

Tailoring your Volvo FM.

No single truck fits all. That's why the Volvo FM 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 needs and wants.

1 CHASSIS

Axle configurations, chassis heights, wheel-bases, bogies, rear suspensions and brakes.

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2 DRIVELINE

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

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3 CAB

Specifications and measurements for the day, sleeper, low sleeper, Globetrotter and Globetrotter LXL cabs.

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4 EQUIPMENT PACKAGES

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

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5 ACCESSORIES

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

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DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

Tractor 4x2

RAD-GR	High		35	36	37	38		
	Med		35	36	37	38		
	Low		35	36	37	38		
	X-Low		35	36	37	38		

Tractor 6x2

RADT-GR	High	30	32					
	Med	30	32					

RAPD-GR	High				39	41		
	Med				39	41		

Tractor 6x4

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

Tractor 8x4

RAPDD-GR	High			36	39			
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DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

Rigid 4x2

RAD-L90	High	34	35	37	40	43	46	49	52	56	60			
RAD-GR	High	34		37	40	43	46	49	52	56	60	63	65	67
	Med			37	40	43	46	49	52	56	60	63	65	67
	Low								52	56				
	X-low								52	56				

Rigid 6x2

RADT-GR	High			37	39	43	46	48	49	52	56	60		
	Med			37	39	43	46	48	49	52	56	60		
	Low			37	39	43	46	48	49	52	56	60		
	X-low				39	43	46	48	49	52				
RAPD-GR	High									52	56	60		

Rigid 6x4

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

Rigid 8x2

RADT-GR	High								51	56	60			
RAPDT-GR	High								51	56	60			
	Med								51	60				

Rigid 8x4

RADD-BR	High/X-High								51	56		64		
RADD-TR1	High								51	56				
RADD-TR2	High								51	56	60	62		
RADD-GR	High/X-High								51	56	60	64		
RADDT-GR	High/X-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	

1 CHASSIS

CHASSIS HEIGHTS

<input type="checkbox"/> X-Low (tractor)	approx 810 mm
<input type="checkbox"/> Low	approx 850 mm
<input type="checkbox"/> Med	approx 900 mm
<input type="checkbox"/> High	approx 1000 mm
<input type="checkbox"/> X-High	approx 1200 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. Maximum fuel volume is 1,480 litres for a 4x2 tractor.

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. Integrated lubrication and trailer connection indicator is available for specific variants.

VOLVO DYNAMIC STEERING

Active steering system with torque overlay. Delivers more steering force at low speeds, reduces steering kicks and keeps the steering wheel straight when braking on split friction. The steering wheel automatically centres both when driving forward and when reversing.

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

MAX FRONT AXLE LOAD (tonnes)

	Air	Leaf
X-Low	8	-
Low	8	-
Med	9	10
High	9	10/18*

* With dual front axles (FAA20/FAA21).

REAR SUSPENSION

Type	Axle combination	Suspension type	Axle/bogie load (tonnes)	Reduction	Other axles
Solo					
<input type="checkbox"/> RAD-L90	4x2	Parabolic/Multi-leaf	13	Single/hub	
<input type="checkbox"/> RAD-GR	4x2	Air	11.5/13	Single/hub	
Bogie					
<input type="checkbox"/> RADT-GR	6x2/8x2	Air	19/20.5/22.5/23	Single/hub	Fixed/steered/self-steered tag axle
<input type="checkbox"/> RAPD-GR	6x2	Air	19/22	Single/hub	Fixed/steered pusher axle
<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"/> RAPDD-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"/> RAPDT-GR	8x2	Air	27/30/30.5/31.5/32	Single/hub	3 axles/steered pusher axle and steered or fixed tag axle

FIFTH WHEEL COUPLING HEIGHTS

Drive	Chassis height	Suspension	Frame height	5W height*	Tyre	Min. coupling height**	Nominal drive height**
4x2	X-Low	RAD-GR	266	140	295/55	867	912
	X-Low	RAD-GR	266	140	295/60	887	932
	Low	RAD-GR	266	140	315/60	955	1015
	Med	RAD-GR	266	140	315/70	1014	1075
	Med	RAD-GR	300	140	315/70	1031	1092
	High	RAD-GR	266	140	315/80	1056	1147
6x2	High	RAD-GR	300	140	315/80	1090	1164
	Low	RADT-GR	266	160	315/60	975	1035
	Med	RADT-GR	266	160	315/70	1034	1095
	Med	RADT-GR	300	160	315/70	1051	1112
	High	RADT-GR	300	150*	315/80	1160	1234
	Med	RAPD-GR	266	160	315/70	1034	1095
	Med	RADT-GR	300	160	315/70	1051	1112
	High	RAPD-GR	266	160	315/80	1076	1167
6x4	High	RAPD-GR	300	160	315/80	1110	1184
	High	RADD-GR	300	150*	315/80	1173	1234
8x4	High	RAPDD-GR	300	160	315/80	1137	1207

* +60 mm mounting height. ** Approximate heights.

1 CHASSIS

BRAKES

Volvo EBS (Electronically controlled Brake System) disc brakes are available with EBS Medium program packages for tractors and rigids. ESP is available for tractors and rigids with 4x2, 6x2 and 6x4 drive. In this way Volvo can offer ESP on virtually all ADR applications and EMS combinations. The brake range also includes Volvo Z-cam drum brakes with ABS (Anti-lock Braking System).

EBS MEDIUM

In addition to the EBS Standard package, EBS Medium adds the following features. 

EBS STATUS CONTROL

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

HILL START AID

The 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 pushes the accelerator pedal and a gear is selected (only I-Shift gearbox).

PARKING BRAKE ACTIVATOR ON TRAILER

When the ignition is on the parking brake is automatically activated even on the trailer.

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. 

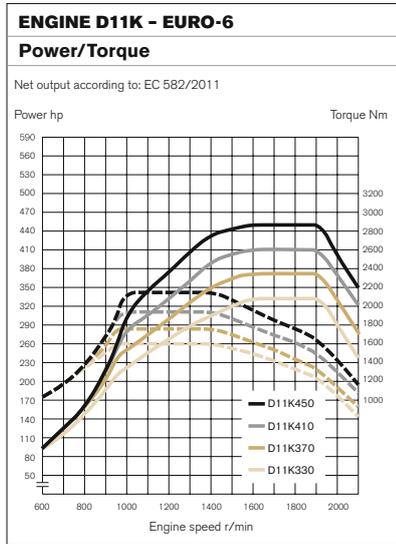
HYDRAULIC RETARDER

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

DRIVELINE COMBINATIONS

Manual gearbox	D11K330	D11K370	D11K410	D11K450	D13K420	D13K460	D13K500
VT2009B	•	•	•				
VT2214B	•	•	•	•	•	•	
VTO2214B	•	•	•	•	•	•	
VT2514B				•	•	•	•
VTO2514B				•	•	•	•
I-Shift							
AT2412E	•	•	•	•	•	•	
AT2612E	•	•	•	•	•	•	•
ATO2612E	•	•	•	•	•	•	•
Single reduction axles							
RSS1344C/D	•	•	•	•	•	•	•
RSS1356	•	•	•	•	•	•	•
RSS1360	•	•	•	•	•	•	•
RTS2370B	•	•	•	•	•	•	•
Hub reduction axles							
RSH1370F	•	•	•	•	•	•	•
RTH2610F	•	•	•	•	•	•	•
RTH3210F	•	•	•	•	•	•	•
RTH3312	•	•	•	•	•	•	•

2 DRIVELINE



<input type="checkbox"/> D11K330 (243 kW)	
Max power at 1600–1900 r/min	330 hp
Max torque at 950–1400 r/min	1600 Nm
<input type="checkbox"/> D11K370 (272 kW)	
Max power at 1600–1900 r/min	370 hp
Max torque at 950–1400 r/min	1750 Nm
<input type="checkbox"/> D11K410 (302 kW)	
Max power at 1600–1900 r/min	410 hp
Max torque at 1000–1400 r/min	1950 Nm
<input type="checkbox"/> D11K450 (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 ³
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.	

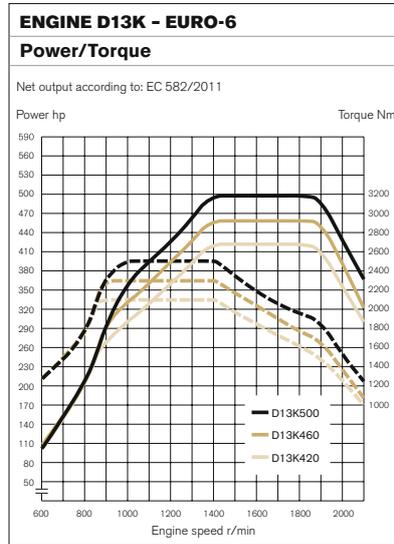
FUEL PREREQUISITES

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

ENGINE-MOUNTED POWER TAKE-OFFS

Two torque output versions available.	
For complete specifications, see page 50.	
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"/> D13K420 (309 kW)	
Max power at 1400–1800 r/min	420 hp
Max torque at 860–1400 r/min	2100 Nm
<input type="checkbox"/> D13K460 (338 kW)	
Max power at 1400–1800 r/min	460 hp
Max torque at 900–1400 r/min	2300 Nm
<input type="checkbox"/> D13K500 (368 kW)	
Max power at 1400–1800 r/min	500 hp
Max torque at 1000–1400 r/min	2500 Nm

D13K

No. of cylinders	6
Displacement	12.8 dm ³
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 ⁺ effect (2300 r/min)	375 kW
VEB ⁺	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

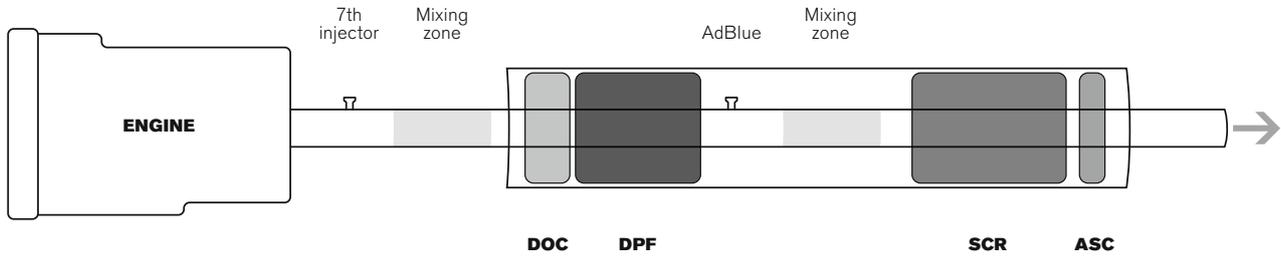
Sulphur free fuel only
(EN590, max 10 ppm sulphur).

ENGINE-MOUNTED POWER TAKE-OFF

Two torque output versions available.	
For complete specifications, see page 50.	
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 exhaust 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 NO₂ 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_x) are efficiently transformed into harmless nitrogen gas and water.

AMMONIA SLIP CATALYST (ASC)

The last step before the tailpipe where the remaining ammonia (NH₃), if any, is removed.

EUROPEAN EMISSION STANDARDS 1993-2013

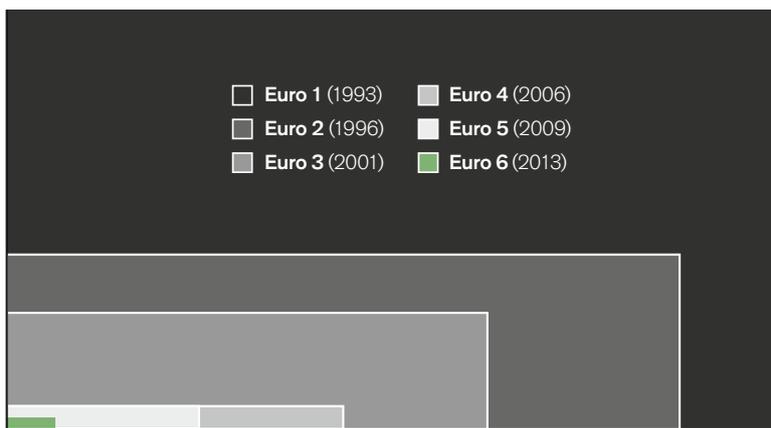
PM (g/kWh)

0.36

0.30

0.20

0.10



PM = Particulate Matter

NO_x = Oxides of Nitrogen

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 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					•
Additional options					
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.

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 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

2 DRIVELINE

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.

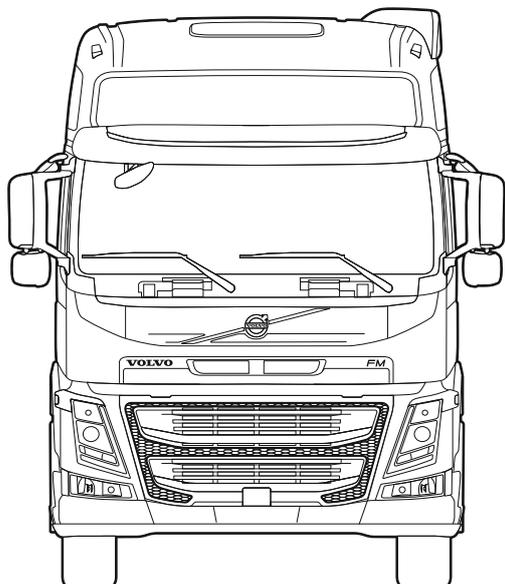
REAR AXLES

Type	Axle	Gear	Max torque (Nm)	Max axle/bogie load (tonnes)	GCW approval (tonnes)
Single reduction					
<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"/> RTS2370A	Tandem	Hypoid	3550	23	70
Hub reduction					
<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	RTS2370A	RSH1370F	RTH2610F	RTH3210F	RTH3312
2.31:1*	2.50:1	2.47:1	2.43:1	3.46:1	3.33:1	3.33:1	3.61:1
2.47:1*	2.64:1	2.64:1	2.57:1	3.61:1	3.46:1	3.46:1	3.76:1
2.64:1	2.79:1	2.85:1	2.83:1	3.76:1	3.61:1	3.61:1	4.12:1
2.85:1	3.10:1	3.08:1	3.09:1	4.12:1	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.



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

- Robust Textile, Textile/Vinyl
- Dynamic Textile, Textile/Vinyl
- Progressive Leather/Textile

DRIVER'S SEAT

Three different levels of comfort: Standard, Comfort and Deluxe. All 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. The passenger seats are equipped as standard with head restraints.

BEDS

Lower bed measuring 70x200 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: 70x190 cm or 60x190 cm.

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 an optional 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 can be manually or electrically operated - electric option is only available on the LXL cab.

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 or without 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 optional secondary information display.

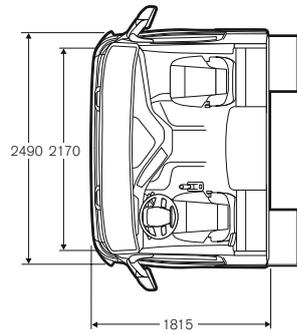
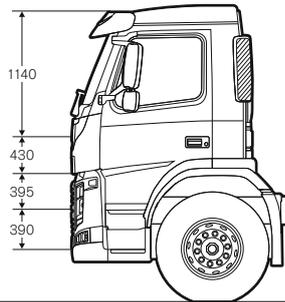
CLIMATE SYSTEM

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).

3 CAB

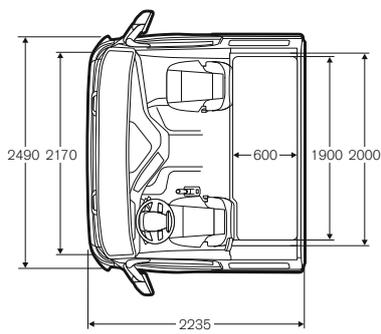
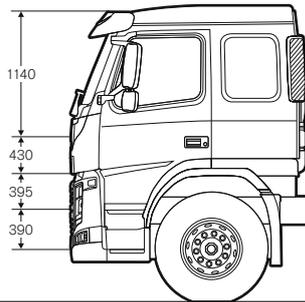
□ DAY CAB

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



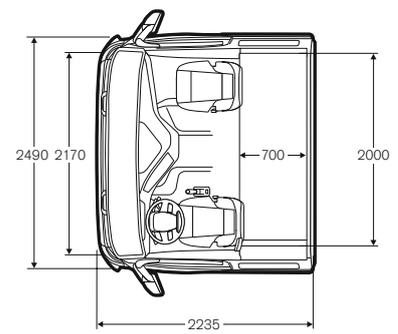
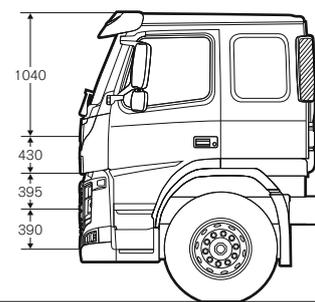
□ SLEEPER CAB

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



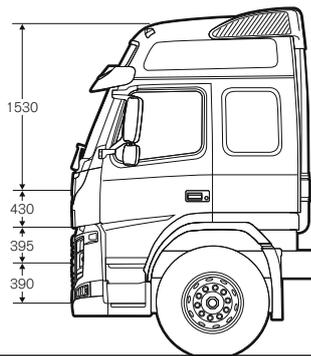
□ LOW SLEEPER CAB

Low sleeper cab (FM-LSLP) with lowered roof provides added load space above the cab. Interior height 147 cm, 104 cm over the engine compartment.



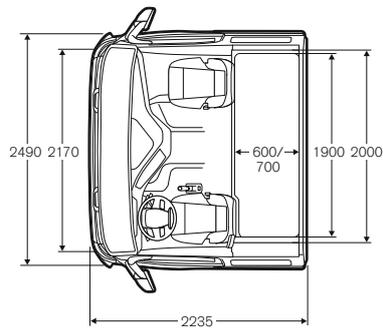
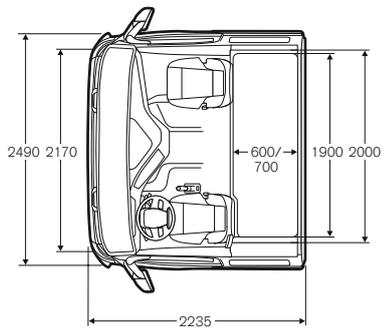
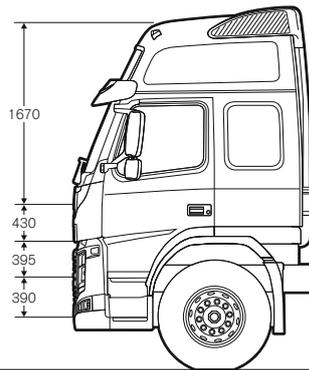
□ GLOBETROTTER CAB

Globetrotter cab (FM-HSLP) with comfortable overnight accommodation for up to two people. The cab offers extra storage space higher up. Interior height 196 cm, 153 cm on the engine compartment cover.



□ GLOBETROTTER LXL CAB

Globetrotter LXL cab (FM-XHSL) with comfortable overnight accommodation for up to two people. The cab offers extra storage space higher up. Interior height 210 cm, 167 cm on the engine compartment cover.



4 EQUIPMENT PACKAGES

DRIVING PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>
	Driving	Driving+
Roof hatch, manual (electrical on Globetrotter LXL)	•	•
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)		•

RESTING PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Sleeper cab	Globetrotter and Globetrotter LXL cab	
	1 bed	1 bed	2 bed
Sleeper control panel	•	•	•
Interior lighting with night light and dimmer	•	•	•
Cab parking heater	•	•	•
Engine and cab parking heater			
Rear storage, 154 litres		•	
Top bunk, fixed and foldable			•

EQUIPMENT PACKAGES 4

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

AIRFLOW PACKAGE		<input type="checkbox"/>
Roof airflow panel		•
Side airflow panel, long		•
Chassis side skirts*		•
Side underrun protection		•
Additional chassis fairings*		•
* 4x2 Tractors only.		

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"/>
	Visibility	Visibility+*
Headlamp cleaning	•	•
Static cornering lights	•	•
Rain sensor	•	•
Bi-Xenon headlamps		•
Dynamic headlights (Bi-Xenon)		○
○ = option. * Visibility+ is only possible with rear air suspension (RSS-AIR).		

LONG HAUL FUEL PACKAGES	<input type="checkbox"/>
Vehicle package	<input type="checkbox"/>
I-See, including I-Cruise	•
Engine idle shutdown	•
24V, 150A alternator	•
Clutchable 2 cyl. 900 litres/min air compressor	•
Services package	<input type="checkbox"/>
Fuel Advice	•
Dynafleet Fuel and Environment	•
Driver training: Efficient driving	•

TRANSPORT EFFICIENCY PACKAGE	<input type="checkbox"/>
Dynafleet Driver times	○
Dynafleet Messaging	○
Dynafleet Positioning	○
GPS navigator	○
Driver times feedback	○
Driver training: Transport Business and Legislation	○

NEW VOLVO GOLD CONTRACT	<input type="checkbox"/>
In addition to the existing maintenance and repair programme, the new gold contract also contains:	
New Service Planning	•
Features Online	•
Uptime Promise	•

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.

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You have chosen one of the most well equipped trucks in the world. But to make it really suitable for your particular transport assignments and for your personal needs, there's also a wide range of accessories to choose from. Developed and tested by Volvo Trucks for Volvo trucks. Here's a small selection. Ask your Volvo dealer or visit www.volvotrucks.com to learn more.



Cradle plate for phone



Exterior vision camera



Red seat belt



Flashing LED warning light



Coffee maker

Overlay mattress

