

VOLVO
850









Volvo 850 T-5 Estate



Exciting driving
for discerning drivers



Volvo 850 GLT



If you are tired of life's sacrifices and compromises, try driving a Volvo 850.

It will bring the excitement of driving back into your life, without depriving you of anything you might wish for in terms of comfort, space and safety.

In these exciting new front-wheel drive Volvos, convention has been swept aside in favour of technical innovation. The hi-tech five-cylinder engine combines the power and smoothness of an in-line six with the lightness and compactness of a four. The unique Delta Link rear suspension gives the predictable handling of a fixed-track rigid axle with the superior ride qualities and road holding of the finest independent rear suspension systems.

The American motoring magazine Car and Driver summed it up with the words: "If cars were men, you'd want your daughter to marry this one" – and those words were written before the T-5 model had shown its muscle, with its 166 kW and acceleration from 0 to 100km/h in 7.4 seconds!

There is a whole range of 850 Sedans and Estates. Whichever model you choose they all share one common trait – every one of them is a great driver's car.

Everything else Volvo is renowned for goes without saying.



850 T-5 with manual gearshift. Polished walnut inlay adds an elegant touch to the dashboard of the T-5, GLT and GLE/SE models.



Behind the wheel
— that beautiful feeling of having
everything under your control





1 Be cosy, warm and draught free, with a clear view of the road on the coldest of winter days - and as cool and fresh as you please in the heat of summer with Volvo air conditioning (standard on GLE).

The Electronic Climate Control Unit (standard on 850 GLE/SE, GLT and T-5) maintains the temperature you select inside the car, whatever the weather outside.

Volvo sound systems have been designed specifically for Volvo cars. The new big-front SC-810 AM/FM stereo radio/cassette has ergonomic controls for easy operation.



2 The trip computer, standard on GLE/SE, GLT and T-5 keeps you up-to-the minute on average speed, distance driven, current and average fuel consumption, as well as how far you can travel on the fuel remaining in the tank.

3 You can adjust the steering wheel upwards, downwards, forwards or backwards to find the most comfortable - and safest - position.

The driver's airbag (standard on all 850 models) is fitted in the hub of the steering wheel.

The rearview mirrors are electrically adjusted to ensure a good view of the road behind. Power windows are convenient at car park exits and toll booths.

The central locking system can be operated from either of the front doors or the luggage compartment. A special locking position ensures that the doors cannot be opened from the inside unless they have first been unlocked with the key from outside.

The polished walnut inlay on some models adds an elegant touch of distinction to the dashboard as befits a true luxury car.

With the cruise control (Standard on 850 GLT and T-5, accessory on other models) you can relax and drive with peace of mind. Engage it when you have reached the speed you want and then release the accelerator - the car will maintain the set speed until you touch the brake, clutch or accelerator.





The Volvo 850 has three-point inertia-reel seatbelts and head restraints on all five seats. The integrated child safety seat is an award-winning standard feature in all 850s.





Volvo 850 GLT Estate. Roof luggage rails standard on Australian specification vehicles.



Even the most
enthusiastic motorist
has practical needs





1 With the extra seat (accessory) for two children in the rear section, the Volvo 850 Estate can carry seven people.

2 With five people in the car, a luggage space of 800 litres (DIN) is available. This corresponds to two ample suitcases per person.

3 Fold down the backrests on the front passenger seat and the right-hand rear seat and there is room for items up to 2.75 metres long inside the car – with one passenger alongside.

The head restraints do not need to be removed when the backrests are folded down. The seatbelt reels are built into the rear-seat backrest, so the belts follow along when you fold it down. It couldn't be any simpler.

4 With only the left-hand side of the rear-seat backrest folded down, there is space for extra luggage – and still room for three passengers.

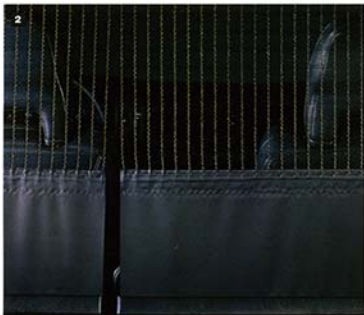
5 Fold down the entire rear seat and the luggage space increases to a full 1,580 litres (DIN). The luggage compartment floor is completely flat when you fold down both the seat cushions and the backrests.

6 The Volvo 850 Estate offers outstanding load-carrying capacity whenever you need it.

The luggage space in the Sedan is no less flexible. The backrests on the passenger seat and rear seat can be folded down just as in the Estate. The hatch behind the rear-seat armrest also means that you can load long, narrow items without folding down the backrest.







1 The Estate is easy to load. The rear opening is up to 77cm high with the gas springs hidden out of the way in the roof. The seal moulding is fitted to the tailgate itself instead of the surround in order to prevent damage when loading and unloading. There is room to stand upright beneath the open tailgate.

The loading height is only 59cm with no sill to reach over. The rear lamp units are an added safety feature - with twin tail lamps for extra security. The unusually large sweep of the rear window wiper ensures a clear view of the traffic behind.

The radio aerial is sealed inside the left hand rear window protecting it from vandalism and car wash brushes.

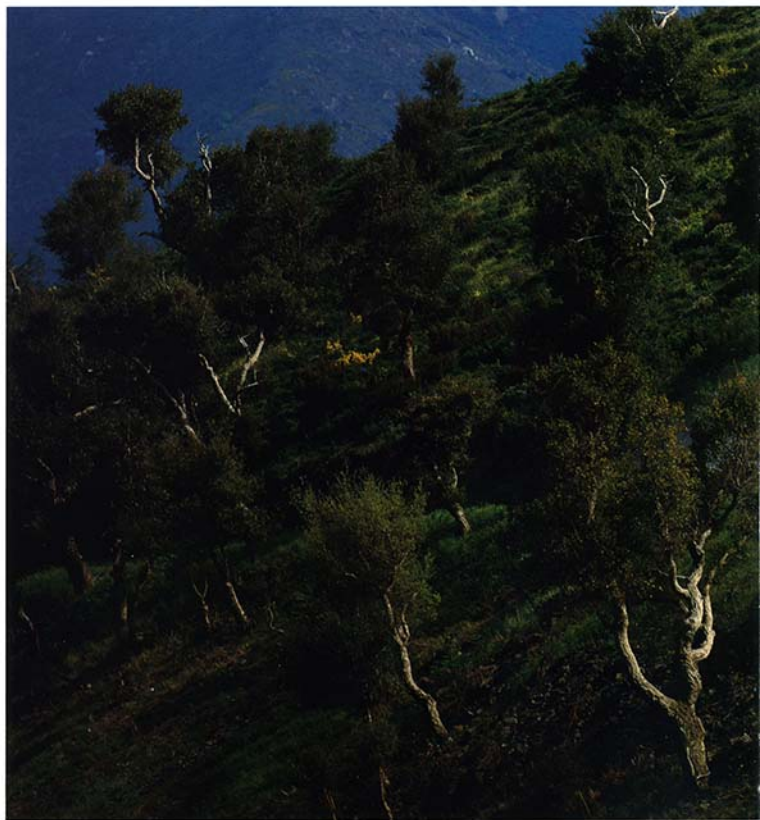


2 The standard safety net is a Volvo patent for added safety when driving with luggage in the back. The safety net, which has been crash tested, pulls up like a roller blind from a compartment in the rear seat backrest and is secured against the ceiling. When the backrest comes down the net comes up behind the front seats and is attached to the rear courtesy handles instead.

3 A hat shelf and cargo cover (accessory) can be fitted behind the rear seat backrest. The screen can be pulled out over the cargo, combining a practical shelf for the rear seat passenger with protection against prying eyes.

4 The extra seat (accessory) carries two children of up to 38 kg each, allowing them to travel in safety facing to the rear, with head restraints and three point seat belts. When not in use the seat can easily be folded out of the way beneath the luggage compartment floor.





Volvo 850 T-5



Engineering excellence
– the source of exciting driving

Pure power, perfectly packaged

The engines available in the Volvo 850 offer high torque, good pulling power and fast acceleration for safe overtaking. These engines meet the highest standards of fuel economy and environmental soundness.

The combination of transverse engine and front-wheel drive is the ideal way of optimizing space in a car – it also offers greater safety in head-on collisions by providing more effective impact absorption and dissipation.

The Volvo 850s use five-cylinder in-line engines with double overhead camshafts and electronic ignition and injection systems. They are powerful, vibration-free and compact – and very fuel-efficient. Forged in aluminium with cast-in cylinder linings to reduce weight, they promote good balance and roadholding.

The entire power train is suspended by hydraulic engine cushions on a separate subframe which is attached to the body via rubber bushings. No vibrations can reach the passenger compartment.

166 kW and 300 Nm!

The new 2.3 litre four-valve turbocharged engine in the 850 T-5 offers impressive performance. The top speed is 240 km/h with acceleration from 0-100 km/h in 7.4 seconds using the manual gearbox. The maximum torque is a full 300 Nm across most of the engine-speed range.

In order to ensure that the engine always generates the correct torque, there is an engine

management system that adjusts the charge-air pressure according to temperature and atmospheric pressure. This means that you always have the same power even when driving at high altitudes. The engine management system limits the top speed to 250 km/h. In first gear, torque is limited to 260 Nm for smooth starting.

Powerful driving pleasure

The 2.5-litre engine with four valves per cylinder has double over-head camshafts – DOHC – and hydraulic, self-adjusting valve tappets. The combustion chambers are of the pent-roof type. A central spark plug and twin inlet and outlet valves per cylinder provide optimum combustion and good engine performance at higher engine speeds.

One innovation is the variable inlet manifold with two inlet ducts of different lengths, so that the inlet adapts itself to engine speed. At low engine speeds, only the longer duct is open, giving excellent low-speed torque. The shorter duct opens at higher speeds, fully utilising the four-valve technology. The transition is unnoticeable – you can simply enjoy generous and even torque over the entire speed range.

Reliable driving pleasure

The 2.5 litre engine with two valves per cylinder has hemispherical combustion chambers and well-balanced conventional inlets. The combined electronic ignition and injection system with individual injection gives good performance and good fuel economy. Pre-injection provides fast starting even in very cold weather. Like the other engines, this one has remarkably good torque and pulling power even at low engine speeds.

Balanced exhaust flow

The exhaust manifold plays an active part in the engine's breathing system. The Volvo 850 has an exhaust manifold in which the pipes from each cylinder are balanced to eliminate counter-pressure, so the exhaust gases can flow out easily and freely.

The most effective emission control available

In order to safeguard to environment, the Volvo 850 has an electrically pre-heated Lambda Sond



This diagram demonstrates that the Volvo T-5 matches the refinement and performance of cars with larger capacity engines while offering lower fuel consumption and emissions.



and three-way catalytic converter. This is the most effective method of emission control today and provides a purification level of over 90 per cent. The exhaust side of the engine faces the rear. This means that the distance to the catalytic converter is shorter so that the hotter exhaust gases bring the catalyst up to its working temperature much sooner. Full purification is thus obtained even on short trips.

Compact gearboxes

The manual five-speed gearbox for the Volvo 850 is unique in its design, with two secondary shafts above one another. This means that the compact gearbox occupies a minimum of space in the engine compartment and allows a very tight turning circle. Reverse gear is also synchronised, so you can engage it noiselessly even if the car is not completely at a standstill.

Coordinated "intelligence" for smooth gearchanging

The automatic transmission allows you to decide for yourself what is most important – top performance or comfort and fuel economy – at the touch of a button. There is also a "winter" function which provides smooth and secure starting on slippery roads by engaging third and

using the torque converter's ability to bring the car gently up to speed.

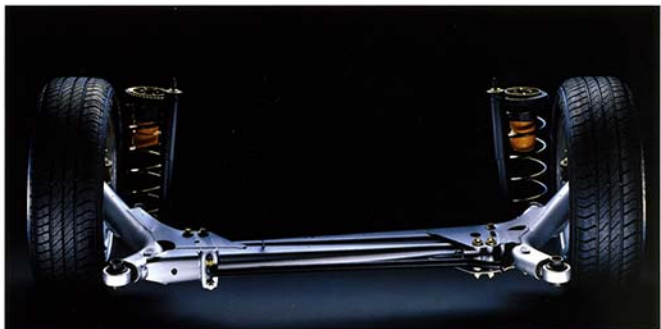
A microcomputer communicates with the fuel and ignition systems and adjusts the transmission as necessary. The slip time and the engine speed at which the gears change are adapted to such factors as atmospheric pressure, so that the engine feels just as powerful on high mountain roads where the intake air contains less oxygen. Gear-change is also adjusted in another way – exactly when the gear is engaged, the torque is limited to prevent any unevenness in the transmission. The gear-changes are perfectly smooth – you can perhaps hear them in the engine and you can see them on the tachometer, but otherwise they are unnoticeable.

New gearboxes for the new turbo engine

The gearboxes for the new turbo engine have been fitted with more robust drive shafts. The manual gearbox has a larger and more powerful clutch and closer ratios between first, second and third – to make the car easier and more fun to drive.



Behind the wheel of the Volvo 850 the driver experiences complete communication between man and machine, with rapid, distinct but neutral response to all steering manoeuvres. The entire chassis is finely tuned to provide outstanding driving pleasure.



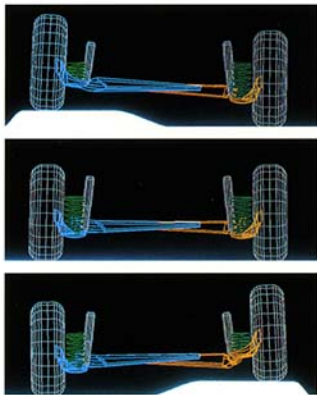
The technical reasons for the driving pleasure of the 850 are largely attributable to the design of the patented rear-wheel suspension - Delta-link.

Safety and driving pleasure hand-in-hand

The Volvo 850 is built to be great fun to drive while being uncompromisingly safe on the road. So it has a highly sophisticated chassis, with far-reaching functional refinement, for safe and consistent roadholding and wonderful responsiveness.

Comfort and roadholding united in harmony

The rear-wheel suspension in the Volvo 850 is patented under the name of Delta-link – a unique combination of the advantages of the live rear axle and individual rear suspension. Each wheel is attached to the body via longitudinal trailing arms with a transverse arm, the other end of which is fixed to the opposite trailing arm via a rubber bushing. The transverse arm basically functions as a single unit, but with a certain freedom of movement thanks to the rubber bushings. This means good control of wheel angles and practically constant track width – two very important factors in good roadholding.



When driving into a corner the lateral forces come to bear and the rear-wheel geometry is shifted a little. The angled steering links that connect the trailing arms to the body neutralise the tendency to understeer that most front-wheel drive cars have. Whatever the situation, the steering is neutral and predictable, even when cornering is hard.

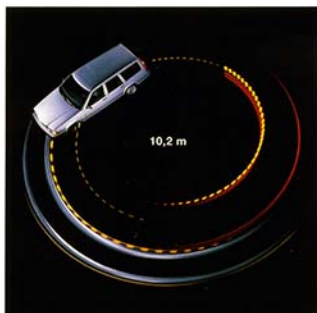
With the simplicity of its design, Delta-link takes up only a minor amount of space, which means more for the interior and for positioning the petrol tank safely. The low unsprung weight allows soft springs, for an extremely comfortable ride combined with outstanding roadholding.

Light, compact and well-behaved

The design of the front end contributes to the safe, consistent characteristics and excellent steering response. Each wheel is suspended via a single triangular wishbone, forged in aluminium, and a spring strut with the spring asymmetrically positioned in relation to the shock absorber. This compact design results in very low unsprung weight and contributes a great deal to the good roadholding. The robust anti-roll bar is linked directly to the spring strut and stabilises the car when cornering.

Conventional cars tend to lift or dive when accelerating and braking. The design of the springs and suspension in the Volvo 850 has practically eliminated this, with the result that the car is always horizontal. This means a great deal in terms of comfort and safety alike. In a collision, the car bumper remains at the correct height.

The symmetrical drive shafts mean that the car does not pull unevenly when accelerating, which is otherwise a typical feature of front-wheel drive cars. The final drive is not centrally positioned, but symmetry is provided by a longer intermediate shaft and an extra bearing on the right-hand side.



The turning circle is 10.2 metres (10.6 metres for the T-5). Few cars can turn tighter than that – and they are probably Volvos too.

Precise steering and small turning circle

Rack-and-pinion steering is the natural solution for a car built to meet such exacting demands regarding performance, safety and reliability. It is compact, with few moving parts, and provides excellent precision and a good feel for the road. Power assisted steering is standard, and is designed to provide good response and road contact. There are just 3.2 turns of the wheel lock to lock and the turning circle is only 10.2 metres (10.6 metres for the T-5). Even among rear-wheel drive cars, there are few that can turn tighter than that.



ABS Anti-skid brakes for tough conditions

The Volvo 850 has a powerful braking system that is effective in every situation. The brakes are cooled by the airflow, the front discs are ventilated, and the sliding callipers mean that the brakes can be put to the test without the brake fluid being overheated – which would impair their function.

ABS brakes are standard. When braking hard, or when the road is slippery, the system keeps the

wheels just short of locking. This is much like pumping the brake pedal to avoid skidding and means safer braking and unimpaired steering, since the wheels do not lose their grip. The ABS system runs a self-check every time you start the car. In the event of a malfunction in the ABS system, a warning lamp on the dashboard lights up and the ABS circuit is disconnected. If this happens, the brakes work in the same way as a conventional system.

A reduction valve in the rear-wheel circuit automatically optimises the braking effect by transferring more braking power to the front wheels as you brake harder. Should the brake circuit at the front fail for any reason, the valve is blocked and the rear-wheel brakes are maximised.



TRACS - spin free starts on slippery roads

The Volvo Traction Control System is standard on the Volvo 850 T-5 and is designed to help you when starting off and driving on slippery and loose-surfaced roads. Here the ABS system works in reverse - it constantly compares the speed of the driven wheels and slows down any wheel the instant it starts to spin, ensuring a good grip and reliable steering on slippery surfaces, a touch of the brake pedal means that the system switches over to the ABS mode. You can also disconnect TRACS via a button on the dashboard.



TRACS, the Traction Control System, does the same job as the differential brake on rear-wheel drive cars - to help you get started in slippery conditions. TRACS is linked to the ABS system, which is standard on all versions of the Volvo 850.

You are safer in a Volvo

Like every Volvo the 850 is designed to behave impeccably in all conditions and do it without unwelcome surprises. This is why driving a Volvo is such a good way to stay out of trouble in the first place. A long list of impartial traffic safety studies from around the world have all come to the same inevitable conclusion: you are safer in a Volvo.

Better protection in offset collisions

All modern cars are built with very strong safety modules protected at the front and rear by energy-absorbing crumple zones which take up the impact by collapsing in a planned sequence. In addition to this, the Volvo 850 has pairs of upper and lower front members on each side in order to provide superior protection in offset collisions, in which only a part of the front is involved. The upper pair is connected to the windscreen pillar and helps to dissipate the impact via the doors and roof, while the lower pair connects to the door sills and prevents the front wheels from being forced into the passenger compartment.

SIPS – unique protection for vulnerable sides

Side collisions are the second most common type of collision – and the type in which it is most difficult to protect the occupants. Volvo's unique Side Impact Protection System (SIPS) distributes the forces in a side collision so effectively that the side is pressed in far less than it would be on a conventional car. The energy is absorbed and transferred to the other side of the car, to prevent any single part of the design from giving way and causing the structure to collapse.

Floor and roof members, window pillars, door sills and doors all play a part in the energy-absorbing design. Even the roof and the robust front seats have a contribution to make. Between the seats there is a "SIPS box" which also helps to absorb and dissipate impact.

Thanks to SIPS, intrusions in the passenger compartment can be reduced and retarded so that

the speed of impact is much less for the occupants – as are any injuries. The door panels also contain material to absorb impacts. SIPS has been statistically estimated to reduce severe injuries in side collisions by 25 per cent.

Seatbelt and airbag – a complete system

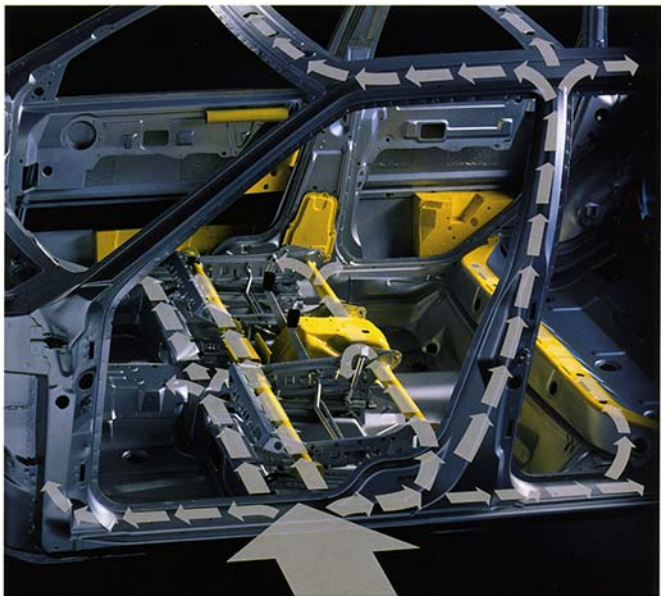
The Volvo 850 has three point inertia-reel seatbelts and adjustable head restraints on all five seats. An airbag for the driver is standard equipment. If the car is subjected to a sufficiently severe impact the airbag inflates in milliseconds and protects the driver's head. The airbag is an effective adjunct to the seatbelt and minimises injuries to the chest, neck and face. It is fitted in the hub of the steering wheel.

The correct belt height and an effective tensioner

In order for the three-point safety belt to be really effective, it is important for the shoulder strap to be at the right height in relation to the height of the occupant and the position of the seat. In the Volvo 850, the front seatbelt reels are placed in the door pillars on each side and designed so that the belt automatically adjusts to the shoulder height of the seat occupant. This is done simply by pulling out the belt and releasing it again over the shoulder.

Volvo's belt tensioner makes the front seatbelts even more effective. In a collision, it reacts in 25 milliseconds and tightens the belt the extra centimetres required to ensure that it restrains the body as securely as possible.

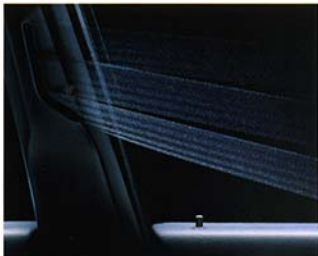
All five seats are designed to prevent the occupants from sliding under their seatbelts in a collision.



Volvo's unique Side Impact Protection System (SIPS) dissipates the force of a side impact, minimising intrusion into the car. Statistically, this means that severe injuries caused by side impacts can be reduced by 25 per cent.



For the driver the airbag is an effective supplement to the seatbelt, providing protection for the chest, face and neck.



The height of the shoulder strap on the front seatbelts adjusts automatically to suit the occupant. This not only provides greater comfort, but also means that the belt is more effective in the event of an accident.

Driving Pleasure spiced with comfort

The driving position has been designed with the help of ergonomic experts and discerning professional drivers. And it shows.

All the instruments and controls can be found at a glance, without distracting attention from the road. This is why the centre console is angled towards the driver, for instance. All controls are within easy reach and convenient to operate.

The steering wheel can be raised or lowered or moved forwards or backwards, so that it can be adjusted to the position that best suits each individual driver.

Better seats than most

The two front seats are something extra special. They have been designed with the help of orthopaedic experts and are probably more comfortable and relaxing to sit in for a long period of time than any chair you have at home. They can easily be adjusted for a relaxed driving position with just the right distance to the steering wheel and pedals.

Both seats can be slid forwards or backwards, of course, and they also feature smooth adjustment of backrest inclination and lumbar support in order to take the strain off your back just where you need it.

On the front seats the height of the seat cushion can also be adjusted, both at the front and rear edges, ensuring both the right height and the right inclination.

Individual climate control

In the Volvo 850, the driver and front-seat passenger can select their own individual temperature settings. The rear seat and the defroster receive an average of the two front settings.

90% air recirculation is possible so that you can avoid drawing exhaust fumes into the car when waiting in traffic queues. The recirculation function can be used to cool down the car faster if it has been parked in the sun.

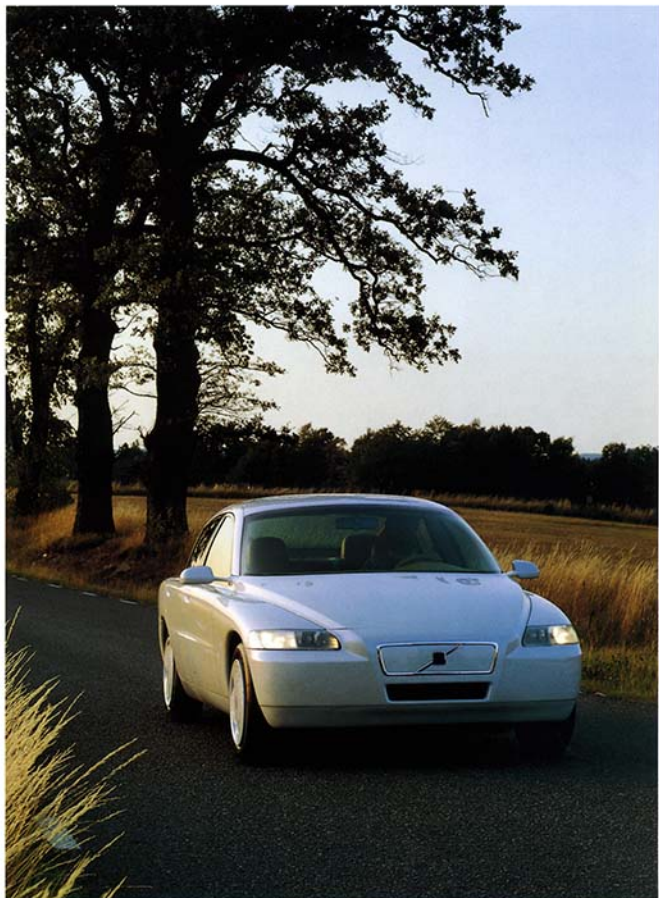
The air conditioning system in the 850 uses R134a. This refrigerant contains harmless hydrogen instead of the chlorine used in CFC's which have such a devastating effect on the ozone

level in the atmosphere.

A further refinement is Volvo's Electronic Climate Control which is standard on 850 GLE/SE, GLT and T-5. With this unit you simply select the temperature you want inside the car and it will be maintained automatically without any adjustment, regardless of the conditions outside. The temperature inside the car is registered by five sensors. There are two by the front courtesy handles, two on each side to register the temperature of the incoming air, and one to register the effect of sunshine inside the car. The system also has sensors for coolant temperature and ambient temperature.

A microcomputer processes the input from all the sensors and transmits signals to electric servo motors which adjust all the air vents, silently and effectively.





The Volvo ECC is a hybrid-electrical environmental concept car. It has an electric motor powered by batteries which are in turn charged by a gas turbine-driven generator. When the car is at a standstill the batteries can also be charged from the mains. In city traffic it can be driven on electricity alone, and on longer journeys the gas turbine can be engaged to charge the batteries and provide extra power. In normal driving, and with the types of mains power generation used in Europe today, the total environmental load is only about half that of a conventional car.

Cars and the environment.

What is Volvo doing?

Like so much else in life, cars present us with a dilemma.

We all want to breath clean air, see healthy trees, have clean water in the lakes and the sea and enjoy the sunshine without having to worry about it.

However, we want our cars. They give us freedom. They give us opportunities that were once reserved for a privileged few.

We need our cars. They are one of the foundation stones of the society we have built.

The dilemma is that cars pose a threat to the air, the trees, the water and the solar filter which our atmosphere provides – not just when they are manufactured, but also when they are driven and when they are scrapped.

There is no reasonable short cut to take us past this dilemma. We can, however, do all we can to minimise it.

You can, and we can – and that is exactly what we are doing.

A holistic approach to design

Volvo manufactures only a small percentage of the cars in the world. Still, we have assumed a leading role in making cars safer – and we are doing the same when it comes to cars and the environment.

When we design a Volvo we have a method of taking its environmental load into account so that we can choose solutions for the lowest possible total impact, from “cradle to grave”, from manufacture to scrapping.

We were perhaps the first car manufacturer to eliminate ozone-depleting compounds in manufacture. Today’s Volvos contain no asbestos, no mercury, no cadmium – and we are systematically hunting down other hazardous chemicals. We have made a sharp cut in our

emissions of solvents and our main painting facilities use the cleanest technology available. These are just a few examples.

So when you buy a Volvo you have the security of knowing that few cars, it any, involve less environmental impact when they are built.

Tackling the main problem

Most of the environmental impact – around 90 per cent – arises when the car is driven, the main problem being exhaust emissions.

Volvo has done more than any other manufacturer to tackle this problem. As far back as the mid-seventies, we introduced the three-way catalytic converter and Lambda Sond, reducing harmful emissions by more than 90 per cent. Since then, we developed the technology further to ensure that every Volvo is equipped with extremely effective and reliable emission control.

So the best thing you can do for the environment if you drive an older car which has no form of emission control is to get a new Volvo instead.

The car of the future

Today’s solutions are not enough, however. At Volvo we are already well ahead with the solutions of tomorrow.

Some of them are currently being tested in the Volvo ECC – the first realistic “environmental” family car. It has room for five occupants, a top speed of 175 km/h and the same range as a conventional car. And it is just as safe as other Volvo cars.

This is important. In the fight to reduce car emissions, it can be tempting to cut down on weight so much that safety is jeopardised. This is not Volvo’s solution, however. We do not believe in short cuts. We have come so far without them.



The Volvo 850 GLE Sedan shown here is equipped with accessory "Argo" alloy wheels, rear spoiler, lowering kit and wind deflectors. The 850 GLE Estate is fitted with alloy wheels, load carriers, roof spoiler and towbar.



Add your very own
personal touch





Your Volvo 850 should suit your own practical requirements and personal style. This is why there is a wide range of extra equipment to choose from, all designed and manufactured to fit your very own Volvo.

You will find some examples on the following pages. You can often save by ordering this equipment at the same time as you order your car.

Standard equipment for the 850 is the all new SC-810 radio cassette. This new radio features large ergonomic controls and display which make it easier to operate. It also has built-in control for a CD changer, and full logic, electronic cassette player. Output 4 x 20W. An amplifier can be added for even higher output through six speakers. For security the SC-810 is theft coded.

1 Volvo Alarm System. Remote-controlled alarm. The remote control activates the alarm at the same time as the central locking system. Also available is the Volvo Security Immobiliser with complete engine disable and remote central locking.

2 Roof rack/load carrier. Volvo has a number of accessories for carrying skis, suitcases, cycles etc. safely on the roof.

3 Carpet mats. Tailored to fit. Protect the car's standard carpeting from dirt and damp. Available in colours to match the car interior. Also available in thermoplastic.

4 CD changer with room for six discs. For installation in the luggage compartment.

5 Steel safety net (Estate). Prevents the load from being thrown forward onto the driver or passengers when braking sharply. Can be folded up against the roof lining when not in use.

6 Divider. Longitudinal steel net for use together with the safety net. Keeps pets away from luggage and vice versa.

7 DE type fog lamp for fitting in front spoiler. This type of lamp provides a very even and clearly defined light pattern.

8 Tow bar. For towing loads up to 1,600 kg.

9 Alloy wheels enhance the special character of the car. Left to right: Columbia (6.5" x 16"), Argo (6.5" x 15") and Fornax (n.a. Australia).

10 Luggage compartment mat. Reversible, with one side in textile and a heavy duty side in latex rubber. Non-slip strips on the textile side. Extra noise insulation.

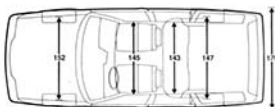
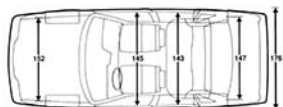
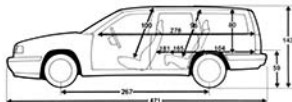
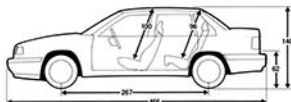
Standard & extra equipment

	850GLE	850GLE/SE	850GLT	850 T-5
EXTERIOR				
Alloy wheels	<input type="checkbox"/>	●	●	●
Load carrier and carrier (Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Metallic paint	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mud flaps-front/rear	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rails (Estate)	●	-	●	●
Rear spoiler (Sedan)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	●
Roof spoiler (Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Suspension lowering kit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	●
Towbar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SAFETY				
ABS anti-skid brakes	●	●	●	●
Airbag-driver's side	●	●	●	●
Brake circuit failure warning	●	●	●	●
Bulb failure warning	●	●	●	●
Cargo space divider (Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Childproof locks rear doors	●	●	●	●
tailgate (Estate)	●	-	●	●
Child safety seat - integral with rear armrest	●	●	●	●
Collapsible steering column	●	●	●	●
Delta-link independent rear suspension	●	●	●	●
Disc brakes all round - power assisted	●	●	●	●
Fog lamps rear	●	●	●	●
front	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	●
Front seatbelts with automatic height adjustment	●	●	●	●
Hazard light	●	●	●	●
Head restraints with cushions-all five seats	●	●	●	●
Laminated windscreen	●	●	●	●
Load lashing eyes (Estate)	●	-	●	●
Rear wash/wipe (Estate)	●	-	●	●
Rear window heated	●	●	●	●
Seat belt reminder	●	●	●	●
Seat belt tensioner front seat belts	●	●	●	●
Safety net (Estate)	●	-	●	●
SIPS-Side Impact Protection system	●	●	●	●
Three point seat belts all five seats	●	●	●	●
TRACS - traction control system	-	-	-	●
Warning lights on open doors	●	●	●	●
Washer fluid level indicator	●	●	●	●
COMFORT				
Adjustable steering wheel - height and reach	●	●	●	●
Air conditioning	●	-	-	-
Automatic electronic climate control	-	●	●	●
Alarm system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Armrest with cup holders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cargo cover (Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Cargo mat-(Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Central locking	●	●	●	●

	850GLE	850GLE/SE	850GLT	850 T-5
Coin compartment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cruise control	<input type="checkbox"/>	<input type="checkbox"/>	●	●
Delayed courtesy light	●	●	●	●
Driver's seat - height adjustable	●	●	●	●
Extra seat - cargo space (Estate)	<input type="checkbox"/>	-	<input type="checkbox"/>	<input type="checkbox"/>
Floor mats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Folding split rear seat backrest	●	●	●	●
Forward folding passenger seat backrest	●	●	●	●
Hatch for long items- rear seat (Sedan)	●	●	●	●
Leather steering wheel	-	●	●	●
Luggage cover with hat shelf	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Passenger seat - tiltable	●	●	●	●
Power steering	●	●	●	●
Reading lamps front and rear	●	●	●	●
Rear view mirrors - electrically operated	●	●	●	●
Rev counter	●	●	●	●
Seat covers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Separate instep lighting	●	●	●	●
Trip computer	-	●	●	●
Upholstery-plush	●	-	-	-
Upholstery- leather faced	-	●	●	●
Wind deflectors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Windows electrically operated	●	●	●	●
Walnut inlaid dashboard	-	●	●	●
AUDIO AND COMMUNICATION				
CD player	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AM/FM stereo/ cassette player	●	●	●	●
Six speaker system	●	●	●	●

CODE ● standard equipment ○ factory fitted option □ dealer installed accessory - not available

(1) Rear spoiler standard with manual transmission



Technical Information

	850 GLE & GLE/SE	850 GLT	850 T-5
ENGINE	B5252 F	B5254F	B5234 T
Configuration	Transverse 5-cyl, 10-valve	Transverse 5 cyl, 20-valve	Transverse 5 cyl, 20-valve
Fuel system	Combined fuel ignition systems (Siemens), Microprocessor - controlled with diagnostic unit	Microprocessor controlled adaptive system and diagnostic unit (LH Jetronic)	turbo, Combined fuel/ignition system (Motronic 4.3) Microprocessor - controlled with diagnostic unit
Displacement cc	2435	2435	2319
Bore/stroke mm	83/90	83/90	81/90
Max output ECE kW/hp/rpm	103/140/5400	125/170/6200	166/225/5200
Max torque ECE Nm/kgm/rpm	206/21.0/3600	220/22.4/3300	300/30.6/5200
Compression ratio/min octane	10.0:1/95-91 unleaded	10.5:1/95-91 (unleaded)	8.5:1/95-unleaded
Emission control	Catalytic converter and Lambda Sond	Catalytic converter and Lambda Sond	Catalytic converter and Lambda Sond
TRANSMISSION			
Manual	5-speed with overdrive 5th	5 speed with overdrive 5th	5 speed with overdrive 5th
Automatic	4-speed incl overdrive mode selector	4 speed incl. overdrive, mode selector	4 speed inc overdrive, mode selector
ELECTRICAL SYSTEM			
Battery capacity (V)	12	12	12
Alternator rating (A)	100	100	100
Ignition system	Combined fuel ignition system (Siemens) Microprocessor controlled with diagnostic unit	Microprocessor-controlled with knock control and diagnostic unit	Combined fuel/ignition system (Motronic 4.3) Microprocessor controlled with diagnostic unit
FUEL TANK			
Volume (l)	73	73	73
STEERING GEAR (power assisted)			
Rack and pinion			
Ratio	16.8:1, 3.2 turns lock to lock	16.8:1, 3.2 turns lock to lock	16.8:1, 3.2 turns lock to lock
Turning circle diameter, m	10.2	10.2	10.6
WHEELS			
Steel belted radial ply tyres	GLE 185/65 HR GLE/SE 195/60 VR	195/60 VR	205/50 ZR
Rims	GLE 6"x15" steel GLE/SE 6.5" x 15" (alloy)	6.5" x 15" (alloy)	6.5" x 16" (alloy)

WARRANTY: - The factory reserves the right to make changes to design and equipment without prior notification. Two year warranty with no limitation on kilometres. Extended warranties for up to 12 or 24 months over standard warranty are also available. Ask your Volvo dealer for details.

NB: - Volvo cars are exported all over the world and specifications vary somewhat in different markets. The pictures and equipment in this brochure are not fully adapted to any individual market so please consult your local Volvo dealer who will be pleased to give you full details.



Grey Trico Plush upholstery as in 850 GLE



Grey Leather upholstery as in 850 GLE/SE, 850 GLT and 850 T-5

Colour and upholstery

CODE NO	COLOUR	850 GLE	850 GLE/SE 850 GLT	850 T-5
		TRICO PLUSH	LEATHER	LEATHER
189	White	Blue, Grey	Grey	Grey
130	Silver metallic	Grey	Grey	Grey
214	Dark grey metallic	Grey	Grey	N/A
411	Beige metallic	Beige	Beige	N/A
416	Green metallic	Beige	Beige	Beige
417	Dark blue pearl	Blue	Grey	N/A
418	Red pearl	Beige	Beige	Beige

NOTES



189 White



130 Silver metallic



214 Dark grey metallic



411 Beige metallic



417 Dark Blue pearl



416 Green metallic



418 Red pearl

NB: It is not possible to reproduce exact original shades in printed matter. Please ask your Volvo dealer to show you samples.

Owner support

Your Volvo is an investment in safety, reliability and long service life. The best way to maintain that investment is to have your Volvo serviced regularly by an authorised Volvo dealer.

Volvo has a nationwide network of authorised dealers with Volvo trained technicians and factory equipped workshops. The Volvo dealer exists to

ensure that you gain the maximum utility from your Volvo and, when you are ready to sell or trade in, to get you the maximum return on your investment.

Ask your Volvo dealer for details on the Volvo extended warranty programmes for new and used Volvos as well as for the Volvo insurance programme.

VOLVO

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