

Press Release

Jan 21, 2008 | ID: 13901

Volvo S80 - as elegant on snowy slopes as on city tarmac

- All Wheel Drive with Instant Traction™ distributes power for best possible road grip
- DSTC stability-enhancement system for added safety
- Volvo's new 285 hp T6 high-performance engine
- Active chassis contributes to enhanced driving properties whatever the situation

The combination of Volvo's active All Wheel Drive system, DSTC stability-enhancement and smooth steering give the Volvo S80 winter-beating properties of true world class.

In order to ensure the best possible power and road grip whatever the situation, the Volvo S80 T6 and V8 models are equipped with Volvo's active All Wheel Drive system as standard. The torsionally rigid body, DSTC system and dynamic chassis guarantee driving pleasure and stability for experienced drivers and beginners alike. With the optional active chassis, yet another dimension is added to the driving properties and comfort - even when winter hits the roads.

All Wheel Drive with Instant Traction™

Volvo's active All Wheel Drive (AWD) system ensures the best possible road grip and traction. The AWD system distributes power between the front and rear wheels with the help of an electronically controlled hydraulic clutch. The latest version of the system incorporates Instant Traction™, which responds at lightning speed by switching power from the front to the rear wheels when starting on slippery or icy surfaces. The system thus secures optimal distribution of power whatever the situation. In addition, Volvo's active AWD also makes the car more rewarding to drive - regardless of the road conditions.

DSTC is Standard

DSTC (Dynamic Stability and Traction Control) is standard on the Volvo S80. It is a stability-enhancement system that, when necessary, reduces the engine's torque and applies precisely measured braking force to help reduce the risk of skidding.

Sophisticated body structure with high torsional rigidity

Not only the driveline but the entire car has been developed and optimised to provide a driving experience of absolute premium calibre. The body features a highly advanced structure that contributes to both excellent deformation properties in the event of a collision and very high torsional rigidity, parameters that form the very cornerstones of good driving properties.

Active chassis with Four-C - and three choices

The Volvo S80 can be specified with an active chassis based on Volvo's Four-C technology. This is an advanced, self-adjusting chassis system that uses sensors to continuously monitor the car's behaviour. The dampers can be adjusted to suit the current driving situation in mere fractions of a second. Three alternative chassis settings - COMFORT, SPORT and ADVANCED - also give the driver the option of adjusting the car's behaviour at the touch of a button to suit his or her personal tastes.

- COMFORT gives a supple ride character with calm, harmonic body movements while on the move.
- SPORT tightens up body movement, with more control, faster steering response and added road contact.
- ADVANCED gives minimum damper movement and maximum contact between tyre and road surface. It's the perfect setting for enthusiastic driving on smooth, flat tarmac.

Besides catering for your comfort and driving pleasure needs, Four-C always responds to help the driver out of the situation by automatically attempting to stabilise the car. If a critical situation arises the system simply over-rides the driver's choice.

The most comprehensive engine range ever in a large Volvo sedan

The Volvo S80 is available with a wide range of petrol, diesel and Flexifuel engines. The V8 and T6 engines are the petrol range's high-power alternatives, while the new naturally aspirated four-cylinder 145 hp alternative excels in fuel efficiency. The diesel range is topped by the powerful and easy to drive D5, offering 136 kW (185 hp) and no less than 400 Nm of torque. The newly introduced 2.0D is a four-cylinder turbodiesel that offers fuel consumption as low as 5.7 l/100 km (EU combined) and carbon dioxide emissions at 151g/km. A Diesel Particulate Filter is fitted as standard. The 2-litre Flexifuel engine available in several countries from late 2007 is an important part of Volvo's strategy to contribute to sustainable personal mobility. During the first half of 2008, a five-cylinder 2.5-litre turbocharged Flexifuel engine with a power output of 200 hp will also be introduced in the S80, providing a powerful alternative for the environmentally conscious customer.

285 hp T6 engine for best possible performance

The T6 petrol engine is based on the compact 3.2-litre in-line aluminium engine that has been part of the S80 engine range since the model's introduction in March 2006. The turbo version has a displacement of 3.0 litres, producing 210 kW (285 hp) and no less than 400 Nm of torque. Maximum torque is on tap from just 1500 rpm and remains available all the way up the rev range, resulting in remarkably quick acceleration and smooth driveability (0-100 km/h in 6.9 seconds).

The somewhat smaller cylinder displacement of the turbo version, owing to the slightly narrower cylinder bore and shorter stroke, is compensated by the turbocharger which in this engine takes in exhaust gases in two stages, with the inflow divided into two lots of three cylinders each, a system known as twin-scroll technology.

It permits the use of a more compact turbocharger and provides extremely swift response, fully on a par with that from twin turbochargers.

The T6 is mated to a six-speed Geartronic automatic transmission designed to handle the immense power delivered by the engine.

Engine range - petrol

Engine	Configuration	Power kW/hp	Torque Nm
4.4 V8	V8	232/315	440
3.0 T6	R6	210/285	400
3.2	R6	175/238	320
2.5 LT	R5	147/200	300
2.0	R4	107/145	190

Engine range - diesel

D5	R5	136/185	400
2.4 D	R5	120/163	340
2.0	R4	100/136	320

Engine range - Flexifuel (to be completed during 2008)

2.5	R5	147/200	300 (introduced during the first half of 2008)
2.0	R4	107/145	190

Keywords:

Press Releases, 2008, S80 (2008-2016), Product News

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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