





**VOLVO**

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**VOLVO**

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# **850 ESTATE**

## **PRESS INFORMATION**

### **A PERSONALISED VOLVO -**

#### **PLEASURE AND PRACTICALITY COMBINED**

When Volvo develops a new car model, the options and accessories are designed and developed alongside it to enhance safety, style and comfort.

The new Volvo 850 estate is no exception and a variety of choices enable owners to personalise the car to their own particular needs.

From launch, two option packs will be available:

Option Pack A for the 850 GLT 2-litre consists of six spoke 15" alloy wheels, a multi-function trip computer and electric rear windows, and costs £760.

Option Pack C is available on all 850 estates and comprises of roof rails, load compensating rear suspension and a luggage net, at a cost of £595.

Both of these can be combined on the Volvo 850 GLT 2-litre model. Further options will be made available across the range in the late summer.

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## **Specially Tailored Accessories**

In addition to the options, Volvo 850 estate customers have a full range of Volvo-designed accessories to choose from at their local dealership.

One of the most popular on the Volvo estate range is the foldable extra seat which when fitted into the luggage compartment turns the car into a seven seater.

This specially designed seat provides seating for two children up to 40kg each, with three-point seat belts and head restraints for added security.

Extra protection is also available for rear seat passengers in the form of two different luggage safety nets. New for the 850 estate is a very strong synthetic net which is pulled up and attached to the roof like a roller blind. Its ingenious design allows it to be rolled into the rear seat backrest when not in use. The other option is a fixed steel net which can be folded flat against the roof after use.

Other accessories on offer from launch include roof rails, towbars, towbar electrics and a roof spoiler.

# 850 ESTATE

## PRESS INFORMATION

1 May 1993

### **STYLE AND RESPONSIVENESS 'HIGHLIGHTED'**

### **IN NEW VOLVO 850 ESTATE**

A new front-wheel-drive estate car which combines driver appeal with versatile carrying capacity and eye-catching styling is launched in the UK by Volvo on May 1.

The Volvo 850 estate builds on the reputation for advanced safety and responsiveness that the saloon has already achieved, whilst drawing on Volvo's vast experience in the estate car market.

Utilising a choice of transverse, 2-litre and 2.5-litre, five-cylinder, multivalve power units, the new car is Volvo's first front-wheel-drive estate - and above all a driver's car.

Technical innovations, including Volvo's compact three-shaft manual gearbox, unique Delta-link rear suspension layout and SIPS (side impact protection system), ensure that driving pleasure is allied to traditional Volvo standards of safety.

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The Volvo logo, consisting of the word "VOLVO" in a bold, blue, sans-serif font.

A stylish rear-end design which incorporates distinctive tail lights that stretch from bumper to roof also mark the Volvo 850 estate as a car which stands out from the load-carrying crowd.

Comprehensive equipment levels mirror those of its saloon counterpart with ABS (anti-lock brakes), power assisted steering, central locking, heated front seats, electric front windows and a catalytic converter standard on all versions.

All estates also come fitted with a load cover and rear wash wipe.

### **Volvo Versatility**

A versatile interior which can be adapted to meet a variety of family or leisure pursuit needs was foremost in the design of the Volvo 850 estate.

Volvo's clever rear seat layout for the new estate enables the split backrest to be folded 1/3-2/3 to give load carrying capacities varying from 28 cubic feet with five people on-board to a spacious 56 cubic feet with the rear seat folded down. The front passenger seat backrest can also be folded flat to take items up to 2.75 metres in length.

This special rear seat incorporates three-point inertia reel seatbelts for all three passengers, which are cleverly incorporated into the seat backrest - so ensuring they do not encroach on the load area.

Volvo's award-winning central child safety seat, which is incorporated in the rear seat armrest is also standard on all 850 estate models.

In the UK the following versions of the Volvo 850 estate will be available from launch:

Volvo 850 SE estate	2-litre	£17,795
Volvo 850 GLT estate	2-litre	£18,795
Volvo 850 GLT estate	2.5-litre	£21,395

Says Volvo Car UK Limited's Managing Director, Charles Hunter-Pease: "Last year Volvo claimed almost 50 per cent of the UK's traditional large estate car market. The new 850 complements our existing 900 series estate range and opens up major new customer opportunities for us.

"We see the Volvo 850 estate as a sports saloon with added cargo space rather than a pure load carrier. But it retains our traditional levels of safety, durability, reliability and low costs of ownership."

## **VOLVO 850 ESTATE - THE FULL DETAILS**

### **THE MARKETPLACE**

Volvo have dominated the traditional UK large estate car market in recent years with both the Volvo 240 and Volvo 940/1960 ranges.

Last year, sales in this sector increased from 1991 's total of 18,891 to 24,264.

Volvo took nearly 50% of the sales to end 1992 with 11,716 sales, despite increased competition from new models including the Ford Granada and Citroen XM estates.

Now, with the launch of the front-wheel-drive Volvo 850 estate to complement the rear-wheel-drive Volvo 900 series, Volvo is looking to attract a new range of customers to the traditional estate market by offering them spirited performance and driving pleasure with estate car versatility.

Says Volvo Car UK Limited's Director of Marketing, Alexei Orlov: "Our new estate will be competing head-on with recently introduced products from BMW and Audi and provides those who need the practicality of an estate - whether for family or leisure reasons - with a car that drives and handles like its saloon counterpart.

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"We believe that many of the 3,000 sales that we plan for the remainder of 1993 will be to customers new to the Volvo marque."

## **Customer Profile**

Extensive market research has revealed that the appeal of the traditional estate sector has increased in recent years owing to improved designs, greater comfort and increased choice.

Despite these advances, estates are still seen to lack dynamism with estate car buyers often believing that they are compromising handling and performance for functionality. This is a perception that is tackled head-on by the 850 estate.

Young executives looking for style and performance are the target group identified as the Volvo 850 estate's main customer base. Typically these individuals have an average age of 37, are usually male, ABC1 and with a family.

They cover a high annual mileage and would already own a large or upper medium sector car. Pursuing an active lifestyle, they are confident, ambitious and enjoy driving. Hobbies and interests include sports, DIY, music and family.

## **DESIGN**

Like its saloon stablemate, the Volvo 850 estate was designed in-house with the brief that it should sacrifice none of the saloon car properties in creating a smart - but practical - estate model. In essence, the team were charged with taking the Volvo estate car concept one step further - to design a five-door sports saloon with extra space when needed.

Reflecting Volvo estate tradition with its distinctive front grille, the design of the 850 estate mirrors that of the saloon from the C-pillar forward and returns an impressive drag co-efficient of 0.32.

The spacious cabin of the saloon has been retained in a 2665mm wheelbase - with transverse engine installation and front-wheel-drive helping to keep the estate's overall body length to within 5cm of the saloon at a compact 4.71 m.

The Volvo 850 estate's extended roofline ends in a tail design that combines original style with sound aerodynamics and clever safety features.

Most striking are the vertical tail lamps which run from bumper to roofline and wrap around the sides of the car. Incorporating direction indicators, brake light, two tail lamps, reversing lamp, and reflective panels, their positioning ensuring that they stay clean from accumulated road dirt and are always clearly visible.

In addition, the twin tail lights add further safety by ensuring that one always remains lit even if a bulb burns out.

The cleverly designed rear tailgate, with its wrapover rear window, has hinges and springs that are located inside the roof so that there are no obstructions whatsoever when it comes to loading bulky items.

Suspended on gas springs, the tailgate gives a rear opening 77cm high. Combined with a loading height of just 59cm and protective plastic mouldings around the load aperture to prevent body damage - the Volvo 850 is an easy to use and practical estate.

Extensive wind tunnel testing has been carried out to optimise the estate's crosswind stability and to ensure that dust and dirt accumulation is kept to a minimum on the tailgate glass. Even so, the standard rear wash wipe system gives a sweep which covers a massive 77% of the rear glass area.

Another ingenious solution is the radio aerial which is integrated in the left rear side window to reduce the risk of vandalism - whilst still providing excellent reception.

## **SAFETY AND STRUCTURE**

Safety is a core value with any Volvo and the 850 estate is no exception, bringing together bodyshell strength, dynamic excellence, personal protection and superior ergonomics to make this one of - if not the - safest estate on the market.

The 850's safety engineering starts with the bodyshell, which is designed to provide maximum safety in a crash no matter from which direction the impact comes. Interplay between different systems help absorb and distribute crash energy.

For maximum rigidity the 850's body side is pressed in one piece without welded joints, as are the tailgate surround and doors. The roof is welded to the body side in a laser weld operation - the longest of its kind in the industry - to give a smooth, flush and extremely strong seam.

Extensive use of high tensile sheet steel (HSS) in more than a third of the car's structure ensures extra strength, and combined with galvanised sections, gives excellent corrosion protection.

## **SIPS - A Unique Volvo Solution**

The single most important crash energy distribution system in the 850 estate is Volvo's unique and patented side impact protection system - SIPS.

SIPS is an integral part of the car and utilises its structural strength along with energy absorbing elements in the car interior to reduce injury risk in the event of a side impact.

Transverse floor members and load-bearing cylinders located in the seats themselves provide strength across the car. In between the front seats is a 'SIPS box' which absorbs energy transferred through the seats and re-distributes it to the other side of the car and down into the floorpan.

In addition, the estate's B-pillar has an energy dissipating base and continues as a strong beam across the centre of the car's roof. The doors also contain energy-absorbant padding as well as impact bars.

Therefore, SIPS enables the force of a side impact to be distributed and dissipated over several elements of the car to reduce effectively the force on the occupants and retain the survival space.

Strong and correctly-designed crumple zones also play their part in all-round protection.

The powertrain is mounted in a sturdy sub-frame attached to the chassis by rubber bushes to help absorb energy in case of a frontal collision, with ample space provided behind the engine's installation.

This sub-frame works, together with the front side members, bonnet, pillars, doors and sills, as load-bearing elements in frontal collisions both in head on and offset crashes.

The front side-members (two per side) are positioned parallel to and above the level of the wheels. The lower ones are angled outwards towards the sills and prevent the front wheels penetrating the footwell in an accident, forcing them outwards instead.

The front ends of the lower members are also linked to transfer energy absorption to both sides even in an offset collision. Frontal forces are therefore distributed over a large area.

Further crash energy is absorbed by the floorpan itself whilst the rear crumple zone is designed along the same lines as the front one. It employs two side members to maximise cargo space without sacrificing crash protection.

## **Passenger Protection**

Personal protection for every occupant was of paramount importance in the interior design of the new estate. Main safety features include:

- three point seatbelts for all five occupants including the central rear seat position;
- a unique rear seat design that incorporates an integrated child safety seat located in the central armrest and seat belts located in the base of the backrest for excellent belt geometry;
- Volvo's special front seat belt reel which automatically adjusts to the occupants shoulder height;
- mechanical front seatbelt pre-tensioners;
- front and rear seat design that prevent submarining;
- adjustable headrests for all five occupants;
- optional auxiliary rear seats with three-point belts, bringing the total to seven.

## **THE ENGINES**

When the Volvo 850 project was conceived, the goal was to achieve the comfort of six cylinders and the economy of four - the answer was the World's first in-line, multivalve five-cylinder unit which is transversely mounted and drives the front wheels.

Combining low weight with energy efficiency, compactness and performance, this new breed of Volvo engine is available in two versions in the new 850 estate - a 2-litre and 2.5-litre.

Both all-alloy units feature double overhead camshafts and an electronically controlled fuel and ignition system. The four-valves per cylinder are set at a relative angle of 58 degrees in pentroof-type combustion chambers.

To produce the car's free revving, sporty character without sacrificing a flexible torque curve Volvo designed V-VIS, the Volvo Variable Induction System.

Each cylinder has twin inlet ducts, parallel but of different lengths, each one optimised for a given range of revs. At low revs only the longer duct is open giving excellent low-speed torque. The shorter duct opens at higher engine speeds to fully utilise the four-valve technology. The result is an even spread of torque and spirited top-end performance.

With a power output of 143bhp at 6,500rpm the 2-litre powerplant produces a healthy 130lb/ft of torque at 3,800 rpm yet can still return 42.8mpg at a constant 56mph.

The 2.5-litre version produces 170bhp at 6,200rpm and 162lb/ft torque at 3,300 rpm and gives 44.1 mpg at a constant 56mph.

Both units develop up to 90 per cent of maximum torque available from low down in the rev range giving a wide spread of power in the crucial 2,000 to 6,000 rpm sector.

Top speeds for the 2 and 2.5-litre estates are 124 and 131 mph with 0-62mph acceleration times of 11.2 and 9.5 seconds respectively.

## **GEARBOX**

Compact gearbox designs were essential for the Volvo 850 estate's transverse engine fittings and engineers came up with a novel solution - a three shaft five-speed manual gearbox.

The M56 unit utilises one main shaft (primary) and two short idling shafts (secondary) located one above the other, instead of the customary two shaft design. Its total length measures just 353mm.

The optional four-speed automatic gearbox is electronically controlled and features three different driving modes: economy, sport and winter. This transmission uses two planetary gears instead of one, again to maximise space-saving.

## **SUSPENSION, STEERING AND BRAKES**

Dynamic safety was paramount in the design philosophy of the new Volvo 850 estate which has resulted in a sophisticated chassis layout that makes the car both safe, and enjoyable to drive.

The refined and predictable handling are aided by a weight distribution split 60/40, highly refined McPherson strut front suspension, the unique Delta-link rear suspension, excellent feedback from the power steering and powerful ABS brakes.

To enhance driving pleasure, a slight amount of oversteer is built-in. This is automatically counteracted by the steering links in the Delta-link rear suspension which compensate when the car enters a corner thus ensuring complete stability.

### **Front Suspension**

The front suspension uses spring struts with the damper asymmetrically positioned in the coil springs. The lower part of the struts are connected to the sub-frame through rugged lower triangular wishbones forged from aluminium.

The inside of the wishbone is attached to the sub-frame through strong rubber bushings.

The anti-roll bar is directly attached to the spring strut through a link and the front-end geometry is carefully chosen to prevent 'dive' or 'lift' during braking or accelerating.

In addition, symmetrical drive-shafts ensure that torque-steer is all but eliminated.

## **Rear Suspension**

Volvo's innovative solution to the rear suspension design has already been acclaimed for its performance in the 850 saloon.

This patented Delta-link split semi-independent system, which combines the advantages of a beam, or live axle with those of independent suspension, has been carried over virtually unchanged into the new 850 estate. Only the spring rates have been slightly stiffened to complement the estate's carrying capacity.

In essence the system comprises two trailing arms with the wheels attached to the rear end of the arms. The front of the arms are attached to the body. To each trailing arm is attached two tapered parallel transverse arms (axle halves).

The wide end of each transverse link is rigidly fixed on each side to the trailing arm and the narrow end is connected to the other axle half through a rubber bush.

The gas shock absorbers are fitted between the trailing arms and the body floor - ensuring a compact system that does not intrude into the cargo floor.

When driving in a straight line with both wheels moving simultaneously the transverse axle halves form a rigid connection between the trailing arms.

However, when cornering or driving over rough surfaces the flexible connection allows a certain amount of independent wheel movement i.e one up, one down.

Another clever Delta-link feature permits a certain degree of 'rear wheel steer'.

Thanks to the elastic mounting of the trailing arms via the steering links, some parallel movement in the lateral direction of the rear wheel is permitted.

The result - predictable handling and excellent stability when cornering.

## **Steering**

The rack and pinion, power-assisted steering, fitted as standard to the 850 estate, is weighted for excellent driver feedback.

Just 3.2 turns of the steering wheel lock-to-lock and an excellent turning circle of 10.2 metres give the 850 manoeuvrability, comparable to that of a small hatchback.

## **Brakes**

The 850 estate is fitted with disc brakes all round, ventilated at the front, and comes with an ABS anti-lock system as standard.

## **Wheels and tyres**

Volvo 850 SE Estate	Steel 6" x 15 wheels	185/65 HR tyres
Volvo 850 GLT Estate	Alloy 6.5" x 15 wheels	195/60 VR tyres

## **INTERIOR DESIGN**

Safety, excellent ergonomics, ride comfort and cabin temperature are all elements that were considered carefully in the interior design of the Volvo 850 estate.

A user-friendly driver's environment encourages driver alertness and comfort and therefore promotes active safety.

Seats developed from Volvo's long-standing association with orthopaedic expertise and close studies of the human body ensure excellent lumbar and lateral support. The driver's seat has the following adjustments: fore and aft, cushion height, backrest angle and lumbar support. Both front seats are electrically heated.

In addition the steering wheel is adjustable for reach and height, giving a combination of adjustments that give the driver an opportunity to select a perfect driving position.

A well-laid out dashboard has instruments that are clearly marked and fall easily to hand. All main read-outs are microprocessor controlled to ensure maximum accuracy and reliability.

Rear seat passengers also benefit from an anatomically designed seat with special emphasis placed on back and thigh support.

The transverse powertrain and compact Delta-link suspension help maximise cabin space in the Volvo 850 estate with plenty of leg, arm and headroom for all five passengers in addition to 28 cubic feet of luggage space, all available in an estate measuring just 4.71 metres in length.

The design of the rear suspension means that all passengers travel within the car's wheelbase, which contributes to excellent ride comfort over rough surfaces.

Storage space for oddments, even by estate standards is impressive. A large glove compartment, door and seat pockets and a centre console storage box provide plenty of space for loose items.

### **Efficient Climate Control**

Scientific studies conducted by Volvo have proven the link between correct cabin temperature and driver alertness.

The 850 estate incorporates Volvo's latest climate control system developments which give quick response, a rapid, noticeable and even change of temperature when required and draught-free ventilation.

Air can be circulated at up to 150 litres per second and there are individual temperature controls for both driver and passenger. A full recirculation mode controlled by a dashboard button can shut out external traffic fumes or change the in-car temperature more rapidly.

Sixteen vents control the airflow around the interior including two on the rear side windows of the luggage compartment to aid excellent all-round visibility.

An optional air conditioning unit featuring Volvo's Electronic Climate Control (ECC) provides seven sensors to monitor constantly the exact interior temperature and will be available in the autumn.

### **Versatile Cargo Area**

First-rate carrying capacity has been a virtue of Volvo estates that has secured them a market-leading position for many years.

Attention to detail design has ensured that the new 850 estate sets new standards in terms of its efficiency and versatility.

Major features include:

- a luggage compartment with a completely flat floor and a wide tailgate opening that has its hinges located in the roof giving no obstructions whatsoever;
- with all five occupants on board a loading area measuring 28 cubic feet, extending to generous 56 cubic feet with the rear seat folded;
- a unique rear seatbelt design that has its centre reel built-into the seat backrest so preventing any obstruction once the rear seat is folded;
- rear seat split 1/3 - 2/3 for added flexibility;
- a load space with the rear cushion folded that extends to 183cm;
- the front passenger seat backrest that folds forward to carry loads up to 2.75 metres in length;
- ingeniously designed rear seat headrests which retract into the seat when it is folded forward;
- a red safety tag reminder to warn if the rear seat backrest is not secured properly back into position;
- two extra load hatches in the rear floor which can be used to fit the optional rear facing child seat to turn the 850 estate into a full seven-seater;

- six sturdy loops on the compartment floor to help secure loads.

A synthetic safety net which is hidden in the rear seat backrest and drawn out like a roller blind when needed is available as an optional extra. It attaches to the roof and provides the same protection in a crash as a conventional steel net.

## **EQUIPMENT LEVELS**

The high level of standard specification for the Volvo 850 estate mirrors that of its saloon counterpart.

Included as standard on the Volvo 850 SE estate are: tinted windows, heated door mirrors, power steering, central locking, load cover, heated front seats, manual steel sunroof, electrically operated passenger door mirror, electric front windows, four speaker stereo radio cassette and ABS.

The GLT versions add: colour co-ordinated bumpers and door mirrors, external temperature gauge with ice sensor, electric glass sunroof and GLT velour upholstery.

Top-of-the range 2.5-litre versions also come with alloy wheels, electric rear windows and a trip computer as standard.

Full equipment listings are included in the specification sheets.

## **ENVIRONMENT**

Environmental research has been a Volvo priority for many years. The 350 estate draws on this heritage to reduce significantly its environmental impact.

Factors include:

- the elimination of cadmium, mercury, asbestos and chromic acid from material used and production processes;
- replacement of CFO's in all air-conditioning units and by the end of 1993 in the manufacture of all foam plastic parts;
- fitment of a three-way catalytic converter with Lambda Sond which purifies emissions much more quickly after a cold start;
- all plastic parts over 100g marked for recycling.

## **AFTER SALES**

Volvo's reputation for reliability and durability are allied to an After Sales service which gives all Volvo 850 estate buyers extra peace of mind.

A standard 12 month unlimited mileage warranty is supplemented by one year's free RAC membership.

In addition to this, after the first 12 months, if the car is serviced in accordance with Volvo's Service Programme by an authorised Volvo dealer, it qualifies for Lifetime Care.

This unique commitment allows for rectification of any faulty repairs or workmanship due to a manufacturing defect and will also contribute towards the cost of repair after the age and mileage of the car have been taken into consideration.

In addition, servicing costs on the new Volvo 850 estate have been kept to an absolute minimum with the car requiring no initial 1,000 mile service and requiring dealer visits at 10,000 mile or 12 month intervals.

Another major purchase factor is insurance cost and once again the Volvo 850 proves to be more than cost effective with 2-litre versions rated in group 12 and 2.5-litre versions in group 13. Further discounts are available through Volvo's special owner's insurance scheme run in conjunction with Sun Alliance.

### **PRICES**

Volvo 850 SE estate	2-litre	£17,795
Volvo 850 GLT estate	2-litre	£18,795
Volvo 850 GLT estate	2.5-litre	£21,395

# Technical Specifications

<b>ENGINE OPTIONS</b>						
<b>CAR TYPE</b>	<b>850 SE</b>		<b>850 GLT 2.0</b>		<b>850 GLT 2.5</b>	
Engine	B5204F		B5204F		B5254F	
Configuration	Transverse – 20 valve		Transverse – 20 valve		Transverse – 20 valve	
Cylinders	5		5		5	
Bore x stroke (mm)	81/77		81/77		83/90	
Engine capacity (cc)	1984		1984		2435	
Max output ECE (hp/rpm)	143/6500		143/6500		170/6200	
Max. torque ECE (Nm/rpm)	176/3800		176/3800		220/3300	
Octane rating	95 unleaded*		95 unleaded*		95 unleaded*	
Fuel system	Microprocessor – controlled adaptive system and diagnostic unit (LH Jetronic)		Microprocessor – controlled adaptive system and diagnostic unit (LH Jetronic)		Microprocessor – controlled adaptive system and diagnostic unit (LH Jetronic)	
Exhaust system	Catalytic converter with Lambda sond		Catalytic converter with Lambda sond		Catalytic converter with Lambda sond	
<b>FUEL TANK</b>						
Volume (litres/gallons)	73/16		73/16		73/16	
<b>TRANSMISSION</b>						
Automatic	4 Speed inc. O.D. mode selector		4 Speed inc. O.D. mode selector		4 Speed inc. O.D. mode selector	
Manual	5 Speed		5 Speed		5 Speed	
<b>STEERING SYSTEM (rack &amp; pinion)</b>						
Power assisted	●		●		●	
Turning circle	10.2 m		10.2 m		10.2 m	
Tyre size	185/65		195/60		195/60	
<b>PERFORMANCE</b>						
	<b>Saloon</b>	<b>Estate</b>	<b>Saloon</b>	<b>Estate</b>	<b>Saloon</b>	<b>Estate</b>
Top speed (mph)	125	124	125	124	131	131
Acceleration 0-62 mph (s)	10.8	11.2	10.9	11.2	9.3	9.5
<b>WEIGHTS (approx)</b>						
Av. Kerb weight (kg)	1455	1451	1469	1456	1479	1460
Max. permissible towing weight (kg)	1600	1600	1600	1600	1600	1600
Max. recommended towing weight (kg)	1236	1238	1248	1237	1257	1241
Optimum/Max. nose weight (kg)	50/75	50/75	50/75	50/75	50/75	50/75
<b>LUGGAGE COMPARTMENT</b>						
Volume (cu.ft.)	14.7	28	14.7	28	14.7	28
Volume rear seats down (cu.ft.)	32.2	56	32.2	56	32.2	56

\* Please note: You must only use unleaded petrol in a car equipped with a catalytic converter.

● Standard

Data valid for manual transmission.

# Standard and optional equipment

CAR TYPE	850 SE	850 GLT 2.0	850 GLT 2.5
<b>EXTERIOR</b>			
Metallic paint	○	○	○
Tinted windows	●	●	●
Wheel covers	●	●	-
6 spoke 15" alloy wheels	-	○	●
Multispoke 15" alloy wheels	○	-	-
Colour co-ordinated bumpers/door mirrors	-	●	●
Burglar alarm	○	○	○
Catalytic converter with Lambda sond	●	●	●
Boot lid spoiler	○	○	○
Suspension lowering kit*	○	○	○
<b>SAFETY</b>			
Delta link independent rear suspension	●	●	●
Automatic load compensating suspension	○	○	○
SIPS – Side impact protection system	●	●	●
Airbag – SRS (driver's side only)	○	○	○
Front seat belt pretensions	●	●	●
Laminated windscreen	●	●	●
High level rear brake light	●	●	●
Head restraints front and rear (all five seats)	●	●	●
Rear fog light & hazard warning lights	●	●	●
Open door indicator	●	●	●
Three point inertia reel seat belts front and rear (five in total)	●	●	●
Automatic seat belt height adjustment front	●	●	●
Safety belt reminder	●	●	●
Collapsible steering column	●	●	●
Integrated child safety seat – rear arm rest	●	●	●
Child proof locks – rear doors	●	●	●
Anti-lock brakes (ABS)	●	●	●
Brake circuit failure warning	●	●	●
TRACS – Traction control system	○	○	○
Warning light on open doors	●	●	●
Bulb failure warning	●	●	●
Headlamp wash/wipe	●	●	●
External temperature gauge (including ice alert)	○	●	●
Heated rear window	●	●	●
Lockable fuel filler cap	●	●	●
Offset collision protection system	●	●	●
Permanent dim/dip headlamps	●	●	●
Heated door mirrors	●	●	●
Rear screen wash/wipe (Estates only)	●	●	●

● Standard    ○ Option    - Not available

\* Manual transmission without load compensating suspension only.

CAR TYPE	850 SE	850 GLT 2.0	850 GLT 2.5
<b>COMFORT</b>			
Power steering	●	●	●
Automatic transmission	○	○	○
Central locking, 3 way system	●	●	●
Adjustable steering column – height/reach	●	●	●
Adjustable backrest with lumbar support	●	●	●
Heated front seats	●	●	●
Height adjustable driver's seat	●	●	●
Electric glass sunroof	-	●	●
Manual steel sunroof	●	-	-
Electrically adjustable driver and passenger door mirrors	-	●	●
Electrically adjustable passenger door mirror	●	-	-
Electric windows – front	●	●	●
Electric windows – rear	○	○	●
Air conditioning	○	○	○
Climate unit – 100% recirculation	●	●	●
Cruise control	○	○	○
Leather steering wheel	○	○	○
Tilttable passenger seat	●	●	●
Electrically operated driver's seat with memory	○	○	○
Electrically adjustable passenger seat	○	○	○+
<b>INTERIOR</b>			
Cloth upholstery	●	-	-
GLT upholstery	-	●	●
Leather-faced upholstery	○	○	○
Folding split rear seat backrest	●	●	●
Forward folding passenger seat backrest	●	●	●
Hatch for long items – rear seat	●	●	●
Stereo/radio cassette player CR708	●	●	●
RDS radio/cassette player CR901	○	○	○
Four speaker system	●	●	●
Electric aerial (Saloons only)	●	●	●
Integral aerial in rear side window (Estates only)	●	●	●
Lockable glove box	●	●	●
Tachometer	●	●	●
Trip computer	○	○	●
Courtesy light – with delay	●	●	●
Reading lamps front/rear	●	●	●
Separate instep lighting	●	●	●
Load cover (Estates only)	●	●	●
● Standard    ○ Option    - Not available    + Available only in conjunction with electrically adjustable driver's seat.			

The information, specification and illustrations relating to the models described in this brochure, may be different in respect of similar vehicles currently on sale in the UK. When making enquiries about any vehicle, please ask your Volvo Dealer to advise you of any differences from the specifications which are contained in the brochure. Specifications may differ in the Republic of Ireland.

