



Product Update

Lifecycle, Business & Brand Strategy

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World Debut

You may have heard about the Special Polestar S60 that was being sold exclusively in Australia; only to wonder when, or if, it might arrive here. Wonder no more, because it is coming in 2014! What could be better than that? If you were to discuss this with one of your V70R customers, they might ask 'how about bringing us a V60 Polestar?' Naturally! We're pleased to announce that it will come in both the S60 **and** the V60.



And if any of those V70R owners aren't convinced, you might share what Jonny Lieberman said in his May 2013 article in Motor Trend after we sent him to Sweden for a test drive of the S60 Polestar. In comparing to the Audi S4, Lieberman said:

"They aren't equal in ride quality and handling, and it's here that Polestar makes the most compelling case for itself. The suspension is near magic, nearly as good as the best I've ever experienced, specifically the magnetic shocks in cars like the Cadillac CTS-V and the Ferrari 458 Italia." Lieberman adds: "The results are truly magnificent. We ran around some roller coaster-like, winter-beaten two-laners at the extreme southern terminus of Sweden and smiled basically the entire time." He closes with this summary: "Volvo's skunkworks team has pulled off something of a sporty yet elegant miracle. Car enthusiasts, take note."

In making the global announcement today, Christian Dahl, the CEO of Polestar, said: "We are proud to present the S60 and V60 Polestar. A car developed for those who share our passion at Polestar: That driving really matters and that a true driver's car should enable you to enjoy driving all year, on all roads and in all weather conditions. This is a driver's car for real life." Dahl added, "With the introduction of the V60 model, we are proud to continue the heritage of fast Volvo wagons such as the racing 850 BTCC, a tradition deeply rooted among Volvo enthusiasts."

Polestar has been working with Volvo for many years. Derek Crabb, Volvo's Motorsport Director said: "Our motorsport cooperation with Polestar has been going on for almost two decades and it is rewarding to see how Polestar can use their experiences from motorsport to engineer such an exciting and competent car."

The S60 and V60 Polestar models are scheduled to start production during the middle of next year and should be heading to the United States shortly after. These very special cars are limited production, special edition models. From the chassis development to the engine to the unique exterior treatment, these cars are designed to be driven every day, in every type of weather condition. But you may want to warn customers to allow extra time, we hear these cars will draw them to their favorite winding roads, even if it takes them 20 miles out of their way.

We will provide more detailed information as it becomes available.

Volvo Cars of North America, LLC, reserves the right to make changes at any time, without notice, to colors, specifications, accessories, materials and models.



Polestar Engineering

Chassis

Upgrades include modifications made to increase rigidity of the chassis, allowing for the 80 percent stiffer springs as compared to the standard S60 R-Design. These changes, combined with the tailored high-performance Öhlins shock absorbers and 20-inch Polestar wheels, result in a precise, yet comfortable, driving experience.

Brakes

The brake system has undergone substantial modifications. Most visible are the 371 millimeter ventilated front discs and six-piston Brembo calipers, delivering a high level of braking performance.

Aerodynamics

Aerodynamics have been optimized further through subtle, yet efficient, modifications based on data from tests in the Volvo Cars wind tunnel. The changes are visible with the front splitters, optimizing the airflow underneath the car, as well as a new rear spoiler and diffuser, increasing down force.

Engine

The six-cylinder turbo-charged T6 engine has undergone extensive development with a new twin-scroll turbo and intercooler, producing 350 HP at 5700 rpm and 369 lbs.-ft. at only 2800 rpm. The engine breathes through a 2.5-inch stainless steel exhaust system, making for a throaty engine note.

Transmission

The six-speed automatic gearbox features a new paddle shift system that together with the Polestar developed Haldex four-wheel drive system takes the car from 0-62 mph in just 4.9 seconds and to a limited top speed of 155 mph. The gearbox, as well as the four-wheel drive system and traction control system, have been recalibrated in order to provide an active driving experience and maximum grip in all situations.

Interior

The interior has been reworked with new details, materials and Polestar colors, such as the steering wheel, seats and more, with the sole purpose of increasing driver support and control.



To read more from the Motor Trend review:

http://www.motortrend.com/roadtests/sedans/1305_2014_volvo_s60_polestar_first_drive/#ixzz2liNFSSHX



Technical Specification

Performance

0-62 mph - 4.9 sec
0-124 mph - 17.7 sec
50-75 mph - 4.7 sec
Top speed - 155 mph – Electronically limited

Chassis

Polestar Öhlins shock absorber system
Polestar bespoke rims, 8x20" ET53 with 245/35r20 tires

Engine

6-cylinder inline T6 engine, 2,953 cc
350 hp @ 5700 rpm
369 lbs.-ft. @ 2800-4750 rpm
Max 6500 rpm
New twin-scroll Borg Warner turbo
New intercooler
Polestar 2.5" stainless full-flow exhaust system with twin 3.5" tail pipes

Weight

S60 Polestar: 3,863 pounds
V60 Polestar: 4,017 pounds

Transmission

AWF21 automatic gearbox with paddle shift system
Polestar transmission calibration for faster gearshifts, launch control and curve-hold functionality
Polestar Haldex calibration for more rear torque dynamic distribution
Polestar calibrated stability control system

Brakes

Front: Polestar/Brembo 6 piston brake calipers
371x32 mm ventilated and floating Brembo discs
Rear: 302x22 mm ventilated disc