

Creative crossover

Toyota's new go-anywhere SUV concept.
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Camper Van Playtoven

This teardrop trailer is made of a most unusual material.
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TEST DRIVE

Fresh Flagship

2017 Volvo S90 T6 AWD Inscription

DAN LYONS | text
Special to the Times Union

Volvo's flagship S90 is all new for 2017. S90 competes in the midsize, 5-passenger luxury sedan segment that includes the Audi A6, BMW 5 Series, Cadillac XTS, Genesis G80 and the Mercedes-Benz E-Class, among others. It's offered in two trim levels (Momentum and Inscription), and two drivelines (T5 and T6). My test drive car was a T6 Inscription. With three option packages, three stand-alone extras and the destination charge, it had an as-delivered price of \$66,105.

T5 models are front wheel drive; T6 models are equipped with a Borg Warner all-wheel drive system. The on-demand system defaults to front wheel drive (for better mileage), but can push as much as

2017 Volvo S90 T6 AWD Inscription
MSRP: \$46,950 (T5 Momentum)
MSRP: \$56,250 (T6 Inscription) · As Tested: \$66,105

50% of available torque to the rear axle when needed, to improve traction. My drive time coincided with the last, precipitating gasps of winter; enough time to see that Volvo's AWD system in the big sedan makes easy work of snow and slush.

Motor-wise, T5 and T6 are variations on the same theme. The T5 engine is a 2.0L four cylinder. The direct injection four is turbocharged to the tune of 250 horsepower and 258 lb.-ft. of torque. The T6 adds



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a belt-driven supercharger to the turbo boost, which ups the power ante to 316 horsepower and 295 lb.-ft. of torque. Both engines are paired with an 8-speed automatic transmission. Volvo claims a 0-60 time of 6.5 seconds for T5 equipped S90's and 5.7 for the AWD T6. Despite its mass (4,080 lb.), the T6 powered S90 is quick off the line and pulls smoothly to highway speeds and beyond (top speed 130). Fuel economy estimates for the S90 are 23/34/27 (T5), 22/31/25 (T6), and I averaged 24 m.p.g.'s overall. While one rarely sees a luxury car pulling a trailer, towing capacity is rated at 3,700 lb. (T5), and 4,600 lb. (T6).

The suspension matches a double wishbone front

with integral link/leaf spring rear. Hydraulic shocks are fitted front and rear; and air suspension is optional (\$1,200). I've not driven an S90 equipped with air suspension, but have done so with several other Volvo 90 series vehicles. I didn't find an appreciable difference in ride quality or handling. The stock, suspension setup is comfortably firm. Wheel/tire size varies from 18-20 inches, and it does have a bearing on ride quality. I experienced some impact harshness (when clipping a pothole, for example), but my car was wearing the biggest (and best looking) 20 inch wheels. If you take a test drive, I suggest that you try a stretch of rough pavement with something from both

Continued on page 4

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