

## Press Release

Oct 31, 2005 | ID: 3292

# VOLVO UNVEILS TWO HOT NEW CONCEPTS AT THE 2005 SEMA SHOW

Las Vegas, Nevada (October 31, 2005) – Volvo Cars of North America, LLC (VCNA) will pull the wraps off two exciting new concept cars at the 2005 Specialty Equipment Market Association tradeshow in Las Vegas, Nevada. The two cars explore the opposite ends of the spectrum in terms of just how far vehicle design may be pushed. Painted a glittering Saffron color reminiscent of a desert sunset, the XC70 AT (All Terrain) takes the production Volvo XC70 cross over wagon to the off-road extreme. The T6 Roadster takes Volvo to the drag strip with its 1930s inspired body, wide tires and low beltline.

### **XC70 AT**

The XC70 AT features a 2.5-liter inline 5-cylinder engine that is normally found in the V70 R sport wagon. But where the V70 R makes an impressive 300 horsepower, the XC70 AT, with its Garrett GT2835R turbocharger and ipd/MTE Stage III software upgrade makes 408 horsepower at 6,200 rpm. Keeping the hot-blooded engine cool is an Aquamist in-cylinder intercooling system and an extra large top-mounted intercooler. Low restriction 3-inch stainless steel exhaust pipes emit a husky sound that would be more familiar coming from a Volvo XC90 V8.

Producing an amazing 398 lb-ft of torque at a low 4,000 rpm, the XC70 AT uses the same 6-speed automatic transmission that is standard in the XC90 V8 and the 2006 V70 R. Making sure all four wheels get the most of the broad torque curve is Volvo's legendary fully automatic all-wheel-drive system by Haldex.

New on the production XC70 for 2005 is Volvo's remarkable Four-C adaptive chassis ride system with Sport and Comfort modes. Taking this concept to the next level, ipd developed a custom fully independent air ride suspension offering 4-inches of adjustability via dash-mounted buttons. Add in the ipd designed 4-inch lift kit and the XC70 AT can ride up to 8 inches higher than the production Volvo XC70. To keep body roll in check, ipd 25-mm front and 28-mm rear anti-sway bars have been fitted.

Additional accessories include a 1,000 generator, high-lift jack, spare jerry can and tire and remote exterior battery terminal connections.

### **T6 Roadster**

Has Volvo gone mad? Perhaps. But that's about the only word to describe the hand-built hotrod based on Volvo components and a twin turbocharged inline 6-cylinder engine from a car manufacturer more widely known for safety and functionality.

Built entirely by hand in his garage, with his own tools, painstaking effort went into every part. You won't find a mail-ordered headlight or a grille from a Prowler on the T6 Roadster. What you will find are OEM Volvo parts including a twin-turbocharged 2.9-liter inline 6-cylinder engine borrowed from an S80.

Where you find the engine, however, isn't under the hood. It's in back, located just behind the supportive leather bucket seats that were also lifted from a Volvo S80. The gearbox is a 5-speed Geartronic transmission that sends the power to the rear wheels. To help keep the engine cool, the rear decklid automatically lifts when a preset temperature is reached inside the engine

compartment. Up front is a small compartment containing the mechanicals for the functioning ABS brakes and the top-notch audio equipment.

The custom fabricated tubular steel frame was hand formed and utilizes rear subframes from the donor S80. Leif fabricated stainless steel A-arms for the fully independent front and rear suspension systems. Volvo C70 spindles, custom carbon-fiber leaf springs and a shortened S80 steering rack can be found up front. Around back are S80 front spindles and lower trailing arms with remote-reservoir Ohlins shock absorbers. The rear coil-over shocks, incidentally, are centrally mounted in the engine compartment. Braking up front is handled via 6-piston calipers and 330-mm discs while the rear discs are carried over from the Volvo S80. The front wheels are 8.5 inches wide and 20 inches in diameter, the rears are a full 10-inches wide and 22 inches in diameter.

Inside, the T6 Roadster looks as if it rolled off the Volvo factory line in Torstlanda, Sweden. Aside from the seats, the instruments, headrests, shifter handle and pedal assembly can all be found in the Volvo S80. A steering wheel from a Volvo S60 adds a sporty look, while the instrument panel has been hand fabricated to locate the gauges centrally in the passenger compartment.

VCNA, part of the Volvo Car Corporation of Gothenburg, Sweden, provides marketing, sales, parts, service, technology and training support to Volvo automobile retailers in the United States, and oversees Volvo operations in Canada, Mexico and Puerto Rico.

Volvo has been building cars with Safety in mind for over 75 years. The 2006 Volvo Cars model line-up includes: the award-winning new S40 and its wagon counterpart the all-new V50; the award-winning XC90; the sporty S60 sedan – including the award-winning performance sedan – S60 R and the performance wagon version – V70 R; the flagship S80 luxury sedan; versatile V70 wagon and rugged XC70 (Cross Country); and, the all-new C70 convertible.

**Contact:**

James Hope  
Product Communications  
Volvo Cars of North America, LLC  
800-970-0888  
<http://www.volvocars-pr.com>

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.

[media.volvocars.com](http://media.volvocars.com) >      [volvocars.com](http://volvocars.com) >

Copyright © 2025 Volvo Car Corporation (or its affiliates or licensors).