

WHEELS

New safety technology found in all '99 Volvos

Front airbags use a two-level triggering system based on speed of vehicle and whether the seatbelt is in use

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This message brought to you as a community service of The Economist/Tribune.

NC — Consistent with Volvo's established position as the auto industry leader in both passive and active safety, Volvo Canada Ltd. has announced that all 1999 Volvo models will feature a number of improvements in key safety areas.

Passive safety — protection for occupants in the case of collision — is addressed in several ways.

All Volvo front airbags will now employ a unique two-level triggering system based on the speed of the vehicle and whether the occupant has fas-

tened his or her seatbelt.

Either a high-power airbag or a reduced power airbag will be deployed if and when required.

In addition, a manual cut-off switch is now available for the passenger airbag, should persons of small stature be travelling in the front seat.

Increased security is provided by larger Side Impact Protection System airbags and the addition of a Whiplash Protection System.

WHIPS enhances front seat passenger protection in the case of rear

impact.

The new system, which debuted on the new Volvo S80, operates in two phases to reduce the acceleration forces in the neck.

In the first phase, the backrest of the seat is allowed to move backward, with the occupant, at a controlled rate that reduces G-forces.

In the second phase, the angle of the backrest folds backwards by up to 15 degrees to prevent a catapult effect.

Modifications to the seatback provide even support of the spine while

the fixed headrest reduces forces acting on the neck.

An active safety improvement which allows improved control of the vehicle, Volvo's Stability and Traction Control is an advanced traction control system for front-wheel-drive turbocharged models.

Other technical innovations include a new four-speed electronic adaptive automatic transmission which adapts to your driving style and features a selectable winter mode.

An Electronic Throttle System, which provides better, more controllable throttle response, and

A manual cut-off switch is now available for the passenger airbag, should persons of small stature be travelling in the front seat.

Continuous Variable Valve Timing, which increases driveability and useable power for turbocharged engines, are also new for 1999.

Breaking new engineering ground in pursuit of innovative, intelligent passive and active safety advances is a historical tradition at Volvo.

Since the first Volvo car with a safety cage structure and laminated windshield in 1944, the company has designed and developed an impressive list of key safety advances.

- 1959 — the first three-point safety belt system
- 1966 — roll-over bar protection in the roof
- 1968 — front seat head restraints
- 1974 — multi-stage, impact-absorbing steering column
- 1984 — the first anti-lock brakes
- 1987 — seatbelt pre-tensioners
- 1995 — Side Impact Protection System airbags.

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Under inflated tires cost money at the pumps

NC — It's easy to forget the impact that tires have on fuel consumption and driving safety. Properly inflated tires, in good condition, are essential if you want good gas mileage.

Canada's 15.5 million light-duty vehicles went through about 33 billion litres of fuel in 1993, an average of just over 2,000 litres each. An estimated 40 per cent of vehicles drive with at least one under-inflated tire that is 10 percent under-inflated.

Tire inflation is the single most important factor influencing rolling resistance. For every five per cent of under-inflation there is a one per cent increase in fuel consumption.

Under-inflation will cost you big dollars in fuel and reduced tire life. It's also a safety hazard. So if you're interested in saving money and lives, keep an eye on inflation.