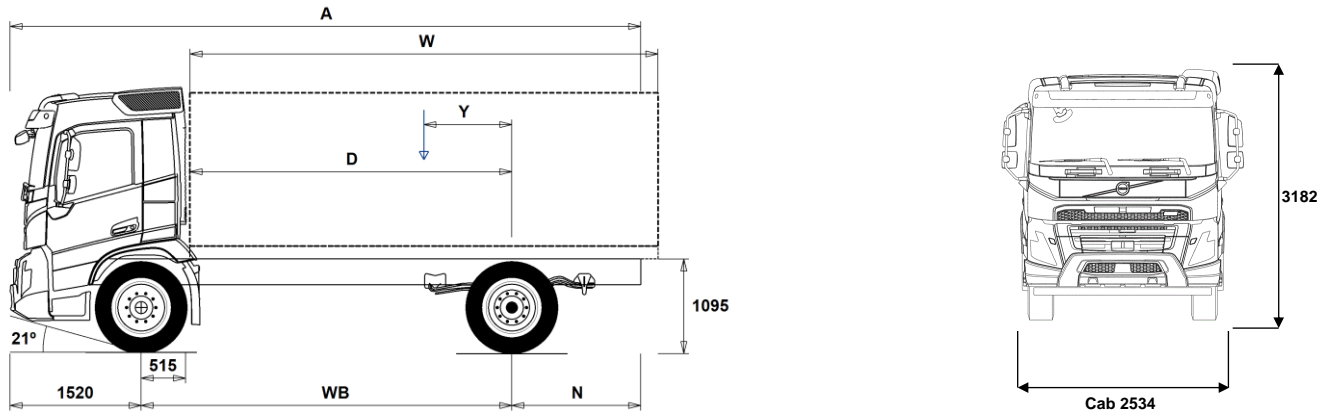


MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L



Chassis Dimensions [mm]

WB Wheelbase	3400	3700	4000	4300	4600	4900	5200
A Overall Chassis Length	6815	7265	7665	8165	8665	9115	9615
D Center of rear axle to front of body	2835	3135	3435	3735	4035	4335	4635
N Rear Overhang (Min.)	1395	1395	1395	1395	1395	1395	1395
N Rear Overhang (Max.)	1895	2045	2145	2345	2545	2695	2895
Y Center of Gravity for Payload (Min.)	844	920	995	1069	1145	1221	1298
Y Center of Gravity for Payload (Max.)	844	920	995	1069	1145	1221	1298
W Body Length (Min.)	3980	4429	4879	5330	5778	6227	6673
W Body Length (Max.)	3980	4429	4879	5330	5778	6227	6673

Chassis Weights [kg]

Front Axle	4235	4240	4245	4265	4270	4275	4280
Rear Axle	1625	1650	1675	1720	1765	1790	1820
Kerb Weight	5860	5890	5920	5985	6035	6065	6100
Payload (including body, driver, fuel, etc.)	15140	15110	15080	15015	14965	14935	14900

Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	12400	13400	14300	15200	16100	17000	17900
Turning Circle Diameter Wall to Wall	13900	14800	15800	16700	17600	18500	19400

Plated Weights [kg]

	Design
Gross Vehicle Weight	21000
Gross Combination Weight	44000
Front Axle	8000
Rear Axle	13000

Important Notes

Chassis Dimensions

Cab Height: +328 mm for CAB-HSLP, -262 mm for CAB-LDAY, -262 mm for CAB-LSLP, +16 mm for CAB-SLP.
 Front Axle to Back of Cab: +431 mm for CAB-HSLP and CAB-SLP, -69 mm for CAB-LDAY, +425 mm for CAB-LSLP.

D-measure includes a front clearance of 50 mm and for rigid trucks also a subframe of 100 mm.

Height can vary ± 20 mm for leaf and ± 10 mm for air suspension.

All dimensions are for unladen chassis and any tag axles down. Chassis height used: CHH-HIGH.

Rear overhang used for vehicle weight calculation is the maximum rear overhang (N Max.) for selected wheelbase.

Weight and dimensions are based upon the following tyres:

Front Axle Tyres: 315/80R22.5
 Drive Axle Tyres: 315/80R22.5

Chassis weight includes oil, water, AdBlue, 0 litres fuel and without driver. Kerb weight can vary ± 3%.

Turning diameters are theoretically calculated.

Legal weights can differ from country to country.

For more detailed weight information, including optional equipment weights, ask your Volvo sales contact to enter your specification into the Volvo Weight Information system (WIS).

Do NOT use this drawing for bodybuilding. Refer to Volvo Bodybuilder Instructions and chassis assembly drawing FMX42R1L.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

Transport operation

- **RC-ROUGH** The truck is optimised to suit the type of road the truck is going to be used on. Using the Road Condition parameter facilitates specification of frame thickness, suspension and other features.
 - For driving on badly maintained surfaced roads and hard-packed sand or gravel and other surfaces of good or bad quality. These vehicles are robust and built for long-lasting usage in tough conditions
- **GARB-PRE** Garbage preparation
- **TIPP-PRE** Tipper vehicle preparation
- **UNIFORM** Basic platform vehicle

Core components

- **CHH-HIGH** Chassis height high - approx. 1000 mm above ground level
- **CHH-XHIGH** Chassis height extra high - approx. 1030 mm above ground level
- **CDCOPREP** Cab day cut out preparation, free text CA needed
- **FMX-CREW** FMX Crewcab, free text CA needed.
- **FMX-DAY5** FMX Day cab
- **FMX-HSL5** FMX Globetrotter sleeper cab
- **FMX-LDA5** FMX Low Day cab
- **FMX-LSL5** FMX Low sleeper cab
- **FMX-SLP5** FMX Sleeper cab
- **EU6SCR** Euro 6 emission level with Selective Catalytic Reduction (SCR), particulate filter and Exhaust Gas Recirculation (EGR)
- **D11S330A** New: Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel particulate filter), 330 hp, 1600 Nm
- **D11S380A** New: Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel particulate filter), 380 hp, 1800 Nm
- **D11S430A** New: Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 430 hp, 2050 Nm
- **D11S460A** New: Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 460 hp, 2200 Nm
- **D11K330** Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel particulate filter), 330 hp, 1600 Nm
- **D11K380** Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel particulate filter), 380 hp, 1800 Nm
- **D11K430** Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 430 hp, 2050 Nm
- **D11K460** Diesel engine, 10.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 460 hp, 2200 Nm
- **EBR-EPG** Engine brake with exhaust pressure governor, EPG
- **EBR-EPGC** Exhaust pressure governor with Volvo compression brake
- **EBR-VEB** Volvo Engine Brake, VEB (compression brake with exhaust pressure governor, EPG)
- **AT2412** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2400 Nm, max permitted GCW 44000 kg.
- **AT2412F** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2400 Nm, max. permitted GCW 44000 kg.
- **AT2612** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2600 Nm, max.
- **AT2612F** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2600 Nm, max. permitted GCW 100000 kg.
- **ATO2612** I-Shift automated mechanical 12-speed overdrive gearbox without clutch, max. engine torque 2600 Nm, max. Suitable for hub reduction rear axles.
- **PT2106** Powertronic automatic 6-speed gearbox, max. engine torque 2100 Nm, max. permitted GCW 100000 kg
- **RSH1370F** Rear hub reduction solo axle - axle load 13 tonnes, GCW 70 tonnes, version F
- **RSS1344C** Rear single reduction solo axle - axle load 13 tonnes, GCW 44 tonnes, version C
- **RSS1344E** Rear single reduction solo axle - axle load 13 tonnes, GCW 44 tonnes, version E

- **RSS1352A** Rear single reduction solo axle - axle load 13 tonnes, GCW 52 tonnes, version A
- **RSS1370A** Rear single reduction solo axle - axle load 13 tonnes, GCW 70 tonnes, version A
- **RSS1370B** Rear single reduction solo axle - axle load 13 tonnes, GCW 70 tonnes, version B

Packages

- **FP-D11** Fuel package vehicle D11
- **DRIVE5** Driving package
- **DRIVE5+** Driving plus package
- **DRIVE5++** Driving plus/plus package
- **1LIVINFM** Living package 1 person
- **2LIVINFM** Living package 2 persons
- **INFOBAS** Information package, basic
- **INFODF** Information package prepared for Dynafleet vehicle onboard support
- **INFOMED** Information package, medium
- **INFONAV** Information package with Navigation support
- **INFONDF** Information package with Navigation support and prepared for Dynafleet vehicle onboard support
- **VISIX5** Visibility package FMX
- **VISIXCAM**
- **GSR2024** General safety regulations 2024
- **GSR2024+** General safety regulations 2024 plus
- **SAFE22** Safety package (VTE)
- **SAFE22+** Safety Plus package (VTE)
- **OFFROADD** Construction package for FM/FMX day cab
- **OFFROADS** Construction package for sleeper cabs
- **CHASPAC** Rigid chassis package

Chassis

- **FST-PAR3** 3 leaf front parabolic suspension (stiffer than normal)
- **FAL10.0** Front axle load 10.0 tonnes
- **FAL8.0** Front axle load 8.0 tonnes
- **FAL9.0** Front axle load 9.0 tonnes
- **FSTAB** Front stabilizer with normal stiffness
- **FSTAB2** Front stabilizer with medium high stiffness
- **FSTAB3** Front stiff stabilizer
- **RAL13** Rear axle load 13 tonnes
- **RSTAB1** Rear stabilizer with normal stiffness
- **ACTST-TO** Volvo Dynamic Steering (VDS) with extra pump and torque overlay
- **ASFE-BAS** Volvo Dynamic Steering feature basic
- **ASFE-OG** Volvo Dynamic Steering stability assist
- **ASFE-PO** Volvo Dynamic Steering personal settings, stability assist
- **ASFE-PS** Volvo Dynamic Steering personal settings
- **PSP-FIX** Power steering pump with fixed displacement
- **PSP-VAR** Power steering pump with variable displacement
- **PSP-VAR2**
- **EBS-MED** EBS (Electronic Brake System) medium package:
 - ABS (Anti-lock Braking System)
 - Lining Wear Sensing (20 % left)
 - Lining Wear Control (incl. wear on the axle)
 - Brake Blending
 - Drag Torque Control
 - Diff Lock Synchronization
 - Diff lock Control
 - Brake Temperature Warning
 - External Brake Demand
 - Diagnosis Via Truck Electronic System
 - Traction Control System
 - Emergency Brake Assistance
 - Constant Wheel Brake Monitoring
 - Coupling Force Control
 - Automatic Parking Brake Activation
 - Lining Wear Analyses (calc of remaining mileage)

- Standard Equipment
- Optional Equipment

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

<ul style="list-style-type: none"> <input type="checkbox"/> EBS-STD <ul style="list-style-type: none"> - Auto hold - EBS status monitoring via Truck Electronic System EBS (Electronic Brake System) standard package: <ul style="list-style-type: none"> - ABS (Anti-lock Braking System) - Lining Wear Sensing (20 % left) - Lining Wear Control (incl. wear on the axle) - Brake Blending - Drag Torque Control - Diff Lock Synchronization - Diff lock Control - Brake Temperature Warning - External Brake Demand - Diagnosis Via Truck Electronic System - Traction Control System - Emergency Brake Assistance - Constant Wheel Brake Monitoring - Coupling Force Control - Automatic Parking Brake Activation <input checked="" type="checkbox"/> AUXPARK Two extra parking brake chambers <input checked="" type="checkbox"/> RST-PAR5 Rear progressive parabolic leaf suspension <input checked="" type="checkbox"/> FST7070 Frame section thickness - web 7.0 mm / flange 7.0 mm <input type="checkbox"/> FST8080 Frame section thickness - web 8.0 mm / flange 8.0 mm <input type="checkbox"/> FIL-EEEE Frame inner liner from end of engine end to end of bogie <input type="checkbox"/> FIL-EEEF Frame inner liner from end of engine end to end of frame <input type="checkbox"/> FIL-TXEB Frame inner liner from transmission cross member to end of bogie <input type="checkbox"/> FIL-TXEF Frame inner liner from transmission cross member to end of frame <input checked="" type="checkbox"/> BBOX-L Battery box on left hand side <ul style="list-style-type: none"> <input type="checkbox"/> 2BAT210B Gel batteries 2x210 Ah <input checked="" type="checkbox"/> 2BAT210C AGM batteries 2x210 Ah <input checked="" type="checkbox"/> BATTAMP Battery voltage and ampere gauge <input type="checkbox"/> BATTIND Battery voltage, ampere and battery status gauge with visual alerts <input type="checkbox"/> ADR2 ADR adaptation - transportation of dangerous goods, 2 switches (1 inside cab in dashboard, 1 outside on cab back passenger side). <input type="checkbox"/> MSWI-A ADR main switch - ADR switch circuit shut down <input checked="" type="checkbox"/> MSWI-C Chassis main switch - battery box placed toggle switch circuit shut down <input type="checkbox"/> MSWI-R Remote controlled main switch - key fob operated circuit shut down <input checked="" type="checkbox"/> R315A56 Right 315 litre aluminium 560 mm high D-shaped diesel tank. Usable volume is 97% of stated volume. <ul style="list-style-type: none"> Min volume 255l Max volume 885l <input checked="" type="checkbox"/> UL-FUEL Without left diesel tank <ul style="list-style-type: none"> Min volume 160l Max volume 730l <input type="checkbox"/> ADTP-L AdBlue tank on left hand side (for dual front axles between the axles) <input checked="" type="checkbox"/> ADTP-R AdBlue tank on right hand side <input checked="" type="checkbox"/> ADB048 AdBlue tank usable volume 48 litres, 560 mm high mounted on chassi side. <input type="checkbox"/> ADB064 AdBlue tank usable volume 64 litres, 710 mm high mounted on chassi side. <input type="checkbox"/> ADB068 AdBlue tank usable volume 68 litres, 560 mm high mounted on chassi side. <input type="checkbox"/> ADB083 AdBlue tank usable volume 83 litres, 560 mm high mounted on chassi side. <input type="checkbox"/> ADB090 AdBlue tank usable volume 90 litres, 710 mm high mounted on chassi side. <input type="checkbox"/> ADB112 AdBlue tank usable volume 112 litres, 710 mm high mounted on chassi side. <input checked="" type="checkbox"/> FCAP-L The variant includes two or three lockable caps, one or two for the fuel tank(s) and one for the AdBlue tank, and two keys that fit all 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> FUFF-AS Fuel filling anti-spillage device <input type="checkbox"/> FUFF-ATS Fuel filling anti-theft and anti-spillage devices <input type="checkbox"/> ESH-LEFT Horizontal muffler, left exhaust outlet <input checked="" type="checkbox"/> ESH-REAR Horizontal muffler, rear exhaust outlet <input type="checkbox"/> ESH-VERT Horizontal muffler, vertical exhaust outlet on right hand side <input type="checkbox"/> ESV-VERT Vertical muffler, vertical exhaust outlet on right hand side <input type="checkbox"/> EXST-SSP Bright polished vertical stainless steel exhaust top pipe <input type="checkbox"/> EXST-ST Aluminized steel vertical exhaust top pipe <input type="checkbox"/> HS-NAR Narrow Euro 6 muffler heat shield. Partly (due to heat release) reduced distance (moved inwards) to silencer. Makes better space for e.g. support legs. <input type="checkbox"/> WHC-FIX1 One fixed wheel chock <input type="checkbox"/> WHC-FIX2 Two fixed wheel chocks <input type="checkbox"/> WHC-FOL1 1 foldable wheel chock <input checked="" type="checkbox"/> WHC-FOL2 2 foldable wheel chocks <input type="checkbox"/> WHCP-F Wheel chock(s) in the front part of the vehicle. <ul style="list-style-type: none"> - TRACTOR, BBOX-L, Fold, 1/2 w chocks = Top of left side battery box - TRACTOR, BBOX-EF, Fold, 1/2 w chocks = Top of lefts side fuel tank - TRACTOR, BBOX-EF, Fix, 2 w chocks = Left frame front of fuel tank - RIGID, 1 front axle, Fold, 1/2 w chocks = Top of left side battery box - RIGID, 2 front axles, Fold, Frame free space, 2 wc = Top of left side battery box - RIGID, 2 front axles, Fix, W/o frame free space, 2 wc = Left frame behind 1st front wheel <input type="checkbox"/> WHCP-M Wheel chock(s) in the middle part of the vehicle <ul style="list-style-type: none"> - TRACTOR, BBOX-L, Fix, 1/2 w chocks = Left frame front of rear wheels - RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame front of (or behind) rear wheels <input type="checkbox"/> WHCP-R Wheel chock(s) in the rear part of the vehicle <ul style="list-style-type: none"> - RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame rear (or front) of rear wheels <input type="checkbox"/> WHCP-T Transport mounted wheel chock(s) in cab outer luggage compartment <input type="checkbox"/> TB-L80 Left toolbox 800 mm length (mounting length 800 mm, real length 730 mm) <input type="checkbox"/> TB-R80 Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm) <input type="checkbox"/> CHAIN-S The non-skid chains are on economical safety accessory that provides good grip owing to its square profile and S-shaped pattern. They are made of micro-alloy manganese steel and have a weight of 21 kg each. Using the chains does not cause any imbalance. They are supplied individually in sacks and spares are supplied with each chain. The variant includes one pair of chains except for all wheel drive 6*6, where two pairs are enclosed <input type="checkbox"/> HOOK-SC The galvanised steel hooks are a practical solution developed to store the snow chains. For Rigid's there are two hooks attached in pre-punched holes on each side of the frame rail side of the rear frame overhang. On Tractors, two hooks are mounted in an existing hole pattern on the end of the rear frame overhang and a protection shield prevents the air tank from being damaged by the snow chains. The hooks will protrude approximately 200 mm behind the chassis frame end. The weight increase for the four hooks on Rigid's is approximately 3.5 kg and for Tractors with protection shield it is approximately 3 kg <input checked="" type="checkbox"/> TOWF-HD1 One heavy duty front towing device <input type="checkbox"/> TOWMBRH High mounted towing member, in centre of frame <input type="checkbox"/> TOWMBRL1 Towing member, low mounted under the frame (position 1) 	<p>tank locks (not cab door locks). The number of fuel tank caps are depending of how many fuel tanks that are specified.</p>
---	---	---

Standard Equipment Optional Equipment

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

<ul style="list-style-type: none"> <input type="checkbox"/> TOWMBRM Towing member, medium mounted in line with frame lower flange <input type="checkbox"/> RFEC-L Rear frame end, lower cut (for centre axle drawbar) <input checked="" type="checkbox"/> RFEC-S Rear frame end, straight cut (for regular platform applications) <input type="checkbox"/> RFEC-U Rear frame end, upper cut (for e.g. tipper, refuse and hooklift applications) <input type="checkbox"/> C-RI4040 Towing coupling Ringfeder RF4040A G-150 <input type="checkbox"/> C-RI4045 Towing coupling Ringfeder RF4045A G-150 <input type="checkbox"/> C-RI5050 Towing coupling Ringfeder RF5050A G-150 <input type="checkbox"/> C-RO400G Towing coupling Rockinger 400 G-150 <input type="checkbox"/> C-RO50 Towing coupling Rockinger 50 mm <input type="checkbox"/> C-VBG520 Towing coupling VBG 5200D <input type="checkbox"/> C-VBG795 Towing coupling VBG 795V <input type="checkbox"/> TOWR-ONE One rear towing device in frame end cross member <input checked="" type="checkbox"/> TREL-PK Trailer electrical preparation kit (chassis/cab wiring) <input type="checkbox"/> TREL15 15 pol electrical trailer connector (ADR certified) <input type="checkbox"/> TREL7-7 2x7 pol (24N+24S) electrical trailer connectors (UADR) <input type="checkbox"/> TBC-DUO Trailer brake connection, Duomatic <input type="checkbox"/> TBC-EC Trailer brake connection, European Community <input type="checkbox"/> TRBR-STA Stationary trailer brake control <input type="checkbox"/> TRB-STRE Automatic low speed trailer brake activation (stretch brake) to avoid jack-knifing and to improve steerability <input type="checkbox"/> RUP-FOLD Foldable aluminium rear underrun protection, EC approved <input type="checkbox"/> RFEND-T The rear fenders are temporary fixed on the frame of Rigid trucks for transport on own wheels from factory to body builder. This is done in order to fulfill legal safety requirements. There are two different sizes of fenders, one for single tyres and one for twin tyres. <input type="checkbox"/> RFH-BAS Optimal fender installation (rear and 2nd front axle) with regard to legal demands, wheel/tyre sizes, chassis height and fifth wheel height. <input type="checkbox"/> RFH-HIG Highest fender installation (rear and 2nd front axle). Suitable for rough and very rough road conditions. <input type="checkbox"/> RFH-LOW Lower fender installation (rear and 2nd front axle). Suitable only for smooth road conditions. Increased risk of fender top wear. <input type="checkbox"/> ATANK-AL Aluminium air tanks <input checked="" type="checkbox"/> ATANK-ST Steel air tanks <input type="checkbox"/> TL-LED The LED tail lamp has all functions integrated in the lamp housing: Tail light, exterior marker light, brake light, hazard warning, reverse light, rear fog light and reflector. All light functions have LED (Light Emitting Diode) lights, which means very low energy consumption. LED lamps are insensitive to vibration and have a very long operating life. They shine with the same high intensity throughout their lifetime. <input checked="" type="checkbox"/> BLIGHT-E Flashing brake lights will automatically activate in emergency braking. The flashing frequency is 4 Hz and emergency braking is detected if speed exceeds 50km/h and retardation is 4 m/s² or more. The function deactivates when retardation is less than 2.5 m/s² - Easier for road users to detect emergency braking. - Contributes to safety in congested traffic <input type="checkbox"/> FRACLOS Frame end closing 	<ul style="list-style-type: none"> <input type="checkbox"/> WCAP Wheel caps <input type="checkbox"/> SPWT-D Spare wheel with tyre equal to drive <input type="checkbox"/> SPWT-F Spare wheel with tyre equal to front wheel <input type="checkbox"/> SWCP-LF Spare wheel carrier on left side in front of rear axle <input type="checkbox"/> SWCP-R Rear mounted spare wheel carrier behind axle on the right hand side of the chassis. It is preferred for longer wheelbases, WB4300 and longer. Due to the spare wheel carrier's location on the rear overhang, all chassis space between front and rear axles can be used for fuel tanks, toolboxes etc. Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. <input type="checkbox"/> SWCP-T Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. <input type="checkbox"/> SWCP-TP Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. An ordinary spare wheel carrier is also included. This carrier is transport mounted on top of the temporarily chassis frame strapped spare wheel. <input checked="" type="checkbox"/> JACK-12T The hydraulic jack has a capacity of 12 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 180 mm and a maximum height of 315 mm. Weight: 7.3 kg <input type="checkbox"/> JACK-15T The hydraulic jack has a capacity of 15 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 225 mm and a maximum height of 435 mm. Weight: 10.8 kg <input type="checkbox"/> JACK-20T The hydraulic jack has a capacity of 20 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 190 mm and a maximum height of 325 mm. Weight: 11.5 kg <input checked="" type="checkbox"/> TOOL-BAS This kit consists of a tool bag (case) including the following tools: <ul style="list-style-type: none"> • Combination screwdriver. <ul style="list-style-type: none"> - 1 screwdriver handle - 1 blade, Philips/flat blade - 1 blade, Torx T10/Torx T20 - 1 blade, Torx T25/Torx T27 - 1 blade, Torx T30/Torx T40 • Socket wrench. <input type="checkbox"/> TOOLKIT This kit consists of a tool bag (case) including the following tools: <ul style="list-style-type: none"> • Combination screwdriver. <ul style="list-style-type: none"> - 1 screwdriver handle - 1 blade, Philips/flat blade - 1 blade, Torx T10/Torx T20 - 1 blade, Torx T25/Torx T27 - 1 blade, Torx T30/Torx T40 • Socket wrench. • Adjustable pliers. • Allen key. • Adjustable spanner. • Hammer. <input checked="" type="checkbox"/> INFLAHOS The tyre inflation hose is a 18 meter long air hose made of high quality rubber and equipped with nozzles on both ends. It can be used for filling air into a tyre by connecting the hose to an air tank valve on the truck.
---	---

Rims and Tyres

- RT-AL** Brushed aluminium rims with std holes (long stud fixing) on all axles
- RT-ALDP** Dura-Bright polished aluminium rims with std holes (long stud fixing) on all axles
- RT-ALDPD** Dura-Bright polished aluminium rims with countersunk holes (short stud fixing) on all axles
- RT-ALDU** Brushed aluminium rims with countersunk holes (short stud fixing) on all axles
- RT-STEEL** Steel rims on all axles

Standard Equipment Optional Equipment

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

	The tyre inflation hose is stored in the cab compartment for clean and easy access, either in the external luggage compartment (sleeper cab) or behind the seat (day cab).	<input type="checkbox"/> PTER-DIN	Rear engine mounted clutch independent PTO with splined shaft groove (female) for a close coupled pump (DIN 5462 / ISO 7653)
<input type="checkbox"/> GAUGE-TP	Tyre pressure gauge	<input type="checkbox"/> PTER1400	Rear engine mounted clutch independent power-take-off with flange connection (SAE 1410 / ISO 7647)
Powertrain equipment			
<input type="checkbox"/> TRAP-HD	Reinforced gearbox application. For manual gearboxes a heavy-duty nodular iron range housing. For I-shift gearboxes (2412 excl.) a reinforced gear shifting system.	<input type="checkbox"/> HPE-F101	Rear engine mounted hydraulic pump F1-101, fixed displacement, single flow
<input checked="" type="checkbox"/> DRM-BE	I-Shift drive mode balanced economy	<input type="checkbox"/> HPE-F41	Rear engine mounted hydraulic pump F1-41, fixed displacement, single flow
<input type="checkbox"/> DRM-E	I-Shift drive mode economy	<input type="checkbox"/> HPE-F51	Rear engine mounted hydraulic pump F1-51, fixed displacement, single flow
<input type="checkbox"/> PVT-BAS	Basic topography information, learning by GPS positioning	<input type="checkbox"/> HPE-F61	Rear engine mounted hydraulic pump F1-61, fixed displacement, single flow
<input type="checkbox"/> PVT-MAP	Map based topography information using a high resolution commercial topography map	<input type="checkbox"/> HPE-F81	Rear engine mounted hydraulic pump F1-81, fixed displacement, single flow
<input checked="" type="checkbox"/> CRUIS-E	Cruise control I-Cruise with controls in the steering wheel, I-Roll incl. Adding PVT-EXT/-MAP give I-See.	<input type="checkbox"/> HPE-T53	Rear engine mounted hydraulic pump F2-53/53, fixed displacement, twin flow
<input type="checkbox"/> AMSO-AUT	I-shift manual gear shift available in automatic mode incl kickdown function	<input type="checkbox"/> HPE-T70	Rear engine mounted hydraulic pump F2-70/35, fixed displacement, twin flow
<input type="checkbox"/> AVO-ENH	Enhanced I-shift software for construction and off road applications	<input type="checkbox"/> HPE-V45	Rear engine mounted hydraulic pump VP1-45, variable displacement, single flow
<input type="checkbox"/> APF-ENH	Enhanced I-shift PTO functions (Auto Neutral / Reverse Inhibit / Split Box Connection)	<input type="checkbox"/> HPE-V75	Rear engine mounted hydraulic pump VP1-75, variable displacement, single flow
<input type="checkbox"/> RET-TH	Retarder (incl cooler) for manual and I-shift gearboxes with oil as brake fluid	<input type="checkbox"/> PTPT-D	Automatic gearbox driven power take-off, 1 front/upper connection (DIN 5462 / ISO 7653) for plug-in pump (max. 850 Nm).
<input type="checkbox"/> RET-TPT	Retarder for hydraulic gearbox	<input type="checkbox"/> PTPT-F	Automatic gearbox driven Power take-off, 1 front/upper rear facing flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 850 Nm).
<input type="checkbox"/> TC-HWO	Cooler for hydraulic gearboxes - water/oil	<input type="checkbox"/> PTR-D	Mechanical gearbox driven low speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 1000 Nm).
<input type="checkbox"/> TC-MAOH2	Extra high performance cooler for manual/I-shift gearboxes - air/oil	<input type="checkbox"/> PTR-DH	Mechanical gearbox driven high speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).
<input checked="" type="checkbox"/> TC-MWO	Basic performance cooler for manual/I-Shift gearboxes - water/oil	<input type="checkbox"/> PTR-DM	Mechanical gearbox driven medium speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).
<input type="checkbox"/> TC-MWOH2	High performance cooler for manual/I-Shift gearboxes - water/oil	<input type="checkbox"/> PTR-F	Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 1000 Nm).
<input type="checkbox"/> 2COM1100	Dual cylinder air compressor 760 cc / 1100 l/min	<input type="checkbox"/> PTR-FH	Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).
<input checked="" type="checkbox"/> 2COMP870	Dual cylinder/two stage air compressor - 560 cc	<input type="checkbox"/> PTR-FL	Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).
<input type="checkbox"/> 2COMP900	Dual cylinder air compressor - 636 cc	<input type="checkbox"/> PTRD-D	Mechanical gearbox driven high speed power take-off, 1 rear and 1 front connections (DIN 5462 / ISO 7653) for plug-in pumps (max. 870 Nm).
<input type="checkbox"/> CLU-AIRC	Air compressor clutch automatically declutched when not needed in order to save fuel	<input type="checkbox"/> PTRD-D1	Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft / 1 front connection (DIN 5462 / ISO 7653) for plug-in pump (max. 870 Nm).
<input checked="" type="checkbox"/> AIRIN-HI	High air intake	<input type="checkbox"/> PTRD-D2	Mechanical gearbox driven power take-off, 2 rear flange (high-low speed) connections (SAE 1310/1410 / ISO 7647) for propeller shafts / 1 front (high speed) connection (DIN 5462 / ISO 7653) for plug-in pump (max. 870/1000 Nm).
<input type="checkbox"/> AIRIN-LO	Low air intake	<input type="checkbox"/> PTRD-F	Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 870 Nm).
<input type="checkbox"/> ACL1ST-S	Air cleaner with additional filter element (primary + secondary)	<input type="checkbox"/> HPG-F101	Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow
<input checked="" type="checkbox"/> 24A110BL	Alternator 110 Ampere	<input type="checkbox"/> HPG-F41	Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow
<input type="checkbox"/> 24A150BL	Alternator 150 Ampere	<input type="checkbox"/> HPG-F51	Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow
<input type="checkbox"/> 24AL110B	Alternator 110 Ampere	<input type="checkbox"/> HPG-F61	Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow
<input type="checkbox"/> 24AL150B	Alternator 150 Ampere	<input type="checkbox"/> HPG-F81	Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow
<input type="checkbox"/> CCV-C	Closed crankcase ventilation	Cab Interior, Driving	
<input type="checkbox"/> PRIM-EL	An electrical fuel priming pump is available for the D11 and D13 Euro 6 engines. The pump makes it faster and easier to bleed the fuel system in the case of running low on fuel or other problems with the fuel system. The priming pump is included in the fuel filter housing.	<input checked="" type="checkbox"/> STWPOS-L	Left hand drive
<input checked="" type="checkbox"/> PRIM-MAN	An electrical fuel priming pump is available for the D11 and D13 Euro 6 engines. The pump makes it faster and easier to bleed the fuel system in the case of running low on fuel or other problems with the fuel system. The priming pump is included in the fuel filter housing.		
<input type="checkbox"/> AF-R	Hot fuel recirculation heated fuel filter		
<input checked="" type="checkbox"/> EST-AID	Engine start pre-heating element		
<input type="checkbox"/> 220EBH15	Engine block heater, 220 volt, 1.5 kW		
<input type="checkbox"/> PTER-100	Rear engine mounted clutch independent power-take-off with flange connection (DIN 100 / ISO 7646)		

Standard Equipment

Optional Equipment

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

<input type="checkbox"/> STWM-LE	Leather steering wheel	<input type="checkbox"/> RSENS-W	Wiper rain sensor
<input type="checkbox"/> STGW-AD2	Mechanically adjustable steering wheel with neck tilt	<input type="checkbox"/> CU-ECC	Fully electrically controlled air conditioning with sun sensor
<input checked="" type="checkbox"/> STGW-ADJ	Mechanically adjustable steering wheel	<input type="checkbox"/> CU-ECC2	Fully electrically controlled air conditioning with sun sensor, mist sensor, air quality sensor and carbon filter
<input type="checkbox"/> AIRBAG	Airbag on driver side	<input checked="" type="checkbox"/> CU-MCC	Electrical manually controlled air conditioning
<input type="checkbox"/> INST-BAS	24-HDV - Instrumentation, high performance 12" fully dynamic instrument cluster. CLASS-HDV - Basic level instrument cluster - 4 inch monochrome display 240x320 pix	<input checked="" type="checkbox"/> IMMOBIL	Immobiliser
<input type="checkbox"/> DRC-AMII	Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition	<input type="checkbox"/> ALARM-E	Burglar alarm - cab/body/trailer
<input checked="" type="checkbox"/> DRC-AUTO	Regeneration control of diesel filter particulates - fully automatic (in motion)	<input type="checkbox"/> PHONE-PK	Telephone preparation kit (antenna, antenna attachment, cable from antenna to radio shelf).
<input type="checkbox"/> 1DAYDIG2	Gen 2 one day digital tachograph, EC approved	<input type="checkbox"/> ISUNS-BS	Manually manoeuvred side interior sun visor (roller blind type) on both sides
<input checked="" type="checkbox"/> 1DAYDIG4	Gen 4 one day digital tachograph, EC approved	<input checked="" type="checkbox"/> ISUNS-DS	Manually manoeuvred side interior sun visor (roller blind type) on driver side
<input type="checkbox"/> ARSL	Additional road speed limiter (switch in dashboard) The additional road speed limiter allows the driver to define a temporary speed limit for the truck. This is a useful feature when entering a low-speed area. The driver activates the additional speed limiter by pressing a switch on the instrument panel and the current speed becomes the limit. The speed limiter is deactivated by pressing the switch and releasing the accelerator, lifting off to below 20% engagement.	<input type="checkbox"/> ISUNF-B	Interior front plastic sun visors (driver and passenger side) without mirror on driver side
<input type="checkbox"/> SPEED-DU	SPEED-DU is an electrical preparation kit for rear loaded refuse collection vehicles. The SPEED-DU variant supports the fulfillment of the demands in regulation EN1501-1 for "foot step" at the back of the truck. Trucks ordered with this variant are equipped with a BBM electronic control unit connector with prepared wires often used by RCVs. The Speed limit function limits the vehicle speed to default 30 km/h when there is an input from the chassis on the "foot step" input. It will also apply the brakes and force the engine to low idle if the gear lever is put into reverse gear position while the "foot step" input is active. It will, at the same time, inhibit the reverse gear from being engaged in trucks equipped with the Powertronic or I-Shift-gearbox, provided that the I-Shift is equipped with the gearbox variant APF-ENH. A special icon is shown in the instrument cluster display when the function is active (footstep occupied).	<input type="checkbox"/> ISUNF-MD	Interior front plastic sun visors (driver and passenger side) with mirror on driver side
<input checked="" type="checkbox"/> ESP-BAS1	Electronic Stability Program package intended for RIGID single vehicles or vehicle combinations with standard centre of gravity height when laden and for TRACTOR vehicle combinations with a single trailer or multiple trailers with ABS/EBS.	<input type="checkbox"/> ISUNF-RE	Electrical textile interior sun visor (roller blind) integrated in front shelf
<input type="checkbox"/> ESPC-RO	ESP (Electronic Stability Program) functionality control - Reduced / Off	<input checked="" type="checkbox"/> ISUNF-RM	Manual interior textile sun visor (roller-blind) integrated in front shelf
<input type="checkbox"/> HWSS-AC	Adaptive cruise control with forward collision warning	<input type="checkbox"/> ADFS	Two extra DIN slots in front shelf (push/pull storage), 165x40x180 mm (WxHxD)
<input type="checkbox"/> HWSS-ACB	Adaptive cruise control with forward collision warning (stationary and moving objects) and emergency braking. Using both radar and camera to collect info.	<input type="checkbox"/> BUPALARM	Reversing warning unit (back-up alarm)
<input checked="" type="checkbox"/> HWSS-FCB	Forward collision warning (stationary and moving objects) with emergency braking	<input type="checkbox"/> RTOLL-PK	Preparation kit for road toll collect (GPS/GSM antenna and cables)
<input checked="" type="checkbox"/> LSS-DW	Lane keeping support - lane departure warning system	<input type="checkbox"/> REMC-MF	Wireless remote control - multi functional
<input type="checkbox"/> LCS	Lane Change Support	<input type="checkbox"/> FIREXT2G	The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver.
<input type="checkbox"/> LCS4	Side Collision Avoidance Support, passenger and driver side	<input type="checkbox"/> FIREXT3S	The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver.
<input type="checkbox"/> DAS-W	Driver Alert Support (drowsy driver warning)	<input type="checkbox"/> WARNVEST	The reflective vest makes a person clearly visible during work near a vehicle when it is dark or during other occasions when it is difficult to observe a person. It is made of yellow fluorescent textile, 100 % polyester, and it features two 50 mm wide reflective strips at the front and back. The reflective material is resistant to fuel and oil and works well in both wet and dry weather. The vest is stored in a plastic bag and it is washable at 40°C. Fulfills European standard according to EN 471 class 2.
<input checked="" type="checkbox"/> Standard Equipment		<input checked="" type="checkbox"/> WARNTRIZ	Warning triangles are an important safety detail. They offer extra security in the event of an unplanned stop at the roadside, when they alert other road users to be careful and slow down in the area. Two triangles give the opportunity to observe vehicles in both direction, one to be positioned ahead of the truck and the second one behind. The two triangles are delivered in the tool box behind left seat, stripes for tool bag or on the left shelf luggage compartment
<input type="checkbox"/> Optional Equipment			

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

<ul style="list-style-type: none"> ■ AIDKIT The first-aid kit features a well thought-out assortment of emergency treatment products for both minor and severe injuries: <ul style="list-style-type: none"> • 1 first-aid instruction • 1 pair of scissors • 2 triangular bandage, unbleached cotton cloth • 2 pairs of protective gloves (large) • 3 gauze bandages 80×4000 mm • 2 gauze bandages 60×4000 mm • 1 bandaging cloth 600×800 mm • 2 bandaging cloths 400×600 mm • 6 gauze dressings 100×100 mm (3×2) • 1 adhesive bandage 60×100 mm • 1 adhesive tape 25×5000 mm • 1 first-aid packet 100×120 mm • 3 first-aid packets 80×100 mm • 1 rescue sheet 1600×2100 mm (gold/silver) □ AIDKIT1B First aid kit containing sticking plaster, compresses, elastic bandages, gloves, scissors, triangular bandage, bandaging cloths, adhesive tape and rescue sheet (German requirements) □ WARNLAMP Portable warning lamp with batteries □ LAMP-IN The inspection lamp is a device that is used to illuminate repairing areas during night or when the day light is not enough. It has a plug for connection into the lighter socket. The length of the electrical cable is 10 meters. The lamp is stored in a storage compartment on driver □ BULBKIT Bulb and fuse kit □ WRITEPAD Writing pad with spring-loaded paper clip 	<ul style="list-style-type: none"> □ TBK60F Fixed top bunk 600x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included. □ TBK70F Fixed top bunk 700x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included. □ PH-CAB2 Cab parking heater, 2 kW □ PH-ENGCA Engine and cab parking heater □ PH-SS Short stop heater □ SLCP-BAS Basic sleeper control panel (controlling interior light, parking heater, roof hatch and door lock) □ ETSB-F Storage on engine tunnel - on front top □ ETSB-FR Storage on engine tunnel - on front top and at rear cab wall □ ETSB-FRS Storage on engine tunnel - on front top & at rear cab wall & storage immersed into tunnel on RH side □ ETSB-FS Storage on engine tunnel - on front top and storage immersed into tunnel on right hand side □ ETSB-R Fixed engine tunnel storage box at rear cab wall □ ETSB-RS Storage on engine tunnel - at rear cab wall and storage immersed into tunnel on right hand side □ ETSB-S Storage on engine tunnel - immersed into tunnel on right hand side □ RUS-BAS Rear cab upper storage 154 litres (300 mm high) □ RUS-HIG Rear cab upper storage 245 litres (440 mm high) □ REF-ICPK The kit consists of a bracket that is mounted on the engine tunnel and a hook that is mounted on the refrigerator side in order to strap it down to the bracket. The kit comes with all necessary equipment for installation of both the bracket and the refrigerator. □ REFR-RUS 28 litre rear upper wall mounted refrigerator with deviders □ MICRO-PK The front shelf above the passenger seat is prepared from factory with prerouted electrical cables for installation of a 24 V microwave oven. Cables for power supply and ground connections are included. □ BOTH-D One 1.5 litre plastic soft-drink bottle holder under dashboard centre section □ COFMA-PK Preparation kit (24V) for coffee maker ■ INLI-BAS Interior white light with smooth light transition at on/off, no dimming □ INLI-NL Interior white and red (night) light with smooth light transition at on/off □ INLI-NLD Interior white and red (night) light with smooth light transition at on/off and dimmer □ ARL-FLEX Two (driver and passenger side) reading lamps with flexible arms (snake lamps) and led lamps fitted on side walls ■ RH-EE Without roof hatch, sky window / emergency exit (tinted glass) □ RH-ER Roof hatch - Electrically operated / steel / emergency exit handle □ RH-ETR Roof hatch - Electrically operated / Tinted glass / Rear opening □ RH-MTR Roof hatch - Manually operated / Tinted glass / Rear opening ■ GLAS-TIN Tinted windows (front/side/rear) □ SWIND-BS Extra side window on both sides □ SWIND-PS Rear side window on passenger side □ AWIND-RF Rear fixed window (without curtains) □ VANMIR Vanity mirror in front shelf lid. In sleeper cab on passenger side and in high/extra high cabs in middle section of the front shelf. □ AS-FUS One extra shelf in each of the two front upper storage compartments. Only 1 shelf if microwave oven mounted in one of the two compartments. □ INFOT-PK Preparation kit (bracket, security straps, power cable, antenna cable and aux cable) for mounting of a television above driver door.
<h3>Cab Interior, Living</h3> <ul style="list-style-type: none"> ■ DST-CF1 Driver seat, comfort, suspended □ DST-CF4 Driver seat, comfort, suspended, belt in seat □ DST-CF5 Driver seat, comfort, suspended, belt in seat, electrically heated □ DST-CF6 Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated □ SBD-RED A three-point safety belt is the most effective system to reduce the risk of injuries in a traffic accident. The belts keep the driver and the passenger in position and catch the body in the best possible way in case of a collision. The red coloured safety belt improves and increases the safety image for transport companies, when it thanks to the clear colour is noticed and thereby distributes good reputation. □ SBPRE-DS Driver seat belt pretensioner □ PST-BAS1 Passenger seat, basic, non suspended □ PST-CF4 Passenger seat, comfort, suspended, belt in seat □ PST-CF5 Passenger seat, comfort, suspended, belt in seat, electrically heated ■ PST-STD2 Passenger seat, regular, non suspended □ PST-STD4 Passenger seat, regular, suspended □ SBPRE-PS Passenger seat belt pretensioner □ ARMRE-BB Two armrests on both driver and passenger seats □ ARMRE-DB Two armrests on driver seat □ ARMRE-PB Two armrests on passenger seat □ ARU-BAS Vinyl armrest upholstery □ ARU-LEA Leather armrest upholstery ■ FMAT-RUB Two black rubber floor mats □ FMAT-TX2 Two textile (dark grey on FH/FM, black on FH16) and two black rubber floor mats □ LBK70 Lower fixed bunk, not foldable - 2000x700 mm. Safety net included. □ MATL-FI Mattress lower bunk - firm for over approx. 100 kg, pocket springs. □ MATL-SF Mattress lower bunk - semi-firm up to approx 100 kg, pocket springs. □ OLMAT-BA Overlay mattress protector, 28 mm thick black textile □ OLMAT-PR Overlay mattress protector, 35 mm thick black textile 	

■ Standard Equipment □ Optional Equipment

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

Cab Exterior

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

<ul style="list-style-type: none"> ■ EXTL-BAS NEW-HDV: Exterior trim level basic CLASS-HDV: Basic exterior finish in a lightning grey colour of cab surrounding parts (mirror housings, insteps, bumper and if fitted bumper spoiler and sun visor). If fitted roof air deflector, side air deflector and chassis fairings are always painted in cab colour. ■ DGLAS-H Tempered door glass □ DGLAS-L Laminated door glass. A laminated safety glass can crack, but retains its protective effect for much longer. This means reduced risk of injury in case of an accident. This glass also provides better sound insulation. The laminated door glass is tinted and has a water repellent treatment. □ LOCK-REM Central door locking with remote control ■ BUMP-HD Heavy duty front bumper □ AUXFS Extra cab side foot-step □ GUARD-EH Guard plate for cooling pipes and oil sump □ SIDEH-B Guide rail on day cab driver side □ SIDSTP-R Side ladder and guide rail on on day cab driver side ■ BUGNET Radiator screen / Mosquito net (PVC coated fibreglass) in front of radiator □ CTILT-P-E Electrical cab tilt pump ■ CTILT-P-M Manual cab tilt pump □ FCABS-A Air front cab suspension ■ FCABS-M Mechanical cab suspension □ RCABS-A Air rear cab suspension ■ RCABS-M Mechanical rear cab suspension □ MIRFCPX Electrically heated and operated rear view mirrors with a wide angle section on both sides and kerb observation mirror on the passenger side. Passenger corner camera in the mirror bracket at the passenger side. ■ MIRCOMFX El heated & operated robust main rear view mirrors, electrically heated wide angle mirrors (both sides). Close view mirror on passenger side. ■ AMIR-F20 Front close view mirror above windscreen, passenger side (radius 200 mm) □ SUNV-H Exterior transparent dark grey front sun visor □ AD-ROOF Roof air deflector. Design (length, height etc.) automatically calculated and varies depending on vehicle total height (chassis height, cab type, tyres etc). □ AD-SIDES Short cab side air deflectors ■ HL-BASIC Halogen H7 head lamps □ HL-CLEAN The headlamp cleaner is a high-pressure washer unit with nozzles integrated at the side of the headlamp. It works during high- or low beam and it is activated when the windscreen wiper switch is turned on. The cleaner mainly cleans high- and low beam area □ HLP-ST Steel headlamp protection ■ HL-ADJ The headlamp adjustment control is used to change the height of the light beam. If there is a big difference between the chassis inclination angle when loaded and unloaded, this optional feature can be operated to avoid dazzling other road users. The function is not needed when chassis height is adjusted via the air suspension system height control. ■ DRL-LED V-shaped ("V-light") day running light (LED). Turned on low beam gives a dimmed "V-light". □ ASL-RF2 Two Hella H11 70W spot lamps in sign box (one on each side of the Globetrotter sign) □ BEACOA2F Two LED warning lights on the cab front □ BEACOA2R Two LED warning lights on the cab rear □ BEACON-P Preparation kit 	<ul style="list-style-type: none"> □ BEACONA4 Four LED warning lights on the cab front-rear □ CABPT-R1 One front cab roof pass through on passenger side ■ CABPT-R2 Two front cab roof pass throughs, one on each side □ SPOTP-F Spotlamp preparation in cab front, max 280W □ SPOTP-R Spotlamp preparation on cab roof, max 280W □ SPOTP-RF Spotlamp preparation on cab roof and in cab front, max 2x280W □ ROS-IL Illuminated roof sign with switch in radio shelf. Switch for turning on/off. □ ROS-IL2 Preparation kit for installing an illuminated roof sign*. It includes a prerouted cable harness, a switch and LED-lamps. The switch is connected in the radio shelf middle section. Switch cap with icon, are enclosed in cab. Lamps in sign are mounted. The stripe in the Globetrotter window is selected via the cab sign variants □ ROS-ILP Wiring preparation kit (wires and switch) for cab sign or roof air deflector illumination □ CSGN-FMX FMX decal in the cab roof sign area ■ HORN-F1S One front mounted (behind grille) single tone air horn, Jericho. Operated by steering wheel buttons. □ HORN-R2S Two roof mounted single tone chromed air horns. Operated by steering wheel buttons. □ ANT-CBR Right hand side roof mounted foldable antenna and cables for CB radio, single aerial. □ ACCBP-AP Front, middle & rear roof mounted accessory brackets □ ACCBP-F Front roof mounted accessory bracket □ ACCBP-FM Front & middle roof mounted accessory brackets □ ACCBP-FR Front & rear roof mounted accessory brackets □ ACCBP-M Middle roof mounted accessory bracket □ ACCBP-R Rear roof mounted accessory bracket □ ACCBP-RM Rear & middle roof mounted accessory brackets □ REFS-TW Reflecting white cab side stripes by-packed in cab □ REFS-TY Reflecting yellow cab side stripes by-packed in cab
<p>Superstructure preparations</p> <ul style="list-style-type: none"> □ SRWL-PK Wiring preparation for chassis mounted working lamps and a 3-position switch (On/Off/Reverse auto on). □ SWL-2FW Two white front chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off). □ SWL-2RW Two white rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off). □ SWL-4W Four white front (2) and rear (2) chassismounted (LH/RH side) LED working lamps and a 2-position switch (On/Off). □ SWL-PK Wiring preparation for chassis mounted working lamps and a 2-position switch (On/Off). □ WL-CHPK Preparation kit (switch and cable) for working lamp, max 2x70 W. Connector on chassis at gearbox. □ WLC-H2A Two H3/70W working lamps with amber coloured lens high mounted back of cab (switch incl). □ WLC-H2W Two H3/70W working lamps, white lens high mounted back of cab (switch incl). □ WLC-PKCH Preparation kit (cables and switch) for cab mounted chassis working lamp. Max load 280W. □ WLC-PKH Preparation kit (cables and switch) for high mounted working lamps back of cab (pass through in cab rear roof included). Max load 280W. □ WLC-PKL Preparation kit (cables and switch) for low mounted working lamps back of cab (pass through in cab rear wall included). Max load 280W. □ WLC-PKLH Preparation kit (cables and switch) for low and high mounted working lamps back of cab (pass throughs in rear wall and rear roof included). Max load 280W. □ ECBB-BAS Body builder electrical centre without any body builder module □ ECBB-HIG Body builder electrical centre with cab body builder module, 14 high and 4 low dig. outlet ■ ECBB-MED Body builder electrical centre with cab body builder module, 7 high and 4 low dig. outlet □ BBCHAS1 One 7-pole connector for Body builder interface. 	
<p>■ Standard Equipment □ Optional Equipment</p>	

For more detailed information about cab and powertrain equipment, please refer to separate specification sheets.

For all possible options and combinations of options please consult your Volvo sales contact who can create a specification to match your requirements using the Volvo Sales Support system (VSS).

The factory reserves the right to modify design and change equipment without previous notification. The specification can vary from country to country.

MODEL RANGE

FMX D11 42 Rigid Diesel Rear Leaf FMX 42R 1L

- **BBCHAS3** Wiring harness routed from the bodybuilder electrical distribution box inside the cab to a connection point inside the right frame rail beside the gearbox.
Three 7-pole connectors for Body builder interface.
Wiring harness routed from the bodybuilder electrical distribution box inside the cab to a connection point inside the right frame rail beside the gearbox.
- **BEPR-T2** Body builder electrical software preparation for tipper with remote control
- **EXSTER** Support for external steering control via body builder module
- **TD-BAS** Trailer detection without LED sensor
- **TD-LED** Trailer detection with LED sensor
- **FRFS-BS** Frame rail free space on both sides to give space for crane legs or other equipment.
One front axle with day cab: 515/507 mm (L/R side).
One front axle with long cab: 288/360 mm (L/R side).
Two front axles with short cab: 632/572 mm (L/R side).
Two front axles with long cab: 405/485 mm (L/R side).
- **FBA-BTF** Lower front body attachments for torsionally flexible platform body
- **FBA-BTSF** Lower front body attachments for torsionally semi-flexible body (van or curtainsider)
- **HBA-FSFB** Holes for body attachments, flexible/semi-flexible body
- **HBA-SB** Holes for body attachments, stiff body
- **RBA-T2** Lower rear body attachments for helper frame
- **CRANEPK1** Crane plates mounted to frame, interface for crane capacity up to 10 ton meter
- **CRANEPK2** Crane plates mounted to frame, interface for crane capacity up to 20 ton meter
- **CRANEPK4** Crane plates mounted to frame, interface for crane capacity up to 40 ton meter
- **AUXL-SPK** Electrical preparation kit (wiring and a switch in dashboard) for snow plough lights.
Preparation for installation of additional headlights and additional turning indicators.
- **TAILPRE2** Tail lift preparation kit, wireless remote operation
- **TAILPREP** Tail lift preparation kit, wire remote operation
- **AESW2** Two Body builder bistable electrical switches (marked AUX1 / AUX2)
- **AESW2PK** Two Body builder bistable electrical switches (marked AUX1/AUX2) and in an empty 4-group preparation another four bistable switches with dummy switch caps
- **AUXSW-4** Wiring for 4 extra hardwired switches (from Body builder electrical centre to switch positions)

Services

- **TGW-4GWL** Telematics gateway with 4G modem
- **FMS-PK** Fleet Management System gateway, preparation kit
- **DRUT1** My Truck connects the vehicle to the smartphone app, 1 year prepaid subscription
- **DRUT2** My Truck connects the vehicle to the smartphone app, 2 year prepaid subscription
- **DRUT3** My Truck connects the vehicle to the smartphone app, 3 year prepaid subscription
- **DRUT4** My Truck connects the vehicle to the smartphone app, 4 year prepaid subscription
- **DRUT5** My Truck connects the vehicle to the smartphone app, 5 year prepaid subscription