



Volvo Trucks. Driving Progress

VOLVO FH SERIES

VOLVO FH AND VOLVO FH16 PRODUCT GUIDE





The truck of the future is now even more futuristic.

They say that you shouldn't change a winning concept. Yet, that's exactly what we have done. Let us introduce some new features that will add to your driving comfort and safety and make the truck even more useful for many more applications and transport operations.

Experience the new dynamic steering, the biggest invention since power steering. Read about the new rear air suspension specifically developed for the quarry and the brand new I-Shift Dual Clutch, taking driving comfort to new heights. Welcome to the future.

RH

OVERVIEW

A closer look at the Volvo FH.

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DRIVER SUPPORT SYSTEMS

The forefront of safety is Volvo's home ground. Our advanced driver support systems efficiently helps the driver avoid accidents. [Learn more on page 42](#).

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A cruise control that plans ahead – our latest addition to the intelligent I-Shift software is revolutionary. [Learn more on page 18](#).

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INSTRUMENT CLUSTER

The modern instrument cluster is designed with the driver in mind, with all information in the right place. [Learn more on page 38](#).

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Redesigned aerodynamic mirrors, rear-view cameras and the new upright A-pillars provide visibility you've never seen before. [Learn more on page 30](#).

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Fuel-efficient and torque-strong 13- and 16-litre engines, up to an incredible 750 hp. All fulfilling the Euro 6 standard. [Learn more on page 20](#).

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VOLVO FH16

The most powerful Volvo ever. And it shows. For the toughest of demands, there really is only one choice. [Learn more on page 22](#).

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HEADLIGHTS

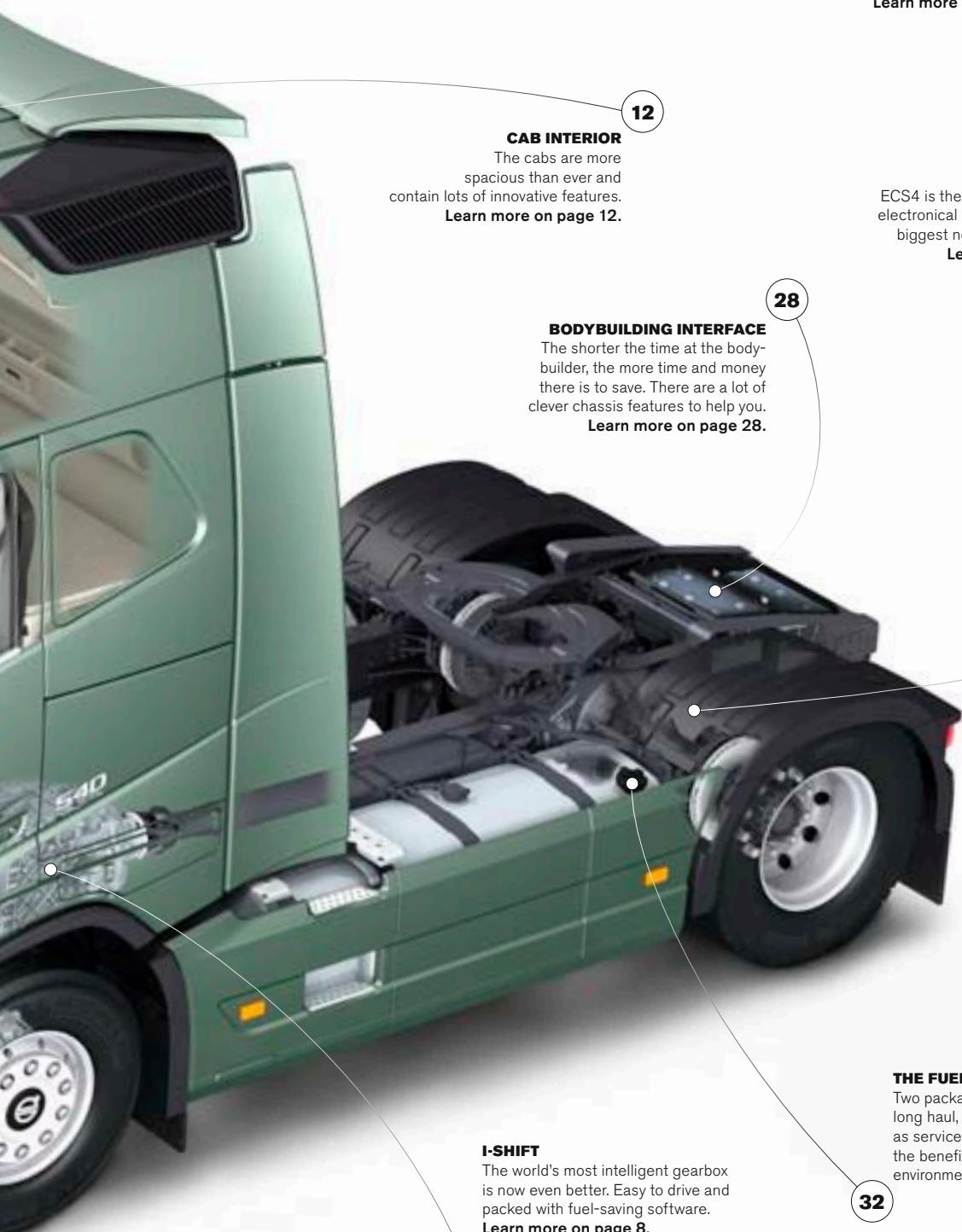
Dynamic headlights, static cornering lights, improved main beams and more. [Learn more on page 36](#).

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VOLVO DYNAMIC STEERING

The biggest invention since power steering lets you enjoy effortless manoeuvring with extreme precision. [Learn more on page 6](#).





HANDLING

New front springs and steering gear, changes in cab suspension with revised rear anti-roll bar positions all enhance the trucks dynamic performance and driver comfort. [Learn more on page 16.](#)

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The new telematics gateway puts Volvo FH in touch with the workshop from anywhere. Sign up for the new Gold contract to get all the benefits, and an uptime of 100%. [Learn more on page 34.](#)

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The world's most intelligent gearbox is now even better. Easy to drive and packed with fuel-saving software. [Learn more on page 8.](#)

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The new I-Shift Dual Clutch makes the power flow seamless. The benefits are better drivability and unrivalled driver comfort. [Learn more on page 10.](#)

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The new extra low cab is ideal for construction or mining operations.

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ECS4 is the latest version of Volvo's electronical suspension system. The biggest news? A wireless remote.

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Experience the new air-suspended rear-wheel installation. One could say it's an earth-moving development.

[Learn more on page 24.](#)

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THE FUEL DEAL

Two packages of real fuel savers for long haul, including products as well as services. Save up to 11% fuel, for the benefit of your bottom line and the environment. [Learn more on page 32.](#)

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VIEW THE COMPLETE
SPECS, FROM CHASSIS
TO ACCESSORIES, ON
PAGES 46-65

Responding to your slightest command.

And nothing else.

What has been called the biggest thing since power steering is now available in a series-production truck, both with single and dual* front axles. Volvo Dynamic Steering is based on a patented concept, and will completely change the way you drive. Try it, and you'll never want to go back to a regular truck. Even your car will pale in comparison.

* Available during 2015.



How it works.

Volvo Dynamic Steering consists of an electric motor, connected to the steering gear. By receiving input from several sensors, the Electrical Control Unit (ECU) can determine where the truck is going as well as what the driver's intentions are.

The motor is controlled 2000 times every second, using a principle called 'torque overlay', to correct unintentional steering movements and to provide extra torque when needed. Altogether creating a perfect and consistent steering feel, regardless of load or tyres.



EFFORTLESS

Volvo Dynamic Steering increases the steering force by up to 85%.



At high speeds:

Let nothing set you off course.

Driving straight isn't as easy as one would think. In fact, you often have to compensate for kicks from road ruts, potholes and road markings. Or correct your course after braking on a split-friction surface. Yes, sometimes even side winds can disturb your ride.

Volvo Dynamic Steering changes this completely. Just loosen your grip on the wheel, concentrate on the traffic and be sure the truck won't change direction until you want it to.

At low speeds:

Steer with one finger and save your back.

This is where Volvo Dynamic Steering really will change your day. And your future. Because you no longer need to strain your muscles to manoeuvre the truck at low speeds. Volvo Dynamic Steering provides you with all the steering force you need. You can literally steer the truck with one finger. This not only gives you complete control of the vehicle, but also practically eliminates the strain on your neck and shoulders.

When reversing:

Perfect control without strain.

Reversing with a fully-laden truck is one of the most challenging and trying aspects of the job. Especially when you need to focus every bit of your attention on the surroundings. Not so with Volvo Dynamic Steering. You can now reverse with perfect precision – almost without effort. And as soon as you let go of the wheel, it automatically returns to neutral, reducing the strain even further.

Furthermore, if you need to reverse long distances, here's something new. The course stability is so great that you can reverse a truck and trailer more than a hundred metres without drifting off course.

I-SHIFT

Forget the gearbox.
Just drive.





Eases your mind. And lets your left foot rest.

Driving I-Shift is a real pleasure. Without the clutch pedal, you can safely sit back and concentrate on the other two. I-Shift uses its built-in intelligence to quickly and automatically choose the right gear at all times. And the software provides shifting skills that are impossible for even the best of drivers to match. Still, if you want to get more involved, you can. The buttons on the shift selector allows you to step in and change gear manually.

Volvo FH also offers you the option of either a seat mounted shift selector which allows both automatic and manual changes, or simply four switches on the dashboard for automatic selection only. Freeing that precious space makes it a little easier to move around in the cab.

Let I-Shift save you fuel. The money will roll right in.

I-Shift is designed to save fuel. First of all, the internal energy losses are low – actually lower than on manual gearboxes. But it's the electronics that really make the difference. When driving in 'Economy' mode, every gearchange is timed precisely, to let the engine work at its most efficient rpm range. And then there's I-Roll. It's a unique feature used when driving downhill, automatically disengaging the engine to make use of the truck's momentum instead of fuel. The result? Up to 2% lower fuel consumption.

Not enough for you? Add I-See to save more. Learn more on **page 18**.

When things get really tough the I-Shift for heavy duty makes it easier.

If you're into really heavy haulage in very hilly terrain you can count yourself lucky as now there's an I-Shift for you too. Perfectly suited to your specific needs, it offers you all the comfort and fuel economy of the I-Shift gearbox.

We've developed a clutch with a larger diameter on the damper mechanism and new clutch and gear control software for high torque. The result is an I-Shift gearbox perfectly adapted for timber and construction operations as well as other heavy haulage.

How would you like your I-Shift?

The software makes it possible to tailor I-Shift to your driving conditions. Choose from five add-on packages: Long Haul & Fuel Economy (with or without I-See) for efficient highway driving, Distribution & Construction with smart functions for close-quarter manoeuvring and Heavy Duty Transport (with or without I-See) optimising I-Shift for gross combination weights above 85 tonnes. For a complete overview, see **page 54**.



How it works.

It may seem strange. Beneath the surface of I-Shift, the hallmark of modern transmissions, hides an old-school unsynchronised manual gearbox. (Hence the compact design and low internal losses.) But of course there's much more to I-Shift than that. The secret lies in the intelligent electronic control unit. It's responsible for controlling the pneumatic system that handles the clutch and shifts. By constantly receiving information about vehicle speed, acceleration, weight, road grade, torque demand and more, it can carry out every shift with extreme precision. It also communicates closely with the engine, which in turn adjusts revs and engine brake effect for fast and comfortable gear changing.



FIND ALL GEAR-
BOXES, I-SHIFT
AND MANUAL, ON
PAGES 54-57

I-SHIFT DUAL CLUTCH

Inspired by motor racing.

We drew inspiration from the racing world and created a new gearbox with features that no-one has ever seen in the truck industry – the I-Shift Dual Clutch. With the dual clutch you will experience power shifting with no interruption in torque and power delivery. And still without jeopardising fuel consumption. When your transport operation demands high performance and frequent gear changing, I-Shift Dual Clutch will bring you unrivalled driving comfort.



How you will benefit from I-Shift Dual Clutch.

Constant power flow, without torque interruption and smooth, dynamic acceleration – these are the main advantages you will experience when driving with I-Shift Dual Clutch. It's called power shifting and that's why your ride will be even more comfortable and relaxed.

You will also notice the swift acceleration, making it easier to follow the traffic pace. I-Shift Dual Clutch is the perfect choice for demanding operations.

I-Shift Dual Clutch is available together with D13K engines with power levels 460, 500 and 540 hp. Explore the technical data and the software packages of the I-Shift Dual Clutch transmission on **page 55**.

New, but well proven.

Uphill on a slippery road surface? Not a problem. I-Shift Dual Clutch supports you with smooth and fast gear shifting, minimising the risk of getting stuck or losing grip.

Yes, I-Shift Dual Clutch is brand new, but it is well tested and proven. Since 2009 we have tested the transmission through millions of kilometres in everyday driving.

Thanks to the innovative platform architecture current I-Shift options, like PTO and retarder are possible to install on the I-Shift Dual Clutch.

How it works.

The two dry clutches are located at the front of the gearbox. In normal operation, one clutch is idling while the other is engaged. The clutches and gear shifting are controlled by a pneumatic system, similar to the well-known I-Shift.

Basically, the dual-clutch transmission can pre-select the next gear while driving in the current gear. When the gear is changed, the currently engaged clutch is released at the same time as the previously idling clutch is being engaged. This means that the gear shifting is made with no interruption in power delivery.

With two input shafts and the gearwheels and selecting elements ingeniously arranged, two gears can be selected at the same time.



CAB INTERIOR

Globetrotter reinvented.



PLenty OF ROOM FOR
ALL YOUR GEAR

STAY IN BED

WIDER BED FOR
SLEEP OR REST

AN EXTRA 4CM
SEAT TRAVEL



THE SKY IS THE LIMIT

○ PREPARED FOR A 19" TV

○ STEERING WHEEL ADJUSTMENT
WITH NECK-TILT FOR CAR LIKE
DRIVING POSITION

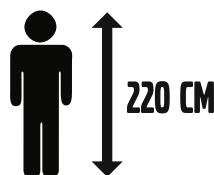
NEW, MODERN AND
ERGONOMIC DASHBOARD

○ BUILT-IN PARKING COOLER

MORE
FEATURES
OVERLEAF

CAB INTERIOR

Packed with new features. And space.



Full standing height.

Up to 18 cm higher than the previous Volvo FH cabs. There's plenty of headroom. 220 cm in the largest cab, Globetrotter XL.
See pages 60-61.



Built-in parking cooler.

Superior cooling capacity, without compromising in-cab space or aerodynamics. I-ParkCool is the integrated parking cooler that lets you sleep well at night and save fuel during the day.



One extra m³ of space.

The cabs feel spacious, and they are. In the Globetrotter XL cab, the upright A-pillars, lower engine tunnel and raised roof add up to a full cubic metre, or 12% of new space.



Back-saving steering wheel adjustment with neck-tilt.

The fully-adjustable steering wheel with a 20° neck-tilt function makes for comfortable driving. Folds away easily when you enter or exit the cab. Conveniently controlled by a foot pedal.



Electric drying cupboard.

A quick way to dry your clothes, towels and shoes. Fits on the upper bunk or cab wall. Energy-efficient, quiet and easy to store away folded. ☐



Modern and ergonomic dashboard.

The gently curved dash not only looks appealing. It's designed for an ergonomic and comfortable driving position with all buttons, instruments and storages within easy reach.



All at your finger tips.

Buttons for cruise control, audio, phone and driver information displays, allows you to keep a tight grip on the wheel. With leather as an option, it's a comfortable one.



An extra 4 cm of seat travel.

Don't get stuck behind the wheel. The seat adjustment range is world class – a whole 24 cm from front to back. That's an additional 4 cm compared with the previous Volvo FH.



Electronic remote key.

It's more than a key. Lock or unlock from a distance or turn on the lights to approach the cab safely. And if you're feeling threatened, just push the panic button to blast the horn. ☐



Audio with possibilities.

Whatever you want to listen to, the audio system will let you. MP3, WMA or iTunes M4A? From CDs, USB stick, iPod or via the AUX input? Anything goes. Add a 400 W subwoofer for some extra muscle. ■



Plenty of room for stuff.

We've added 300 litres of storage.* The spacious front, under-bunk, rear and exterior storages can be tailored to your needs and are accompanied by plenty of convenient compartments for smaller items.



Advanced interior lighting.

13 energy-efficient and powerful light sources make for fantastic in-cab lighting. All are easily controlled in three preset steps or with the dimmer. When driving in the dark switch to the red lights to preserve your night vision.



ECC with air-quality sensors.

Electronic climate control with top-notch air vents and a multitude of sensors and filters, processing the air before it fills your lungs. The result is unprecedented air quality, improved defrosting and a draft-free environment.



Wider bed for sleep or rest.

No need to sleep tight. The lower bunk has become 40 mm wider at the head end and 55 mm across the middle. And there is the option of a manual or electrically-controlled reclined bunk that can be inclined up to 55° - perfect when resting, reading or watching TV.



Stay in bed.

The advanced sleeper panel lets you control the interior lights, alarm clock, parking heater, parking cooler, audio system, windows, roof hatch and locks. All without leaving your bunk.



The sky is the limit.

Adding to the spacious feeling, the tinted glass sky window is the finest emergency exit you'll ever see. It has sun blinds and mosquito net and can be fitted with an electrically-controlled hatch.*



Clean water anywhere.

If you want fresh water, you don't have to go far. The exterior compartment holds a 7-litre tank equipped with a tap. ■



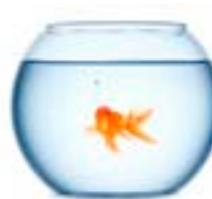
Electric parking brake.

The electrically controlled parking brake is handled with an easy-access dashboard switch. Automatically engages at key-off, and with a little help from the Electronic Brake System (EBS), automatically releases when driving off.



Prepared for a 19" TV.

Volvo FH can be factory-prepared for mounting a TV set – complete with brackets, antenna and outlets for power and TV signal, as well as an aux input, connecting the TV to the audio system. ■



A comfortable ride.

New rear cab mounts. New steering-gear position. New front end geometry. New engine mounting. And more. We've taken many steps to increase driver comfort. We have to say the result is pleasing.



Room for alcolock.

Alcohol doesn't belong in traffic. That's why the alcolock does. Factory fit it to your Volvo FH and send a clear message to your customers about how seriously you take road safety. ■

If you recognise the driving feel, it's probably from your car.

Volvo FH has handling characteristics above the ordinary. We've virtually designed every part of the truck to contribute to the stable feel and precise steering. You really have to experience the result for yourself. However if you want to know why it performs so well, here's the short-list:



Better road handling and steering stability.

Road handling has improved thanks to the enhanced geometry and angles of the front parabolic leaf suspensions, as well as the design of all air suspensions. The steering gear has been moved to improve steering stability.

Enhanced rear cab suspension.

The suspension springs are now vertical and are now located a further 25cm apart. Yaw damping has increased by over 50%, benefitting stability and handling.

Eliminating rear-chassis torsion.

New Volvo-patented design with stabilisers in front of the wheels significantly reduces rear-chassis torsion. The new shock absorbers transfer load forces from the wheels to the centre of the chassis rather than the rear overhang, reducing torsion in the frame.

Less vibrations from the engine.

Improved front mounting prevents vibrations from spreading through the truck to provide an even more comfortable ride.



I-SEE

Now every road is worth remembering.



BEFORE THE UPHILLS: SETTING OFF.

When I-See knows an uphill is coming, it lets the speed increase, approaching the upper speed limit, to gain momentum. The truck stays longer in a higher gear.

ON THE UPHILLS: REDUCED DOWNSHIFTING.

When climbing, I-See uses its stored knowledge to avoid unnecessary downshifts towards the top. You approach the crest smoothly without wasting fuel in a lower gear at the top of the climb.

ON THE CRESTS: STAYING CALM.

When approaching a downhill, I-See keeps the truck from accelerating unnecessarily.

BEFORE THE DOWNSHILL: ROLLING ON.

Just before the slope, the driveline temporarily disengages, allowing the truck to roll. This saves energy and minimises the need for braking.



Save up to 5% fuel. Every time but the first.

Combine I-Shift and the GPS with an intelligent cruise control and you get I-See. It's a unique system that learns the topography of the road. Later on, it automatically uses its knowledge to save fuel – up to 5% during a driving cycle when I-Cruise is engaged.

Wherever you are, you can get help from the cloud.

I-See doesn't rely on maps. Since reality tends to be more accurate, it memorises the actual slopes instead. And now you don't have to have travelled the route before to save fuel. The new version of I-See stores all hills in a database free for all other trucks to use. As long as some-one has travelled the route before, I-See can download the data and start saving you fuel immediately. So you might even save some on your very first trip in your new Volvo FH.

ON THE DOWNHILLS: BRAKING IN TIME.

I-See knows when the slope ends. Thus, when gaining speed downhill, it can apply the engine brake gently in time – rather than abruptly at the end – to prepare for the upcoming topography.

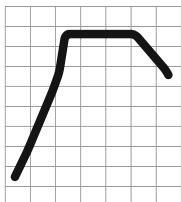
IN THE HOLLOWs: SOME EXTRA MOMENTUM.

When a downhill is followed by an immediate uphill, I-See really comes into its own. It lets the truck roll, gaining speed and momentum to climb uphill with less effort.

I-CRUISE

One part of I-See is called I-Cruise. It's the intelligent cruise control that adjusts the speed for minimum fuel consumption. You can order it separately and save up to 2% fuel.

Up to 750 hp and the lowest emission levels ever.



The Volvo torque curve. You'll feel it in the pedal.

Excellent torque at low revs. An extremely wide max torque range. Peak torque meets peak power. Volvo's leadership in diesel-engine technology is clearly visible once you start comparing engine curves. You'll experience fast acceleration, excellent pulling power, comfortable low-speed handling and a fuel-efficient and pleasurable ride at cruising speed.



From 420 to 750 hp. All of them Euro 6.

The engine range for Volvo FH comprises seven different power ratings: four 13-litre (D13) and three 16-litre (D16). You can rest assured there's always one that suits your transport operations. View the complete specs for all engines on [page 52](#).



Fuel-efficiency built-in.

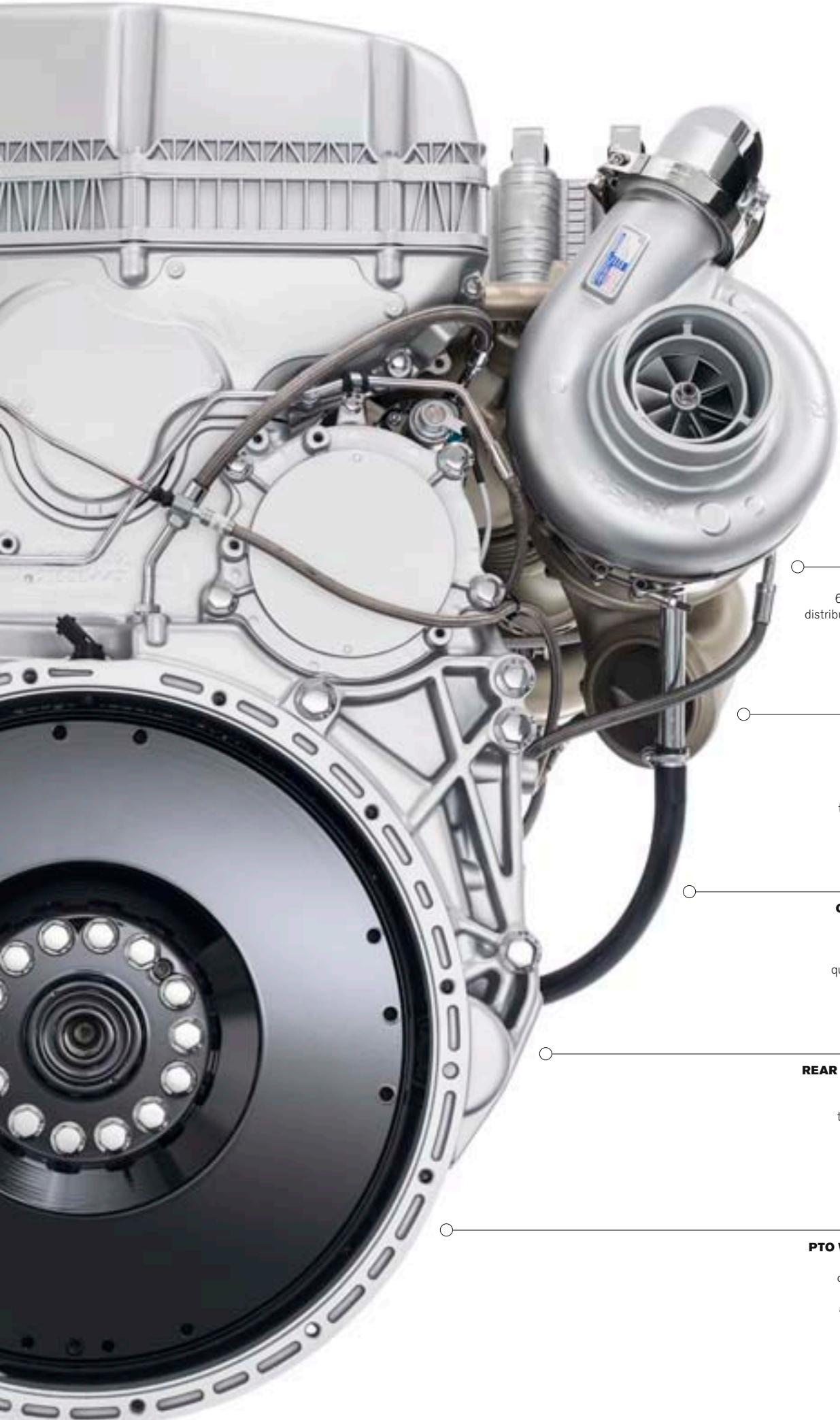
The vertical, centrally positioned unit injectors. The optimised combustion chamber geometry. The fast and precise EMS-controlled injection. The high gas-fill ratio. We could go on listing what makes Volvo engines hard to beat at fuel economy. Your bottom line will reap the benefits. So will the environment.



VEB+. Up to 639 hp of braking power.

Minimise wear on the brake pedal. Volvo's patented engine brake absorbs up to an impressive 375 kW (510 hp) on the D13 and up to 470 kW (639 hp) on the D16, thanks to the unique camshaft design with four rocker arms. Integrated with I-Shift and the cruise control, it lets you maintain a high average speed without compromising safety or fuel economy.



**INLINE SIX**

6 cylinders. 7 bearings to distribute the forces. Reliability never goes out of style.

**EMS-CONTROLLED
UNIT INJECTORS**

Up to 2400 bar of injection pressure with perfect timing, thanks to the Engine Management System (EMS).

**CLOSED CRANKCASE
VENTILATION**

Recycles the crankcase gases, for improved air quality around the vehicle.

REAR TIMING MECHANISM

A compact and weight-saving design, powering the air compressor along with the power steering, oil and fuel feed pumps.

PTO WITH UP TO 1000 NM

Located at the rear, close to the flywheel, the engine PTO can deliver a massive torque output.

A beauty on
the surface.

A beast under
the bonnet.

ACCENTUATING SHADES

Outside the cab wall, providing Volvo FH16 with a unique appearance, is a tinted glass pane. Not for looking out. But for looking at.

THE NEW BLACK

The new FH16 colour is dark. Very dark. But under this surface, there's an intriguing tone hiding. We call it Mystic Fjord. You have to see it for yourself.

ATTENTION TO DETAIL

Subtle details make all the difference. Especially when in shiny chrome. This is what makes the front step, grille trim, door handles and Volvo Iron mark emblem stand out.

THE GRILLE OF A CHAMPION

The satin dark-silver grille makes a distinct impression on any road. The mirrors and sun visor share the same premium look.





Unique seat design.

Behind the wheel of Volvo FH16, you'll feel majestic. And here's your throne. A unique seat with a distinct design in high-quality leather or a leather/textile combination, providing a true premium feel. For your back and for your eyes. Of course, the seats are available in ventilated versions.



The Raven.

Adding to the smooth driving feel, the Raven steering wheel is only available for Volvo FH16. Made in dark leather, with contrasting yellow stitching, subtly matching the interior trim and seats.



First class.

The interior features unique door panels, wall panels, chromed deco trim, curtains, bunk upholstery and additional door lights. All together, they create a luxurious feel inside the cab.



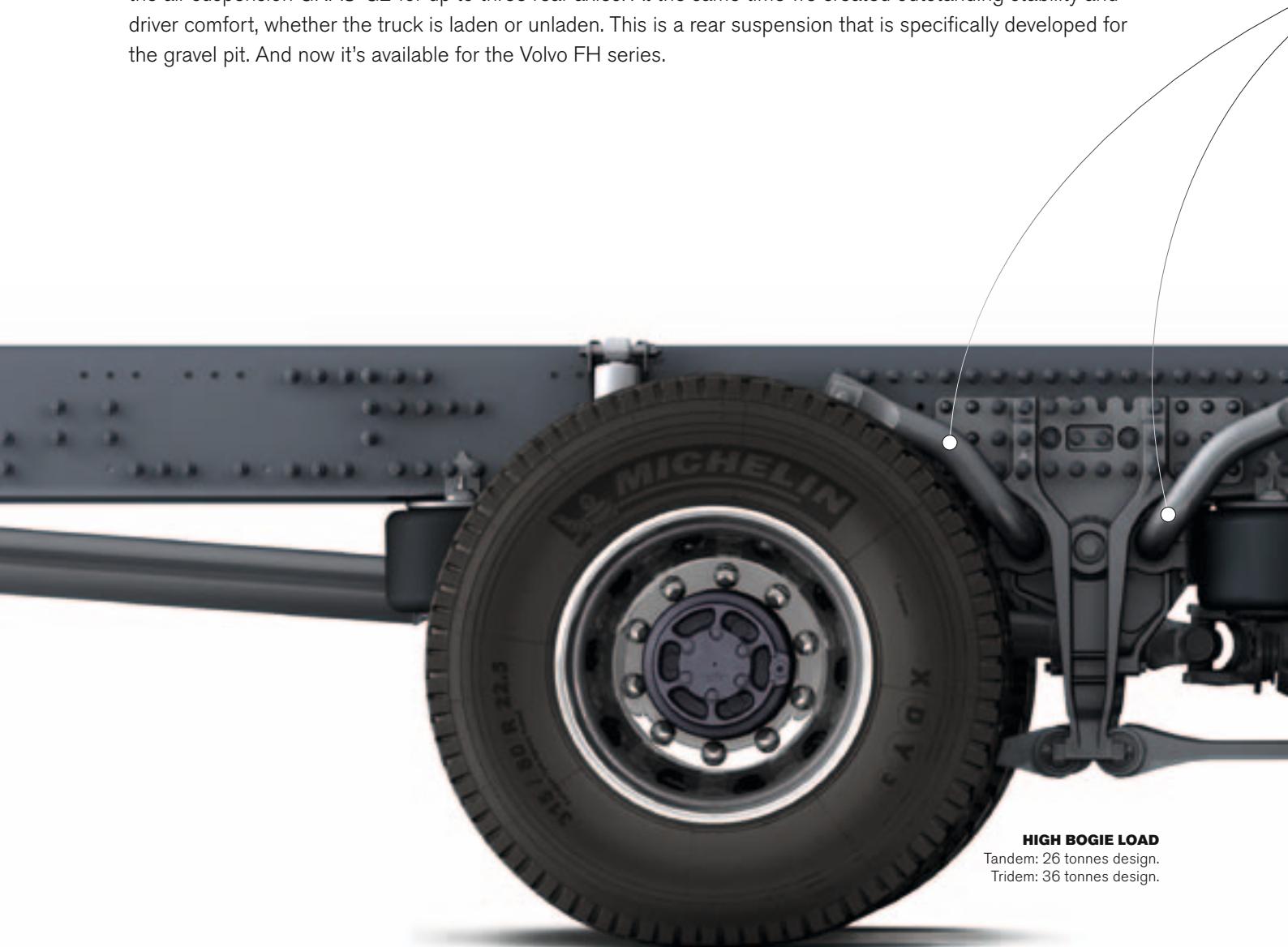
16 litres of pure power.

Volvo's strongest engine to date, the D16K, produces up to a massive 750 hp with 3,550 Nm. You can choose between three power levels and four torque levels, all of them meet the Euro 6 emission legislation. Matched by I-Shift and a choice of fuel-efficient and strong rear axles, it sets its own standard for the toughest of transport operations. For all driveline options, see **pages 52-58.**

REAR AIR SUSPENSION

A streamlined belly-line. The sign of a true construction truck.

One of the most essential qualifications for a construction truck is high ground clearance. That's why we created the air suspension GRAS-G2 for up to three rear axles. At the same time we created outstanding stability and driver comfort, whether the truck is laden or unladen. This is a rear suspension that is specifically developed for the gravel pit. And now it's available for the Volvo FH series.



HIGH BOGIE LOAD

Tandem: 26 tonnes design.
Tridem: 36 tonnes design.

BETTER TRACTION AND HIGHER AVERAGE SPEED

Optimised rear-axle pressure on every axle means better traction, thanks to the air suspension. The driver can adjust axle load distribution for better traction if needed. Air suspension gives less vibration into the truck and you will get improved driver comfort, especially when unloaded. This will also contribute to a higher average speed.

STABILISERS IN BOGIE CENTRE

The position of the stabiliser bar results in less torsion forces on the chassis and better roll and tipping stability. It also contributes to the high ground clearance.

AIR BELLows MOUNTED ABOVE THE AXLE

The air bellows are better protected and their new positions contribute to the high ground clearance. As do all other components.

AIR SUSPENSION

Air suspension offers outstanding driver comfort and makes it possible to vary the ground clearance. No parts of the suspension lay outside the rear tyre envelope. This makes it easier to adapt the chassis for applications such as asphalt layers or tippers.

PROTECTED BRAKES

Don't worry. No parts of the braking system stick out beneath the rear axle. That's why you can be sure that the truck can handle all obstacles.

HIGH GROUND CLEARANCE

300 mm under the stabilisers.
335 mm under the differential.



LOW SLEEPER CAB

The lower cab is the main highlight.

When the bridges are low on your route. When the timber crane is resting on the roof. When the road and the load require a powerful transmission. That's when you appreciate a Volvo FH or FH16 with an extra low cab.



Low ceiling, but still free space above the roof.

If you are into mining then you probably know that the corridors normally have a clear height of 3.4 metres. That means that with the low cab of just over three metres you go free. For trucks used in mining, you can choose the low cab with the additional protective roof. It does not add more than a minimal 15 mm in height.



A clean cab roof.

If you want to take advantage of the low cab height, then you don't want anything sticking up from the roof. Fortunately, the aerials on the Volvo FH can all be moved out of the way. The FM and GSM/GPS aerials can be moved to the right side and the CB and toll collect aerials to the left.



If you're into the woods.

Do you transport timber? Perhaps your equipment includes a crane that has to rest on the cab roof. The low sleeper cab is developed with this in mind. We've even lowered the cab suspension by 20 mm, and put a low front axle on it to make a perfect solution when you need to fit equipment on the cab roof and stay within the European 4 metre limit.



Driver comfort. A matter of height.

The air suspension system ECS4 lets you choose from three customisable driving heights, to optimise ground clearance or aerodynamics, improving ride comfort even further. Learn more on [page 40](#).

Please note: this is not available on a right-hand drive (RHD).



The total height of a
Low Sleeper Cab truck
can be specified to less
than 3.2 metres high.

< 3200 MM

Prepared to fit your body.

Bodybuilders tend to have a favourite truck and that is Volvo. That's because we've gone great lengths to make things easy for them by preparing the chassis for the superstructure in advance at the factory. They can avoid unnecessary and costly reconstruction work and that means a shorter stay at the bodybuilder's. Here are some of the features that will make a difference.

**Volvo Bodybuilder Instructions.**

As soon as you order your Volvo FH, exact drawings of your very truck are available in the intuitive VBI online portal. The bodybuilder can start working while we build the truck, which dramatically shortens lead-times.

**Power take-offs for every need.**

There's a vast array of PTOs: Engine mounted as well as gearbox mounted, including both clutch-independent and clutch-dependent power take-offs. There is also a wide range of hydraulic pumps even some with a clutch to save fuel. See **page 58.** ■

**The frame is straight.**

Unlike most other trucks, a Volvo features a frame that is completely straight and parallel behind the cab. This makes the bodybuilder's job a whole lot easier.



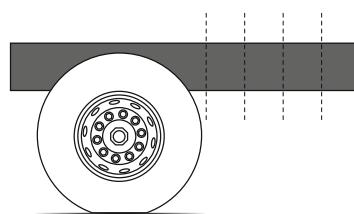
Staying out of the bodybuilder's way.

We never allow our engineers to place anything above the top of the frame. This area belongs entirely to the bodybuilder – adding a lot of flexibility.



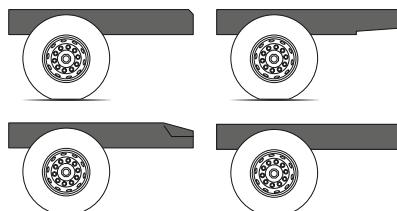
A dedicated row of holes.

The frame comes with an upper row of holes that is designated for the superstructure. Since we don't use any rivets here, the bodybuilder can easily attach the equipment.



Choose your exact rear overhang.

The rear frame can be factory cut exactly as you need it – in 50 mm increments – to perfectly match your superstructure. Regardless of whether you are in need of an extremely short rear overhang or a longer one.



Loads of specification options.

The more possible combinations, the easier a truck is to tailor. That's why the new Volvo FH has more options than ever before when it comes to axle configurations, chassis heights and wheelbases. See **pages 47-50.**



Two different frame heights.

Choose between a 266mm and a 300mm frame depending on the demands of the superstructure.



Body Builder Module.

Makes it easy for the bodybuilder to tap into the truck's electrical system to tailor functions. You can access them conveniently on the flexible dashboard switches and in the Work Remote. 



Perfect for swap bodies.

Not all truck bodies are permanent. The 295 mm stroke of the new rear air suspension in combination with the extra low chassis is the perfect solution if you transport swap bodies.



Attachment brackets.

Volvo FH can be factory prepared with body attachment brackets, mounted on the frame. Now available not only in the wheelbase area, but also on the rear overhang.



Prepared for a crane.

A low chassis and high axle loads. That is what's on every crane users wishlist. Volvo FH comes with both. What's more, we can create a free frame space near the cab and even deliver your truck with factory-mounted crane plates.



Lower weight. Higher payload and lower fuel costs.

While most trucks have put on weight to fulfil Euro 6, this truck has lost weight. We've optimised many of the standard specifications and made the Volvo FH lighter.

New mirrors you'll see less of.

Ultra-slim housing. For safety.

The FH mirrors have a slimmer housing than ever before. That means they not only help you see better backwards, they also reveal more when you look ahead. On the driver side, the area of vision has been improved by over 20%. On the passenger side, by over 10%. As a bonus, the design also helps improve aerodynamics and is less sensitive to soiling from road dirt.



Electrically controlled and heated.

No need to scrape frost or moisture off the mirrors. The heated mirrors take care of that for you. And since all rear-view mirrors are electrically-controlled, you can adjust them precisely without leaving the cab. Just as convenient as it should be.



Exterior vision cameras. When there's more to see.

There are certain angles no mirror in the world can reach. Fortunately, Volvo FH is factory-prepared for fitting up to four exterior cameras, wherever you need them. Connected to the integrated secondary information display, they provide a handy way to take a glance backwards, for example when reversing or checking the load. 

The gap. A huge visibility improvement.

Upright A-pillars with a slim cross-section and newly-designed mirrors – this has done wonders for the visibility from inside the Volvo FH cabs. The gap is up to 25% larger on the driver side and up to a massive 85% larger on the passenger side. Invaluable, not least in city traffic, allowing you to spot other road users, such as pedestrians and cyclists.



Lane Changing Support. Goodbye blind spot.

Just beside the rear-view mirrors on the passenger side is a small, but significant icon. When lit up, it indicates that Lane Changing Support has spotted something in the blind spot area and you should refrain from changing lane until it's clear. Truly a life-saving safety feature. Read more about all our driver support systems on **page 42**.



A photograph of a car's interior showing the driver's side door and window. A side-view mirror is mounted on the door. A horizontal double-headed arrow is drawn across the mirror, with a circle at its center containing the text '+25%'.

+25%

THE FUEL DEAL

Every drop counts.

Cutting fuel costs and emissions should be easy. That's why we've bundled our most efficient fuel-saving options into two packages. One of them adds features to the truck itself. The other is a collection of several useful services. If you sign up for both, you can count on reducing your fuel consumption by up to a full 11%. You can of course also get the two separately, or just pick the features you like.

FUEL ADVICE

Gives you access to our fuel management coaches – true experts in reducing fuel consumption. Every month they send you enhanced fuel reports with personalised advice on how to improve. You can get more advice via the dedicated help desk, or log on to the site to find hands-on tips and inspiration.

DYNAFLEET FUEL & ENVIRONMENT

Volvo's fleet management system lets you monitor fuel consumption in real time from the office through an intuitive web interface. Analyse trends and find out where there's room for improvement, guided by built-in reports on fuel, driver behaviour and environmental impact.



Dynafleet app.

Want to see how fuel-efficient you were on your last shift? All you need is Dynafleet and a smartphone or tablet. Just download the app and you've got yourself a great way to improve your skills. Or maybe challenge your colleagues.



More room for fuel.

Speaking of fuel. The flexible chassis layout of the Volvo FH allows more room for fuel tanks than ever before. With a vast range of tanks, where the largest single tank is 900 litres and AdBlue tank volumes up to 100 litres, there's a good chance you can tailor your truck to carry the maximum amount of fuel allowed.

DRIVER TRAINING EFFICIENT DRIVING

Skilled drivers have an enormous impact on fuel-efficiency. Efficient Driving is the course where we focus on how to drive smartly and save fuel.

CHASSIS SIZE SKIRTS.

Additional aerodynamic devices for the chassis optimise the air flow along the truck and minimise air drag and turbulence. The result is lower fuel consumption.

24 V 150 A ALTERNATOR.

MORE POWER FOR LESS FUEL.

A very energy-efficient alternator, needing less fuel to charge the batteries. Especially valuable if you consume a lot of power, for example when you're spending the night in the cab.

I-SEE.

THE FAR-SIGHTED CO-PILOT.

I-See memorises all travelled roads in a database. I-See can download the data, making it possible to control gearshifts and speed to make maximum use of the truck's momentum, leading to substantial fuel-savings. Read more about I-See on page 18. ☐

**every
drop
counts**

ENGINE IDLE SHUTDOWN. SAVE FUEL WHILE STANDING STILL.

A smart feature that lets you save fuel by automatically turning the engine off after two and a half minutes of idling. ☐

CLUTCHABLE AIR COMPRESSOR. NO UNNECESSARY PRESSURE.

The air compressor is automatically declutched when not needed, leading to lower fuel consumption.

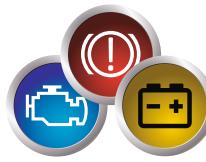
UPTIME

Stay on the road by staying online.



Our promise: 100% uptime.

No truck's more costly than one that's standing still. With the gold contract, we promise an uptime of no less than 100%. This means your truck will always be available when you need it. Should we fail, for example in the event of a breakdown, we will compensate you financially.



Service Planning. One step ahead.

Thanks to Volvo's telematics gateway, the workshop can access information such as engine data, mileage, fuel consumption, fault codes, driving conditions and status of crucial components (brake pads, clutch, battery, air dryer etc.) That means we can alert you in good time, before you risk an unplanned stop. But most importantly, we're always perfectly prepared when you enter the workshop, so you'll be back on the road before you know it.



Features Online. Your wireless technician.

Some things shouldn't require a workshop visit. And now they don't. With Features Online, a service technician can access your vehicle remotely to calibrate displayed fuel consumption, fuel tank size (if you've fitted extra tanks) and your preferred road speed limit. It's even possible to enable the load indicator function from a distance. All you have to do is stop at the roadside for a short while. Service has never been quicker.

Volvo Gold Contract.
The all-inclusive uptime package.

To keep your truck on the road making money, there's the Volvo Gold Contract – an off-the-shelf service package. It includes service and repairs, preventive maintenance, Service Planning and Features Online, two truly ground-breaking service features made possible by the TGW (Telematics Gateway). The bottom line? An uptime promise of 100%.



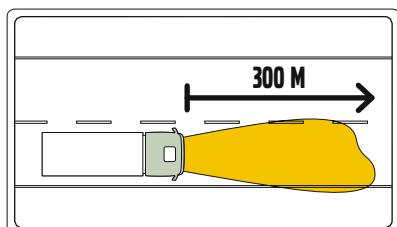
**Need help?
Just push the button.**

An unplanned stop out in the middle of nowhere? Volvo Action Service is just a button push away. VAS On Call automatically connects you to an operator who speaks your language, the truck checks the nationality of the card in the digital tachograph. Once connected, service is both fast and accurate, because they already know your chassis ID, position and possible fault codes.

HEADLIGHTS

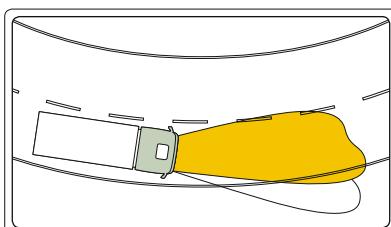
The future ahead looks bright.

So do the curves and corners.



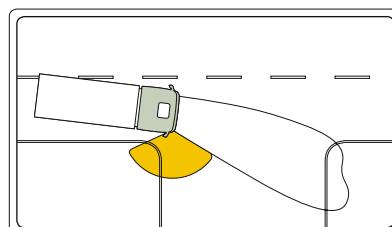
Leading main beam.

The headlights produce a powerful beam, providing you with an early view on what is happening ahead. And, just as important, other road users will see you stand out in the dark.



Dynamic headlights.

Never seen before on a truck. With dynamic headlights, the dipped beam can plan to follow the road. As you turn the corner, so do the lights. This leads to a massively increased field of vision.



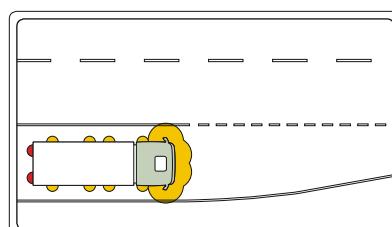
Static cornering lights.

When you slow down to turn a corner in the dark, the enhanced static cornering lights come to your assistance when you indicate.



Bi-Xenon.

Equip the headlamps with Bi-Xenon to experience a new level of brightness. They also offer longer service life compared with regular halogen lamps.



Approach light.

When approaching the truck at night, just push the button on the remote key fob. The interior and exterior light up, letting you easily find and safely enter your truck. ☑



SIDE INDICATOR

MAIN BEAM

DIPPED BEAM

INDICATOR

POSITION LIGHT AND DAYTIME RUNNING LIGHT 

AUXILIARY LAMPS

Room for fog lights, along with static cornering lights or extra spotlights. 

INSTRUMENT CLUSTER

All you need
to see to focus
on the road.

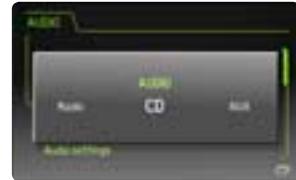


○ **Information is central.**

A quick glance at the centre of the speedometer is enough to get key information about gear, I-Shift mode, (adaptive) cruise control, auxiliary brakes and tachometer.

Secondary Information Display.

To the left of the instrument cluster, you'll find the home of infotainment – an integrated display, called the SID (Secondary Information Display) which contains plenty of nice features. Some of them require the SID-High variant (shown), which is a high-end 7" colour display. 



BUILT-IN GPS NAVIGATOR

Volvo FH has a brand new, fully integrated navigator. Knowing the truck's specification, it can use map data to help you choose a route that suits your axle load and vehicle height. It also integrates nicely with Dynafleet, so you can receive exact GPS destinations from the office. 

EXTERIOR VISION CAMERAS

Secondary Information Display shows the input from up to four cameras in full resolution. 

DYNAFLEET

No separate display needed. All information from Volvo's fleet management system is now integrated in the SID-High. 

DRIVER TIMES SUPPORT

Helps you handle your driving and resting times, so you'll know when it's time to take a break. This is only available with additional drive support hardware TESP.

Driver Information Display.

Convenient 4" display showing a lot of additional information. Choose what you want to see using the steering wheel buttons.



GAUGES YOUR WAY

Plenty of status indicators and trip information. The customised view lets you select up to three favourites.

DRIVER ALERT SUPPORT

If unfocused driving is detected, a clear message shows up in the display. Learn more on page 43. 

LOAD INDICATOR

The enhanced load indicator allows you to precisely monitor axle load. 

UNDERSTANDABLE ERROR MESSAGES

No perplexing fault codes. The error messages quickly and accurately tell you what's wrong – in plain text.

Keep a closer watch on the load. From afar.

The electronically-controlled suspension (ECS) improves driving comfort and helps making sure the cargo travels safely. ECS4 is the latest version and has brought even more possibilities, with the Work Remote as the most prominent example. You now have perfect control, regardless of whether you're sitting behind the wheel or walking around the truck.



**5 levels for loading.
3 for driving.
All at your command.**

ECS includes four bellows per axle (two for pusher axles), providing a virtually parallel lift of the chassis. You can easily set the height you prefer. The system lets you store five different docking heights, something that comes in handy when you arrive at a familiar loading bay. You can also choose from three customisable driving levels, to optimise ground clearance or aerodynamics. ☐



**Keeping the chassis steady.
And the load in place.**

ECS steadily keeps the chassis level, regardless of how the cargo is distributed. It prevents sideway rolling, making sure the truck is always in balance. The Work Remote also allows you to manually compensate for side kneeeling.



**Load indicator.
Accurate and easy to overview.**

Intuitive menus and displays let you see exactly how the load is distributed along the vehicle. Weights, axle loads and bogie loads are all specified separately, so you can easily make sure that they are within the limits, on the truck as well as on the trailer. Calibration is easy too. You can fine-tune both truck and trailer, for accurate measurements at all times. ☐



Balance it all with your fingertips.

Cut the wire. With the Work Remote in your hand, you can control the air suspension manually while walking around freely.



Control your equipment.

Start and stop the engine and up to four PTOs. You can also adjust engine speed, and store the rpm setting for quick access.



Turn the lights on.

Do you have work lights, beacons or specific lights from the bodybuilder? Use the Work Remote to switch them on or off.



Add functions from the bodybuilder.

Depending on superstructure, you can control several other functions. All are easily accessible through the menus and can have the same icons as the buttons on the dashboard.



Use it as a door key.

Yes, it is a bit bigger than the regular key fob, but still, it's quite convenient to be able to lock and unlock the cab doors without putting down the remote.



Integrated tail lift controls.

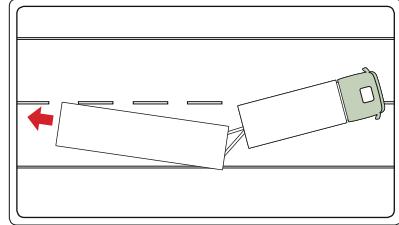
No need to carry around two remote controls. The upgraded Work Remote allows you to conveniently raise and lower the tail lift.



WORK REMOTE

Also available as an accessory.

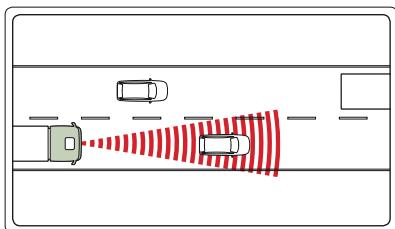
Keeping an extra eye on the road.



Stretch Brake.

In certain situations, such as turning or driving downhill on a slippery road, the trailer risks catching up with the truck, creating a hazardous jack-knife effect. The Stretch Brake is a new Volvo feature, designed to stop that from happening. By pulse braking the trailer, the vehicle combination is stretched and the danger reduced. The system can be automatically activated in risky situations, at speeds up to 30mph.

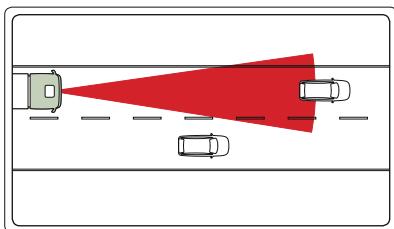




Adaptive Cruise Control with Forward Collision Warning and Emergency Brake.

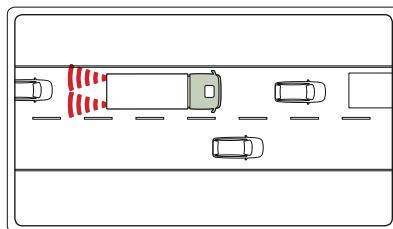
Follow the traffic rhythm without effort. The radar-based Adaptive Cruise Control (ACC) keeps a safe distance to the vehicle in front by controlling the accelerator and all available brakes. If there's a risk of collision, warning lights are projected on the windscreens.

The collision warning with emergency brake takes this one step further. It automatically assists you in emergency braking if an impact is imminent, thus significantly reducing the risk of severe injuries.



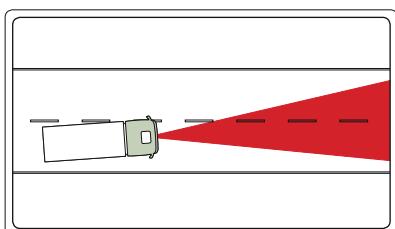
Lane Keeping Support.

Drifting off lane is a common cause of serious accidents. Too common, we think. Lane Keeping Support tracks the road markings with a camera and alerts you if you should unintentionally cross them.



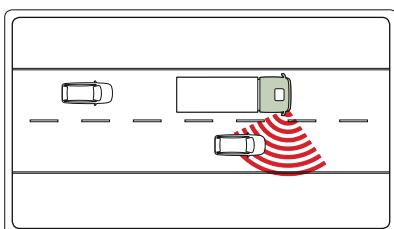
Emergency brake light.

If you slam on the brakes, the brake lights flash rapidly to alert the vehicles behind you. An easy way of avoiding rear-end collisions, which can be fatal and lead to major pile-ups. ☐



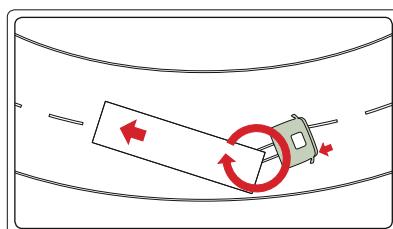
Driver Alert Support.

Driver Alert Support is an intelligent system that tracks your driving behaviour. If it differs from normal, indicating tiredness, you are alerted by a signal and a message in the display, advising you to take a break. ☐



Lane Changing Support.

The blind-spot area on the passenger side can easily hide other road users. Lane Changing Support is equipped with a radar that checks that area when you activate the indicators. If the area's not clear, you are notified by a sound and a flashing icon by the mirror.



Electronic Stability Program.

Volvo's Electronic Stability Program (ESP) efficiently reduces the risk of skidding and rollovers. In risky situations it instantly steps in, reducing engine power and braking the truck and trailer. Each wheel of the truck is braked individually. ESP is now available for most truck specifications, both tractors and rigid.

☐ Also available as an accessory.







Tailoring your Volvo FH.

No single truck fits all. That's why the Volvo FH series 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, wheelbases, bogies, rear suspensions and brakes.

PAGES 47-51

2

DRIVELINE

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

PAGES 52-58

3

CAB

Specifications and measurements for the Low sleeper, Sleeper, Globetrotter and Globetrotter XL cabs.

PAGES 59-61

4

EQUIPMENT PACKAGES

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

PAGES 62-64

5

ACCESSORIES

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

PAGE 65

CHASSIS 1

DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

Rigid 4x2

Rear Air	High	34	37	40	43	46	49	52	56	60	63	65	67
	Med		37		40	43	46	49	52	56	60	63	65
	Low							52	56	60	63	65	67

Rigid 6x2

Rear Air	High	35	37	39	43	46	48	49	52	56	60
	Med	35	37	39	43	46	48	49	52	56	60
	Low	35	37	39	43	46	48	49	52	56	60

Rigid 6x4

B Ride	High	37	39	43	46	49	52	56
T Ride1	High	37	39	43	46	49	52	56
T Ride2	High	37	39	43	46	49		56
Rear Air	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

Rear Air	High					51	56	60
Pusher Tridem	High					51	56	60
	Med					51	56	60

Rigid 8x4

B Ride	High					51	56	64
T Ride1	High					51	56	
T Ride2	High					51	56	60
Rear Air	High					51	56	60
Tag Tridem	High	37	39	41	43	46	49	52
	Med	37	39	41	43	46	49	52
Pusher Tridem	High			43	46	49	51	53
	Med			43	46	49	51	53

1 CHASSIS

DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)

Tractor 4x2

Rear Air	High	35	36	37	38
	Med	35	36	37	38
	Low	35	36	37	38
	X-Low	35	36	37	38

Tractor 6x2

Tag	High	30	32	34	37	39
	Med	30	32	34	37	39
	Low	28.5	30	32	34	37
Pusher	High				39	41
	Med				39	41

Tractor 6x4

B Ride	High	30	32	34	36	39
T Ride1	High	30	32	34	36	39
T Ride2	High	30	32	34	36	39
Rear Air	High	30	32	34	36	39
Rear Air	X-High	30	32	34	36	39

Tractor 8x4

Pusher Tridem	High	36	39
---------------	------	----	----

CHASSIS HEIGHTS

X-Low (tractor)	approx 810mm
Low	approx 850mm
Med	approx 900mm
High	approx 1000mm
X-High	approx 1200mm

TOWBARS

Centrally mounted, semi-undermounted and undermounted towbar for centre-axle trailer. 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

Volumes from 32 to 100 litres. AdBlue pump is integrated in AdBlue tank module. Plastic.

FIFTH WHEELS

Certified installation permits up to 36 tonne loads. An ISO fifth wheel with L-shaped profiles at different heights is included in the range, offering considerable freedom of choice. A flange-mounted fifth wheel is a low-weight variant since it does not require any attachment plate. There are a range of fifth wheel heights to meet operator demands. Integrated lubrication and in cab trailer connection indicator is available as an option 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 forward when braking on split friction. The steering wheel returns automatically to neutral position both when driving forward and when reversing.

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

Volvo Dynamic Steering is also available for dual front axles on rigid 8x2 and 8x4.*

* Available during 2015.

TAG AXLES

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

PUSHER AXLES

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

MAX FRONT AXLE LOAD (tonnes)

	Air	Leaf
X-Low	7.5	–
Low	8	–
Med	9	9
High	9	10/18**
X-High	–	10/18**

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

1 CHASSIS

REAR SUSPENSION

Type	Axle combination	Suspension type	Axle/bogie load (tonnes)	Reduction	Other axles
Solo					
<input type="checkbox"/> RAD-GR	4x2	Air	11.5/13	Single/hub	
<input type="checkbox"/> RAD-G2	4x2	Air	13	Hub	
Bogie					
<input type="checkbox"/> RADT-GR	6x2/8x2	Air	19/20.5/22.5/23	Single/hub	Fixed/steered tag axle/Selfs/Prep
<input type="checkbox"/> RAPD-GR	6x2	Air	19/22	Single/hub	Fixed/steered pusher axle
<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"/> RAPDT-GR	8x2	Air	27/30/30.5/31.5/32	Single/hub	3 axles/steered pusher and steered or fixed tag axle
<input type="checkbox"/> RADD-GR	6x4/8x4	Air	21/23/26	Single/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

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
	High	RAD-GR	300	140	315-80	1090	1164
6x2	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	RADT-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. ** Approx. heights.

BRAKES

Volvo EBS (Electronically controlled Brake System) disc brakes are available with program packages STD and MED for rigid and tractors. ESP is standard for tractors and rigid 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) on heavy duty construction and heavy haulage models.

 EBS MEDIUM

In addition to the features of the EBS Standard package, see below. 

EBS STATUS CONTROL

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

HILL START AID

The service brakes support the park brake during a hill start. The service brake is 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 automatically released when the driver presses the accelerator pedal when a gear has been selected to drive away. It does not work in neutral, only available with I-Shift gearbox.

 ADDITIONAL OPTIONS

In addition to the programme 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 rigid.

 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. 

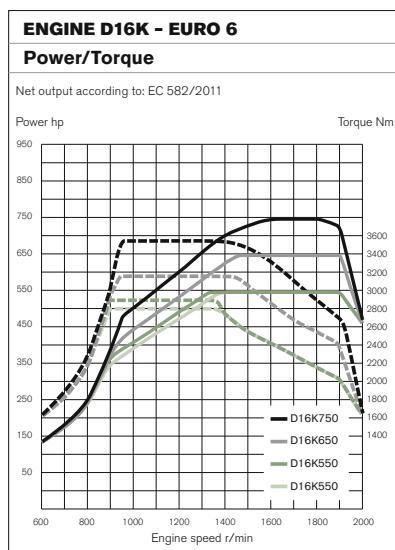
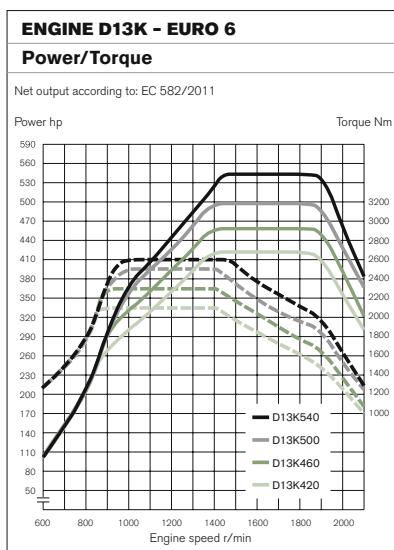
 EMERGENCY BRAKE LIGHT

When panic braking from speed 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



D13K420 (309 kW)

Max power at 1400–1800 r/min 420 hp
Max torque at 860–1400 r/min 2100 Nm

D13K460 (338 kW)

Max power at 1400–1800 r/min 460 hp
Max torque at 900–1400 r/min 2300 Nm

D13K500 (368 kW)

Max power at 1400–1800 r/min 500 hp
Max torque at 1000–1400 r/min 2500 Nm

D13K540 (397 kW)

Max power at 1450–1800 r/min 540 hp
Max torque at 1000–1450 r/min 2600 Nm

D16K550 (405 kW) manual gearbox

Max power at 1350–1900 r/min 550 hp
Max torque at 900–1350 r/min 2800 Nm

D16K550 (405 kW) I-Shift gearbox

Max power at 1350–1900 r/min 550 hp
Max torque at 900–1350 r/min 2900 Nm

D16K650 (479 kW)

Max power at 1450–1900 r/min 650 hp
Max torque at 950–1450 r/min 3150 Nm

D16K750 (552 kW)

Max power at 1600–1800 r/min 750 hp
Max torque at 950–1400 r/min 3550 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 power (2300 r/min)	200 kW
VEB ⁺ power (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.

D16K

No. of cylinders	6
Displacement	16.1 dm ³
Stroke	165 mm
Bore	144 mm
Compression ratio	16.0:1
Economy revs	1000–1300 r/min
Exhaust braking power (2200 r/min)	230 kW
VEB ⁺ power (2200 r/min)	470 kW
VEB ⁺	option
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	42 l
Cooling system, total volume	48 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:

ENGINE-MOUNTED POWER TAKE-OFFS

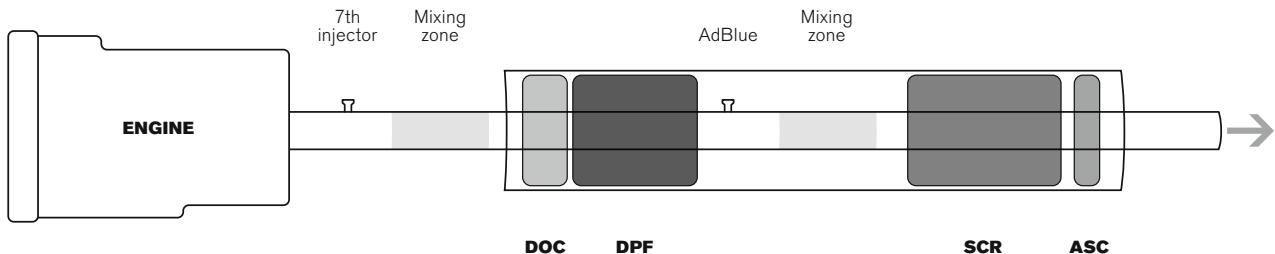
Two torque output versions available

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

* Torque output both when driving and standing still.

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**

The new components in the engine serve one main purpose: To fine tune every step of the gas-flow through the engine and make sure that the exhausts reach the after-treatment system at optimum temperature. Without jeopardising fuel economy or engine performance.

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 nitrogen oxides (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

- Euro 1 (1993)
- Euro 2 (1996)
- Euro 3 (2001)
- Euro 4 (2006)
- Euro 5 (2009)
- Euro 6 (2013)

1 2 3 4 5 6 7 NO_x (g/kWh)**PM** = Particulate Matter**NO_x** = Nitrogen Oxides

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)
□ AT2412E	Direct	2400	44
□ AT2612E	Direct	2600	60
□ ATO2612E	Overdrive	2600	60
□ AT2812E	Direct	2800	44/52
□ ATO3112E	Overdrive	3150	60
□ ATO3512E	Overdrive	3550	60

I-SHIFT SOFTWARE PACKAGES

		□	□	□	□	□
Functions	Basic	Distribution & Construction	Long Haul & Fuel Economy	Long Haul & Fuel Economy with I-See	Heavy Duty Transport*	Heavy Duty Transport with I-See*
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 AT2612E.

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). 

HEAVY DUTY TRANSPORT WITH I-SEE

Adds I-See, including I-Cruise, to the Heavy Duty Transport package, for even larger fuel savings. 

I-SHIFT DUAL CLUTCH

12-speed dual clutch and range gearbox with automatic gearchanging system. With the dual clutch, rapid, seamless and comfortable powershifting is enabled. I-Shift Dual Clutch can be fitted with a compact retarder, power take-off and emergency power steering pump. An oil cooler is standard.

I-SHIFT DUAL CLUTCH

Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> SPO2812	Overdrive	2800	60

I-SHIFT DUAL CLUTCH SOFTWARE PACKAGES

Functions	Basic	Long Haul & Fuel Economy	□	□
			Long Haul & Fuel Economy with I-See	
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				•
Additional options				
Enhanced PTO Functions	•	•		•
Enhanced Gear Selection Adjustment, including kick-down		•		•
Enhanced performance – Bad roads	•	•		•

I-SHIFT DUAL CLUTCH SOFTWARE PACKAGES**BASIC**

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

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. 

2 DRIVELINE

I-SHIFT AND I-SHIFT DUAL CLUTCH 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 dual 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 a gearchange is performed with I-Shift Dual Clutch during engine braking, the power shifting will result in no interruption in braking power.

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, oil cooler and oil temperature monitoring.

MANUAL GEARBOXES

Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
□ VT2214B	Direct	2200	100
□ VT02214B	Overdrive	2200	100
□ VT2514B	Direct	2500	100
□ VT02514B	Overdrive	2500	100
□ VT2814B	Direct	2800	100
□ VT02814B	Overdrive	2800	100

DRIVELINE COMBINATIONS

Manual gearbox	D13K420 (2100 Nm)	D13K460 (2300 Nm)	D13K500 (2500 Nm)	D13K540 (2600 Nm)	D16K550 (2800 Nm)	D16K550 (2900 Nm)	D16K650 (3150 Nm)	D16K750 (3550 Nm)
VT2214B	•	•						
VTO2214B	•	•						
VT2514B	•	•	•					
VTO2514B	•	•	•					
VT2814B				•	•			
VTO2814B				•	•			
I-Shift								
AT2412E	•	•						
AT2612E	•	•	•	•				
ATO2612E	•	•	•	•	•			
AT2812E					•			
ATO3112E						•	•	
ATO3512E								•
I-Shift Dual Clutch								
SP02812	•	•	•	•				
Single reduction axles								
RSS1344C/D	•	•	•	•				
RSS1356	•	•	•	•	•			
RSS1360	•	•	•	•	•	•	•	•
RTS2370A	•	•	•	•	•	•	•	•
Hub reduction axles								
RSH1370F	•	•	•	•	•	•	•	•
RTH2610F	•	•	•	•	•	•	•	•
RTH3210F	•	•	•	•	•	•	•	•
RTH3312	•	•	•	•	•	•	•	•

2 DRIVELINE

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	
			4.50:1		5.41:1	5.41:1	
				5.14:1			7.21:1
				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. 

CLUTCH-INDEPENDENT POWER TAKE-OFFS

PTR-DIN

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

PTR1400

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

PTR 100

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

CLUTCH-DEPENDENT POWER TAKE-OFFS

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.

FOUR-POINT CAB SUSPENSION

Coil springs with dampers all-round or coil springs at front and air suspension at rear, or air suspension all-round.

AIR INTAKES

Air intake positioned on the left side. Front air intake available as an option.

COLOURS

Available in about 850 variants.

UPHOLSTERY

Volvo FH: Vinyl, textile, soft textile and leather.
Volvo FH16: Textile/Leather and two coloured leather.

All seat trims except vinyl and textile can be ordered with ventilating seat function.

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 fore-aft is 240 mm, and vertically 100 mm. 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. A rotating passenger seat is available as an option.

BEDS

Lower bed dimensions 74x200 cm, with 81.5 cm wide middle section optional 74x200 cm, extractable to 88x200 cm with 95.5 cm wide middle section or reclining bunk with adjustable back rest.

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.

Upper Comfort bed dimensions 60x190 cm alt. 70x190 cm.

**INTERIOR STORAGE**

Front shelf with four DIN standard recesses and two large storage compartments with roller shutter doors on the driver's and passenger's sides. Under the bed there are two drawers with a total volume of 130 litres. There are two smaller storage compartments under the mattress at the foot (10 l) and head (15 l) of the bed. Storage compartment at the foot of the bed for a PET bottle.

EXTERIOR STORAGE

On both sides there are large storage compartments that can be opened from either the outside or the inside. Additional unheated storage space of 30 litres is available under the cab on both sides.

SKY WINDOW/ROOF HATCH

The cab is equipped with a fixed sky window or, as option, a roof hatch that can be opened 50 mm. It also serves as an emergency exit. The roof hatch can be manually or electrically opened.

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. With neck tilt (option) the steering wheel can be adjusted in vertical position between -5° and +15°, thus increasing the driver's comfort.

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). This system is also available with sensors for sun intrusion, fog conditions and air quality.

The climate system can also be completed with cab and engine parking heater and I-ParkCool, cab parking cooler.

I-PARKCOOL

I-ParkCool produces cool air at standstill and can interact with the cab parking heater to generate a comfortable climate, for example, during nights when the temperature often goes from hot to cold in a few hours.

The system checks the battery health to ensure the startability of the truck. It calculates how much cooling power is needed in order to air-condition the cabin. If the batteries aren't fully charged, the system will calculate how much it can be used (without jeopardising the startability). This way, it provides a nice and steady cooling performance during the whole night.

The system is roughly 20 dB quieter than competing systems in the market, further improving sleeping quality.

The climate system is fully integrated in the vehicle's normal air ventilation system* and hot or cold air respectively is distributed through the ordinary vents comfortably and equally divided. Cab aerodynamics and standing height inside the cab are not affected.

* Except the cab heater (PH-CAB).

3 CAB

SLEEPER CAB

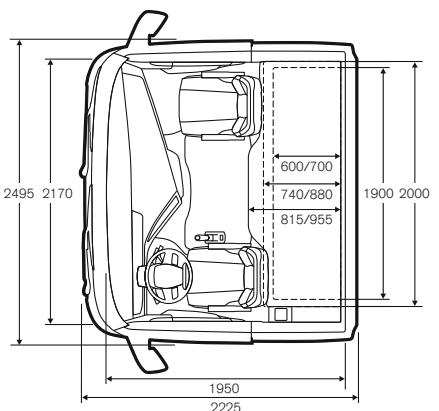
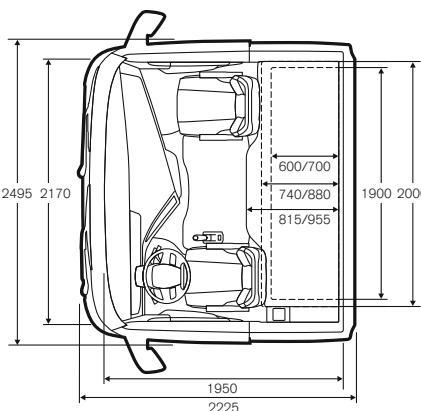
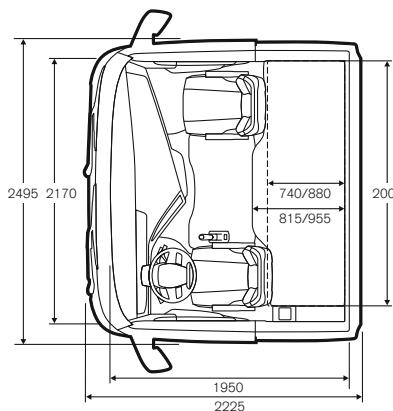
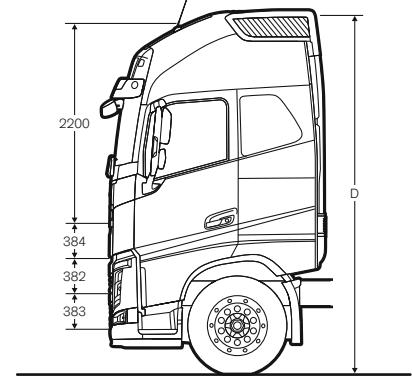
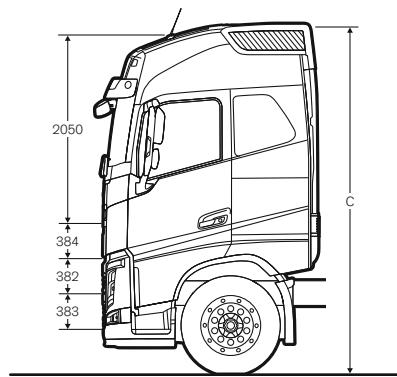
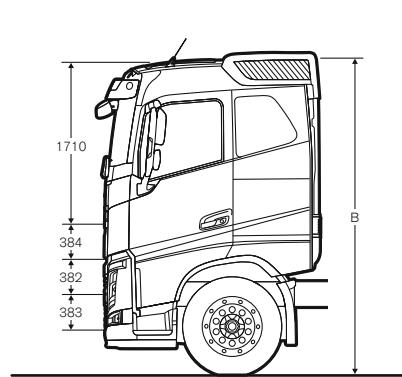
Sleeper cab (CAB-SLP) with comfortable overnight accommodation for one person. Interior height 171 cm, 162 cm on the engine compartment cover.

GLOBETROTTER CAB

Globetrotter cab (CAB-HSLP) with comfortable overnight accommodation for up to two people. The Globetrotter cab offers extra storage space owing to its vertical structure. Interior height 205 cm, 196 cm on the engine compartment cover.

GLOBETROTTER XL CAB

Globetrotter XL (CAB-XHSL) with comfortable overnight accommodation for up to two people. The Globetrotter XL cab offers extra storage space owing in its added height. Interior height 220 cm, 211 cm on the engine compartment cover.



CAB HEIGHT ABOVE THE GROUND					Height A (mm)	Height B (mm)	Height C (mm)	Height D (mm)
Tractor	Drive	Chassis height	Suspension	Tyres	CAB-LSLP	CAB-SLP	CAB-HSLP	CAB-XHSL
	4x2	High	Leaf/Air	315/80-R22.5	3225	3430	3800	3950
	4x2	High	Leaf/Air	315/80-R22.5	3235	3440	3810	3960
	4x2	Med	Leaf/Air	315/70-R22.5	3145	3350	3720	3870
	4x2	Low	Air/Air	315/60-R22.5	3025	3230	3600	3750
	4x2	Low	Air/Air	315/60-R22.5	3045	3250	3620	3770
	4x2	X-low	Air/Air	295/60-R22.5	3005	3210	3580	3730
	6x2	Med	Leaf/Air	315/70-R22.5	3145	3350	3720	3870
Rigid	Drive	Chassis height	Suspension	Tyres		CAB-SLP	CAB-HSLP	CAB-XHSL
	6x2	High	Air/Air	315/80-R22.5	3205	3410	3780	3930
	6x2	Med	Air/Air	315/70-R22.5	3125	3330	3700	3850
	6x2	Low	Air/Air	315/60-R22.5	3025	3230	3600	3750
	6x2	High	Leaf/Leaf	315/80-R22.5	3255	3460	3830	3980
	6x4	High	Leaf/Leaf	315/80-R22.5	3245	3450	3820	3970
	8x4	High	Leaf/Leaf	315/80-R22.5	3275	3480	3850	4000

4 EQUIPMENT PACKAGES

DRIVING PACKAGES

	<input type="checkbox"/>				
	Driving	Driving+	Driving++	Driving16+	Driving16++
ECC, electronic climate control	●	●			
ECC with quality sensor and carbon filter		○	●	○	●
Roof hatch, manual	●			●	
Roof hatch, electrical	○	●	●	○	●
Exterior sunvisor, smoke colour	●	●	●	●	●
Armrests, driver seat	●	●			
Armrests, both seats		○	●		
Heated and electrical mirrors	●	●	●	●	●
Interior sunvisor front, roller blind, electrical		●	●	○	●
Interior sunvisor side, both sides		○	●	○	●
Centre front drawer, low	●	●	●	○	●
Centre front drawer, high		○	●	○	●
Leather armrests	○	●	●		
Leather steering wheel	○	●	●		
Leather instep grab handle	○	●	●		
Adjustable steering wheel with necktilt	○	●	●	○	●
Exterior trim level, enhanced		○	●		
Painting level, complete incl. exterior trim level, enhanced	○	○	●		

○ = option

RESTING PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Sleeper cab		Globetrotter and Globetrotter XL cab			
	1 bed	1 bed+	1 bed	1 bed+	2 beds	2 beds+
Foldable bunk	●		●		●	
Recline bunk, manually manoeuvred	●		●			●
Recline bunk, electrically manoeuvred	○		○			○
Top bunk, 700 mm wide, foldable				●	●	
Top bunk, 700 mm wide, adjustable				○	○	
Rear upper storage, 245 litres			●	●		
Rear upper storage, 154 litres	●	●			●	●
Bottle holders in driving and living areas	●	●	●	●	●	●
Cab parking heater	●	●	●	●	●	●
Engine and cab parking heater, Arctic countries	○	○	○	○	○	○
Advanced sleeper control panel	●	●	●	●	●	●
Night light and dimmer	●	●	●	●	●	●
Auxiliary shelf, front upper storage			●	●	●	●
Refrigerator, 33 litres	●		●			●
Microwave oven, preparation kit			●			●
Microwave oven			○			○
TV, preparation kit			●			●
Table	●		●			●
Relax seat, swivel, tilt	●		●			●

○ = option

EQUIPMENT PACKAGES 4

AUDIO PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Basic	High	High + Amplifier
Display required			
Basic display	●	●	●
Large high level display	○	○	○
Playing			
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	18
AM stations	6	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*	6
Output	4x20 W	4x35 W	8x50 W
Subwoofer			●
High-performance tweeters			●
* 4 loudspeakers on day cab.			

ACTIVE SAFETY FH



Adaptive Cruise Control with Forward Collision Warning and Emergency Brake	●
Lane Changing Support	●
Driver Alert Support	●
Lane Keeping Support	●

AIRFLOW PACKAGE



Roof airflow panel	●
Side airflow panel (long)	●
Chassis side skirts*	●
Side underrun protection	●
Additional chassis fairings*	●

* Only tractor.

4 EQUIPMENT PACKAGES

PERSONAL PROTECTION PACKAGE

Alarm	●	<input type="checkbox"/>
Alarm with external sensor	○	
Driver's safe below bed	●	
Laminated door glass	●	
Main switch, remote controlled circuit shutdown	●	
Main switch as for ADR trucks	○	

○ = option

VISIBILITY PACKAGES

	<input type="checkbox"/> Visibility	<input type="checkbox"/> Visibility+*
Head lamp 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

Vehicle package	<input type="checkbox"/>
I-See, gearbox software including I-Cruise	●
Engine idle shutdown	●
Power steering pump with variable displacement	●
Clutchable 2 cylinder 900 cc/min air compressor 150A alternator	●
Fuel service package	<input type="checkbox"/>
Fuel Advice	●
Dynafleet Fuel and Environment	●
Driver training: Efficient driving	●

TRANSPORT EFFICIENCY PACKAGE

Dynafleet Fuel and Environment	<input type="checkbox"/>
Dynafleet Driver times	●
Dynafleet Messaging	●
Dynafleet Positioning	●
GPS navigator	●
Driver training: Transport Business and Legislation	●

VOLVO GOLD CONTRACT

In addition to the existing maintenance and repair programme, the gold contract also contains:

Service Planning	●
Features Online	●
100% 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.

VOLVO TRUCK ACCESSORIES

You have chosen one of the most well equipped trucks in the world. But to make it really suitable for your particular transport operation 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.volvolucks.co.uk to learn more.



Lower light bar



Alcolock



Coffee maker



Exterior water tank



Red seat belt



Cradle plate for phone

VOLVO

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