

# BEST OF BOTH WORLDS

Volvo's V90 Cross Country is many flavours combined, sweet and salty. Does it result in a bold new flavour that Indian luxury car buyers will love?



Photography: Eshan Shetty

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This one is going to be a conundrum for luxury car buyers! Meet said conundrum - Volvo's V90 Cross Country. The name suggests lots of elements that have helped create a particularly tantalising tease from Scandinavia. You see, traditionally, Indians have looked down at estates or station wagons. But, we have looked up to rugged SUVs. And, yearned for the luxury of limos. The V90 is promising to be all of that in one package.

## IT'S IN THE HEAD

Actually, it's the face. After having spent half a day with the V90 Cross Country the memories that linger are centred on the 'Thor's hammer' LED daytime running lights. The face is borrowed from the S90, and until the B-pillar the two cars could be considered identical. But as you look down the side the wagon-like styling becomes apparent. While the wheelbase is the same as the S90, the V90 is slightly longer and of course has the estate-like roofline that extends all the way to the back before cutting down towards the bumper.

The rear sloping tailgate adorns the discrete 'Cross Country' and 'AWD' badges with the signature Volvo waterfall tail lamps flowing down the D-Pillars.

## REAL ESTATE

That isn't something that the V90 CC is lacking in. The seats are wrapped in sumptuous leather, are ventilated and are adjustable in a number of indulgent ways. The seat base extends outwards; the lumbar support and side bolsters are also ever willing to do your bidding.

While the S90 doesn't offer a massage function, the V90 CC does. And it's brilliant but is offered only on the front seats. The 9" infotainment system looks like a crown. Sensus, as the system is called, helps cut away the clutter and makes for a cleaner look.

In the second row there is loads of knee and headroom. However, the seat base lacks under-thigh support. Seating three abreast can be managed for short journeys.

The powered tailgate flips open to reveal a 560-litre boot which can be extended to 1526 litres by flipping the 60:40 split rear seats.

## LOAD IT UP!

There really is no dearth of equipment on the V90 Cross Country. The headlamps are all-LED with cornering functionality. Radar-based safety systems like city safety and lane keeping assist are also offered. Heads-up display is offered as standard and apart from speed, it also provides navigation and safety

alerts and it also comes with park assist. And you also get a Bowers and Wilkins 19-speaker audio system with impeccable sound quality.

The Sensus system is paired with a 12" display for the driver along with a 4-zone climate control. The rear seats do not get massage functionality, but

there are manual sun-blinds and a massive panoramic sunroof.

## CROSS ROADS

The V90 CC is powered by the latest iteration of Volvo's two-litre, four-cylinder D5 diesel engine and now it comes packed with Power Pulse technology. You rarely ever need to breach the 2000rpm mark no matter what speeds you're doing. Plus, the all-wheel drive system helps put the 480Nm of torque most effectively. Paddle shifters allow for more control too.

The V90 also comes packed with drive modes: Eco, Comfort, Dynamic and Off-Road. If in the mood for some torque-induced kicks, Dynamic does the trick beautifully.

## ROUGHING THINGS UP

The V90 CC's suspension rocks, because it doesn't rock occupants around. The steel and air combo works remarkably well, encouraging us to drive faster over some very uneven cement roads. Where we should have been see-sawing wildly there was only mild bobbing. Neither does it thunk, and that's despite those massive 20" rims. Expansion joints and light potholes were gobbled up with ease.

Does the suspension crash? While tackling bigger potholes or carrying speed through the rougher sections, it does. If the V90 CC had 17 or 18" rims and taller sidewalls, those would make desi roads a non-issue. Just so you know, there is a space saver hidden under the floor of the boot. Just in case. No doubt, there is more class in the way the V90 CC rides than the S90. It doesn't feel too flighty in Comfort mode and shows more poise through the twisty bits in Dynamic, but you wouldn't call it sporty.

What you will call it is grippy. The all-wheel drive system makes sure

you can carry lots of speed through corners. It doesn't feel light on its feet, or telepathic, just very sure footed. The initial nose-heavy and understeery nature when entering corners can easily be corrected - just keep your foot down! The all-wheel drive system channels more torque to the rear axle and that helps it steer into corners better, as a result the faster you drive the better it steers!

1. Boot - Cavernous boot can take in a week's supplies.
2. Interiors exude the premiumness we've come to associate Volvo with.
3. Clocks look neat, are legible and offer lots of information.



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Off the tarmac, the Haldex all-wheel drive system showed an uncanny ability to paw its way up rain-soaked and grass-covered slopes without any fuss. No scrabbling, no sliding on the slick red mud, just traction. We indulged in mild rough-

## QUICK FACTS

### VOLVO V90 CC



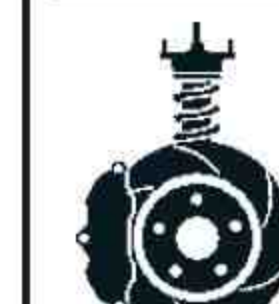
#### POWERPLANT

**Engine:** 4-cylinder, twin turbocharged diesel  
**Power:** 235PS @ 4000rpm  
**Torque:** 480Nm @ 1750-2250rpm



#### DRIVETRAIN

**Transmission:** 8-speed automatic



#### UNDERPINNINGS

**SUSPENSION**  
**Front:** NA  
**Rear:** Adaptive air suspension



#### BRAKES

**Front:** NA  
**Rear:** NA  
**Rim Size:** 20-inch  
**Tyres:** 245/45 R20



#### DIMENSIONS

**Wheelbase:** 2,941 mm  
**Length:** 4,936 mm  
**Width:** 1,879 mm  
**Height:** 1,475 mm  
**Fuel Tank Capacity:** 60 litres



#### PRICE

₹ 60 lakh (estimated)

roadings but the sense we got from the hardware was of confidence. The Pirelli W tyres use soft rubber and rounded shoulders for better grip. For extended sessions in the slick brown mud that we find in plenty around India, chunky block-pattern tyres are a must have. The Off-road mode stiffened up the suspension and made it easier to crawl at lower speeds. This is no hard-core off-roader, but the V90 CC will go where no luxury sedan would dream of going.

## CROSSING OVER

The V90 Cross Country isn't ostentatious, but handsome; and it is also capable, luxurious and good value. Cracking pricing, expected to be around the Rs 55-60 lakh range, will bring the V90 CC into consideration for anyone looking to buy a full-size luxury sedan.