

News monitored for: Volvo Auto India



VOLVO S80 D3 ROAD TEST

PRACTICAL LUXURY

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Volvo play the value-for-money card by implanting a compact, new D3 diesel motor into the feature-packed S80

VOLVO HAVE BEEN PART OF THE Indian luxury car scene for almost four years now, but in spite of having good brand recognition they have not managed to make their way into most car buyers' shopping list. It seems that Swedish models have been overshadowed by the shining marques like Audi, BMW and Mercedes. In order to make an impact, Volvo are now offering what most of us can't resist: great value for money. The company has introduced a new D3 diesel engine, which gives the car a compelling price, while keeping the impressive list of safety equipment intact.

Diesel cars are the flavour of the moment and the new 2.0-litre, five-cylinder diesel motor already has things working in its favour. The D3 is equipped with a common rail system with piezo-electric injectors, Volvo's Penta EVC-D for electronic shift and throttle response, it is lightweight and pretty compact. It produces 400 Nm, the same amount of torque as the older D5, although the power output has dropped marginally by 20 PS to 165 PS. For its size, the engine is pretty powerful, but when

mounted on a large car like the S80, which weighs over 1,600 kg, it feels overwhelmed and remains a couple of seconds slower than the D5 in the 0-to-100 km/h run. However, it feels more apt for city driving conditions thanks to its linear flow of torque. There is hardly any turbo lag and the smooth surge goes all the way up to 3,500 revolutions per minute, beyond which it starts to peter out. It has the typical diesel's strong mid-range once you're past the 2,000 RPM mark and overtaking slow-moving traffic goes like a breeze.

The engine is not the most refined, but Volvo have used good noise dampers that make sure that the noise does not creep into the cabin. It feels best when the seamless six-speed transmission is in the 'D' mode and the car luxuriously ferries you around town, in no great haste. The S80 feels relaxed at slower speeds and the ride is pliant and comfortable. The handling isn't that enthusiastic, because it does have a fair amount of body movement and doesn't feel very settled during sharp turns.

The interior offers the same quality material for which Volvo cars are known. The seats are very comfortable and ▶



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ROAD TEST VOLVO S80 D3

The 2.0-litre D3 diesel motor has a strong mid range but is not the most refined, and has good noise damping to keep the noise from creeping in to the cabin

Along with rain and light sensors the S80 features Adaptive Cruise Control (ACC) with Collision Warning and Brake Support (CWBS) making it one of the safest cars in the segment

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VOLVO S80 D3 (Rs 41.79 lakh, OTR, Pune) ★★★★★
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TEST RESULTS

MAXIMUM SPEED (km/h)	Speedo	True
18.5	20	24.50m/2.23s
37.0	40	From 100km/h to 0
56.6	60	40.04m/3.34s
76.1	80	
95.4	100	
115.6	120	

BRAKING TEST
From 80km/h to 0
From 100km/h to 0

PERFORMANCE FACTORS
Power/mass (PS/tonne)
102.54

TEST CONDITIONS
Altitude: 550m above MSL
Weather: Warm, windless, dry

SPECIFICATIONS

ENGINE	4th gear	NA	SUSPENSION
Cylinders	Five	NA	Front: Mac Pherson strut, coil springs, hydraulic shock absorbers, stabilizer bar
Engine Layout	Transverse	NA	Rear: Independent with coil spring, hydraulic shock absorbers
Fuel supply	Diesel	NA	
Bore/stroke	81.0 x 77.0	NA	
Cubic capacity	1994cc	NA	
Compression ratio	16.5:1	NA	
Valvegear	D0HC, 4 valves per cyl	NA	
ENGINE OUTPUT			
Max power (PS)	165		
Power peak (rpm)	3500		
Red line (rpm)	5000		
Max torque (Nm)	400		
Torque peak (rpm)	1500-2750		
TRANSMISSION			
Forward speeds	Six-speed		
Auto	NA		
1st gear	NA		
2nd gear	NA		
3rd gear	NA		

TEST RESULTS (continued)

ACCELERATION (kick down, in seconds) Roll-on:

40-60	1.70
60-80	3.01
80-100	3.66
100-120	3.70

FUEL CONSUMPTION

City	9.0 kmpl
Highway	14.0 kmpl
Overall*	10.25 kmpl

*Overall is 25% highway and 75% city driving

CAR RATING

Design & Style:	★★★★★	Space:	★★★★★	Suspension:	★★★★★
Powertrain:	★★★★★	Creature Comforts:	★★★★★	Ride Quality:	★★★★★
Performance:	★★★★★	Driver Appeal:	★★★★★	Handling:	★★★★★
Fuel Efficiency:	★★★★★	Safety:	★★★★★	Steering:	★★★★★
Dynamic Ability:	★★★★★	Interiors:	★★★★★	Braking:	★★★★★

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the front ones are electrically adjustable, though rear leg-room could have been better. You also get a sun-roof, seven-inch screen, leather upholstery, climate control, traction control and active headlamps along with the City Safety automatic braking technology as standard. It is and looks solid, comes very well loaded, relaxed and comfortable in most conditions.

Volvo had a very tempting introductory price, which, unfortunately, is no longer in force, and being a CBU, the S80 is now offered at Rs 41.79 lakh (OTR, Pune). This brings it closer to the BMW 520d and Audi A6 2.0 Tdi, which cost another Rs 3 lakh and Rs 6 lakh more respectively. A price difference most luxury car-buyers might oversee for a more established product.

For its size, the engine is pretty powerful, but when mounted on a large car like the S80, which weighs over 1,600 kg, it feels overwhelmed

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