



Volvo Trucks. Driving Progress

VOLVO FM

PRODUCT GUIDE - EURO 3-5





What makes a good truck a great one?

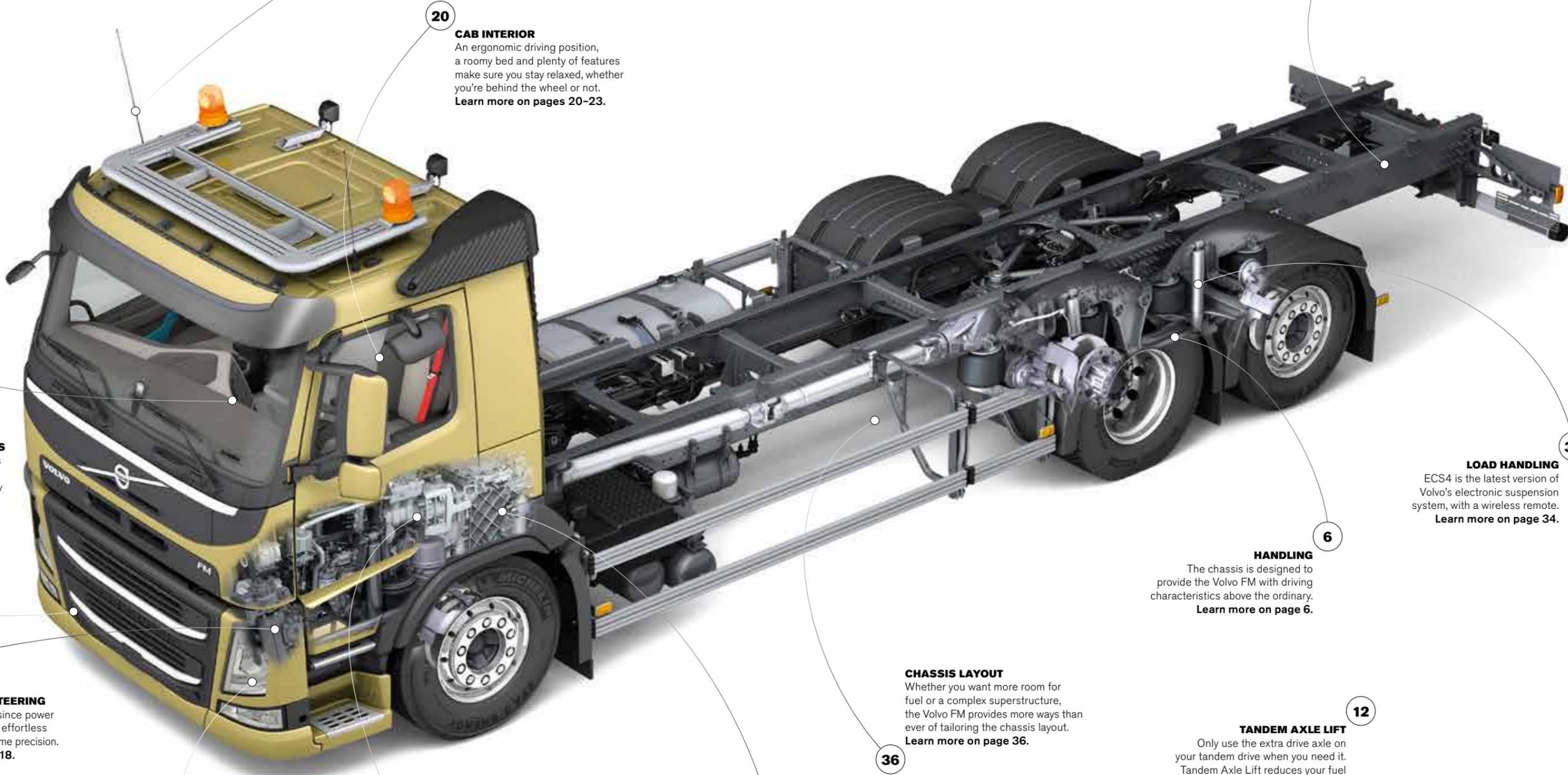
Most people would say it's all about efficiency. A big word, but what does it really mean in practice?

Well, to us it means a truck that's rolling when it's supposed to. A truck that does so using every drop of fuel to its maximum. A truck that makes the job of the bodybuilder easy – and fast – regardless of superstructure. And, 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. A truck where you'll find many innovative features like the I-Shift with crawler gears, the tandem axle lift and Volvo Dynamic Steering that we believe will change your day. Welcome to your future transport specialist.

OVERVIEW

A closer look at the Volvo FM.



16 DRIVER INTERFACE
The instrument cluster and the new integrated system for services and infotainment offers an industry leading driver interface. **Learn more on page 16.**

40 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 40.**

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The biggest invention since power steering lets you enjoy effortless manoeuvring with extreme precision. **Learn more on page 18.**

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26 I-SHIFT
Easy to drive and packed with fuel-saving software. Now also available with crawler gears for heavier assignments than ever before. **Learn more on pages 26-29.**

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Whether you want more room for fuel or a complex superstructure, the Volvo FM provides more ways than ever of tailoring the chassis layout. **Learn more on page 36.**

8 I-SEE*
Save up to 5% fuel on even more routes. The revolutionary I-Shift software has been improved and is now available for the Volvo FM. **Learn more on page 8.**

VIEW SOME OF THE SPECS ON PAGES 42-43

14 BODYBUILDING INTERFACE
Save time and money at the bodybuilder's thanks to numerous clever chassis features. **Learn more on page 14.**

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The chassis is designed to provide the Volvo FM with driving characteristics above the ordinary. **Learn more on page 6.**

12 TANDEM AXLE LIFT
Only use the extra drive axle on your tandem drive when you need it. Tandem Axle Lift reduces your fuel consumption, tightens your turning radius and improves your traction. **Learn more on page 12.**

44 ACCESSORIES
Tailor your truck for your assignments and your needs - and make it more efficient for the work you do. **Learn more on page 44.**

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.

A poor front air suspension makes a truck behave like a boat, forcing the driver to constantly correct the course to stay on target. 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.



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. It also stops the trailer from causing the truck to oversteer when entering a curve.



Volvo Dynamic Steering. Better than car-like.

It will completely revolutionise the way you drive. 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. But if you want to learn more first, see **page 18**.

Save fuel on familiar roads. Even those you haven't travelled.



**Lower fuel consumption by 5%.
Just activate the cruise control.**

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 and stores it in a central database. When you're driving, it automatically uses its knowledge to save fuel – up to 5% during a driving cycle (when I-Cruise is engaged the whole time).



**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 you don't have to have travelled the route before to save fuel. I-See stores all hills in a database free for all other trucks to use. As long as someone has travelled the route before, I-See can download the data and start saving fuel immediately.



**BEFORE THE UPHILLS:
TAKING OFF.**

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

**ON THE UPHILLS:
KEEPING FROM 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.

**ON THE CRESTS:
STAYING CALM.**

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

**BEFORE THE DOWNHILL:
ROLLING ON.**

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

**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 – instead of abruptly at the end – to prepare for the upcoming topography.

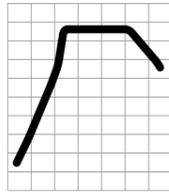
**IN THE HOLLOWES:
SOME EXTRA SCHWUNG.**

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.

This is where fuel efficiency starts.



**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.



**A wide engine range.
Pick yours.**

The engine range for Volvo FM comprises 11-litres and 13-litres engines in many different power ratings. It's easy to pick the one that suits your transport assignment.



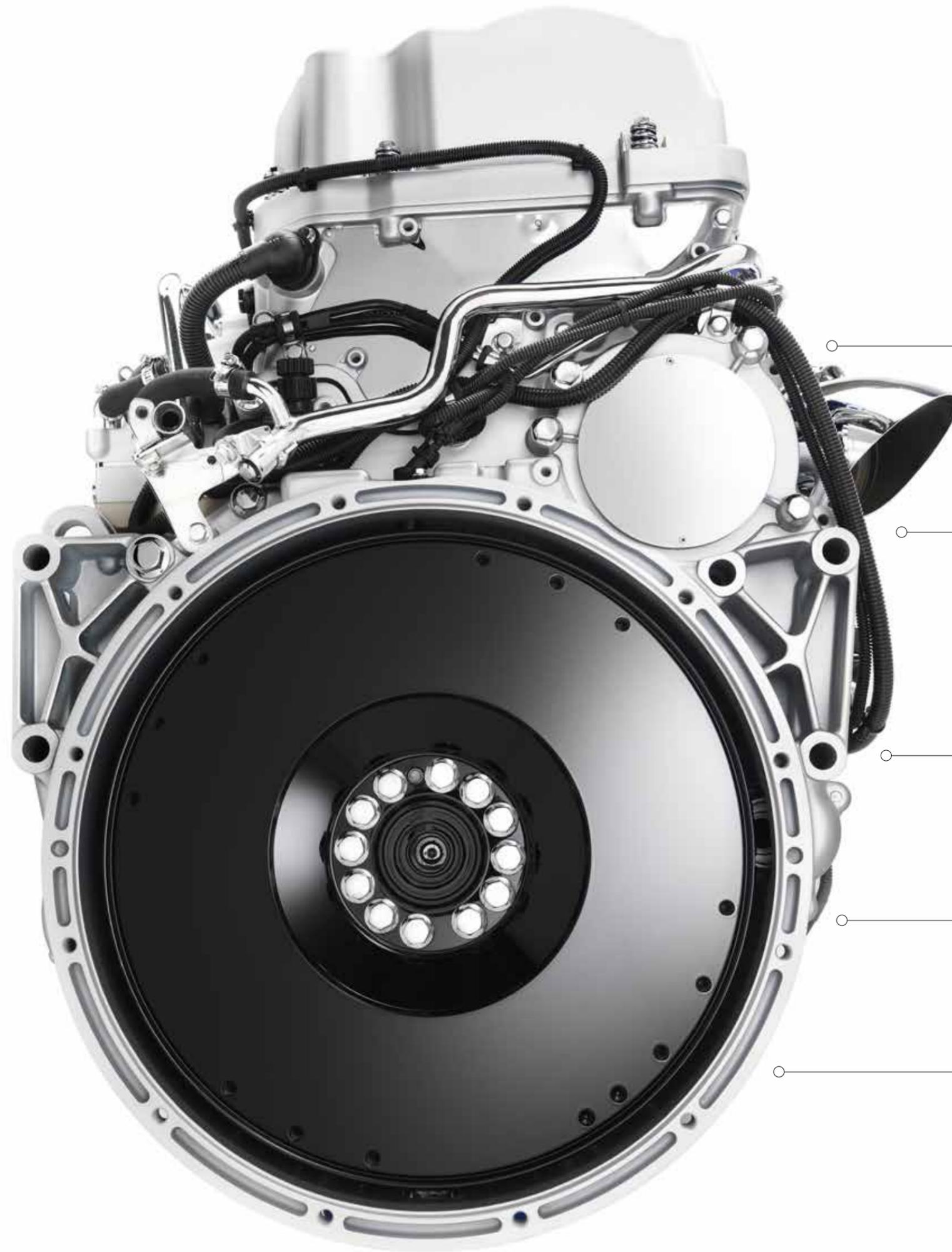
Fuel-efficiency built-in.

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 when it comes to fuel economy. Your bottom line will reap the benefits. So will the environment.



**Volvo Engine Brake.
Minimise wear on the brake pedal.**

If you want to maintain a high average speed without compromising safety or fuel economy, you need a powerful engine brake. That's why Volvo Engine Brake (VEB), available on the D11, is so widely appreciated. And on the D13, you have access to our patented VEB+, absorbing up to a massive 375 kW (510 hp), thanks to the unique camshaft design with four rocker arms.



INLINE SIX

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

**EMS-CONTROLLED,
FLEXIBLE
INJECTION SYSTEMS**

Common rail (D11 engine) or unit injectors (D13 engine) 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.

**HYDRAULIC PUMPS
WITH CLUTCHES**

The range of engine-mounted hydraulic pumps includes two declutchable ones.

TANDEM AXLE LIFT

Lower fuel consumption and turning radius?

Just raise the drive axle.

Tandem Axle Lift is a unique feature, allowing your 6x4 or 8x4 to combine the traction and load capacity of four-wheel-drive with the driveability and efficiency of two-wheel-drive – all in one vehicle.



Up to 4% lower fuel consumption when unladen.

Because of the added friction and rolling resistance, drive axles usually consume quite a lot of fuel – all of the time. Not so with Tandem Axle Lift. By disengaging and raising the drive axle when it isn't needed, you can reduce your fuel consumption by as much as up to 4% when unladen. That adds up to a lot of money in the long run.



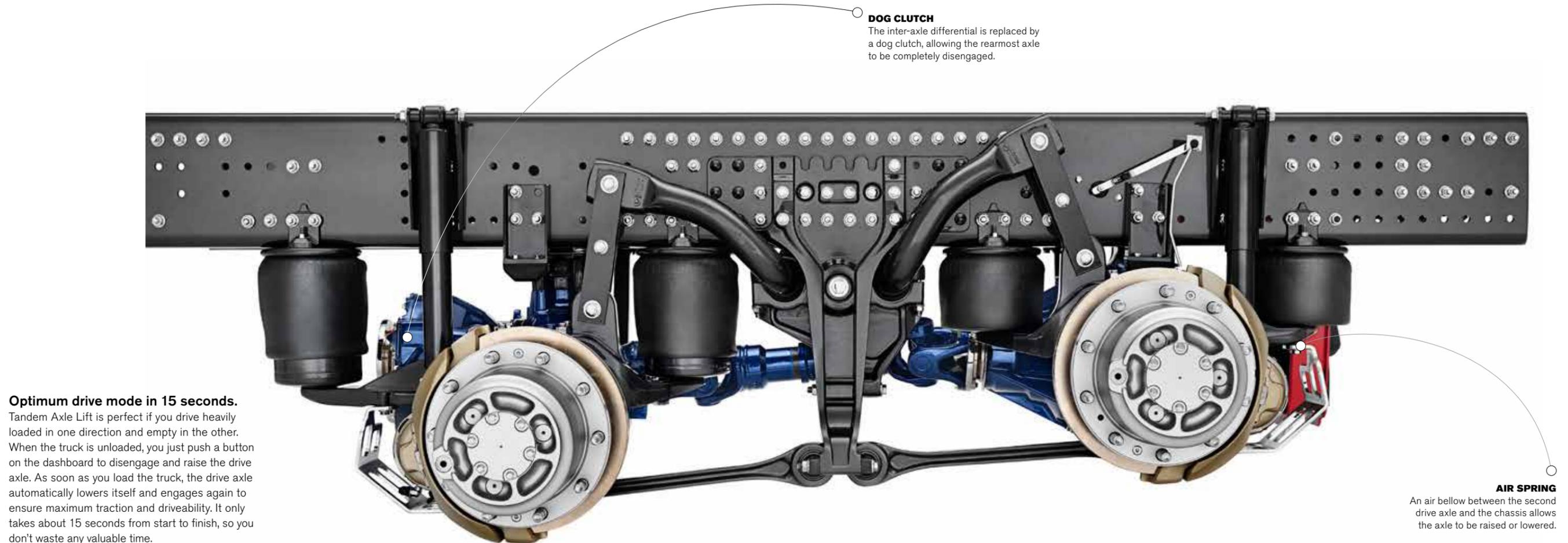
Get a grip.

As long as the axle load limits allow, the axle can be raised to shift all the weight to one drive axle, for better grip and traction. It can even be performed while driving at low speeds.



Enjoy better turning radius.

Tandem Axle Lift can effectively convert a 6x4 to a 4x2, or an 8x4 to a 6x2. Just like when raising a dead axle, this significantly improves the manoeuvrability of the truck by shortening the turning radius. In fact, a 6x4 with a wheelbase of 4,6 metres, for example, can reduce its turning radius by over a metre.



DOG CLUTCH

The inter-axle differential is replaced by a dog clutch, allowing the rearmost axle to be completely disengaged.

Optimum drive mode in 15 seconds.

Tandem Axle Lift is perfect if you drive heavily loaded in one direction and empty in the other. When the truck is unloaded, you just push a button on the dashboard to disengage and raise the drive axle. As soon as you load the truck, the drive axle automatically lowers itself and engages again to ensure maximum traction and driveability. It only takes about 15 seconds from start to finish, so you don't waste any valuable time.

AIR SPRING

An air bellow between the second drive axle and the chassis allows the axle to be raised or lowered.

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 bodybuilder – adding a lot of flexibility.



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.



Two different frame heights.

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



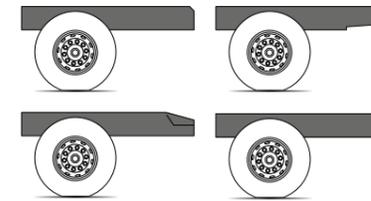
Attachment brackets.

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.



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.



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 rigid).



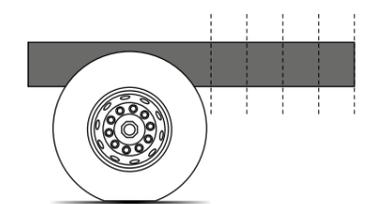
Body Builder Module.

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. 🚚



Prepared for a crane.

A low chassis and high axle loads. That is what's on every crane builders wishlist. 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.



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.



Rear underrun position.

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



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.



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.

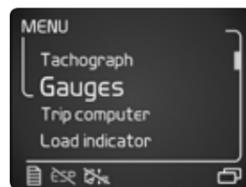
Easy navigation and improved communication. More efficient fleet management. Volvo Trucks' integrated system for services and infotainment brings it all together on an integrated touch screen – for a safer more comfortable driving experience.

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 speedometer 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.

DYNAFLEET ONBOARD

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

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.

SOUND SYSTEM

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



VOLVO DYNAMIC STEERING

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. 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.



How it works.

Volvo Dynamic Steering consists of an electric motor, connected to the steering gear. By receiving input from several sensors, the ECU (Electrical Control Unit) 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 and tyres.



EFFORTLESS
Volvo Dynamic Steering decreases the steering effort 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, pot holes and road markings. Or correct your course after braking on a mixed-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 where you need to focus every bit of your attention on the surroundings. Not so with Volvo Dynamic Steering. You 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 unique. The course stability is so great that you can reverse a truck and trailer more than a hundred metres without drifting off course.

CAB INTERIOR



A GREAT POSITION TO BE IN

LOADS OF STORAGE OPTIONS

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.



Everything at your fingertips.

Easy-to-use navigation and fleet management. Improved communication and increased safety. Enhanced quality audio entertainment. Volvo's integrated system for services and infotainment brings together everything you need on the 7-inch touch screen. Learn more on [page 16](#).



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 windshield is large. Improve your forward vision even more with the robust Volvo FMX rear-view mirrors with slim arms.



Night mode.

A standard safety feature that allows you to turn off all backlights in the instrument cluster, except for the speedometer. You won't be distracted by irrelevant lights. This makes it safer to drive at night – or to connect the trailer when visibility is poor. However, if a warning alert occurs, it will show up on the panel.



Electronic remote key.

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



Sound system.

The sound system includes everything you need to enhance your in-cab experience. Access to streaming media services such as Spotify, Deezer and TuneIn. DAB/DAB+ (Digital Audio Broadcasting) as option. 📶



A great position to be in.

Every driver knows the value of a good seat. The one in the Volvo FM can be adjusted 20 cm fore-aft and 10 cm vertically. And it features a cushion that's more comfortable than ever.



Pleasing to the eye.

The Volvo FM interior colours and materials have been carefully selected to create a calm and attractive driver's environment. Choose from three different trim levels: Robust, Dynamic and Progressive.



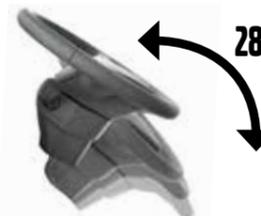
Loads of storage options.

The roomy storage facilities at the front and under the bunk are accompanied by several handy compartments for smaller possessions. There are also two bedside storage pockets for magazines and other items.



ECC – Electronic Climate Control.

The electronic climate control makes sure you always have a comfortable climate in the cab. Just set your preferred temperature.



Leading steering wheel adjustment.

The steering wheel can be adjusted 90 mm vertically and tilted 28 degrees, allowing you to find your perfect driving position. Conveniently controlled by a foot pedal and folds away easily when you enter or exit the cab.



Keeping your eyes on the road.

The intuitive instrument cluster comes with plenty of high-end features. All making it easier to focus on what's important.



All at your thumb tips.

Buttons for cruise control, audio, phone and what's in the information displays, allow you to keep a tight grip on the wheel.



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 and a choice of three different firmness levels.



Advanced interior lighting.

The 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.



Keeping the outside noise out.

Volvo cabs are famous for being well insulated. The Volvo FM is no exception. And thanks to the engine suspension, less vibrations reach the cabin. Altogether reducing the stress on your ears.



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 EBS – automatically releases when taking off.



Ergonomics first.

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.



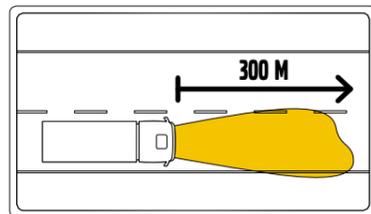
Room for alcoholock.

Alcohol doesn't belong in traffic. That's why the alcoholock does. Factory fit it to your Volvo FM, and send a clear message to your customers how seriously you take road safety. 🚫

HEADLIGHTS

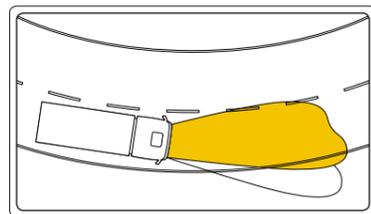
The future ahead looks bright.

So do the curves and corners.



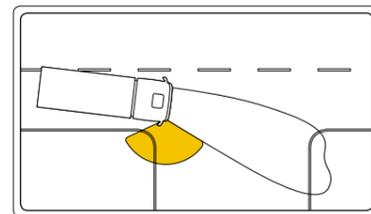
Leading main beam.

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.



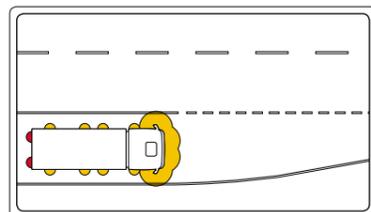
Dynamic headlights.

The Dynamic headlights allow the dipped beam to pan to follow the road. Whenever you make a curve, so do the lights. On many stretches, this leads to a massively increased field of vision.



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.



Approach light.

When approaching your 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. 



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.



Characteristic look.

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

SIDE TURN INDICATOR

MAIN BEAM

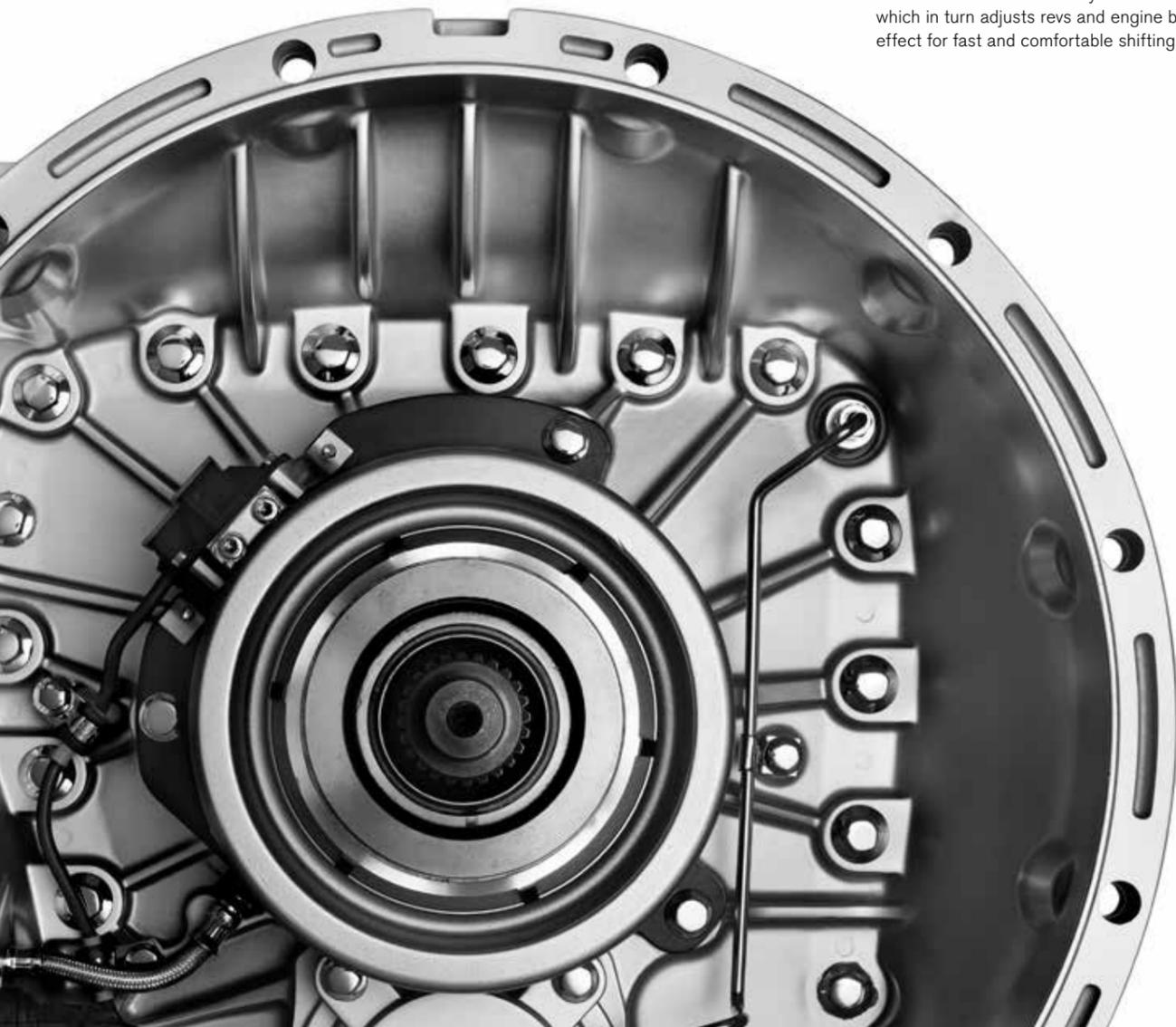
DIPPED BEAM

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.



An unexpected option. I-Shift without gearstick.

If you're used to driving with I-Shift, you've probably noticed that you don't actually use the shift selector that much. That's why the Volvo FM offers you the option of getting rid of it altogether and have it replaced with four switches on the dashboard (still within easy reach, of course). Freeing that precious space makes it a little bit 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. 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*. Learn more on [page 8](#).

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 (with or without I-See*) for efficient highway driving, Distribution with smart functions for close-quarter manoeuvring, Construction that handles tougher road conditions and Heavy Duty Transport (with or without I-See*) optimising I-Shift for gross combination weights above 85 tonnes. 



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

If you're into heavy assignments in very hilly terrain you can count yourself lucky. Now there's an I-Shift for you, too, perfectly suited to your specific needs, offering 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 assignments as well as other heavy applications. And if this shouldn't be enough, you should check out the I-Shift with crawler gears. Learn more on [page 28](#).



**NOW SLOWER
THAN EVER.
TURN THE PAGE
TO LEARN MORE.**

 Also available as an accessory. *I-See is only available on Euro 5 and Euro 6 markets.

The fastest way to productivity?

Slow down.

I-Shift just got even more versatile and easy to drive. The automated gearbox is now available with the choice of one or two crawler gears, plus the additional option of extra reverse gears.



37:1

Perfect control in any direction.

Low-speed manoeuvring is one of the most challenging aspects of the job. Thanks to a transmission ratio of up to 32:1 (and up to 37:1 in reverse), the crawler gears let you drive slower than ever – half the speed compared to a regular I-Shift. You always have total control, making it easy to manoeuvre with high precision even in poor conditions.



Crawl slow, run lean.

Can crawler gears really help boost your fuel economy? Sure. Because previously, you often had to be willing to sacrifice fuel economy for startability. But thanks to the crawler gears, we can now specify your truck with a faster rear axle ratio, allowing you to stay on cruising speed at much lower revs when you're driving on decent roads. This lowers your fuel consumption by up to a couple of percent.



Say yes to extreme conditions.

Crawler gears adds to the versatility of the truck, letting you use the same truck for a host of different driving conditions and assignments. Drive both on-road and off-road? Need to transport extreme loads up to 325 tonnes? Work at high altitudes? Special low-speed applications? No problem.



Start wherever you want.

If you transport heavy loads, you know that starting from a standstill can sometimes be difficult, especially in hilly terrain or poor road conditions. Ultimately, you may have to unload the cargo or even request towing, which has devastating effects on your uptime and productivity. Equip your FM with crawler gears and this will be a worry of the past. Your startability is dramatically improved, and the strain on the clutch is reduced by up to 75 percent, saving you from unnecessary repairs.

SLIM GEARS

The crawler gear module only adds 120 mm to the length and 48 kg to the weight of I-Shift.

Stay on the road by staying online.



Need help? Just push the button.

An unplanned stop out in the middle of nowhere? Volvo Action Service with On Call is just a button push away. It 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 diagnostic trouble codes.



Connected Service Planning. One step ahead.

Thanks to the Telematics Gateway, the workshop can access information such as engine data, mileage, fuel consumption, diagnostic trouble codes, driving conditions and status of crucial components (brake pads, clutch, battery, air dryer etc.). That means we can alert you in 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.

LOW SLEEPER CAB

Spacious where it matters. Above the roof.



1.39 metres at your disposal.

If you transport cars, you know how to appreciate a low truck. Because whether there's room for one more or not is often a matter of centimetres. That's why you'll be pleased to know that the low sleeper cab on the Volvo FM is lower than ever – only 2.61 metres (given the right specification). This leaves as much as 139 centimetres for your precious cargo, if you need to stay within the European 4-metre limit.



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 34](#).



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
	2615 mm



LOAD HANDLING

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.

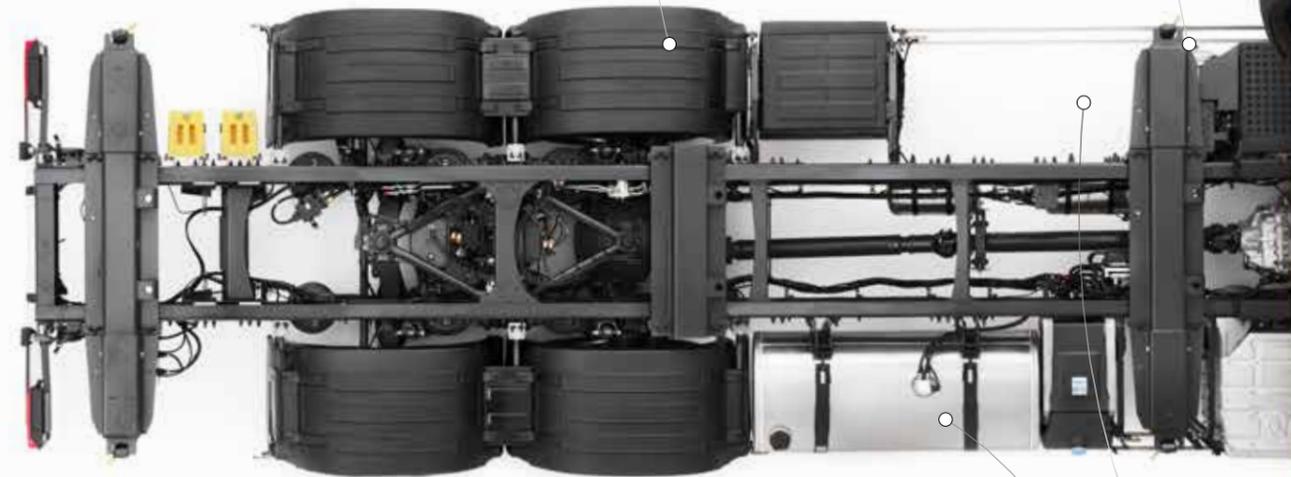
THE AIR PRODUCTION MODULATOR (APM)

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.



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.



A PUSHER AXLE FOR MORE PAYLOAD*

For 6x2 tractors and 6x2 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.

AN EMPTY CHASSIS SIDE

If your superstructure requires it, it's often possible to have your Volvo FM specified with all equipment on one side, so the bodybuilder can have the other side to himself.

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. 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.



Dynafleet always at hand.

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.

DYNAFLEET FUEL & ENVIRONMENT
Volvo's transport management system lets you monitor fuel consumption in real time from anywhere 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.

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.



24V 150A 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 nights in the cab.

I-SEE.* THE FARSIGHTED CO-PILOT.
I-See memorises all travelled roads in a data base. 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 8](#).

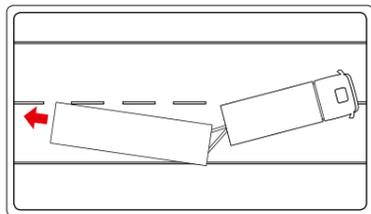


ENGINE IDLE SHUTDOWN. SAVE FUEL WHILE STANDING STILL.
A smart feature that lets you save fuel by automatically turning the engine off after two and a half minutes of idling.

CLUTCHABLE AIR COMPRESSOR. NO UNNECESSARY PRESSURE.
The air compressor is automatically declutched when not needed, leading to lower fuel consumption.

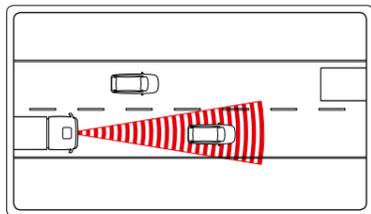
*Also available as an accessory. *I-See is only available on Euro 5 and Euro 6 markets.

Keeping an extra eye on the road.



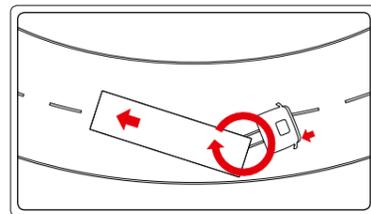
Stretch Brake.

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.



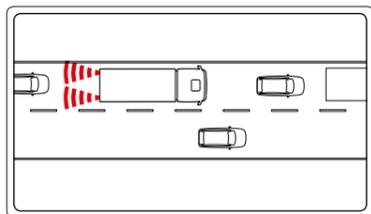
Adaptive Cruise Control, collision warning and emergency brake.

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.



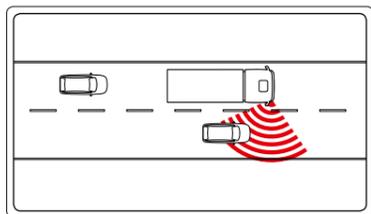
Electronic Stability Program.

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 rigids. 



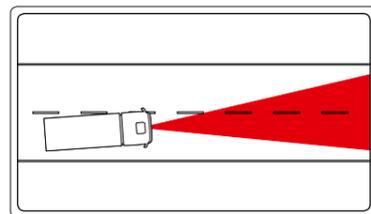
Emergency brake light.

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. 



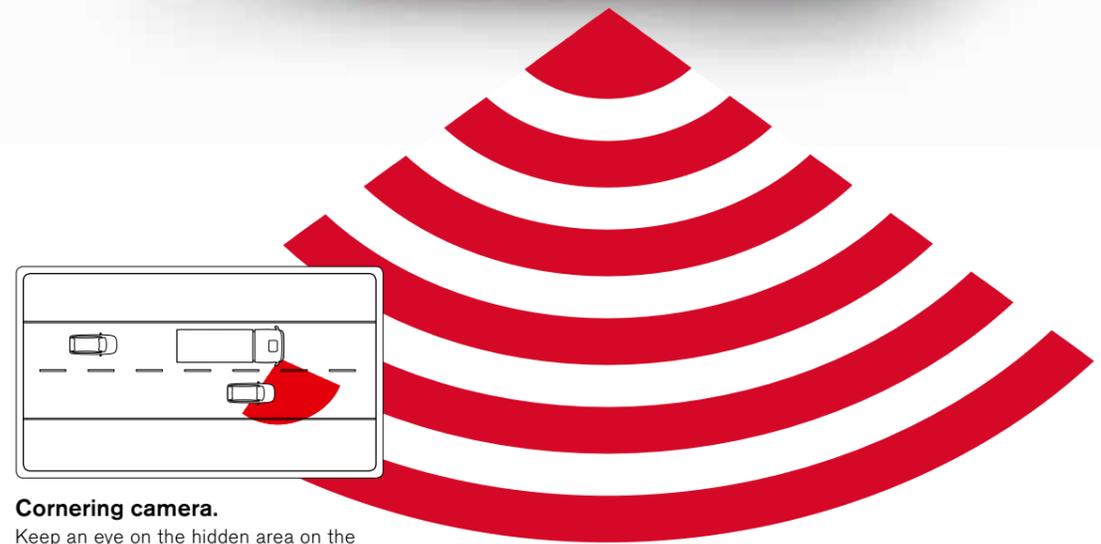
Lane Changing Support.

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



Driver Alert Support.

Driver Alert Support is an intelligent system that tracks your driving behaviour, complementing the camera-based Lane Keeping Support, which now comes as standard. If it differs from normal and indicates tiredness, you are alerted by a signal and a message in the display, advising you to take a break.



Cornering camera.

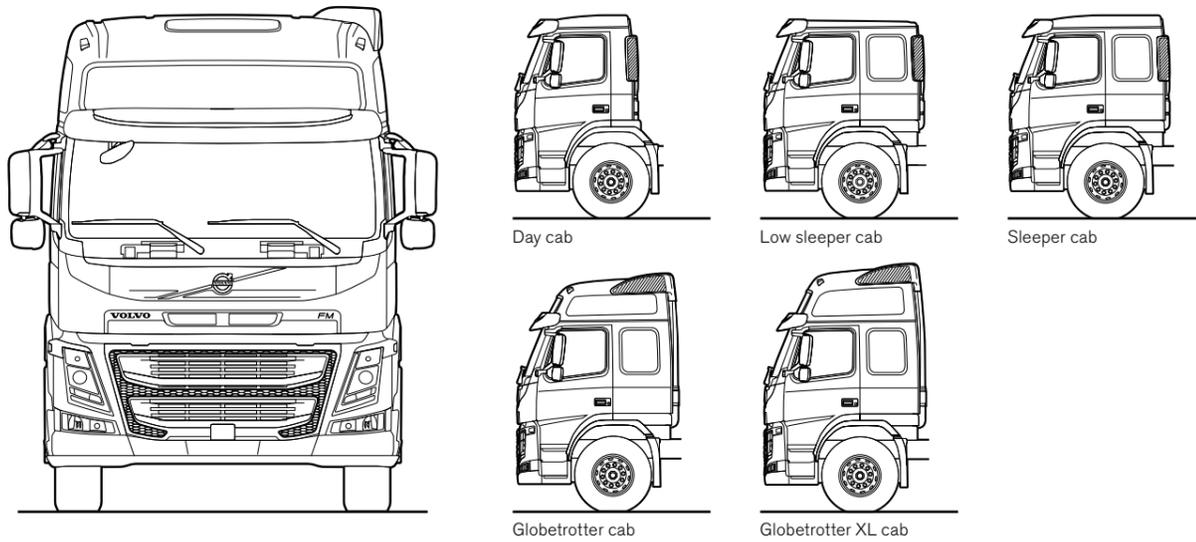
Keep an eye on the hidden area on the passenger side of the truck. The cornering camera is activated when using the side turn indicator and displays the side view in the Secondary Information Display.

SPECIFICATIONS

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.

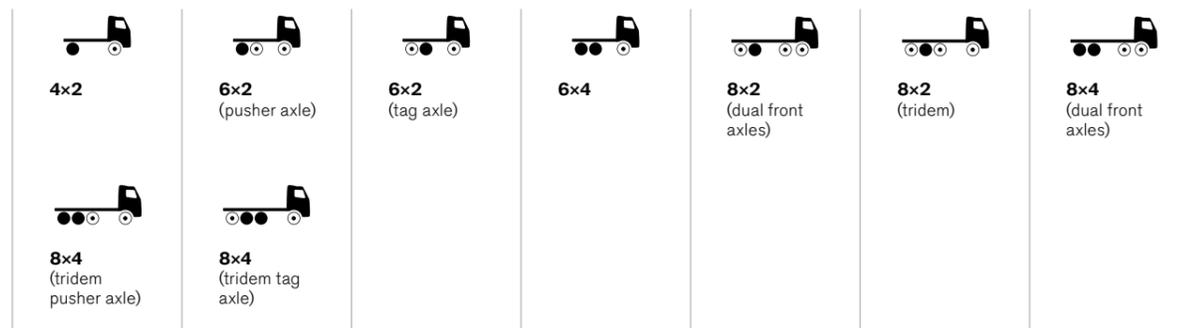
Cabs



Tractor axle configurations



Rigid axle configurations



● = Drive axle.
○ = Dead axle (tag, pusher or front axle).

Engines

11 LITRE	Max power	Max torque
EURO 3		
D11A330 (243 kW)	330 hp at 1400–1950 r/min	1650 Nm at 1000–1300 r/min
D11A370 (273 kW)	370 hp at 1600–1900 r/min	1770 Nm at 1000–1400 r/min
D11A430 (317 kW)	430 hp at 1800–1900 r/min	1970 Nm at 1100–1400 r/min
EURO 4		
D11C330 (243 kW)	330 hp at 1600–1900 r/min	1600 Nm at 950–1400 r/min
D11C370 (272 kW)	370 hp at 1600–1900 r/min	1750 Nm at 950–1400 r/min
D11C410 (302 kW)	410 hp at 1600–1900 r/min	1950 Nm at 950–1400 r/min
D11C450 (332 kW)	450 hp at 1600–1900 r/min	2150 Nm at 950–1400 r/min
EURO 5		
D11C330 (243 kW)	330 hp at 1600–1900 r/min	1600 Nm at 950–1400 r/min
D11C370 (272 kW)	370 hp at 1600–1900 r/min	1750 Nm at 950–1400 r/min
D11C410 (302 kW)	410 hp at 1600–1900 r/min	1950 Nm at 950–1400 r/min
D11C450 (332 kW)	450 hp at 1600–1900 r/min	2150 Nm at 950–1400 r/min
13 LITRE		
EURO 3		
D13A400 (294 kW)	400 hp at 1400–1800 r/min	2000 Nm at 1050–1400 r/min
D13A440 (324 kW)	440 hp at 1050–1400 r/min	2200 Nm at 1050–1400 r/min
D13A480 (353 kW)	480 hp at 1400–1800 r/min	2400 Nm at 1050–1400 r/min
EURO 4		
D13A420 (309 kW)	420 hp at 1400–1900 r/min	2100 Nm at 1000–1400 r/min
D13A460 (338 kW)	460 hp at 1400–1900 r/min	2300 Nm at 1000–1400 r/min
D13A500 (368 kW)	500 hp at 1400–1900 r/min	2500 Nm at 1050–1400 r/min
EURO 5		
D13C420 (309 kW)	420 hp at 1400–1900 r/min	2100 Nm at 1000–1400 r/min
D13C460 (338 kW)	460 hp at 1400–1900 r/min	2300 Nm at 1000–1400 r/min
D13C500 (368 kW)	500 hp at 1400–1900 r/min	2500 Nm at 1050–1400 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)
AT2412F	Direct	2400	44
AT2612F	Direct	2600	60
ATO2612F	Overdrive	2600	60

MANUAL GEARBOXES

14-speed splitter and range manual gearbox with two crawler gears. Short and distinct gear settings with low gearchanging forces.

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

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

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.



Overlay mattress



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

Volvo Truck Corporation
volvotrucks.com