

Press Release

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Volvo XC70 - model year 2013

The third generation Volvo XC70 is more refined than ever. A comfortable and luxurious appearance has been combined with first-class flexibility and an expressive design. The XC70 is a sophisticated and elegant car for an active urban life. Come the weekend and it transforms into a rugged partner for all kinds of exciting adventures. New in the 2013 version are the support systems Road Sign Information, Active High Beam and Tunnel Detection.

EXTERIOR

Rugged look

The XC70 has a unique soft nose, characterised by a larger grille and headlamps. The dark-coloured body panels provide an exclusive, rugged impression, clearly signalling the car's dynamic capabilities. Moving to the side, the contrasting protective sections are supplemented with a chrome moulding at the bottom of the doors. The pronounced wheel housings are another design feature, contributing to the capable appearance. A number of design elements, like the framed side windows and the distinct shoulders, create a genuine estate car profile. The tailgate's upper section has a sportier forward-leaning stance. The tailgate overlaps the tail lamps, providing an even wider opening. The glass goes further down at the sides, enhancing rear view. The rails are integrated into the A-pillar mouldings. Another recent new feature is the redesigned headlamps.

Volvo Sensus - refined infotainment

Volvo Sensus is an excellent example of how Volvo Cars refines the driver environment. All information is presented on a five-inch or seven-inch colour screen in the upper part of the centre stack. The screen is positioned high up to make it easy for the driver to keep his or hers eyes on the road.

All the functions can be controlled via buttons built into the steering wheel or via touch buttons located just below the colour screen.

The Bluetooth connection allows hands-free phone conversations as well as music streaming from a preferred Bluetooth enabled portable music player. Volvo is actually the only brand to offer Bluetooth music streaming throughout the entire vehicle range.

Keep in touch via mobile application

A mobile application that makes sure that the driver can stay in touch with the parked car via an iPhone or Android smart phone. The mobile application is an extension of Volvo On Call. Owners of all new models with Volvo On Call can download the application that opens up a range of connectivity possibilities. The mobile app is free and downloaded via the iPhone and Android application stores. The app is designed to offer the owner an intuitive, easy-to-use relationship with the car from a distance.

Scandinavian design at its best

The interior of the XC70 is an example of Scandinavian design at its best. Every little detail has been designed with a one hundred percent focus on both clean form and intelligent functionality. Comfort in the front seat features superb seats and ergonomically designed instruments - including an elegant, super-slim centre stack and an audio system of absolute world class. In addition to Sandstone Beige and Anthracite Black there is an Espresso Brown option where the warm dark colour of the seats, door panels and instrument panel contrasts with the sand-coloured detailing of the rest of the interior trim.

There is also a Blond highlight colours for the upholstery as well as a three-spoke steering wheel. The integrated dual child booster cushions can be adjusted in two steps and the 40/20/40-split rear seat has integrated seat belts. The lightweight design of the rear backrest and the simple folding mechanism are other examples of smart functionality. Electrically folding rear seat headrests are also available in the XC70.

Loading space under the floor

Everything and everyone rides in first class. Even the luggage compartment and all its options and accessories have been designed to meet the very highest demands on luxury and intelligent functionality. Among the smart details in the luggage compartment is a storage space under the floor that is locked when the tailgate is shut. A power tailgate is an option.

CHASSIS

Controlled ride

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Thanks to the design of the body structure and the optimised use of different grades of high-strength steel, torsional rigidity has been increased. The chassis technology has been continuously developed to provide even more stable and more controlled road manners. A lot of effort has also gone into features such as the suspension system and engine installation to ensure high-class comfort.

DSTC is standard

DSTC (Dynamic Stability and Traction Control) is standard. This is a stability-enhancing system that when necessary reduces engine torque and applies carefully calculated braking power to reduce the risk of a skid.

Active chassis with Four-C - and three choices

The car can be optionally specified with an active chassis based on Volvo's Four-C technology. It is an advanced self-regulating chassis system that uses a number of sensors to continuously monitor the car's behaviour. The dampers are adjusted to suit the current driving conditions in mere fractions of a second.

All Wheel Drive with Instant Traction

Several variants of the Volvo XC70 come All Wheel Drive. Using an electronically controlled hydraulic clutch, the AWD system distributes drive between the front and rear wheels to ensure the best possible road grip in all situations.

The All Wheel Drive system incorporates the latest technology from Haldex. The new AWD generation features a new, six-piston radial pump, direct-driven by a powerful electric motor. The reduced weight contributes to improved fuel economy.

This latest AWD generation ensures the excellent handling and powerful driving characteristics that Volvo performance customers appreciate.

Hill Descent Control regulates speed on steep downhill gradients

Hill Descent Control (HDC) makes it easier to crawl in bottom gear on steep downhill slopes. Using the car's brakes and engine torque, HDC controls the car's speed and keeps it steady at about 10 km/h. This function is activated via a button in the instrument panel.

Power Parking Brake is standard

In order to assist the driver when starting on an uphill gradient, the XC70 has a smart, electrically operated Power Parking Brake.

DRIVELINE

Powerful T6 version

The T6 petrol engine has a displacement of 3.0 litres and pumps out 304 hp and no less than 440 Nm of torque. Fuel consumption is 10.6 l/100 km (EU Combined). The engine's power is delivered to the wheels via Volvo's second-generation six-speed automatic Geartronic transmission. All Wheel Drive (AWD) is standard.

3.2-litre naturally aspirated engine

The six-cylinder 3.2-litre naturally aspirated engine offers 243 hp and maximum torque is 320 Nm.

D5 with 215 hp and D4 with 163 hp

The five-cylinder D5 turbodiesel, has 215 hp and 440 Nm of torque. The XC70 D5 with manual gearbox has fuel consumption at 5.6 l/100 km (CO₂ emissions at 149 g/km).

The diesel engine offer also includes the D4 with 163 hp. Fuel consumption (EU Combined) 5.5 l/100 km (144 g/km) with the manual gearbox and 6.4 l/100 km (169 g/km) with the automatic.

SAFETY AND SUPPORT

Crumple zones made using different grades of steel

The patented front body structure is divided into zones, each of which has a different task during the deformation sequence. The outer zones are responsible for most of the deformation. The closer the collision forces get to the passenger compartment, the less the material deforms.

In order to give each zone the right properties, different grades of steel are used in different structures, a total of four different grades. Apart from regular body steel, three different grades of high-tensile steel are used: High Strength Steel, Extra High Strength Steel and Ultra High Strength Steel.

Strong side structure

To optimise side-impact protection, the body's entire side structure features a well-balanced combination of high-tensile steel of different grades (High Strength Steel, Extra High Strength Steel and the extremely strong Ultra High Strength Steel). The various components and grades of steel interact to minimise penetration into the passenger compartment. The aim is instead to get the entire car to move sideways - away from the colliding vehicle.

Two-step booster cushion

The booster cushion, which is integrated in the rear seat, can be set at two heights, allowing children of different sizes to sit sufficiently high to see out through the windows yet at the same time get the most effective protection possible. The lower setting is intended for children between 115 and 140 cm in height and weighing between 22 and 36 kg, while the upper setting is designed for children measuring 95-120 cm and weighing between 15 and 25 kg. The Volvo XC70 can be equipped with integrated child booster cushions in both outer rear seats.

Second-generation WHIPS system

Volvo's support for avoiding neck injuries - WHIPS (Whiplash Protection System) - is one of the most effective on the market. In the event of a rear-end collision the front seat backrest accompanies the passenger's initial body movement and dampens the incoming force rather like one's hand does when catching a ball. The XC70 features further developed generation of WHIPS to ensure that the damping motion is gentle and to provide good contact between the head and head restraint throughout the impact sequence.

Also with Pedestrian Detection

Pedestrian Detection with full auto brake is also available in the Volvo V70. It is a support function designed to help the driver detect dangerous situations and it can actively help avoid the nightmare scenario of hitting a pedestrian.

The technology uses radar and a camera to monitor pedestrians in front of the car. The system initially provides a warning to alert the driver so he or she can brake or steer clear of the pedestrian. If the driver does not respond, the car automatically brakes with full force moments before the collision becomes unavoidable. With automatic braking, collisions can in certain circumstances be avoided at speeds below 35 km/h.

Collision Warning with Full Auto Brake

Rear impacts represent a third of all reported accidents - and in more than 50 percent of these accidents, the driver doesn't brake at all. Collision Warning with Full Auto Brake is a refined warning system that initially warns the driver and pre-charges the brakes. The brakes are automatically activated if the driver doesn't act when a rear-end collision with a moving or stationary vehicle is imminent.

New driver support systems

The XC70 can also be equipped with the following new systems:

- Road Sign Information supports the driver by displaying road signs in the instrument cluster.
- The new Active High Beam technology offers automatic switching between high and low beam at the right moment.

- Tunnel Detection automatically turns on the headlight when the car enters a tunnel.

City Safety

With City Safety, the car automatically brakes if the driver fails to react in time when the vehicle in front slows down or stops - or if he or she is driving too fast towards a stationary object. New is that the system is active in speeds up to 50 km/h.

Driver Alert Control (DAC)

Driver Alert Control alerts the driver when his or her concentration level is affected, for instance during long journeys. Driver Alert Control monitors the car's movements and assesses whether the vehicle is being driven in a controlled or uncontrolled way.

Lane Departure Warning (LDW)

Lane Departure Warning is activated via a button in the centre stack and it alerts the driver with a gentle warning sound if the car crosses one of the road markings without an obvious reason such as use of the turn indicator.

BLIS and IDIS for better control

The Volvo V70 is also equipped with BLIS (Blind Spot Information System) and IDIS (Intelligent Driver Information System), two innovations that help the driver maintain better control over the traffic situation. BLIS registers if another vehicle is in the offset rear blind spot alongside the car and alerts the driver via a visual signal. IDIS helps stop the driver being distracted by non-essential information in pressing situations, for instance by delaying incoming phone calls or text messages.

Adaptive Cruise Control also in slow queues

In the field of comfort, there are features such as the optional Adaptive Cruise Control (ACC), which automatically maintains a set gap to the vehicle in front. In cars with automatic gearbox, the Adaptive Cruise Control operates at speeds below 30 km/h, all the way down to standstill.

Dual Xenon and Active Bending Lights

In order to contribute to the best possible visibility during night-time driving on curving and twisting roads, the car can be equipped with Active Bending Lights - swivelling headlamps that follow the sweeps and bends of the road. By using the Dual Xenon light technology it give a 90 per cent boost to the driver's vision round bends at night. The Dual Xenon gas discharge lamps expand the vision range at nights by about 230 per cent. This means the driver can gain a further 45 metres for braking.

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Descriptions and facts in this press material relate to Volvo Cars' international car range. Described features might be optional. Vehicle specifications may vary from one country to another and may be altered without prior notification.

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