

2006 model year

VOLVO S40

OVERVIEW:

In brief:

- Premium compact, four door saloon, in Volvo's Saloon Range (S40, S60, S80).
- Revolutionary interior with unique, ultra-thin centre stack with display and menu system to personalise locking functions and audio settings.
- Higher standard specifications than most other premium brand rivals.
- Volvo safety standards, inc WHIPS, SIPS, DSTC, IC, etc.
- Four and five cylinder engines available; petrol and diesel from 1.6-litre.
- High quality Performance, High Performance and Premium audio systems – with Dolby Pro Logic II surround sound™ available.
- RTI satellite navigation now available with RDS-TMC.
- Healthier Oeko-Tex standard compliant, emissions-free interior.

With dynamic design, quality and class-leading safety, the Volvo S40 saloon is a true Volvo and one that asserts a unique identity in the growing premium compact class.

Boasting a four-door bodyshell in a sector currently dominated by three or five-door alternatives, it will appeal to a new set of younger customers who demand a car that combines the practicality of a four door saloon with the style, comfort and refinement afforded by a premium marque.

"Premium car buyers might opt for a smaller model, but they won't accept compromises," said Hans-Olov Olsson, the CEO and President of Volvo Car Corporation at the S40's launch at the Frankfurt motor show in September 2003. "Thankfully, with the new Volvo S40, they won't have to."

The S40 is available in S, Sport, SE and SE Sport trim levels, with engines ranging from 1.6-litre petrol and diesel to the high-performance five-cylinder T5, and since it arrived in UK showrooms in early 2004, the S40 saloon has become Volvo's third best-selling model (after the XC90 and V70), representing 17 per cent of Volvo's total UK sales.

In Full:

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- Healthier Oeko-Tex standard compliant, emissions-free interior.
- Available in S, Sport, SE and SE Sport trim levels
- Volvo UK's third best-selling model in the range (behind XC90 and V70).

The S40 fits is the entry model of Volvo's S-Range of saloons, consisting of the compact S40, coupe-like S60 and large, executive S80. Produced at Volvo's Ghent plant in Belgium, it is one of Volvo's most popular models in the UK – the third best-selling model in the range (behind XC90 and V70) in 2004 – representing 17 per cent of UK sales, while globally Volvo sold a total of over 53,000 S40s in 2004.

Design concept

The new Volvo S40 saloon captures the spirit of the contemporary Volvo range in a more compact package. With dynamic design, quality and class-leading safety, the new Volvo S40 is not only a true Volvo, but one that asserts a unique identity in the competitive and fast-expanding premium compact class.

"Premium car buyers might opt for a smaller model, but they won't accept compromises," said Hans-Olov Olsson, the President and CEO of the Volvo Car Corporation at the S40 launch at the Frankfurt motor show in September 2003. "Thankfully, with the all-new Volvo S40, they won't have to."

The exterior styling of the new Volvo S40 is best described as evolutionary. The shape, which boasts Volvo's familiar broad shoulder line and distinctive V-shaped bonnet, draws its inspirational from Volvo's larger S60 and S80 saloons and is instantly recognizable as a contemporary, modern Volvo. But the shape is not a facsimile - it develops some distinctive styling cues of its own. For example, the new Volvo S40 features doors that are convex rather than concave. This maximises the cabin width while emphasizing the shape's compact appeal.

Driving dynamics

The chassis of the all-new Volvo S40 has been carefully designed to deliver an exciting driving experience, with a Dynamic chassis setting for Sport models (not 1.8) and all T5 versions.

The torsional rigidity has been improved by 68%, and coupled with the adoption of a sophisticated multi-link rear suspension system, provides an excellent and exciting combination of performance and control.

The Volvo S40's active safety is equally impressive and it combines a sophisticated chassis with a range of powerful and flexible four and five cylinder engines:

Engine:	1.6	1.8	2.4i	T5	1.6D	2.0D
Type	4 cylinder petrol	4 cylinder petrol	5 cylinder petrol	5 cylinder turbo petrol	4 cylinder turbodiesel	4 cylinder turbodiesel
Power	100 bhp	125 bhp	170 bhp	220 bhp	109 bhp	136 bhp
Torque	150Nm/4000	165Nm/4000	230Nm/4400	320Nm/1500	240Nm/1750	320Nm/2000
0-62mph	11.9 secs	10.9 secs	8.2 manual 8.9 Geartronic	6.8 manual 7.2 Geartronic	12.0 secs	9.5 secs
Top Speed	115 mph	124 mph	138 manual 134 Geartronic	149 manual 146 Geartronic	118 mph	130 mph
CO2	171 g/km	172 g/km	203 manual 217 Geartronic	208 manual 224 Geartronic	129 g/km	148 Euro III 152 Euro IV
Combined MPG	39.2	39.2	33.2 manual 31.0 G'tronic	32.5 manual 30.1 G'tronic	57.6	50.4 Euro III 49.6 Euro IV
Ins group	7E	9E	13E	15E	8E	10E

Service intervals: 12,500 miles.

2.4i and T5

Two five-cylinder engines are available in the Volvo S40 range – the 2.4i and the flagship 220bhp T5. These Volvo engines are based on those found in the larger Volvo saloons, but have been redesigned to be more compact. The T5 has a six-speed manual gearbox as standard, and both five-cylinder variants are available with the optional five-speed Geartronic transmission, if preferred.

1.6D and 2.0D

Both 1.6 and 2.0 diesel engines utilise second generation common rail technology for smooth refinement and economy. The 2.0-litre 136bhp turbodiesel boasts 320Nm of torque (the same as the T5), and both engines are available in either Euro III or Euro IV versions.

The 2.0D model employs a six-speed manual transmission, while the 1.6D has a five-speed manual gearbox.

1.8

The 1.8-litre petrol engine represents the entry level unit in the V50 range, but still offering 125bhp with 165Nm of torque and a five-speed manual gearbox.

Interior design

If the exterior of the car is evolutionary, then the interior represents nothing less than a revolution. Inspired by classic Scandinavian design themes and high-tech electrical equipment, the cabin has a layered construction that focuses attention on a unique, ultra-slim free-floating centre stack. An industry first, the centre stack is a design icon and helps create a luxurious aura of space and also provides extra storage space behind it. This houses the controls and displays a menu of options to customise settings for the audio system - allowing news and traffic alerts to be selected - while the central locking system can be programmed via the menu option to offer the following options:

- Unlocking of doors – all doors or only the driver's door.
- Automatic door locking after driving off for added personal safety, if required.
- Indicators blink when locking or unlocking – with an option to cancel.
- Variable time for 'Follow-me-home' and Approach Lighting (*see Security*) – by 30, 60 or 90 seconds intervals.

The new Volvo S40 is 48mm shorter than the original model, but the wheelbase has grown by a mighty 78mm and it is 54mm wider and 44mm taller. In combination with packaging improvements, these increased dimensions have created a more commodious cabin environment for up to five adults.

The boot capacity is a generous 404 litres, plus for extra versatility, the split rear seatbacks fold to provide a fully flat, 1745mm long load bay, or for extra long loads the front passenger seat also folds forward.

Quality and equipment

Equipment levels are also generous, especially when compared to some other premium brands. The Volvo S40 is offered with the choice of the following variants:

- S
- Sport
- SE
- SE Sport

Even the entry-level 'S' model specification includes:

- Electronic Climate Control (ECC) with Air Quality System (AQS)
- Dynamic Stability and Traction Control (DSTC)
- 16in alloy wheels
- Performance audio system (with CD, 4x25w amplifier and 6 loudspeakers)
- Steering wheel remote audio controls
- Electric windows and door mirrors
- Key integrated remote control locking, including deadlocks
- Cruise Control
- Alarm with immobiliser
- Locking wheel nuts
- Leather steering wheel
- IDIS: Volvo's Intelligent Driver Information System (IDIS) reduces the risk of driver distraction by delaying the delivery of non-essential information during higher stress situations (e.g. while turning, braking, etc).

The 'Sport' model offers the same specification as the 'S', but adds:

- 18in Medusa alloy wheels
- Full bodykit (front and rear spoilers and side skirts)
- New Dala textile/T-Tec upholstery
- Aluminium interior inlays
- Dynamic chassis (except 1.8 – Comfort chassis)
- 'Rally Bar' (front strut stiffener)
- Front fog lights

The plusher 'SE' trim, boasts the following enhancements above the 'S' model:

- Leather upholstery
- 17in alloy wheels
- High-performance audio (with 6xCD, 4x40w amplifier and 8 loudspeakers)
- Information centre
- Rain sensor – automatic windscreen wiper activation
- Power driver's set (with memory)
- Front fog lights

- Body coloured side mouldings
- Rear 12v accessory socket
- Comfort chassis (Dynamic chassis and rear lip spoiler – T5 only)
- Choice of real aluminium or wood effect finishes for the centre stack and door inlays

In addition to the SE, the 'SE Sport' model has:

- 18in Medusa alloy wheels
- Full body kit (front and rear spoilers plus side skirts)
- Rally Bar (front strut stiffener)
- Dynamic chassis

Naturally, there is also a range of tempting options available for the S40 range, including Volvo's RTI satellite navigation system which has been upgraded for 2006 with a new RDS-TMC (Traffic Message Channel) function that displays and provides details of any traffic problems and can even re-route the driver's itinerary around the problem area, if required.

Customers

Apart from the large number of existing owners, Volvo expects the new Volvo S40 to appeal to younger, professional people. Its most obvious rivals are other premium brand compact cars, such as the Audi A3, Mercedes A-class, and the BMW 1-series.

But customers are also likely to come from other sectors of the market. Some are likely to have opted out of mainstream saloons, such as the Volkswagen Passat and Honda Accord, while others will be trading up from compact hatchbacks, such as the Volkswagen Golf and Vauxhall Astra. They are expected to be attracted by the Volvo S40's combination of style and design, value and above all, premium quality.

Safety

And as you'd expect from Volvo, the new S40 offers an extremely comprehensive safety package.

The Volvo S40 employs a patented zonal front structure using differing strengths of high-strength steel which controls the car's deformation characteristics by distributing the force of the impact to help protect the passenger compartment.

Dual stage front airbags, Volvo's SIPS (Side Impact Protection System), IC (Inflatable Curtain), WHIPS (Whiplash Protection System), EBA (Emergency Brake Assist) and five three-point safety belts (with pre-tensioners), including industry-leading rear seatbelt reminders, combine to offer outstanding occupant protection.

The added reassurance of Dynamic Stability and Traction Control (DSTC) is standard on every S40, which will automatically detect wheel spin and cut power until grip is regained, and if needed, will also step in to help counteract any potential skid.

The vehicle's structure has been extensively crash tested at Volvo's award-winning Safety Centre to predetermine where certain items in the engine compartment move to upon impact.

Volvo's IDIS – Intelligent Driver Information System – cleverly judges when the driver is likely to be preoccupied in higher stress situations (e.g., accelerating, turning or braking heavily) and delays any potentially distracting, non-essential messages or incoming calls for the (optional) integrated telephone until it is safer for the driver.

A passenger airbag cut-off switch was recently introduced for the S40, to enable child seats to be safely carried in the front of the car. Integrated child booster cushions are also offered for the rear seats, and feature as part of the optional 'Family' pack.

Finally, for pedestrian safety, Volvo has designed the S40 with a smooth, soft and curved front design and energy-absorbing bonnet and wings.

Environment

Volvo's 'clean inside and out' environmental programme reflects its continuing commitment to the environment. Its plants are some of the automotive world's cleanest factories, and 85 per cent of each car can be recycled, plus every new Volvo is backed by an EPI (Environmental Product Information) which is available at www.volvocars.com/epi. Volvo also produces an annual Corporate Citizenship report, available on www.volvocars.com/citizenship.

Like all Volvos, the S40's interior is free from allergy inducing emissions, and an active carbon filter ensures dust and exhaust particles do not enter the cabin, while the standard Air Quality System (AQS) shuts down the air input if outside air is too dirty.

All the five cylinder petrol engines in the Volvo S40 range are available with Volvo's PremAir® - a special catalytic coating on the radiator which converts up to 75 per cent of the harmful ground-level ozone passing through it into pure oxygen.