drivers who want a premium vehicle experience with low emissions and low running costs, but who don't want to sacrifice equipment, styling or safety features".

Put simply, the V40 delivers unprecedented choice in the premium hatchback sector without compromise. It's a great car; not the cheapest - but you get what you pay for, usually.



Fast Facts

Max speed: 137 mph
0-62 mph: 8.6 secs
Combined mpg: 65.7
Engine: 1984 cc 5 cylinder 20 valve turbo diesel
Max. power (bhp): 175 at 3500 rpm
Max. torque (lb/ft): 324 at 1750-2750 rpm
CO2: 114 g/km

Price: £24,795 on the road

Pros 'n' Cons

- ✓ Quick
- ✓ Handsome
- ✓ Economical
- ✓ Safe
- ✗ Not the cheapest



About the author..

Tim Barnes-Clay is experienced in reviewing new cars for many media outlets around the UK and beyond. With a background in TV, radio and motoring reporting he puts his knowledge to the test each week with his car write-ups. Road-testing the latest models to hit the market, Tim offers must-read reviews for all readers thinking of purchasing a brand new set of wheels. For more extensive motoring reviews visit www.carwriteups.co.uk and follow Tim's tweets @CarWriteUps. Tim is also an active member of the prestigious automotive journalists' organisation the Midland Group of Motoring Writers (MGMW).

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