



## A SELECTION OF REVIEWS VOLVO POLESTAR S60/V60

*"The Ohlins shocks have a 'DFV' – that's Dual Flow Valve – that basically settles the shock faster over bumps. The ride is amazingly good, another benefit of the Ohlins shocks which took two months of development work for the Polestar V60."*

<http://www.carmagazine.co.uk/Drives/Search-Results/First-drives/Volvo-V60-Polestar/>

*"The big news regarding the chassis is the trick Ohlins dampers. They feature a patented technology that promises superior body and individual wheel control over a variety of road surfaces."*

*The Polestar rides with a sharper edge over lumps and bumps than a standard V60, but never is it crashy or unrefined. The quality of the damping shines brightly right from the offset and the Polestar can be fired over a winding, lumpy stretch of road with total confidence and precision."*

[http://www.evo.co.uk/carreviews/evocarreviews/292318/volvo\\_v60\\_polestar\\_review\\_price\\_and\\_specs.html](http://www.evo.co.uk/carreviews/evocarreviews/292318/volvo_v60_polestar_review_price_and_specs.html)

*"The key upgrade is a set of exceedingly sophisticated Öhlins dampers."*

*Fortunately, we're not dealing with any kind of suspension set-up here – rather one that's based around a set of dampers developed by one of the most respected names in motorsport. Öhlins and Polestar spent 60 days fine-tuning the units in question, and thanks to their unique Dual Flow Valve technology, these are most probably the best non-active shock absorbers fitted to any car currently on sale."*

*This is not a joke. What's clever here is their consistent ability to comfortably control bumps at a very wide range of speeds. Sunken city-centre drain cover? No problem. Ridged kerb on the apex of a curve on a race track? Equally undramatic – the damping here is truly outstanding."*

*To put this into better perspective, Polestar has fitted springs that are 80% stiffer than those used in the regular V60 R-Design equivalent. And yet because the damping quality is so good, this car is – if anything – more comfortable, while offering a dazzling degree of composure on a twisting road."*

<http://cars.uk.msn.com/reviews/volvo-v60-polestar-high-performance-estate-review-2014-onwards>

*"The Öhlins dampers are where the magic lives. Polestar told us that these two models are the first non-supercars to be fitted at the factory with Öhlins (the Lamborghini Aventador employs them), and the only car to use dampers with Öhlins' Dual-Flow Valve technology. Originally developed for racecars, a tiered valving system allows the damper to absorb big blows without letting the chassis get unsettled, as it might when a wheel hits a steep kerb at speed. The dual-flow bypass means that it has a second valve that works for rebound, so after the wheel gets beyond the bump, the damper gets it quickly down on the ground again. The capabilities mean Polestar can fit the stiffer springs and contain body roll while maintaining suppleness, and engineers told us they chose this set of purely mechanical dampers because they couldn't find any electrically controlled dampers capable of responding as well to really high-frequency bumps."*

<http://www.autoblog.com/2014/05/01/2015-volvo-s60-v60-polestar-first-drive-review/>

*"The suspension is where the real magic happens, where careful development between engineers and Polestar's racing drivers paid massive dividends. The core of the suspension changes are from the specialized Öhlins (another Swedish company) dampers chosen for the car. The internal dual flow valve helps the damper deal with both high and low speed compression and rebound of the suspension, providing excellent wheel and body control."*

<http://www.autonet.ca/en/2014/05/06/first-drive-2015-volvo-v60-polestar>

*"This new suspension has made the car a massive 80 per cent stiffer than a standard V60 R-Design. That might hint that one pothole would instantly turn your spine into dust, but in fact the ride is properly sorted. It's firm but handles broken roads with refinement, and swallows lumps and bumps with no jarring harshness being shot back through your coccyx. Which means you can attack twisty bits of road at speed."*

<http://www.topgear.com/uk/car-news/volvo-v60-polestar-first-drive-2014-4-14>

