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Volvo S80 - model year 2014

A number of new exterior design cues reinforce the sophisticated contemporary presence of the new Volvo S80. The development work has focused on enhancing the elegant, sophisticated design and attention to detail. Volvo Car Group's two-litre, four-cylinder Drive-E engine family is launched in the autumn of 2013. Initially, the new S80 is available with the new turbo diesel D4 and the petrol turbo T5. The new S80 features the groundbreaking Pedestrian and Cyclist Detection with full auto brake - and fuel consumption is down to class-leading 3.9 l/100 km (102 g CO₂ per km) in the all-new D4 version.

DESIGN

Wider and Lower

The new front and rear bumpers create a 'stretched' effect to make it look wider and lower. New rectangular Daytime Running Lights at the front give the S80 nose a more contemporary look, while the rounded off classic Volvo lights at the rear visually pull the car down to the ground. The S80 can be fitted with expressive 19-inch wheels without loss of comfort.

Luxury interiors

It is the attention to detail that gives the S80 its enhanced sophistication. The Executive interior package is the highest level of all-inclusive luxury, blending craftsmanship with technology, while the Inscription is a bespoke palette of options that gives the customer the opportunity to truly design the car to his or her personal taste.

CHASSIS & POWER TRAINS

Choice of three chassis

The S80 buyer can choose from three chassis types - Comfort, Lowered Sport Chassis and Four-C (Continuously Controlled Chassis Concept).

Powerful T6 version

The T6 petrol engine has a displacement of 3.0 litres and pumps out 304 hp and 440 Nm of torque. Fuel consumption is 9.9l/100 km (EU Combined) in the S80 with All Wheel Drive. The engine's power is delivered to the wheels via Volvo's second-generation six-speed automatic Geartronic transmission.

New T5 with 245 hp

The new four-cylinder Drive-E engine T5 has 245 hp and 350 Nm of torque. Fuel consumption with new 8-speed automatic is 6,2 l/100 km (144 g/km) in the S80.

The S80 is also available with the 1.6-litre GTDi engine: T4 with 180 hp and fuel consumption at 5.9 l/100 km in the S80 with manual gearbox. This corresponds to CO₂ emissions at 138 g/km. Fuel consumption is 7.1 l/100km (165 g/km) with the automatic gearbox.

D5 with 215 hp

The five-cylinder D5 turbo diesel has 215 hp and 420 Nm of torque. The D5 with manual gearbox has fuel consumption at 4.6l/100 km (120 g/km).

All-new D4 at 102 g/km

The new D4 comes with 181 hp and 400 Nm of torque. The engine features world-first i-ART

technology that helps to cut fuel consumption. With pressure feedback from each fuel injector instead of using a traditional single pressure sensor in the common rail, i-ART makes it possible to continuously monitor and adapt fuel injection per combustion in each of the four cylinders.

Fuel consumption in an S80 with manual gearbox is down to 3.9 l/100 km, translating into CO₂ emissions at 102 g/km. Fuel consumption with new 8-speed automatic is 4,3 l/100 km (113 g/km) in the S80.

The automatic D3 (136 hp) version of the Volvo S80 now has fuel consumption of 4.9 l/100 km (129 g/km), while the figures with the manual gearbox are down to 4.3 l/100 km (114 g/km).

Class-leading D2

The fuel consumption of the 115 hp, four-cylinder D2 diesel in the new Volvo S80 with a manual gearbox is now down to a class-leading 4.1l/100 km (EU Combined), which translates into CO₂ emissions of 107 g/km - unthinkable in a car of this size only a few years ago. The corresponding figures with the automatic gearbox are 4.1 l/100km and 109 g/km.

SENSUS

Sensus Connected Touch - new connectivity possibilities

The HMI (Human Machine Interface) functionality Sensus is extended with the option to add intuitive all-new technology that enables connectivity and Internet in the car. The Sensus Connected Touch turns the 7-inch display into a state-of-the-art infrared, beam-scanned touch screen that can be used even when wearing gloves - a world first in cars.

The driver goes online either via a car-mounted 3G/4G dongle or a personal mobile phone and the features include the industry's first in-dash, fully integrated, voice search Spotify application. The voice-activation system works on all music sources connected to the Connected Touch. It is also possible to share a WiFi network with everyone in the car.

Adaptive Digital Display

The Adaptive Digital Display, which debuted in the all-new V40, uses an active TFT (Thin Film Transistor) crystal display to bring the driver personalised information. There are three themes to choose from: Elegance, Eco and Performance.

The default mode Elegance has a classic look and layout. The Eco mode has a green colour theme and is designed to encourage and reward a fuel-efficient driving style. Performance features red illumination, and a rev scale instead of the speedometer displayed in the Elegance and Eco versions.

Heated steering wheel and paddle shifters

To give drivers in cold climate extra comfort, three-spoke steering wheels can now be specified with electric heating. Cars with automatic transmission can get paddle shifters that give the driver the opportunity to shift gear manually with both hands on the wheel. Cars equipped with a rain sensor can now also get an electrically heated windscreen for rapid de-icing on cold winter days.

SAFETY AND SUPPORT

IntelliSafe, Volvo's blanket name for all active safety systems, is an important part of the driver-centric approach in the S80.

New Pedestrian and Cyclist Detection technology

New advanced software, including more rapid vision processing, has now made it possible to extend Volvo Cars' present detection and auto brake technology to cover certain cyclist situations as well.

The new Pedestrian and Cyclist Detection with full auto brake is equipped with an advanced sensor system that scans the area ahead. If a cyclist heading in the same direction as the car suddenly swerves out in front of the car as it approaches from behind and collision is imminent, there is an instant warning and full braking power is applied.

The technology also detects if a pedestrian steps out into the road in front of the car. If the driver does not respond in time, the car can warn and automatically activate the brakes.

City Safety - active up to 50 km/h

The S80 features an upgraded City Safety system. This system is active at speeds up to 50 km/h.

The car automatically brakes if the driver fails to react in time when the vehicle in front slows down or stops - or if the car is approaching a stationary vehicle too fast.

Active High Beam Control - more relaxed driving in the dark

The Active High Beam Control helps the driver use high beam more efficiently. It offers automatic switching between high and low beam at the right moment.

Road Sign Information - an extra "eye" on the traffic environment

Road Sign Information supports the driver by displaying road signs in the instrument display. Road Sign Information can be combined with the Speed Alert function, which provides the driver with a visual warning in the speedometer if the speed limit is exceeded.

Volvo On Call combined with Bluetooth

The Volvo On Call system can be combined with the Bluetooth mobile phone service. 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.

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.

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