



FACT SHEET

Cab FMX-CREW



FMX crew cab is developed for public service utility vehicles such as fire trucks. It features seat configurations up to nine fire fighters, according to EN1846. The crew cab shares many components with the other FM cabs.

The cab is tailored for demanding public service utilities and features preparations that dramatically will reduce the lead-time at the body builder. The cab offers a very high level of comfort with an ideal driving position, anatomically designed seats, low noise level, high-capacity climate control system and a world-class safety level. The interior height is 160 cm in the front part (112 cm on the engine compartment cover), and 163 cm in the rear part.

The windscreen is bonded to the body, which means less risk of wind noise and better crash protection. The sky window, or roof hatch, is not only intended for ventilation, it is also an escape route.

The crew cab has been designed with focus on ergonomics and working conditions. The cab has a modern interior with materials that are durable and easy to maintain, and offers space for driver plus up to eight passengers. Much effort has been spent on choosing materials that minimize gas emissions from the interior fittings and reduce the risk of contact allergies.

The cab is crash-tested according to ECE R29-03 and has an

injury-preventive design using energy-absorbing materials. The cab sections are made of galvanised sheet metal that provides good basic protection against corrosion.

FEATURES AND BENEFITS

- Optimized chassis packing to keep the body builder lead-time to a minimum.
- Interior cab functions prepared for body builder.
- Interior space to allow for up to nine fire fighters.
- Ergonomics with fire fighters in focus.
- Cab impact tested according to ECE R29-03.
- Compliant with EN1846.
- Volvo bench and Volvo seats, and safety belts installations are certified.
- Bostrom as well as Rosenbauer seats and safety belts have undergone certification tests.

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Low and convenient entry

Safety and ergonomics have been in focus when designing the FMX crew cab, and it has been designed from the fire fighter's perspective.

Entry into the Volvo cab is low, with anti-slip dark coloured steps made of robust plastic featuring a wear resistant solution. There are different numbers of steps, and their type depends on the axle configuration and chassis height.

All entries (front and rear) have lights in the steps, and ergonomically designed grab handles on both sides of the door opening, making the entry even more convenient and safe.

The rear door grab handles are very easy to spot thanks to the orange colour. The inside roof grab handles are also orange, and have integrated uplights as well as night light controlled by the driver.



Convenient entry.

Seat configurations

FMX-CREW is prepared for a wide variety of seat configurations. The crew cab comes without seats in the rear as standard, but has several optional seat configurations available from factory or prepared for mounting at the body builder.

The rear part of the cab comes without seats or safety belts as standard, but can be equipped with Volvo bench or Volvo comfort seats, including safety belts, as option.

The cab can also be prepared for installation of Bostrom or Rosenbauer seats, but the seat installation must be done by the body builder.

Adjustable steering wheel for an ideal driving position

The angle and height of the steering wheel column, as well as the tilt of the steering wheel, can be adjusted with a foot pedal to the left of the steering column. The height adjustment range is 90 mm and the column's tilt angle range is 28°. The steering wheel tilt angle is 20°. The steering wheel is available with or without an airbag. Integrated controls in the steering wheel provide safe and comfortable operation of cruise control, phone and radio functions, and the menus in the instrument display and side display.



Clear instrumentation

The instrument panel offers a good overview and is designed to ensure that the driver obtains the right information in every situation. The cab's instruments have a logical design with convenient and easy-to-use controls. Driver information is provided via two clear displays on the instrument panel – an instrument display in front of the driver and a side display on the central part of the instrument panel (option). Dynafleet, navigation and the audio system are fully integrated in the instrumentation (option).

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Perfect visibility

The driver has very good all-round vision through the large windscreen, large rear-view mirrors and close-view mirrors for the front and on the passenger side. The mirror housings are ultra-slim, providing a very wide area of vision with minimum blind spots. The front corner blind spot can be viewed in the side display via a passenger corner camera (BLVS-CP, option) placed in the mirror bracket at the passenger side. The instrument panel slopes downward to the windscreen and thus improves close-quarter visibility.

The effective main headlamps provide a concentrated, long-range beam of light. LED headlamps are offered as an option.



Functional interior with good storage facilities

The sun visor is integrated in the space above the windscreen and can be either manually or electrically controlled. A cup holder and smaller storages are also integrated in the instrument panel. Storage compartments on the engine tunnel are available as options.

The rear part of the cab has different storage possibilities, which depend on the chosen seat type. There are net pockets for helmets below the fixed bench (when the Volvo bench is ordered).



Pleasant working environment with low sound level

Cab insulation reduces temperature losses in both cold and warm climates and helps to maintain a comfortable temperature for the driver. It also reduces the noise level in the cab during working and resting times.

The climate system is fully integrated in the truck's ventilation system. This means that hot or cold air is evenly distributed in

the cab. There is a choice of two alternative climate systems in the front:

- Air conditioning with manual temperature control.
- Air conditioning with automatic temperature control.

There are also optional climate systems in the rear part of the cab:

- Roof-mounted air conditioning unit.
- Separate parking heater.



Chassis

The chassis has been designed with the body builder in focus. All chassis-mounted components in the wheelbase area have been repositioned so that no components are located behind the rear cab wall, meaning that the chassis preparation at the body builder has been reduced to a minimum.



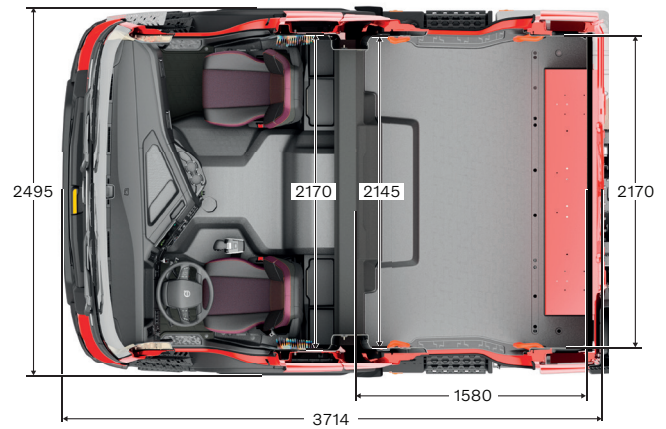
Electrical

Fire trucks are very complex when it comes to controls and functions, which means that the body builder interface must be very well-defined and easy to connect to. The crew cab is prepared with wires for all integrated functions as well as prepared with wires for the body builder to use.

Well-defined connection points, and empty corrugated hoses for body builder wires, will reduce the need to dismount interior panels for body builder wiring.

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Options

- Brackets for body builder secondary display
- Separate AC unit in rear part of the cab
- Separate PH-CAB2 heater in rear part of cab
- Foldable foot steps
- NATO connection
- Prepared for CEJN connection
- High torque PTO
- Preparation for roof-mounted speakers in rear part
- Seat bench for three or four passengers, incl. backrests and safety belts
- Three Volvo comfort seats, incl. safety belts
- Prepared for three or four Bostrom seats

SPECIFICATION

Designation.....	FMX-CREW
Truck model	FMX
Axle configuration	4x2/4x4/6x2/6x4/6x6/8x4
Cab type.....	Crew cab
Door opening angle, front	82°
Door opening angle, rear.....	78°
Chassis	CHH-XXHI
Front suspension.....	FST-PAR3
Rear suspension.....	RAD-G2
Tyres, front	385/65 R22.5
Tyres, rear.....	315/80 R22.5
Fuel tank in aluminium with FUELTS71	LFUEL210
Fuel tank in aluminium with FUELTS56.....	LFUEL160
AdBlue tank volume.....	17 litres

VOLVO

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