



FIRST TEST VOLVO XC90

# Xceeding expectations

Based on a whole new platform, the biggest SUV from Volvo has also got a much-needed shot-in-the-arm to increase its street cred while talking tech

₹77.9lacs\* / volvocars.com/in

Numbers don't lie, as they say. The Volvo XC90 is poised to send engineers from Munich, Stuttgart and Ingolstadt scurrying back to the drawing boards wanting to extricate more from their machines. It has the best third row of seats, is almost a tech overlord and packs in the smallest engine with the cleanest emission results. India is getting just the Inscription trim for now, which is the top-end of the three-variant range while the base Momentum variant will join in a couple of months. In this form, it's packed to the rafters with smartphone and concert hall-inspired technology. The Sensus system includes a 12.3in driver display that can also be used along with the Head-up display and the main 9in centre display. Together, they work to make using the in-car tech usable for monkeys too. When you do want to dig deeper into the, lets say, 19-speaker Bowers and Wilkins audio system settings, the system also shows you the picture of the famed Gothenburg Concert Hall to remind you of the innumerable measurements conducted here to simulate its acoustics in a cabin the size of a private listening booth.



**INTERACTIVE SECTION**  
KEEP AN EYE OUT FOR THE BLIPPAR ICON

DOWNLOAD BLIPPAR APP

FILL SCREEN WITH PAGE

SEE IT COME TO LIFE!

### Tech specs

Engine 4-cyl, 2.0lt twin-turbo diesel Power 225bhp, 470NM Drivetrain 8-speed 4WD Suspension Air Suspension standard Acceleration 0-100kmph in 7.8 secs Top Speed 220kmph Fuel Tank 71litres Tires 275/55 R21 Weight 2630kgs

### Can I conquer the world with it?

Almost. The XC90 is fit to be a Viking's battleship complete with tech, off-road ammo and attitude!



#### Sound of success

Bowers and Wilkins has used its famed Nautilus tube tech for the centre tweeter assembly for the first time in a car. This enhances clarity while minimising any form of backwave distortion.

#### Master key

Emphasizing Volvo's penchant for Swedish design, even the key is draped in leather with buttons mounted on the sides so it doesn't interfere with the clean finish and lines.



#### Twist to shout

Opting to go for a real "feel" as opposed to cold tech, you twist the engine start/stop button instead of pushing it. Just like you would do with a regular key. Nice little touch.

#### Detailed design

Elements of Volvo's history are embedded everywhere. The seats come with a Swedish flag tag while the seatbelts hark back to the invention of this safety mechanism in the late 50's.

#### 1 Big on impact

The external styling is stoic, with an upright stance that looks like it means business, without looking like an accountant's ride. The face is made even more distinctive by the Hammer of Thor headlights that work as LED daytime running lights and also turn indicators.

#### 2 Greener and smaller.

The 2.0lt turbodiesel engine generates an adequate 225bhp and a whopping 470Nm of torque, but it doesn't want to get anywhere in a rush. Nor does it want any awards for the quietest diesel motor either. Functional is what it is and gets the job done.

#### 3 Ginger number

The lack of paddle shifts and laid back nature of the powertrain means it lacks a certain verve in the drive. Around corners, though, it's nimble enough to wrap itself around you and the 180 kilos of weight shaving over the previous generation shows on the twisties.

#### 4 Ready for action

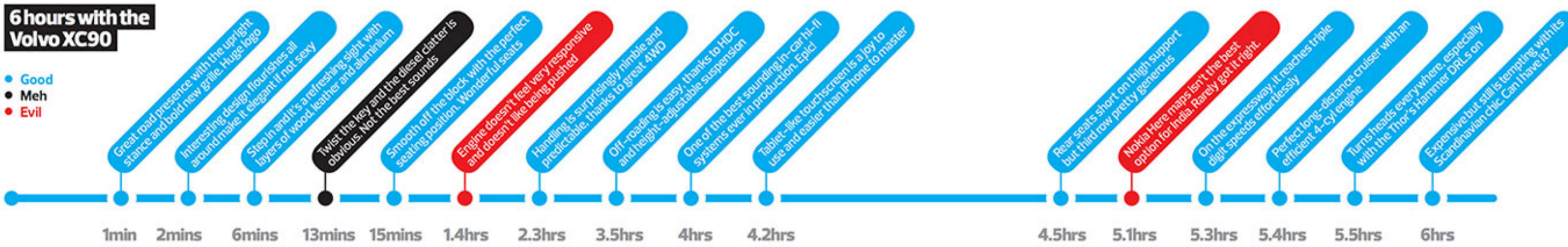
The various drive modes include an Off Road mode that raises the air-suspension by upto 30mm. It can even lower itself by 50mm only at the rear to allow loading of heavy items easier. Shove it in Dynamic mode and the new steering rack displays its prowess at turning direction accurately.

#### 5 Fully loaded option

It isn't cheap but in its European spec, it gets full fat 21in wheels shod with massive 275 section tyres, auto parking, voice control, Sat/Nav (Nokia Here maps), B&W premium hi-fi, as standard and a laundry list of other goodies. But power-adjust for steering and paddle shifts remain missing.

### 6 hours with the Volvo XC90

- Good
- Meh
- Evil



The big barge doesn't feel like one the moment you get behind the wheel. It pampers you with superbly supportive seats, a concert hall-on-wheels sound experience and a cutting-edge, yet easy to master user experience. Inspiring design inside and out, but I do wish the drivetrain was more engaging. @nishantpadhiar

**STUFF SAYS ★★★★★**  
Lack lustre engine but high on tech and dynamically proficient. This is the future of Volvo!