

# Tailoring your Volvo FMX.

No single truck fits all. That's why the Volvo FMX provides endless possibilities. The flexible chassis layout and VBI (Volvo Bodybuilder Instructions) make it easy to prepare the truck for a superstructure. And the driveline, cabs and equipment packages provide you with even more options. So welcome to a world of choices. A world where your dealer will happily guide you in finding the perfect truck for your requirements.

## 1 CHASSIS

Axle configurations, chassis heights, wheelbases, bogies, rear suspensions and brakes.

**PAGES 35-39**

## 2 DRIVELINE

Engines, gearboxes, I-Shift software, rear axles, rear axle ratios and power take-offs.

**PAGES 40-45**

## 3 CAB

Specifications and measurements for the day, sleeper and Globetrotter cab.

**PAGES 46-48**

## 4 EQUIPMENT PACKAGES

Complete equipment packages for improved driver's comfort, safety and operating economy.

**PAGES 49-50**

## 5 ACCESSORIES

There are plenty of ways you can accessorise your Volvo FMX. View some of the highlights.

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## DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

### Rigid 4x2

RAD-G2	X-High	34	37	40	43	46	49	52
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### Rigid 4x4

RAD-L90	XX-High	35	40	43	46	49
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### Rigid 6x4

RADD-BR	X-High	37	39	43	46			
	High	37	39	43	46	49	52	56
RADD-TR1	X-High	37	39	43	46			
	High	37	39	43	46	49	52	56
RADD-TR2	X-High		39					
	High	37	39	43	46	49		56
RADD-GR	High	37	39	43	46	49	52	56
	Med	37	39	43	46	49	52	56
RADD-G2	X-High	37	39	43	46	49	52	56

### Rigid 6x6

RADD-BR	XX-High	35	37	39	43	46
RADD-TR2	XX-High	35	37		43	46
RADD-TR1	XX-High	35	37		43	46

### Rigid 8x4

RADD-BR	X-High						51	56	
	High						51	56	64
RADD-TR1	X-High						51	56	
	High						51	56	
RADD-TR2	X-High						51		
	High						51	56	
RADD-GR	High						51	56	60 64
RADDT-GR	High	37	39	41	43	46	49	52	
	Med	37	39	41	43	46	49	52	
RAPDD-GR	High				43	46	49	51	53 56
	Med				43	46	49	51	53 56
RADDT-G2	X-High	37	39	41	43	46	49	52	

### Rigid 8x6

RADD-BR	XX-High						51	56
RADD-TR1	XX-High						51	56
RADD-TR2	XX-High						51	56

# 1 CHASSIS

## DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

### Tractor 4x4

RAD-L90	XX-High		35	37	38
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### Tractor 6x4

RADD-BR	X-High	30	32		36
	High	30	32		36
RADD-TR1	X-High	30	32	34	36
	High	30	32	34	36
RADD-TR2	X-High	30	32	34	36
	High	30	32	34	36
RADD-GR	High	30	32		36
RADD-G2	X-High	30	32	34	36 39

### Tractor 6x6

RADD-BR	XX-High		36	37	39
RADD-TR1	XX-High		36	37	39
RADD-TR2	XX-High		36	37	39

### CHASSIS HEIGHTS

<input type="checkbox"/> Med	approx 900 mm
<input type="checkbox"/> High	approx 1000 mm
<input type="checkbox"/> X-High	approx 1200 mm
<input type="checkbox"/> XX-High	approx 1240 mm

### TOWBARS

Centrally mounted, semi-undermounted and undermounted towbars for centre-axle trailers. Towbars can be fitted at intervals of 25 mm.

### FUEL TANKS

Aluminium or steel tanks in volumes from 150 to 900 litres.

### ADBLUE TANKS

Plastic. Volumes from 32 to 90 litres. The AdBlue pump is integrated in the AdBlue tank module.

### FIFTH WHEELS

Certified installation permits up to 36 tonnes load. An ISO fifth wheel with L-shaped profiles at different heights is included in the range, offering considerable freedom of choice. The flange-mounted fifth wheel is a low-weight variant since it does not require any attachment plate. The fifth wheel's height above the chassis is from about 140 mm. Integrated lubrication and trailer connection indicator is available as option for specific variants.

### VOLVO DYNAMIC STEERING

Active steering system with torque overlay (option). Deliver more steering force at low speed, reduce steering kicks and keeps the steering wheel straight when braking on split friction. The steering wheel returns automatically to neutral position both when driving forward and reversing.

Available for tractor and rigid 4x2, 6x2, 6x4, 8x2 or 8x4 with single front axle.

### TAG AXLES

Available in several configurations – fixed with single or dual wheels, self steered or actively steered. Axle load: 7.5, 9.5 or 10 tonnes.

### PUSHER AXLES

Available in fixed and actively steered variants for both tractors and rigids. Axle load: 7.5 or 9 tonnes.

### FRONT AXLES

FA-HIGH: High front axle for high chassis heights, axle load up to 10 tonnes.

FA-STRAI: Straight front axles for extra-high chassis heights, axle load up to 18 tonnes.

Dual front axles – FA-HIGH: Available in 8x2 and 8x4 configurations, axle load up to 18 tonnes.

### MAX FRONT AXLE LOAD (tonnes)

	Air	Leaf
Med	9	10
High	9	10/18*
X-High	-	10/18*
XX-High	-	9/18*

\* With dual front axles (FAA20/FAA21).

## CHASSIS LAYOUT FEATURES

The chassis is developed to give optimum space for superstructure and equipment. Here are some of the key features, which may vary depending on the truck's specification.

### TRACTOR

#### BATTERY BOX (BBOX-L)

It is moved forward 300 mm compared with previous design. On tractors with air suspension this offers 100–120 litres more fuel capacity.

#### BATTERY BOX (BBOX-EF)

Placed in the rear between the chassis frames is an option.

#### ADBLUE TANK

A 50-litre AdBlue tank can be mounted on top of frame, behind the cab, offering more fuel capacity (ADTP-BC).

#### APM

The Air Production Modulator (APM) is placed between the chassis frames in order to create more space for chassis-mounted equipment such as fuel tanks.

### RIGID

#### FREE FRAME SPACE

The chassis packaging can be moved rearwards to create space for crane legs or other equipment. (FAA10; 500 mm), (FAA20; 600 mm).

#### CRANE PREPARATION

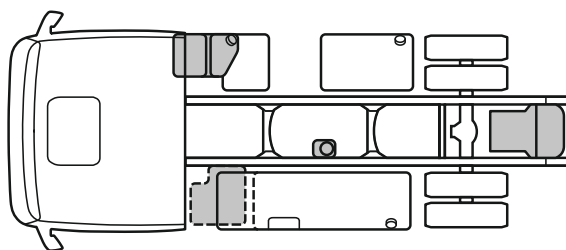
Crane plates on the chassis can be factory mounted.

#### FRAME BODY BUILDER HOLE-ROW

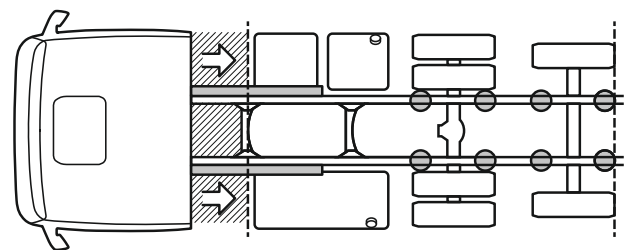
The upper hole-row is reserved for the body builder. All brackets in the upper hole-row have an offset and an 8 mm spacer. No rivets are used in the upper hole-row.

### REAR AIR SUSPENSION AND SHORT REAR END

The rear overhang can be shorter thanks to a redesigned forward-mounted stabiliser bar. This is a benefit for construction applications and improves the asphalt-layer interface and swapbody applications.



**TRACTOR**



**RIGID**

# 1 CHASSIS

## REAR SUSPENSION

Type	Axle combination	Suspension type	Axle/bogie load (tonnes)	Reduction	Other axles
<b>Solo</b>					
<input type="checkbox"/> RAD-GR	4x2	Air	13	Single/hub	
<input type="checkbox"/> RAD-L90	4x4	Parabolic/Multi-leaf	13	Hub	
<b>Bogie</b>					
<input type="checkbox"/> RADD-G2	6x4/8x4	Air	21/23/26	Single/hub	
<input type="checkbox"/> RADD-BR	6x4/8x4	Parabolic	21	Single/hub	
<input type="checkbox"/> RADD-TR1	6x4/8x4	Parabolic/conventional leaf	23/26	Single/hub	
<input type="checkbox"/> RADD-TR2	6x4/8x4	Conventional leaf	26/32	Hub	
<input type="checkbox"/> RADD-GR	6x4/8x4	Air	21/23/26	Single/hub	
<input type="checkbox"/> RADD-BR	6x6	Parabolic	21	Hub	
<input type="checkbox"/> RADD-TR1	6x6	Parabolic/conventional leaf	26	Hub	
<input type="checkbox"/> RADD-TR2	6x6	Conventional leaf	26/32	Hub	
<input type="checkbox"/> RADDT-GR	8x4	Air	27/33/36	Single/hub	3 axles/steered tag axle
<input type="checkbox"/> RAPDD-GR	8x4	Air	27/30.5/32/35	Single/hub	3 axles/steered pusher axle
<input type="checkbox"/> RADDT-G2	8x4	Air	27/33/36	Single/hub	3 axles/steered tag axle
<input type="checkbox"/> RADD-BR	8x6	Parabolic	21	Hub	
<input type="checkbox"/> RADD-TR1	8x6	Parabolic/conventional leaf	26	Hub	
<input type="checkbox"/> RADD-TR2	8x6	Conventional leaf	26/32	Hub	

## BRAKES

Volvo EBS (Electronically controlled Brake System) disc brakes are standard with the medium package which includes 'Hill Hold'. ESP is standard on 4x2, 6x2 and 6x4 drive. The brake range also includes Volvo Z-cam drum brakes with ABS (Anti-lock Braking System).

### **EBS MEDIUM**

EBS Medium adds the following:

### **EBS STATUS CONTROL**

EBS status monitoring via the TEA2+ vehicle electronic system and Volvo Tech Tool.

### **HILL START AID**

The service brakes are only released once there is sufficient engine torque to drive the vehicle forward.

### **LINING WEAR ANALYSIS**

Brake lining warning – calculates the remaining mileage available with the current brake linings.

### **AUTOMATIC PARKING BRAKE RELEASE**

The parking brake is released when the driver presses the accelerator pedal and a gear is selected (only I-Shift gearbox).


### **ADDITIONAL OPTIONS**

In addition to the program packages there are the following options:


### **STRETCH BRAKE**

Enables the driver to request pulse braking of the trailer. The brake is then automatically activated and the risk of jack-knifing is minimised. Only for rigids.

### **ESP (ELECTRONIC STABILITY PROGRAM)**

The brake stability system applies the brakes individually on each wheel, thereby providing stability for the entire vehicle combination and counteracting jack-knifing, rollover and trailer swing. ESP fulfils the legislation of Electronic Vehicle Stability Control. 

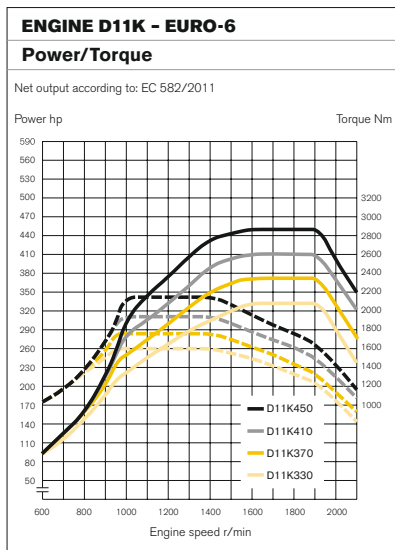
### **EMERGENCY BRAKE LIGHT**

When panic braking from speeds above 50 km/h, the brake lights flash with four flashes per second. 

### **HYDRAULIC RETARDER**

Gearbox-mounted compact retarder with a max effect of 440 kW.

## 2 DRIVELINE



<input type="checkbox"/> <b>D11K330</b> (243 kW)	
Max power at 1600–1900 r/min	330 hp
Max torque at 950–1400 r/min	1600 Nm
<input type="checkbox"/> <b>D11K370</b> (272 kW)	
Max power at 1600–1900 r/min	370 hp
Max torque at 950–1400 r/min	1750 Nm
<input type="checkbox"/> <b>D11K410</b> (302 kW)	
Max power at 1600–1900 r/min	410 hp
Max torque at 1000–1400 r/min	1950 Nm
<input type="checkbox"/> <b>D11K450</b> (332 kW)	
Max power at 1600–1900 r/min	450 hp
Max torque at 1000–1400 r/min	2150 Nm

### D11K

No. of cylinders	6
Displacement	10.8 dm <sup>3</sup>
Stroke	152 mm
Bore	123 mm
Compression ratio	17.0:1
Economy revs	950–1400 r/min
Exhaust braking effect (2400 r/min)	160 kW
VEB effect (2400 r/min)	290 kW
VEB	option
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	36 l
Cooling system, total volume	36 l
Oil change interval: Up to 100,000 km, or once a year with VDS4.	

### FUEL PREREQUISITES

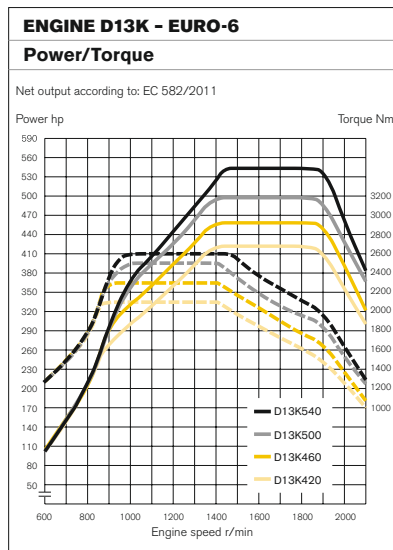
Sulphur free fuel only  
(EN590, max 10 ppm sulphur).

### ENGINE-MOUNTED POWER TAKE-OFFS

Two torque output versions available.  
For complete specifications, see page 45.

EPTT650, ratio 1.08:1	650 Nm*
EPTT1000, ratio 1.08:1	1000 Nm*

\* Torque output both when driving and standing still.



<input type="checkbox"/> <b>D13K420</b> (309 kW)	
Max power at 1400–1800 r/min	420 hp
Max torque at 860–1400 r/min	2100 Nm
<input type="checkbox"/> <b>D13K460</b> (338 kW)	
Max power at 1400–1800 r/min	460 hp
Max torque at 900–1400 r/min	2300 Nm
<input type="checkbox"/> <b>D13K500</b> (368 kW)	
Max power at 1400–1800 r/min	500 hp
Max torque at 1000–1400 r/min	2500 Nm
<input type="checkbox"/> <b>D13K540</b> (397 kW)	
Max power at 1450–1800 r/min	540 hp
Max torque at 1000–1450 r/min	2600 Nm

### D13K

No. of cylinders	6
Displacement	12.8 dm <sup>3</sup>
Stroke	158 mm
Bore	131 mm
Compression ratio	17.0:1
Economy revs	900–1400 r/min
Exhaust braking effect (2300 r/min)	200 kW
VEB <sup>+</sup> effect (2300 r/min)	375 kW
VEB <sup>+</sup>	option
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	33 l
Cooling system, total volume	38 l
Oil change interval: Up to 100,000 km, or once a year with VDS4.	

### FUEL PREREQUISITES

Sulphur free fuel only  
(EN590, max 10 ppm sulphur).

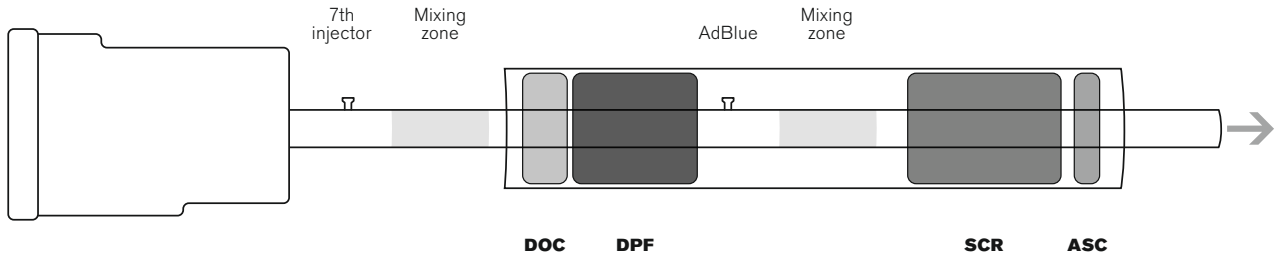
### ENGINE-MOUNTED POWER TAKE-OFFS

Two torque output versions available.  
For complete specifications, see page 45.

EPTT650, ratio 1.26:1	650 Nm*
EPTT1000, ratio 1.26:1	1000 Nm*

\* Torque output both when driving and standing still.

**OUR SOLUTION FOR EURO-6**



**ENGINE**

A closed loop butterfly exhaust brake, a waste-gate turbo, a so-called uncooled EGR and more. The new engine components serve two main purposes: to improve gas-flow and make sure the exhausts reaches the after-treatment system at optimum temperature.

**7TH INJECTOR**

A special diesel injector is used for heat management of the DOC and ensures the efficiency of the DPF and good SCR functionality.

**DIESEL OXIDATION CATALYST (DOC)**

The DOC produces the NO<sub>2</sub> necessary for the DPF to efficiently combust the particulates. In cold conditions, it also provides the heat needed for regeneration.

**DIESEL PARTICULATE FILTER (DPF)**

The filter collects particulate matter (PM) and stores it until it's burned off during regeneration. The regeneration is done automatically and the driver doesn't need to take any action.

**SELECTIVE CATALYTIC REDUCTION (SCR)**

In the mixing zone, the exhausts are sprayed with AdBlue. When they reach the catalyst, the oxides of nitrogen (NO<sub>x</sub>) are efficiently transformed into harmless nitrogen gas and water.

**AMMONIA SLIP CATALYST (ASC)**

The last step before the tailpipe where the remaining ammonia (NH<sub>3</sub>), if any, is removed.

**EUROPEAN EMISSION STANDARDS 1993-2013**

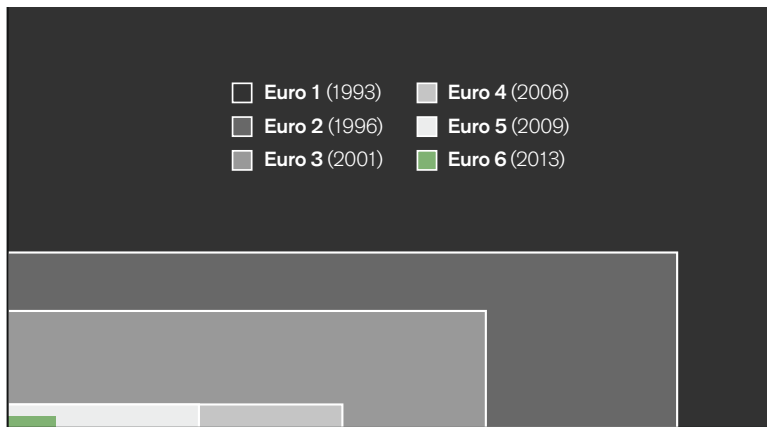
PM (g/kWh)

0.36

0.30

0.20

0.10



NO<sub>x</sub> = Oxides of Nitrogen

PM = Particulate Matter



## 2 DRIVELINE

### I-SHIFT

12-speed splitter and range gearbox with automated gearchanging system. I-Shift can be fitted with a compact retarder, power take-off, emergency power steering pump and oil cooler.


I-SHIFT			
Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> AT2412E	Direct	2400	44
<input type="checkbox"/> AT2612E	Direct	2600	60
<input type="checkbox"/> ATO2612E	Overdrive	2600	60

### I-SHIFT SOFTWARE PACKAGES


#### BASIC

Supplied as standard with I-Shift and gives the gearbox its basic functions.


#### DISTRIBUTION & CONSTRUCTION

Tailors the gearbox's work for distribution and construction operations. Features include functions that aid the driver when starting and in close-quarter manoeuvring. 


#### LONG HAUL & FUEL ECONOMY

Contains intelligent functions that minimise fuel consumption. This makes the program package particularly suitable for long-haul operations. 

#### LONG HAUL & FUEL ECONOMY WITH I-SEE

Adds I-See, including I-Cruise, to the Long Haul & Fuel Economy package, for even larger fuel savings. 

#### HEAVY DUTY TRANSPORT

Optimises I-Shift for heavy gross combination weights (>85 tonnes). 

### I-SHIFT SOFTWARE PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Functions	Basic	Distribution & Construction	Long Haul & Fuel Economy	Long Haul & Fuel Economy with I-See	Heavy Duty Transport*
Basic Shift Strategy	●	●	●	●	●
Performance Shift	●	●	●	●	●
Basic Gear Selection Adjustment	●	●	●	●	●
Gearbox Oil Temperature Monitor	●	●	●	●	●
Enhanced Shift Strategy		●	●	●	●
Launch Control		●	●	●	●
I-Roll			●	●	●
Smart Cruise Control			●	●	●
I-See, including I-Cruise				●	●
Heavy Duty GCW Control					●
<b>Additional options</b>					
Enhanced PTO Functions	●	●	●	●	●
Enhanced Gear Selection Adjustment, including kick-down		●	●	●	●
Enhanced performance – Bad roads		●	●	●	●

\* Only available for AT2612E.

## I-SHIFT FUNCTIONS EXPLAINED

### BASIC SHIFT STRATEGY

Automatic selection of the right starting ratio (1st – 6th gear). The choice of starting gear is influenced by gross weight and road gradient.

### PERFORMANCE SHIFT

Gives faster and gentler changes through intelligent utilisation of the engine brake, the vehicle's clutch and a special transmission brake.

### BASIC GEAR SELECTION ADJUSTMENT

Makes it possible to adjust gear selection via the gear lever's buttons during engine braking in automatic mode.

### GEARBOX OIL TEMPERATURE MONITOR

Shows the gearbox oil's temperature in the information display.

### ENHANCED SHIFT STRATEGY

By interacting with EBS and ECS, starting and close-quarter manoeuvring are made easier. Maximises the VEB/VEB+ braking effect by automatically selecting the right gear so that the engine operates at high revs. When changing gear during engine braking, the wheel brakes are activated to compensate for loss of braking torque.

### LAUNCH CONTROL

Optimises gear selection and EBS functions for manoeuvring at low speeds. Among other things, ensures that the Hill Start Aid function is only activated on uphill gradients.

### I-ROLL

Automatic engagement and disengagement of a freewheel function for the purpose of reducing fuel consumption. I-Roll is used when neither engine power nor engine braking is needed, for instance on flat roads.

### SMART CRUISE CONTROL

Interacts with the vehicle's Brake Cruise and ensures that the auxiliary brakes are not activated unnecessarily. The free-wheel function can thus be utilised to an even greater extent.

### I-SEE

A smart I-Shift software that can store topography data and use this information to save fuel and improve driving comfort. The data is saved in a database available for other I-See users. When ordering I-See, the cruise control I-Cruise is also included. I-Cruise can also be ordered separately.

### HEAVY DUTY GCW CONTROL

Optimises gear selection for high gross combination weights, 85–180 tonnes.

## ADDITIONAL OPTIONS

### ENHANCED PTO FUNCTIONS

Several functions that make power take-off use easier.

### ENHANCED GEAR SELECTION ADJUSTMENT INCLUDING KICK-DOWN

Makes it possible to adjust gear selection via the gear lever's buttons during start and when driving in automatic mode. The kick-down function selects the right gear for maximum acceleration.

### ENHANCED PERFORMANCE - BAD ROADS

Several functions that adjust gearchanging and assist starting and driving in poor road conditions and hilly terrain.

## POWERTRONIC

Fully automatic power-shift transmission with torque converter and oil cooler. Changes gears without power loss. Powertronic can be factory-fitted with a power take-off, integrated retarder and emergency power steering pump.

### POWERTRONIC

Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> PT2106	Direct	2100	44
<input type="checkbox"/> PT2606	Direct	2600	60

## POWERTRONIC, INTEGRATED DRIVING PROGRAMS

### ECONOMY

Intended for optimal fuel economy. Gearchanges take place at the most economical revs.

### PERFORMANCE

Is used when there is a need for added engine power output. Changes up and down at higher engine revs. 🚦

## 2 DRIVELINE

### MANUAL GEARBOXES

14-speed splitter and range manual gearbox. Cable operation – with separate cables for longitudinal and lateral movements – results in short and distinct gear settings. Patented synchromesh with servo function means low gearchanging forces. The gearboxes can be fitted with a compact retarder, power take-off, emergency power steering pump and oil cooler.

### MANUAL GEARBOXES

Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> VT2009B	Direct	2000	60
<input type="checkbox"/> VT2214B	Direct	2200	100
<input type="checkbox"/> VTO2214B	Overdrive	2200	100
<input type="checkbox"/> VT2514B	Direct	2500	100
<input type="checkbox"/> VTO2514B	Overdrive	2500	100
<input type="checkbox"/> VT2814B	Direct	2800	100
<input type="checkbox"/> VTO2814B	Overdrive	2800	100

### DRIVELINE COMBINATIONS

Manual gearbox	D11K330	D11K370	D11K410	D11K450	D13K420	D13K460	D13K500	D13K540
VT2009B	•	•	•					
VT2214B	•	•	•	•	•	•		
VTO2214B	•	•	•	•	•	•		
VT2514B				•	•	•	•	
VTO2514B				•	•	•	•	
VT2814B								•
VTO2814B								•
<b>Powertronic</b>								
PT2106	•	•	•	•				
PT2606					•	•	•	•
<b>I-Shift</b>								
AT2412E	•	•	•	•	•	•		
AT2612E	•	•	•	•	•	•	•	•
ATO2612E	•	•	•	•	•	•	•	•
<b>Single reduction axles</b>								
RSS1344C	•	•	•	•	•	•	•	•
RSS1344D	•	•	•	•	•	•	•	•
RSS1356	•	•	•	•	•	•	•	•
RSS1360	•	•	•	•	•	•	•	•
RTS2370B	•	•	•	•	•	•	•	•
<b>Hub reduction axles</b>								
RSH1365F	•	•	•	•	•	•	•	•
RSH1370F	•	•	•	•	•	•	•	•
RTH2610F	•	•	•	•	•	•	•	•
RTH3210F	•	•	•	•	•	•	•	•
RTH3312	•	•	•	•	•	•	•	•
<b>Driving front axle/Distribution gearbox</b>								
FAA11/ FAA21/V2501TB	•	•	•	•	•	•	•	•

## REAR AXLES


Type	Axle	Gear	Max torque (Nm)	Max axle/bogie load (tonnes)	GCW approval (tonnes)
<b>Single reduction</b>					
<input type="checkbox"/> RSS1344C/D	Solo	Hypoid	2600	13	44
<input type="checkbox"/> RSS1356	Solo	Hypoid	2400/2800	13	56/44
<input type="checkbox"/> RSS1360	Solo	Hypoid	3550	13	60
<input type="checkbox"/> RTS2370B	Tandem	Hypoid	3550	23	70
<b>Hub reduction</b>					
<input type="checkbox"/> RSH1365F	Solo	Spiral bevel	2400	13	65
<input type="checkbox"/> RSH1370F	Solo	Conical spiral cut	3550	13	70
<input type="checkbox"/> RTH2610F	Tandem	Conical spiral cut	3550	26	100
<input type="checkbox"/> RTH3210F	Tandem	Conical spiral cut	3550	32	100
<input type="checkbox"/> RTH3312	Tandem	Conical spiral cut	3550	33	120

## REAR AXLE RATIOS

RSS1344C/D	RSS1356	RSS1360	RTS2370B	RSH1365F	RSH1370F	RTH2610F	RTH3210F	RTH3312
2.31:1*	2.50:1	2.47:1	2.43:1	3.61:1	3.46:1	3.33:1	3.33:1	3.61:1
2.47:1*	2.64:1	2.64:1	2.57:1	3.76:1	3.61:1	3.46:1	3.46:1	3.76:1
2.64:1	2.79:1	2.85:1	2.83:1	4.12:1	3.76:1	3.61:1	3.61:1	4.12:1
2.85:1	3.10:1	3.08:1	3.09:1	4.55:1	4.12:1	3.76:1	3.76:1	4.55:1
3.08:1	3.44:1	3.40:1	3.40:1		4.55:1	3.97:1	3.97:1	5.41:1
3.36:1	3.67:1	3.67:1	3.78:1		5.41:1	4.12:1	4.12:1	7.21:1
3.70:1		4.11:1	4.13:1			4.55:1	4.55:1	
4.11:1			4.50:1			5.41:1	5.41:1	
4.63:1			5.14:1				7.21:1	
5.29:1			5.67:1					
			6.17:1					

\* For RSS1344D.

## POWER TAKE-OFFS

There is a wide range of clutch-independent and clutch-dependent power take-offs to drive all sorts of body equipment. 

## ENGINE-MOUNTED

### PTER-DIN

Rear-mounted engine power take-off for direct drive of a hydraulic pump.

### PTER1400

Rear-mounted engine power take-off with flange connection for hydraulic pump.

### PTER100

Rear-mounted engine power take-off with flange connection for hydraulic pump.

### PTERCDI

Rear-mounted, clutchable engine power take-off for direct drive of a hydraulic pump.

### PTERC14

Rear-mounted, clutchable engine power take-off with flange connection for hydraulic pump.

### PTERC10

Rear-mounted, clutchable engine power take-off with flange connection for hydraulic pump.

## GEARBOX-MOUNTED

### PTR-F

Connecting flange attachment and low-rev or high-rev.

### PTR-FL/FH

Connecting flange attachment and low-rev or high-rev.

### PTR-D/PTR-DM/PTR-DH

Low/medium/high-rev with DIN-connection for direct attachment of a hydraulic pump.

### PTRD-F

High-rev with connecting flange attachment for direct-fitted propshaft.

### PTRD-D

High-rev with dual drive. DIN connection front and rear for direct attachment of hydraulic pumps.

### PTRD-D1

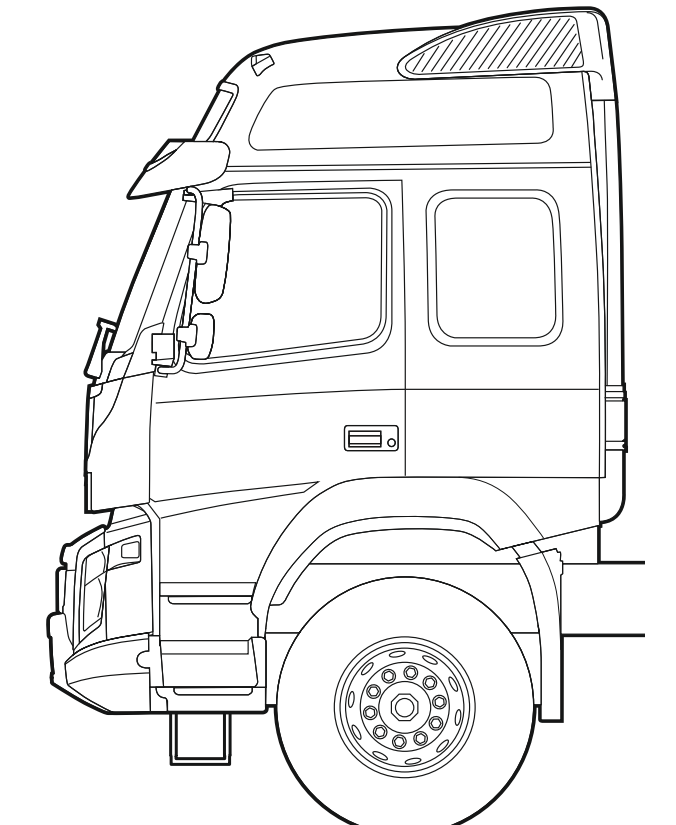
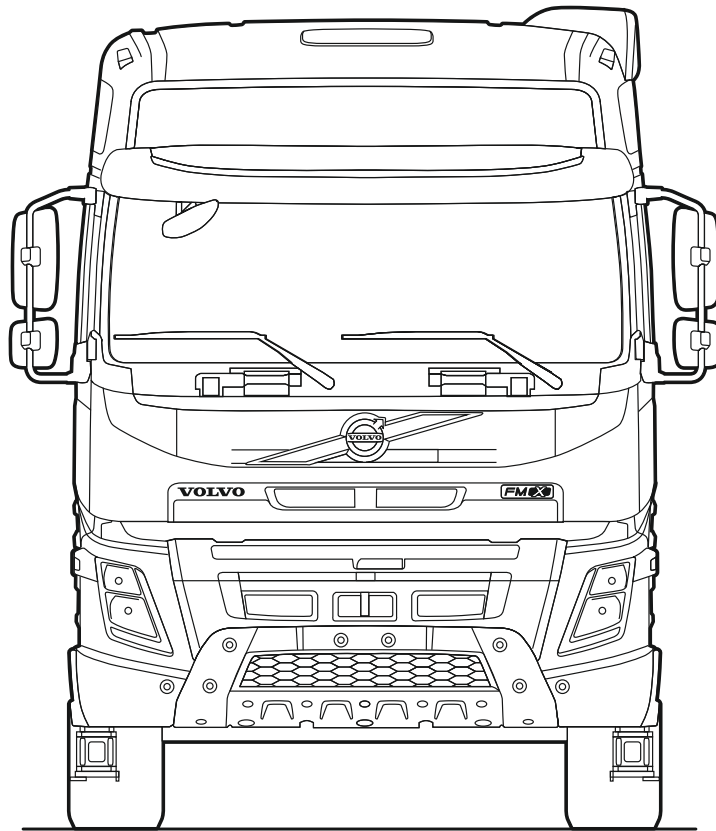
High-rev with dual drive. Connecting flange attachment at the rear and DIN attachment at the front.

### PTRD-D2

High-rev with dual drive rear and single drive front. Two connecting flange attachments rear and one DIN attachment at the front.

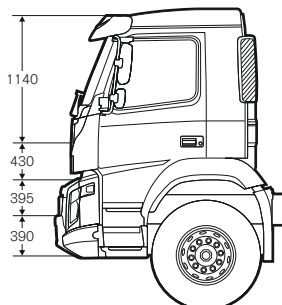
### 3 CAB

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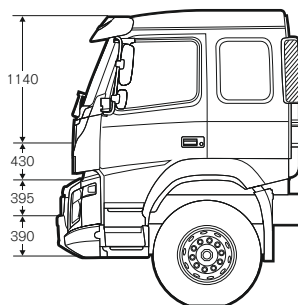
**DAY CAB**

Day cab (FMX-DAY) with comfortable and ergonomic driver area. Interior height 157 cm, 114 cm on the engine compartment cover.



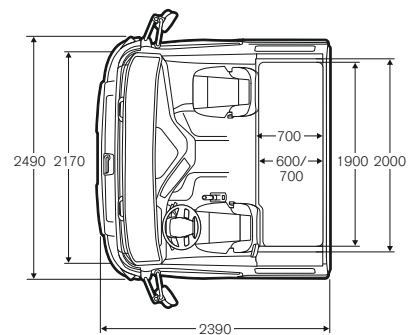
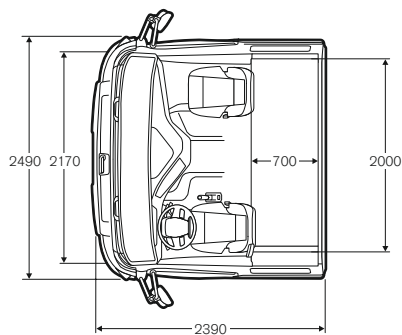
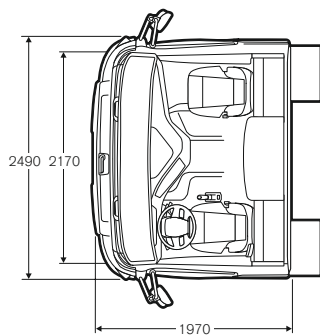
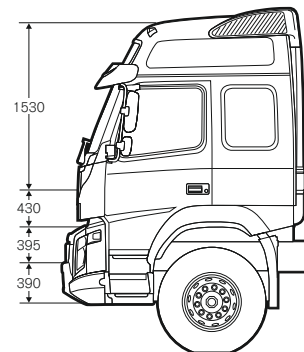
**SLEEPER CAB**

Sleeper cab (FMX-SLP) with comfortable overnight accommodation for one. Interior height 157 cm, 114 cm on the engine compartment cover.



**GLOBETROTTER CAB**

Globetrotter cab (FMX-HSLP) with comfortable overnight accommodation for up to two people. The Globetrotter cab offers extra storage above windscreen and as option under the bunk. Interior height 196 cm, 153 cm on the engine compartment cover.



## 3 CAB

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### FOUR-POINT CAB SUSPENSION

Coil springs with dampers all-round or air suspension with automatic level control all-round.

### AIR INTAKES

Air intake positioned on the left side and available in high or low version.

### COLOURS

Available in about 850 variants.

### UPHOLSTERY

- |                                      |                         |
|--------------------------------------|-------------------------|
| <input type="checkbox"/> Robust      | Vinyl or leather        |
| <input type="checkbox"/> Dynamic     | Textile or leather      |
| <input type="checkbox"/> Progressive | Soft textile or leather |

### DRIVER'S SEAT

Two different levels of comfort: Standard and Comfort. Both levels can be ordered with optional upholstery. The seat's total adjustment scope is 200 mm fore-aft, and 100 mm vertically. The driver's seat is fitted as standard with a head restraint, adjustable and fold-down backrest, vertical and fore-aft adjustment, adjustable lumbar support and adjustable seat angle.

### PASSENGER SEAT

Two different levels of comfort: Standard and Comfort, both can be ordered with optional upholstery. All the passenger seats are equipped as standard with head restraints.

### BEDS

Lower bed: Bed measuring 70×200 cm. 16 cm mattress with pocket springs and excellent comfort. Three options of firmness: Soft, Semi-firm and Firm.

Two options of overlay mattress protector that improves sleeping comfort and facilitates bed-making.

Comfort upper bed dimensions 70×190 cm or 60×190 cm (option for Globetrotter cab).

### INTERIOR STORAGE

The space above the windscreen consists of two storage compartments with roller doors on Globetrotter and LXL cabs, as well as four ISO slots, one of which is reserved for the tachograph. Under the bed in the sleeper cab and the Globetrotter cab there are two large storage compartments that are accessible from the outside, and in the sleeper section there are two storages for magazines and small items. In the dashboard there are four open storages, a small storage box, a DIN slot storage, bird bath and a bottle holder.

### EXTERIOR STORAGE

Storage space accessible from the outside can be found behind the passenger and driver seats.

### ROOF HATCH

The cab is equipped with a roof hatch that can be opened 50 mm. On the inside there is a perforated sunblind, which also acts as an insect net when the hatch is open. The roof hatch is manually operated.

### STEERING WHEEL

Steering wheel in two different sizes – 450 mm or 500 mm in diameter depending on the truck specification. The steering wheel's height can be adjusted by up to 90 mm and the angle can be adjusted by 28 degrees. The steering wheel is available with an airbag. Integrated controls in the steering wheel provide safe and comfortable operation of cruise control, horn, phone and the functions in the driver information display and secondary information display.

### CLIMATE SYSTEM

There is a choice of two alternative climate systems to cover all needs.

- Air conditioning with manual control (MCC).
- Air conditioning with automatic temperature control (ECC/ECC2).

## EQUIPMENT PACKAGES 4

<b>DRIVING PACKAGES</b>			
	<input type="checkbox"/>	<input type="checkbox"/>	
	<b>Driving</b>	<b>Driving+</b>	
Roof hatch, manual	•	•	
Exterior sun visor	•	•	
Interior sun visor with mirror	•	•	
Mirrors, electrically controlled and heated	•	•	
Armrests on driver seat		•	
Locking of passenger door from driver side	•		
Central locking with remote key		•	
Electronic Climate Control (ECC)		•	

<b>RESTING PACKAGES</b>			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Sleeper cab</b>	<b>Globetrotter</b>	
	<b>1 bed</b>	<b>1 bed</b>	<b>2 bed</b>
Sleeper control panel	•	•	•
Interior lighting with night light	•		
Interior lighting with night light and dimmer		•	•
Cab parking heater	•	•	•
Engine and cab parking heater			
Rear storage, locker overhead above bunk		•	
Top bunk, fixed and foldable			•

<b>AUDIO PACKAGES</b>			
	<input type="checkbox"/>	<input type="checkbox"/>	
	<b>Basic</b>	<b>High</b>	
<b>Audio Functions</b>			
Audio CD	•	•	
CD-R/CD-RW	•	•	
wav/wma/mp3/iTunes m4a		•	
Speed-dependant volume control		•	
Extended mute functions		•	
<b>Radio</b>			
FM/AM antenna	•	•	
FM stations	12	18	
AM stations	6	6	
RDS	•	•	
<b>Connections and interfaces</b>			
Low-level input, 4 channels		•	
3.5 mm stereo line input		•	
USB connection		•	
iPod interface		•	
Bluetooth		•	
<b>Speakers</b>			
Number of speakers	4	6*	
Output	4x20 W	4x35 W	

\* 4 speakers on day cab.



## 4 EQUIPMENT PACKAGES

### PERSONAL PROTECTION PACKAGE

	<input type="checkbox"/>
Burglar alarm	•
Alarm with external sensor	○
Safe below bed	•
Main switch, remote controlled circuit shutdown	•
Main switch as for ADR trucks	○
○ = option	

### VISIBILITY PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Visibility</b>	<b>Visibility+*</b>
Headlamp cleaning	•	•
Rain sensor	•	•
Bi-Xenon headlamps		•

\* Visibility + is only possible with rear air suspension

Some of the equipment shown or mentioned may only be available as options or accessories and may vary from one country to another in accordance with local legislation. Your Volvo dealer will be happy to provide you with more detailed information. Colours may vary somewhat owing to the limitations of the printing process. We reserve the right to alter product specifications without prior notification.