



Volvo Trucks. Driving Progress

VOLVO FM

PRODUCT GUIDE





What makes a good truck a great one?

Most people would say it's all about efficiency. And they are probably right, but what does it really mean in practice?

Well, to us it means a truck that's rolling when it's supposed to. A truck that does so by maximising every last drop of fuel while minimising its environmental footprint. A truck that makes the job of the body builder easy – and fast – regardless of superstructure. And last but not least, a truck that allows drivers to do their job better, with less effort.

This is exactly what we designed the Volvo FM to be. It's a truck that includes many innovative features like the I-Shift Single Clutch which we believe will change your day. Welcome to your future transport. specialist.

OVERVIEW

A closer look at the Volvo FM.



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VOLVO CONNECT
Connect all aspects of your operation in one digital platform. Your digital home. [Learn more on page 14.](#)

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UPTIME
The Telematics Gateway puts Volvo FM in touch with the workshop from anywhere. Sign up for the gold contract to get an uptime promise of 100%. [Learn more on page 28.](#)

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BODYBUILDING INTERFACE
The less time spent at the body builder, the more time and money is saved. There are a lot of clever features to help you. [Learn more on page 10.](#)

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THE FUEL DEAL
Two bundles of real fuel savers for long haul. For your bottom line and the environment. [Learn more on page 36.](#)

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LOAD HANDLING
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FINANCE AND INSURANCE SOLUTIONS
Choose a partner that understands the truck and transportation business. Our finance and insurance solutions are smart and flexible. [Learn more on page 44.](#)

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CONNECTED SAFETY
Get to know about potential safety risks ahead and minimise the risks for accidents. [Learn more on page 40.](#)

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DRIVER SUPPORT SYSTEMS
The forefront of safety is Volvo's home ground. Our advanced driver support systems efficiently help the driver avoid accidents. [Learn more on page 38.](#)

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HANDLING
The chassis is designed to provide the Volvo FM with driving characteristics above the ordinary. [Learn more on page 6.](#)

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Save time and money at the body-builder's thanks to numerous clever chassis features. [Learn more on page 10.](#)

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Static cornering lights, efficient main beams and more. [Learn more on page 24.](#)

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VOLVO DIESEL ENGINES
Fuel-efficient and torque-strong 13-litre 380 hp engine. All fulfilling BS IV / Euro 4 standard. [Learn more on page 8.](#)

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I-SHIFT
Easy to drive and packed with fuel-saving software. [Learn more on pages 26-41.](#)

PERFORMANCE AND FUEL
We have developed a unique powertrain that delivers enhanced performance and improved fuel efficiency.

VIEW SOME OF THE SPECS ON PAGE 45

HANDLING

Do you recognise the feeling?

It's like driving a car.

If you spend your day behind the wheel, you know the importance of good handling. Because when it comes to trucks, driving comfort is never just a matter of comfort. When the truck responds perfectly to your commands, you do a better job, run lower risk of strain injuries and are less likely to end up in an accident.

That's why the Volvo FM comes with driving characteristics above the ordinary. Let's take a closer look.



Steady as a train.

We've designed the geometry of the front leaf suspension for great steering stability and damped rolling forces. You will feel in total control. And don't be surprised if the roads suddenly don't seem so scarily narrow anymore, for example when meeting another truck at high speed.



Get rid of those constant corrections.

The Volvo FM is different. The truck simply follows your intentions, regardless of whether you want to keep a straight course or make a smooth curve.



Steering. Car-like.

Perfect stability at high speeds. Total control at low speeds. And drastically reduced strain on your muscles. You really have to test drive and experience it for yourself.



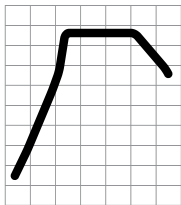
Keeping unwanted forces away.

The rear suspension is featuring a Volvo-patented design with stabilisers in front of the axle. It efficiently prevents unwanted road forces from transferring to the frame.

This is where fuel efficiency starts.

The Volvo D13A380 is a 380 HP, 12.8 litre in-line 6-Cylinder engine equipped with an overhead Camshaft, 4 Valves per cylinder and unit injectors. It is a low-emission engine regarding exhaust gases. Owing to after-treatment of exhaust emissions with SCR [Selective Catalytics Reduction] technology, the engine is approved to the EU's Euro 4, India's BS-IV standards.

It is designed to ensure excellent driving characteristics, high reliability and excellent fuel efficiency. The timing gear is located at the rear of the engine, which reduces vibration.



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, not least, a fuel-efficient and pleasurable ride at cruising speed.



380 hp BSIV / Euro 4
The 13 litre engine range of Volvo FM is BSIV/ Euro4 compliant and delivers 380 hp. You can rest assured there's always one that suits your transport operations.



The optimised combustion chamber geometry.
The fast and precise EMS controlled injection. The high gas fill ration. We could go on listing what makes Volvo engines hard to beat at final economy. Your bottom line will reap the benefits. So will the environment.



VEB Volvo's famous engine brakes.
Minimise wear on the brake pads. Volvo's patented engine brake absorbs upto an impressive 375 kW on the D13, 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.



POWER WELL-PROTECTED*
A skid plate for trucks with front air and leaf suspension makes sure that engine parts like oil sump, cooler and hoses are always well-protected.

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

EMS-CONTROLLED COMMON RAIL
Common rail on all D11 with perfect D13 380 hp engine and front leaf suspension timing thanks to the Engine Management System (EMS).

FROM 330 TO 500 HP
Volvo FM is available with a choice of four 11-litre and three 13-litre engines, with power ratings up to 500 hp.

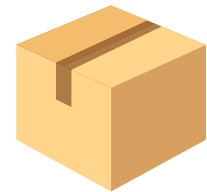
CLOSED CRANKCASE VENTILATION
Recycles the crankcase gases, for improved air quality around the vehicle.

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 1000NM (OPTION)
Located at the rear close to the fly wheel, the engine PTO can deliver a massive torque output.

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 already 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.



Rigid chassis package.
Options like side underrun protection, bodybuilder attachments, mudguards and LED tail lights are available in a convenient package – easy to order and with high quality.



When low weight is essential.
Low weight means more payload and lower fuel consumption. That's why we continue to optimise every part of the truck to make it lighter. Recent achievements are a 5th wheel ramp saving up to 10 kg and a lighter frame for tridem rigid models with considerable weight reduction. Not to mention the weight reduced front axle hub that makes it possible to increase the front axle load from 7.1 to 8.0 tonnes.



Volvo Bodybuilder Instructions.
As soon as you order your Volvo FM, 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 with clutch to save fuel.



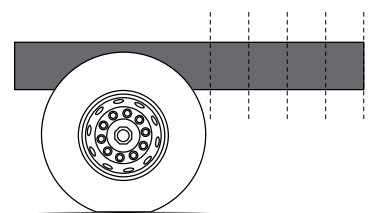
The frame is straight.
Unlike most other trucks, a Volvo features a frame that is completely straight and parallel behind the cab. This makes the bodybuilder's job a whole lot easier.



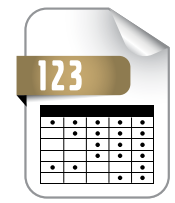
Staying out of the bodybuilder's way.
We never allow our engineers to place anything above the top of the frame. This area belongs entirely to the body-builder – adding a lot of flexibility.



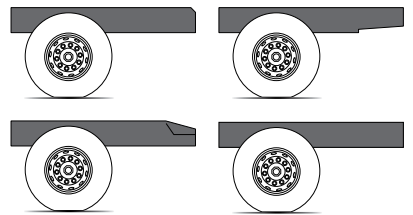
A dedicated row of holes.
The frame comes with an upper row of holes that is designated for the superstructure. Since we don't use any rivets here, the body-builder can easily attach the equipment.



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 Volvo FM has more options than ever before when it comes to axle configurations, chassis heights and wheelbases.



4 different rear end cuts.
We can deliver your FM from factory with four different rear frame-end cuts: upper (for tippers, hook-lifts and refuse trucks), lower (for centre-axle trailers), bent (for tractors) or straight (for rigids).



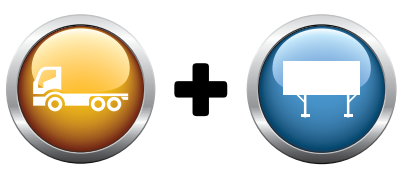
Rear underrun position.
To widen the rear end options even further, the rear underrun protection can be placed in several different positions.



Two different frame heights.
Choose between a 266 mm and a 300 mm 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.



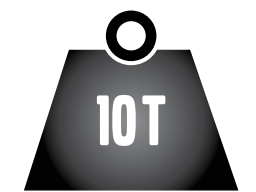
Perfect for swap bodies.
Not all truck bodies are permanent. The 295 mm stroke of the rear air suspension in combination with the extra low chassis is the perfect solution if you transport temporary ones.



Attachment brackets.
Volvo FM 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 builders wish-list. Volvo FM 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.



A wide range of reinforcements.
Some heavy applications put a lot of pressure on the frame. But don't worry. For the Volvo FM you have a wide range of choices of inner-liners, providing all the reinforcement you may need.

DRIVER INTERFACE

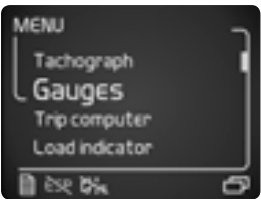
A world of infotainment at your fingertips.

Easy navigation and improved communication. More efficient fleet management. Volvo Trucks' integrated system for services and infotainment brings it all together on an integrated touch screen – for a safer more comfortable driving experience.

It's easy-to-use and it can be operated directly on the screen, via voice command, and by steering wheel buttons. All the information is where you need it. In one place. Stay connected.



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



Driver Information Display.
Convenient 4-inch display showing a lot of additional information. Choose what you want to see, using the steering wheel buttons. The customised view allows you to select up to three favourites such as different gauges, driver alert support or load indicator. If an error should occur, the message tells you in clear text what's wrong. No risk of misunderstanding. Available as monochrome or colour display.



Secondary Information Display.
It gives you access to the integrated system for services and infotainment. Navigation, fleet management, communication, increased safety and quality audio entertainment – it's all there on a 7-inch touch screen.

BUILT-IN GPS NAVIGATOR
The Volvo FM has a 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 OnBoard, so you can receive exact GPS destinations from the office.

SOUND SYSTEM
The sound system includes everything you need to enhance your in-cab experience. Access to streaming media services such as Deezer and Tuneln. DAB/DAB+ as option. You can connect via USB, AUX or wireless via your smart phone.

PHONE
Two phones can be connected via Bluetooth at the same time so you can browse your phone book, talk into the built-in microphone and listen through the speakers.

DYNAFLEET ONBOARD
No separate display needed. All information from Volvo's transport management system is integrated in the SID-High.
DRIVER TIMES FEEDBACK
Helps you handle your driving and resting times, so you'll know when it's time to take a break.



Welcome home!



Volvo Connect is all about you and your business. Bringing together your fleet, your drivers, your services and applications – and connect all aspects of your operation in one digital platform. Your digital home for a profitable transport operation. Welcome!

1

Your assets.

Get the control that comes with having access to your fleet and other assets in one place. The vehicle statuses for your entire fleet are available wherever you are – giving you time to prepare and plan. So that you can keep your trucks moving.

2

Your activities.

See the big picture in detail for a smoother and more productive daily operation. Know your trucks' positions and actions. Get support to optimise loads and get more transport tasks done. Take your productivity to a whole new level.

3

Your insights.

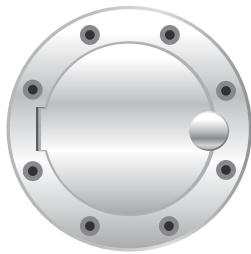
Get reports that help keep your operation at the forefront – smarter, more efficient and more profitable. Volvo Connect provides you with clear information about the performance of your fleet and drivers. It's a solid ground for an improved bottom line and a more successful business.



Dynafleet - A more efficient way of working

Dynafleet is Volvo Trucks telematics solution for efficient fleet management. You can rely on Dynafleet to show you the way to a more profitable transport operation.

You can see in real time the current location of your vehicles and vehicles' performance data that is critical to have control on your fleet. In addition, Dynafleet shows you the areas of improvement to support profitability in the long run.



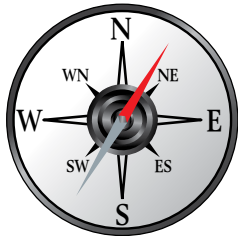
Fuel and Environment.

The 'Fuel & Environment' Service provides all the critical information related to the vehicles' performance. It also saves time and effort in analysing vehicle data and helps you find ways to cut fuel costs. Through the various reports, both potential savings and progress over time can be made visible in just seconds.



Control comes easy.

Vehicle location visible at a glance provides better control on the consign-ment. Reports on geofencing, track & trace effectively support you in follow-ing up on your transport operation and ensure optimised usage of your fleet.



Dynafleet Positioning.

The 'Positioning' service provides realtime information on the location of the vehicle. The detailed maps give you constant updates on where the trucks and loads are at present. This service also allows you to invite your customer to follow their cargo in real time.



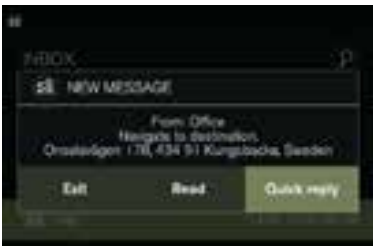
Less work in the office.

Dynafleet automatically handles much of the work that was done manually before, like collating and analysing vehicle data, fuel consumption etc. This reduces a lot of administration and frees time for you to concentrate on growing your business.



Make room for more work.

Dynafleet can list the vehicles best suit-ed for a new assignment. Geographic positions support you in making the optimal decision.



Dynafleet Messaging.

The Messaging service keeps your drivers informed and responsive to changes in plans. The service also enables smooth integration with your order system and can communicate work orders directly to the drivers. Drivers can communicate back to your office real time.



Fleet updates anywhere - discover the app.

You simply have to subscribe for the services that suit your needs and log on to the Dynafleet web portal www.dynafleetonline.com to get started.

MY TRUCK

Welcome to your cab.



With the My Truck app, you get remote fingertip access to your Volvo FM. This allows you to check the dashboard, set the desired in-cab climate, check door lock status and act on alarms – no matter where you are. There's no easier way to improve your daily operations.

Always return to a comfortable climate.

No need to be in the cab to activate the climate system. My Truck allows you to start it instantly from anywhere. You can also set it to start on timer, or schedule weekly settings, so you'll always arrive to a perfect workplace temperature.

Keep it safe.

Make sure you locked the doors and that the alarm is properly activated. Should the alarm go off, you're immediately alerted.

Check the dash before you enter.

Do your pre-trip inspection before you arrive. My Truck lets you check your fuel, AdBlue, engine oil, washer and coolant levels, as well as the status of the battery and lights.



One app to rule them all...

Connect your entire fleet to one app. All you have to do is to tap the button and follow the instructions. Provide each of the trucks with a unique name and picture, and it'll be easy to find them in the list.

...or one truck with multiple apps.

Sharing the truck with other drivers? Does your boss also want the app? Or do you want to use it on both phone and tablet? No problem. The app is free to download, and you can connect an unlimited number of devices to one truck.

How to get started.

First of all, you need a Volvo FM with the My Truck software enabled. Then just download the app, available for iOS and Android. Now all you need to do is connect your truck from the app. Couldn't be any simpler.

CAB INTERIOR



LOADS OF
STORAGE OPTIONS

A GREAT POSITION
TO BE IN

HAVE A
GOOD NIGHT

SOUND SYSTEM

ALL AT YOUR
THUMB TIPS

KEEPING YOUR EYES
ON THE ROAD

ERGONOMICS FIRST

ECC – ELECTRONIC
CLIMATE CONTROL

MORE
FEATURES
OVERLEAF

CAB INTERIOR

Step inside your comfort zone.

Many aspects of the truck have been developed to help drivers become more effective on the job. There is a user-friendly instrument panel for improved driver interface, steering wheel that enhances driving ergonomics, electrical parking brake for more safety. With a quick look the driver gets all the information he needs.

Air suspended driver's seat with increased leg room and comfort keeps the driver relaxed even after long hours of operation. It offers a wide variety of adjustments making it easy for all drivers, to find a comfortable driving position.

There are better storage spaces to help drivers manage paper work and keep their personal items.



A cab with a view.
Good visibility is crucial when you navigate through dense traffic or crowded streets. From inside the Volvo FM it's great, because the cab sits low on the chassis and the windscreen is large.



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



New easy-glance instrument cluster
The new instrument cluster has a contemporary design with easily read and understood distinct graphics for a convenient overview. Driver related information has a high and central position in the driver's view. All warnings and vital information are shown in the Driver Information Display (DID) at the right of the instrument.



All at your thumb tips.
Keypads provided on steering for cruise control and navigation on the information display allows you to keep a tight grip on the wheel - always. Stalk switches are provided on steering for direction indicators, main beam, windscreen wiping & washing, exhaust brake operations.



More knee space.
Steering column has been made sleeker in design to enhance the knee space for driver, bringing more comfort to the driver.



A great position to be in.
The driver seat has a well-shaped seat cushion and backrest. Thanks to its advanced ergonomic design, the driver gets perfect support and seating comfort. Air suspended seat variant provides even better comfort by offering automatic adjustment to the weight of the driver and wide variety of fore-aft adjustments.



Electrical manually controlled climate unit.
Electrical switches for climate control allows the system to remember the settings made in the climate control system when the truck is switched off. When the trucks starts next time, it will have the same settings.



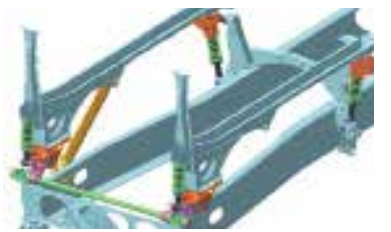
Plenty of room for storage
There are plenty of places in interior and exterior of the cab for keeping personal belonging like dash panel centre section, storage, panel top tray etc. Extra storage space is also provided on cab exterior on both driver and passenger side



Electric parking brake.
The parking brake activation is through an easy access electrical switch on the dashboard. Automatically engaged at key-off and automatically released when taking-off.



Improved engine mounting
Four point engine mounting optimised to reduce road induced vibrations and improve road handling. Rear engine mounting with more rubber increases insulation, improves ride comfort and durability. Front engine anchorages made of aluminium instead of cast iron in order to save weight.



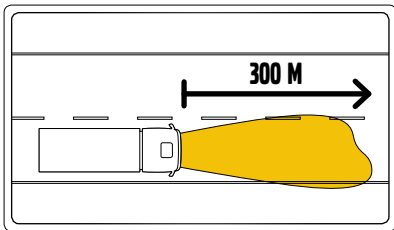
Cab mounting
Four point coil suspension with shock absorbers with vertical stroke of +/-50 mm to reduce the risk of bottoming out even in the worst road conditions.



Have a good night.
Don't compromise on sleep quality just because you spend your night in the cab. The lower bed is 70 cm wide and features 16 cm pocket springs.

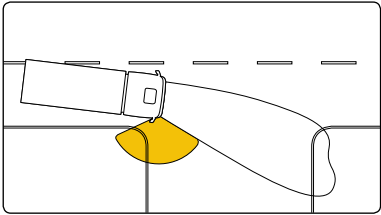
HEADLIGHTS

The future ahead
looks bright.
So do the curves
and corners.



Leading main beam.

When driving at night, Volvo FM is a particularly good friend. The headlights produce a powerful beam, providing you with an early view of what is happening down the road. And, just as important, other road users will see you stand out in the dark.



Static cornering lights.

When you slow down to make a turn in the dark, the enhanced static cornering lights come to your assistance. As soon as you activate the turn signal, the immediate area on the side lights up, helping you spot unprotected road users.



Characteristic look.

The unique V-shaped position and day-time running lights gives the Volvo FM a look that's easy to recognise from a distance. +

SIDE TURN INDICATOR

MAIN BEAM

DIPPED BEAM

TURN INDICATOR

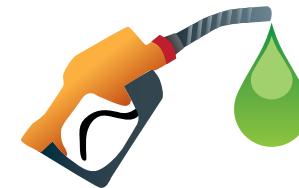
POSITION LIGHT AND DAYTIME RUNNING LIGHT +

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

Forget the gearbox. Just drive.

How it works.

It may seem strange. Beneath the surface of I-Shift, the archetype 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 shifting.



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 allow you to step in and shift gear manually.

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. 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.

I-Shift

I-Shift is Volvo's Automated Manual Transmission (AMT) designed for automatic gear-shifting by continuously monitoring the road, gradient, vehicle speed, acceleration, torque demanded by the particular road, weight rolling and air-resistance.

How would you like your I-Shift?

The software makes it possible to tailor I-Shift to your driving conditions. Choose from four add-on packages: Long Haul for efficient highway driving, Distribution with smart functions for close-quarter manoeuvring, Construction that handles tougher road conditions and Heavy Duty Transport optimising I-Shift for gross combination weights above 85 tonnes. 🇸🇪



TP-Long

Intelligent functions that minimise fuel consumption. Ideal for long haul operations, where strong emphasis is placed on fuel economy. Includes the free wheel (I-Roll) function.

Traction Control System (TCS)

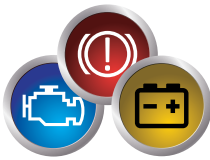
With traction control, TCS (Traction Control System), you obtain better stability and traction. TCS automatically reduces wheelspin by reducing engine torque. At speeds below 40 km/h TCS also works as an automatic limited slip differential clutch and applies the brakes on the wheel that is spinning. TCS is normally active when the truck is started. Off-road TCS is used under difficult conditions to improve traction, such as on sand, gravel or snow. The function reduces the sensitivity and allows a little more slipping. This means that the tyres can "dig" their way forward better without pulling power being reduced.

Stay on the road by staying online.



Uptime Center

Uptime Center is the industry first concept that ensures superior Uptime. The key operating parameters that influences the truck's condition are monitored by the Uptime Centers located at strategic locations. Any unfavorable signs reported from the truck are tracked and followed up for resolution.



The On-Board Technician

This technology lets the workshop see information about engine, mileage and fuel consumption. The Uptime Center get a view of diagnostic trouble codes logged in the truck. Any critical trouble code will be followed up proactively for necessary actions so that the truck need not face un-planned breakdowns. It also means the workshop is fully prepared when the truck arrives, putting it back on the road in the fastest possible time.



Connected System for Breakdown assistance

Seeking support for breakdown services has become easier!! Just raise a case from your mobile app or speak to the Call center representative. The Service Van nearest to the breakdown location will be on the way to attend the truck.

Wear on brake linings

If the brake linings wear more on one axle than on the other then the braking force is changed so that the wear is equalised. A symbol is shown in the driver information display when it is time to change the brake linings. Estimated wear: The truck's driver information display shows the calculated remaining distance before the brake linings need replacing based on the current driving style.



LOW SLEEPER CAB

Spacious where it matters.
Above the roof.



A clean cab roof.
If you want to take advantage of the low cab height, you don't want anything sticking up from the roof. Fortunately, the antennas on the Volvo FM can all be moved out of the way. The WLAN antenna can be moved to the front shelf, the phone antenna to the dashboard and the toll collect, FM, CB radio and Dynafleet antennas can be fitted to the cab sides.



Driving comfort.
A matter of height.
Great handling has always been a key feature of the Volvo FM. And it doesn't get any better than with the X-Low chassis. Plus, the air suspension system ECS4 lets you choose from three customisable driving heights, improving ride comfort even further. Learn more about ECS4 on [page 32](#).



Easy entry and exit.
One of the most appreciated features of the Volvo FM cabs is the entry step. And it doesn't get any lower than with the X-Low chassis – only 26 cm above the ground (depending on tyre dimension and brand, of course). Add to that a door that opens a full 90 degrees and an optional grab handle, and you have a cab you comfortably enter and exit many times a day without strain.




| HOW IT ALL ADDS UP | |
|----------------------|---------|
| Cab | 1807 mm |
| Frame | 266 mm |
| Suspension | 107 mm |
| 355/50 tyres (laden) | 435 mm |
| <hr/> | |
| | 2615 mm |

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 ramp. 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 sideways rolling, making sure the truck is always in balance. The Work Remote also allows you to manually compensate for side kneeling.



**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 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.



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



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.

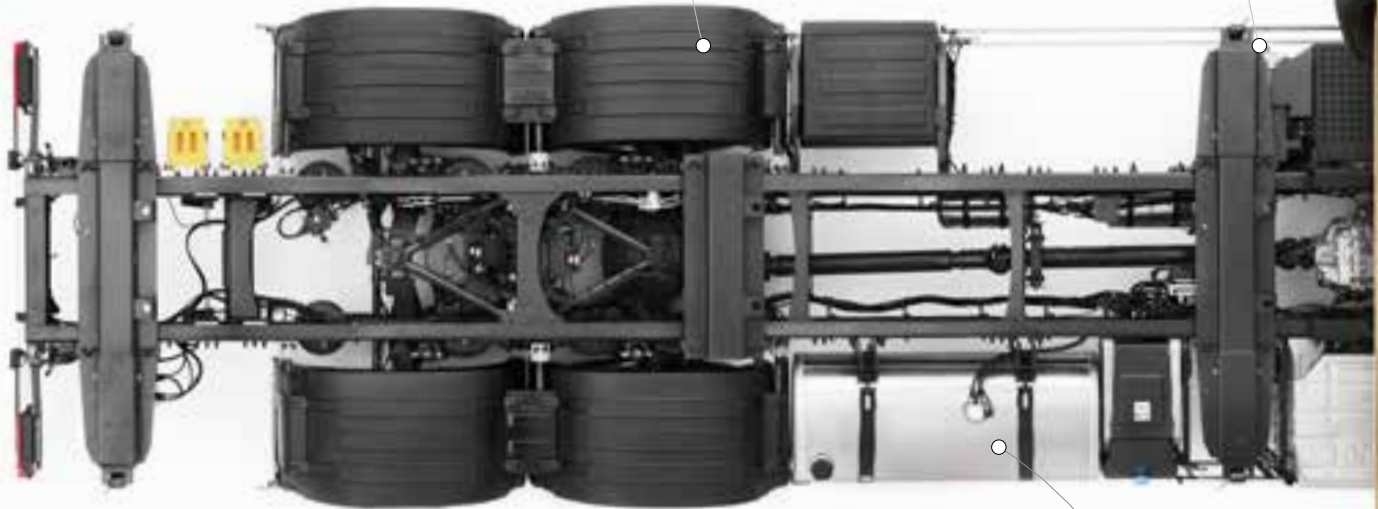


WORK REMOTE 

Whatever you need space for,
here's plenty.



THE AIR PRODUCTION MODULATOR (APM)
On tractors, the air compressor control unit is located in the area between the chassis frames, providing more room for chassis-mounted equipment or fuel tanks.



A PUSHER AXLE FOR MORE PAYLOAD
For 6×2 tractors and 6×2 rigid trucks like car transports we now offer a weight optimised pusher axle that reduces the truck's kerb weight with up to 500 kg, meaning a potential for increased payload. The new installation is more compact and makes room for bigger fuel tanks and other equipment on the chassis.

THE AIR TANKS
Depending on your truck's specification, the air tanks can be installed in a multitude of different positions. This allows for even greater flexibility.



THE ADBLUE TANK
On tractors, a 50-litre AdBlue tank can be installed behind the cab (on top of the frame), freeing space on the chassis side.

THE BATTERY BOX
The battery box placement is chosen with fuel capacity in mind. But that's not all. It can also be installed at the rear and moved out of the way completely (on air-suspended tractors). This corresponds to an additional 300 litres of fuel space, and facilitates body building.

THE FUEL TANKS
If you're like most people, refuelling is something you want to do as cheaply and as seldom as possible. That's why the Volvo FM can be equipped with a vast range of fuel tanks in different shapes, positions, heights, volumes and materials. Sizes range from 150 to 900 litres and can be combined in numerous ways to maximise your fuel capacity.

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 – the Long-Haul Fuel Package and the Long-Haul Fuel Package+. We also offer services like Dynafleet, Fuel Advice and Driver Training to further improve your fuel efficiency. In the end, they all add up to sustainable fuel savings.



**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.



**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.



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 app.

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

**SLIM CHASSIS SIDES
SAVE FUEL.**

Additional aerodynamic devices for the chassis fairings 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 nights in the cab.

**I-SEE.
THE FARSIGHTED CO-PILOT.**

I-See knows every road by using a high-resolution topography map, data generated by other I-See users or data recorded by your own truck. It optimises gear changes and speed to make maximum use of the truck's momentum, leading to substantial fuel-savings. Read more about I-See on [page <OV>](#).



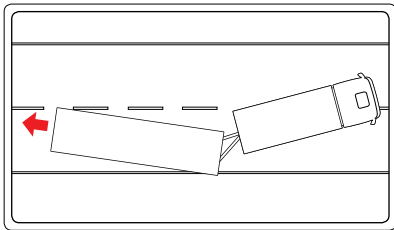
**ENGINE IDLE
SHUTDOWN. SAVE FUEL
WHILE STANDING STILL.**

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

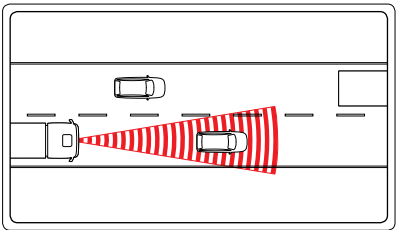
**CLUTCHABLE AIR
COMPRESSOR.
NO UNNECESSARY
PRESSURE.**

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

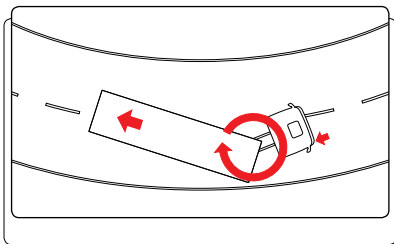
Keeping an extra eye on the road.



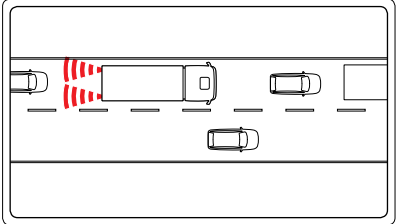
Stretch Brake.
In certain situations, such as turning or driving downhill on a slippery road, the trailer risks catching up with the truck, creating a hazardous jack-knife effect. The Stretch Brake is a Volvo feature, designed to stop this from happening. By pulse braking the trailer, the vehicle combination is stretched, and the danger reduced. The system can be automatically activated in risky situations, at speeds up to 50 km/h.



Adaptive Cruise Control, 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 windscreen – and if an impact is imminent, the automatic emergency brake quickly comes to your assistance.



Electronic Stability Control.
Volvo's Electronic Stability Control (ESC) 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. ESC is now available for most truck specifications with two to five axles – both tractors and rigids. It can also be disengaged. 🚫



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 lead to major pile-ups and cause fatal injuries. 🚫

SAFETY

Electronic Stability Program

Anti-lock Braking System

Anti-lock Braking System (ABS) is a system for preventing the wheels from locking while braking. ABS (anti-lock brakes) is a part of the EBS system and has fully automatic function.

Hill start aid

Hill Start Aid prevents the truck from rolling backwards when starting on an uphill gradient by maintaining braking performance until the truck is in traction mode.

Brake assist function

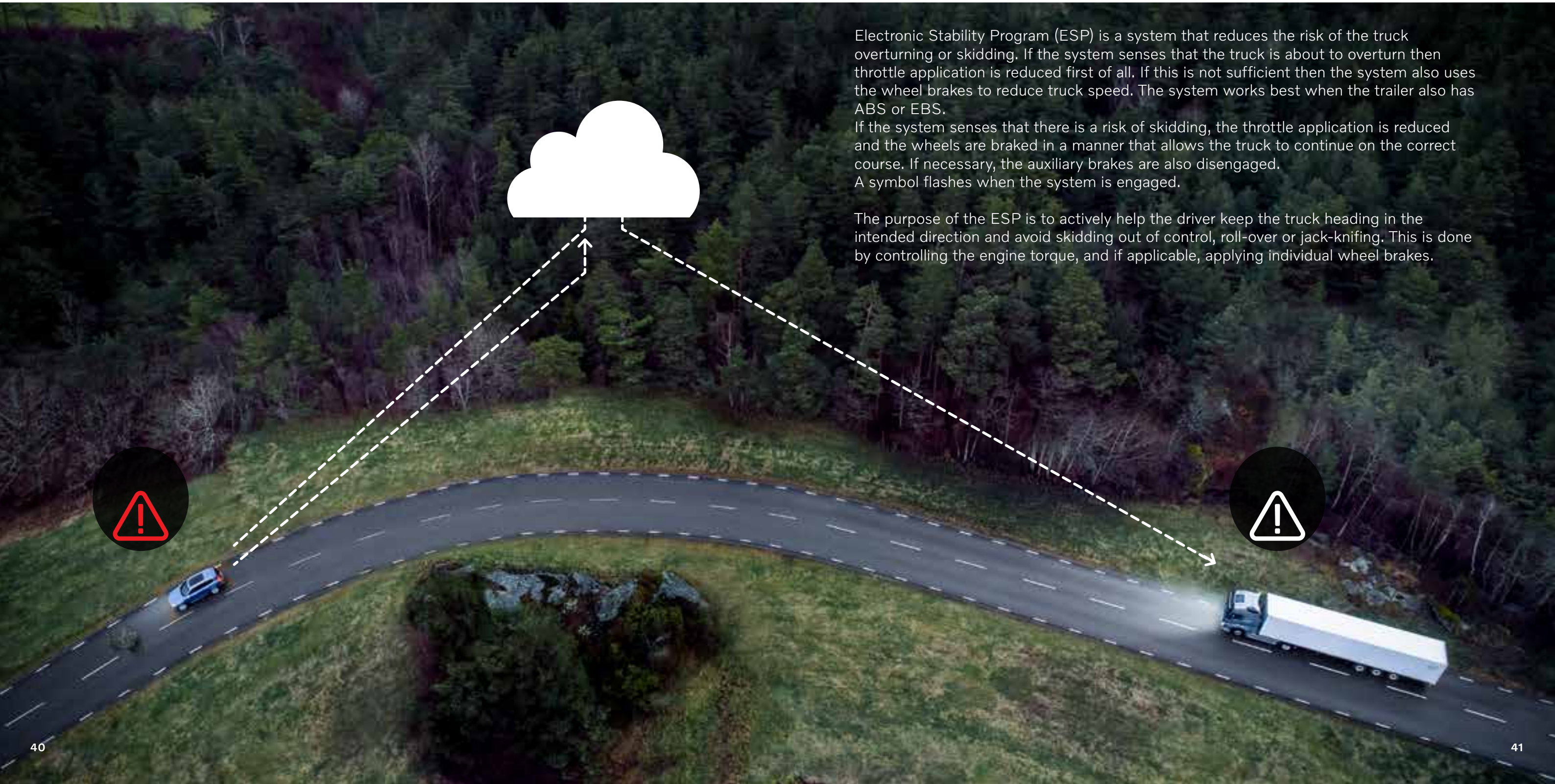
The function is designed to reach full braking force more quickly in an emergency situation. If the brake pedal is depressed suddenly then the brake pressure becomes higher and braking more powerful.

Airbag

The airbag is a safety device that rapidly inflates in the event of a collision and protects the driver from hitting the steering wheel, instrument panel or windscreen. The airbag is located in the centre of the steering wheel and only deploys in the event of a frontal collision with a heavy or fixed object. The hazard warning lights are activated automatically when the airbag deploys.

Electronic Stability Program (ESP) is a system that reduces the risk of the truck overturning or skidding. If the system senses that the truck is about to overturn then throttle application is reduced first of all. If this is not sufficient then the system also uses the wheel brakes to reduce truck speed. The system works best when the trailer also has ABS or EBS. If the system senses that there is a risk of skidding, the throttle application is reduced and the wheels are braked in a manner that allows the truck to continue on the correct course. If necessary, the auxiliary brakes are also disengaged. A symbol flashes when the system is engaged.

The purpose of the ESP is to actively help the driver keep the truck heading in the intended direction and avoid skidding out of control, roll-over or jack-knifing. This is done by controlling the engine torque, and if applicable, applying individual wheel brakes.



ACCESSORIES

Make it your truck.

The Volvo FM is one of the most well equipped trucks in the world. But to tailor it for your particular transport assignments and for your personal needs, there's also a wide range of accessories to choose from. It's all about making the truck more efficient for the work you do. And don't forget that they are all developed and tested by Volvo Trucks for Volvo trucks to make sure they all bring what you expect from a Volvo product. Hey, we've even crash tested the coffee maker!

Here's a small selection of accessories – but there are tonnes more to choose from. Ask your Volvo dealer or visit www.volvotrucks.com to learn more about accessories.



Bumper spoiler

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.



Exterior vision camera



Cradle plate for phone



Air blow gun



Red seat belt



Flashing LED warning light



Coffee maker

Overlay mattress



A partner that knows your trucks. And your business.

We understand the truck and transportation business. That is why our finance and insurance solutions are smart and flexible. They're customised for every kind of operation and adapted to your individual business needs.



We offer you a customised solution.

From a single truck to an entire fleet. New or used. Our finance specialists will find a solution you can rely on. Get a complete solution for your business. Your truck, service, parts, finance and insurance – all in one offer. And you'll get the support you need in good and challenging times.



We're easy to do business with.

We operate quickly. Our services are conveniently available through your Volvo Trucks dealer. A Volvo finance solution is a second source for your financing needs. So you can preserve your credit line with your bank. You can use that for other purposes.



We protect your business.

The continuity of your business should always be protected and balanced against insurance expenses. We know how. Therefore, we offer a range of excellent insurance products. Should things go wrong, one phone call is enough to get full support. We'll help you to repair damage and minimise any consequential losses.

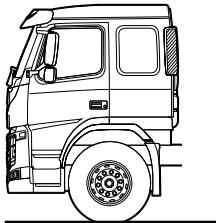
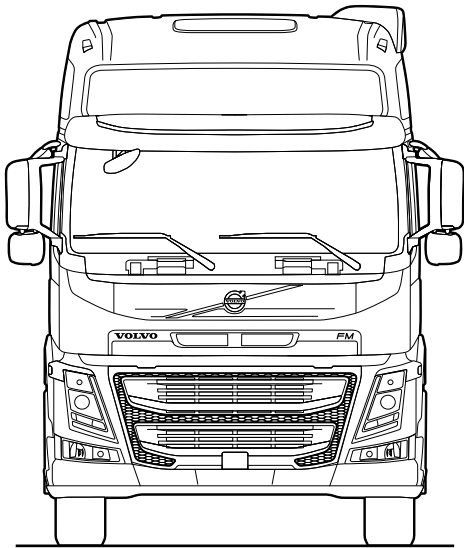


The range of flexible financial facilities we offer is made available through Volvo Financial Services, Volvo Group's financial services provider.

Tailoring your Volvo FM.

This is just a hint of all the choices you have when tailoring your Volvo FM to your needs. The full specifications and all possible options are available at www.volvotrucks.com or at your Volvo dealer.

Cabs



Sleeper cab

Tractor axle configurations



4x2



6x2
(tag axle)

Engines

| 11 LITRE | Max power | Max torque |
|------------------|---------------------------|----------------------------|
| D11K330 (243 kW) | 330 hp at 1600–1900 r/min | 1600 Nm at 950–1400 r/min |
| D11K370 (273 kW) | 370 hp at 1600–1900 r/min | 1750 Nm at 950–1400 r/min |
| D11K410 (302 kW) | 410 hp at 1600–1900 r/min | 1950 Nm at 1000–1400 r/min |
| D11K450 (332 kW) | 450 hp at 1600–1900 r/min | 2150 Nm at 1000–1400 r/min |
| | | |
| 13 LITRE | | |
| D13K420 (309 kW) | 420 hp at 1400–1800 r/min | 2100 Nm at 860–1400 r/min |
| D13K460 (338 kW) | 460 hp at 1400–1800 r/min | 2300 Nm at 900–1400 r/min |
| D13K500 (368 kW) | 500 hp at 1400–1800 r/min | 2500 Nm at 1000–1400 r/min |
| G13C420 (309 kW) | 420 hp at 1400–1800 r/min | 2100 Nm at 1000–1400 r/min |
| G13C460 (338 kW) | 460 hp at 1700–1800 r/min | 2300 Nm at 1050–1300 r/min |

Gearboxes

I-SHIFT
12-speed splitter and range gearbox with automated gearchanging system. The version with crawler gears facilitates easy operation with GCW up to 325 tonnes.

| Type | Top gear | Engine torque (Nm) | GCW approval (tonnes) |
|---------|----------|--------------------|-----------------------|
| AT2612F | Direct | 2600 | 100 |



Engines

| | |
|--|--------------------------|
| Six-cylinder, in-line direct-injection diesel engine | |
| Overhead camshaft with four valves per cylinder | |
| Electronically regulated fuel injection with unit injectors | |
| Heavy duty turbocharger and intercooler | |
| Engine Management System with driving information and diagnosis | |
| Exhaust after treatment by Selective Catalytic Reduction (SCR) technology with AdBlue Tank | |
| Displacement | 12.8 litre |
| Bore x stroke | 131 mm x 158 mm |
| Compression ratio | 17.8:1 |
| Max. power | 380 hp @ 1400-1900 rpm |
| Max. torque | 1900 Nm @ 1000-1400 rpm |
| Economy speed range | 1000-1500 rpm |
| Emissions* | BS-IV / Euro 4 |
| Max. engine brake power | 502 hp (VEB+) @ 2300 rpm |
| *Emission requirements conform to ECE/EEC regulations and MoRTH / CMVR / TAP 115 / 116 | |

Gearbox

| | |
|---|------------------------|
| I-Shift (Automated range / Splitter gearbox) | |
| Heavy duty transmission oil cooler with additional radiator | |
| I-Roll, Shift strategy, smart cruise control features for economy driving | |
| No. of gears | 12 Forward + 4 Reverse |

Clutch

| | |
|---|--------|
| I-Shift (Automated range / Splitter gearbox) | |
| Heavy duty transmission oil cooler with additional radiator | |
| Power assisted push type single plate friction disc | |
| Plate diameter | 430 mm |

Front Axle

| | |
|---------------------------------|----------|
| Heavy duty steerable front axle | |
| Capacity | 8000 kgs |

Rear Axle

| | |
|--|----------|
| Driven single reduction solo axle | |
| Differential lock - Inter wheels | |
| Traction Control System (TCS) | |
| Traction Control System (TCS) - Off-road | |
| Ratio | 3.67:1 |
| Capacity | 1300 kgs |

Suspension

| | |
|--|---|
| Front | |
| Parabolic suspension with S-shaped leaf geometry | |
| Double-action shock absorbers and stabilizers | |
| No. of leaves | 3 |
| Rear | |
| Electronically controlled air suspension with 3 driving levels | |
| Rubber insulated V-stays and reaction rods, stabilizer & two shock absorbers | |
| No. of air bellows | 4 |

Wheels & Tyres

| | |
|--------------------------------|---------------------|
| Tyre Size | 295/80R22.5, Radial |
| Wheel rim size | 8.25" x 22.5" |
| Total no. of wheels fitted | 6 |
| 1 no. spare wheel rim and tyre | |

Chassis Frame

| | |
|--|--------|
| ‘C’ channel section side members made of high strength steel | |
| Depth | 300 mm |
| Flange width | 90 mm |
| Section thickness | 8 mm |

Steering

| | |
|---|--------|
| Hydraulic power steering | |
| Tilt and telescopic adjustable steering wheel | |
| Steering wheel diameter | 450 mm |

Steering

| | |
|--|-----------------------|
| Steel cylindrical dual fuel tank mounted on right and left hand side | |
| Fuel tank capacity | 405 litre + 405 litre |
| AdBlue tank capacity | 64 litre |

Exhaust System

| | |
|--|--|
| Horizontal muffler, vertical exhaust outlet on right hand side | |
|--|--|

Brakes

| | |
|---|--|
| Electronic Brake System (EBS) | |
| Electronic Stability Program (ESP) | |
| Hill start aid | |
| Dual line air brake system | |
| Disc brakes & ABS | |
| Electronic parking brake activation | |
| Spring type parking brake chambers on front and rear axle | |

Pneumatics

| | |
|--|-----------|
| Gear driven, dual cylinder reciprocating air compressor | |
| Max. compressor capacity | 900 l/min |
| Electronically controlled Air Production Modulator (APM) | |
| Total air tank capacity | 101 litre |

Electricals

| | |
|--|--------|
| System voltage | 24 V |
| Volvo maintenance free batteries (2 nos) | |
| Battery voltage | 12 V |
| Battery capacity | 170 Ah |
| Alternator capacity | 110 A |

Cab

| | |
|-------------------------------------|---------------------------------|
| FM sleeper cabin | |
| Crash tested steel welded structure | |
| Accommodation | 1 driver + 1 co-driver + 1 bunk |
| Cabin tilt angle | 70° |

Interiors

| | |
|--|--|
| Air bag on driver's side | |
| Electrical manually controlled climate unit | |
| Ergonomically designed dashboard with easy access stalks, switches & controls | |
| Instrument cluster with easy glance displays and on-board diagnostics | |
| Air suspended driver's seat with adjustment of fore-aft, height, backrest, lumbar support, a shoulder, seat cushion extension seat tilt, cushion stiffness | |
| Cushioned foldable co-driver seat | |
| Red safety belt | |
| Lower sleeper bunk with cushion | |

Exteriors

| | |
|--|--|
| Aerodynamic roof air deflector | |
| Cab side air deflectors | |
| Distinct V-shape Daytime Running Light (DRL) | |
| Integrated head lamp unit with higher illumination main beam | |
| Fog light and static cornering light | |
| Cab fully suspended by four coil springs and shock absorbers | |

Telematics

| | |
|---|--|
| Volvo Dynafleet Online services - Fuel & Environment, Positioning and Messaging | |
|---|--|

Tools & Accessories

| | |
|---|--|
| Volvo Dynafleet Online services - Fuel & Environment, Positioning and Messaging | |
| 20 tonne hydraulic jack | |

Fifth Wheel Coupling

| | |
|--|---------|
| 50 mm (2") heavy duty fifth wheel coupling | |
| Standard kingpin offset (before rear axle) | 475 mm |
| Height from ground (laden) | 1227 mm |
| Height from ground (unladen) | 1250 |

Vehicle Dimensions, mm - As per CMVR

| | |
|----------------|------|
| Wheel base | 3500 |
| Overall length | 5690 |
| Overall width | 2534 |
| Overall height | 3030 |

Vehicle Weights

| | |
|---------------------------|-------|
| Laden weight, kg | |
| Front Axle* | 6000 |
| Rear Axle* | 10200 |
| Gross Combination Weight* | 35200 |
| *As per CMVR limits | |

Performance Data

| | |
|---------------------------------|------------|
| Laden weight, kg | |
| Economy speed range on top gear | 52-78 kmph |
| Max speed (Geared) | 105 kmph |
| Max speed (Limited) | 80 kmph |



VOLVO

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