

Press Release

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THE 2006 VOLVO C70 – DRIVELINE AND CHASSIS

A RIGID CHASSIS AND POWERFUL 218-HORSEPOWER ENGINE MAKE THE ALL-NEW C70 A DRIVER'S CAR

- Stable chassis allows for both sporty driving and comfortable ride
- Reinforced body structure with good rigidity
- High-performance T5 model standard in the U.S.

The all-new 2006 Volvo C70 is two cars in one – and not just visually. The driving experience is also multi-dimensional. The Volvo C70 is a car to be driven under an open sky. The softly purring engine and compliant chassis transform driving into a beautiful, harmonious experience. At the same time, the car has the potential for sporty driving thanks to its powerful, responsive driveline, rigid body and suspension tuning.

Volvo's new convertible is designed to offer a lively driving experience without sacrificing comfort. It shares its basic technology with other Volvo models, including front-wheel drive and an extremely stiff chassis. It has MacPherson front suspension and a Multilink rear axle.

The fully independent suspension is tuned to provide a combination of comfortable ride and fast, exact steering response. A broader track front and rear than other P1 based Volvos and the original C70 – and a long wheelbase – give the car high-speed stability. The chassis height has been lowered 0.3 inches up front over 0.5 inches at the rear (compared with a standard P1 chassis), which further contributes to the stable driving characteristics of the all-new C70.

As with all Volvos, anti-lock braking is standard. Additionally, DSTC (Dynamic Stability and Traction Control System) is standard and offers extra stability when driving on a slippery road surface.

Known for its dynamic driving characteristics, the P1 platform serves as a solid base for the 2006 C70. The stout chassis and stiff floor pan allow for great handling. The all-new C70's steering is electro-hydraulic with a light, distinct, controlled feeling.

BODY WITH VERY HIGH RIGIDITY

The all-new C70 has Volvo's modern, advanced front structure with four different grades of steel while the side members, doors and sills have been reinforced in various ways to compensate for the lack of a fixed roof. The body structure, in the form of an ingeniously designed member system, not only contributes to the high level of safety in the car, it also gives the body very high torsional rigidity – twice as high as the earlier C70 model.

"A rigid body is important for the car's driving characteristics," said Patrik Widerstrand, the project manager behind the C70. "It makes the car stable and easier to control, thus enhancing driving pleasure."

Thanks to the steel roof panels and PUR bonded rear window, body rigidity is enhanced further when the top is up. The top adds 15 percent more structural rigidity over the previous C70 with its soft top.

VOLVO C70 T5

In the U.S. the all-new C70 comes standard with the turbocharged T5 engine. The 2.5-liter light-pressure turbocharged powerplant produces 218 horsepower at 5,000 rpm and 236 lb.-ft. of torque from 1,500 to 4,800 rpm. The flat torque curve puts the power to the front wheels evenly and makes the car highly responsive.

The T5 engine is extremely energy efficient. As the manifold and turbo unit are cast together in high-alloy cast steel, which is extremely resistant to heat (emission temperatures are permitted to reach 1,922°F), the need for cooling using gasoline has been minimized. The engine can therefore run on a leaner mix with lower fuel consumption and reduced emissions, particularly when driving at high speed or with a heavy load.

The T5 engine is fitted with a five-speed automatic transmission, or the six-speed manual gearbox that was developed for the Volvo S60 R and V70 R. The six gears are adapted to combine rapid acceleration with a high top speed. The gearbox has triple synchros and a very distinct gear change feel.

“The all new Volvo C70 has a great deal of temperament, particularly the T5 model,” said Widerstrand. “But for Volvo temperament is never the same as unpredictability.” Driving pleasure is found in the harmonious interplay between the responsive driveline and the compliant chassis.

The choice of aluminum wheels and low-profile tires enhances both the appearance and the driving experience. In the US, the car comes standard with a 7.5x17-inch, 14-spoke aluminum wheel with a 235/45-17 tire

There is a choice of two 8.0x18-inch aluminum wheels with 235/40-18 tires. The one-piece design is available as a factory option, and the two-piece as a retailer installed option.

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