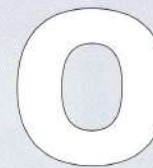


It's the Thought That Counts

In an uncertain world comes a car you can be certain about. Cutting-edge driver aids, pampering comfort, and a luxurious new platform form the new flagship estate from Volvo; a company once synonymous with boxy estates. How good is this latest attempt?

Story: Jim Gorde | Photography: Saurabh Botre



ONE SECOND IS ALL IT TAKES TO CONTEMPLATE what repercussions your actions will have. If people stopped to think, for just one second, the results of their choice of actions, especially in the greater scheme of things, the world would be a very different place. There would be no traffic jams, no accidents, and, safe to say, less anger and disappointment overall. But, sadly, some people just don't care, and their apathy has to be compensated for by others with thoughtfulness. That's where the people at Volvo come in. And that's why the safety

technology, active and passive features they're famous for, and smart, modern design come in. That's why there are Volvo cars like this V90 Cross Country.

Just a few years ago, if you wanted a top-of-the-line Volvo estate, you'd have to have the V70 D5 AWD — an S80 estate without a V8 to match. If you wanted one more butch, there was the XC70. Boxy, yet with curvy lines and understated design highlights, they were both hugely practical, spacious and extremely capable. Yet the less-evolved tend to overlook such aspects in favour of more dazzling displays of external flair that wow others. Volvo, thus, had to

change. And they did. The V90, then, and its Cross Country avatar we have here, are the result. And, unlike some, Volvo have done more than just shiny up the outside.

Bold LED headlamps bearing the Mjölfnir, or Thor's hammer, signature. Sleek, flowing lines encapsulating generous proportions, a long bonnet, large wheel-arches, 20-inch wheels, and a five-metre-long body, all form what is the new flagship estate for the Swedish major. This V90 'Cross Country' also gets front and rear skid-plates, side cladding, and an additional 60 millimetres of ride height. That's 210 mm of ground clearance. What's more, it isn't just a butch makeover. >



Road Test | Volvo V90 Cross Country D5 AWD



Unlike the V70 D5, the engine is no longer a 200-odd-PS 2.4-litre five-cylinder diesel. The V90 D5 gets a new 2.0-litre four-cylinder diesel with twin turbochargers and 235 PS and 480 Nm. A new eight-speed torque-converter automatic transmission drives a new-generation four-wheel-drive coupling, with the front getting most of the power. It can traverse challenging surfaces with its 18.9° approach angle, 17.7° breakover angle, and 20.7° departure angle, and can tackle a wading depth of up to 300 mm. The roof can hold a load of up to 100 kg, too. That's more than what most luxury estate owners in India will put it through, I may safely assume. The capability is there for those who need it.

It's a reasonably solid car, the V90 Cross Country, and it behaves like one. At just under 1.9 tonnes, it feels extremely well-built and is certainly very well equipped. Inside, there is nothing to tell it apart from the S90 luxury saloon, except for the fact that you sit higher off the ground. The perforated leather seats, wood inlays, aluminium trim accents, and Swedish aesthetics are appreciably understated yet have an aura of bespoke quality. Fit and finish are exquisite and attention to detail, as with Volvo, is with microscopic precision. The equipment level is no different from the S90 saloon and XC90 SUV either.

(Top) Handling is good for a car its size

(Left) Large 20-inchers with specially-made Pirelli P Zero VOLs are up to all tasks



Large touchscreen gives access to most functions

The large centre tablet-like touchscreen gives quick access to all vehicle functions, with its tile display making it easy to get used to. The crafted drive-mode selector and start/stop knob nestled in their mirror-finish piano-black trim surround look magnificent and add to the indisputable premium feel of the cabin. There are also large glass windows, a large infrared-reflective windscreen, and a huge panoramic folding sunroof, all of which let in a generous amount of natural light while reducing noise from the outside. The CleanZone system and dual-zone climate control ensure maximum air quality devoid of pollutants and odours, for the best in-cabin experience. Top-notch safety systems, both camera- and radar-based, assure maximum safety in all circumstances.

On the move, the most evident of those safety features is the active lane-keep assist. So long as there are white lines on the road, the car will pretty much steer itself. The collision mitigation system, with its automatic braking, is useful during drives where distractions are inevitable. For a diesel estate, it doesn't disappoint with its dynamic performance. Acceleration figures — 0-100 km/h in 8.9 seconds — are one thing, but it's the way it handles: its planted feel, smart torque- >

Volvo V90 Cross Country D5 AWD (Rs 60 lakh, ex-showroom) ★★★★★

Car Road Test 519



Specifications

Engine

Cylinders	Four, in-line
Layout	Front, transverse
Type	Turbocharged, DI
Fuel	Diesel
Bore x stroke	82.0 x 93.2 mm
Capacity	1969 cc
Compression ratio	15.8:1
Valvegear	DOHC, four valves/cyl

Engine Output

Max power (PS)	235
Power peak (rpm)	4000
Red line (rpm)	5000
Max torque (Nm)	480
Torque peak (rpm)	1750-2250

Transmission

Eight-speed, automatic	
1st gear	5.250
2nd gear	3.029
3rd gear	1.950
4th gear	1.457
5th gear	1.221
6th gear	1.000
7th gear	0.809
8th gear	0.673
Reverse gear	4.015
Final drive	3.200
Drive wheels	AWD

Wheels & Tyres

Wheel size	20"
Tyre size	245/45 R20

Brakes

Front	345-mm ventilated discs
Rear	320-mm solid discs

Suspension

Front	Double wishbone, coil springs, dampers, and stabiliser bar
Rear	Integral axle, air suspension

Accommodation

Seating	5
Head Room, F/R	950/950 mm
Leg Room F (max/min)	1150/950 mm
Knee Room F (max/min)	830/650 mm
Knee Room R (max/min)	870/650 mm
Shoulder Room	1410 mm
Fuel tank	60 litres
Boot space	560-1953 litres

Driver Aids

ABS, EBD, EBA, ESC, HSA, HDC, IDIS, ACC, HUD, Lane Keep Assist, Pilot Assist, Collision Warning, Auto Brake, Drive Modes, Active Chassis, Road-sign Information, 360° Camera, Park Assist, Voice Control

Car Ratings

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Fuel Efficiency:	★★★★★
Dynamic Ability:	★★★★★
Space:	★★★★★
Creature Comforts:	★★★★★
Driver Appeal:	★★★★★
Safety:	★★★★★
Interior:	★★★★★
Suspension:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Steering:	★★★★★
Braking:	★★★★★

Highlights

- Comfort
- Safety
- Space
- Equipment
- Practicality

Test Results

Speedo Error (km/h)

Indicated	True
20	18.6
40	38.1
60	57.6
80	77.0
100	97.0
120	116.7

Standing 1/4 Mile

0-400m sprint	16.43 s
Terminal speed	141.21 km/h

Overtaking Acceleration

Roll-ons (km/h, seconds)	
40-60	1.74
60-80	2.23
80-100	2.77
100-120	2.93

Top Speed

Claimed	230 km/h
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Braking

80-0 km/h	2.19 s, 24.37 m
100-0 km/h	2.74 s, 38.44 m

Performance Factors

Power:Weight (PS/tonne)	125.87
Specific Output (PS/litre)	119.35
Specific Torque (Nm/litre)	243.78

Fuel Efficiency (km/l)

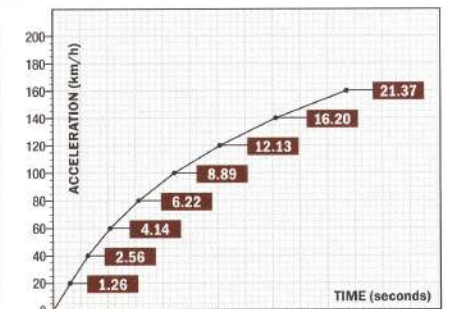
City	9.5
Highway	14.0
Overall*	10.6

* Overall is 25% highway and 75% city driving

Test Conditions

Altitude	550m above MSL
Weather	Warm, windless, dry

Performance



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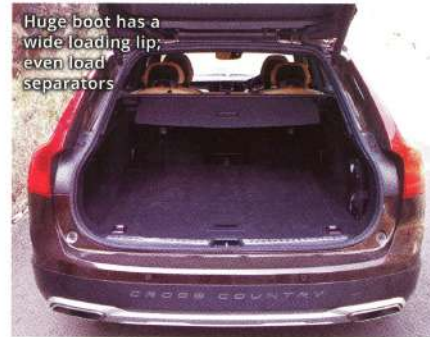
vectoring, and stability over undulations that make it such a feel-good car. It's reassuring, comfortable, and relaxing at the same time.

Should you wish to indulge in some spirited driving, a flick of the drive-mode selector to 'Dynamic' is enough to turn the dials red, place huge numerals dead centre, and alter the entire feel of the car. The mechanical front suspension and rear air suspension work well to provide a wafting ride quality, with only deep potholes managing to upset the aural cocoon. It glides over the others with ease and offers maximum grip and stability while cornering, on changing surfaces, wet or dry, and even under heavy braking.

But you're not going to buy a diesel estate to do a 0-100 km/h drag now, are you? It's the huge 1,953-litre boot, its powered



Twin-turbo diesel delivers a healthy 235 PS and 480 Nm



Huge boot has a wide loading lip, even load separators

hatch, the split rear seats that fold flat at the touch of a button, and its ability to handle a variety of cargo that will win the practical hand. The wide load area and choice of load separators make storing all sorts of objects easier. Besides, the whole thing is removable. Or just add a cargo net to keep everything restrained. The storage spaces are numerous about the cabin, too. Cup- and bottle-holders, door-pockets, sliding concealed storage, and a veritable container under the front arm-rest, all make for usable storage spaces that take no more than a second to operate. It's all up for long drives loaded to the roof. Its 60-litre fuel tank and overall 10.6 km/l will let you travel over 630 km before needing a refill. And, at Rs 60 lakh (ex-showroom), it offers a lot of kit for the money.

All in all, if you need a car that delivers on luxury, safety, space, practicality, and creature comforts, while being stylish and distinguished, the V90 Cross Country is a not-so-boxy modern luxury estate that ticks all the boxes. They've thought about everything so you don't have to. 