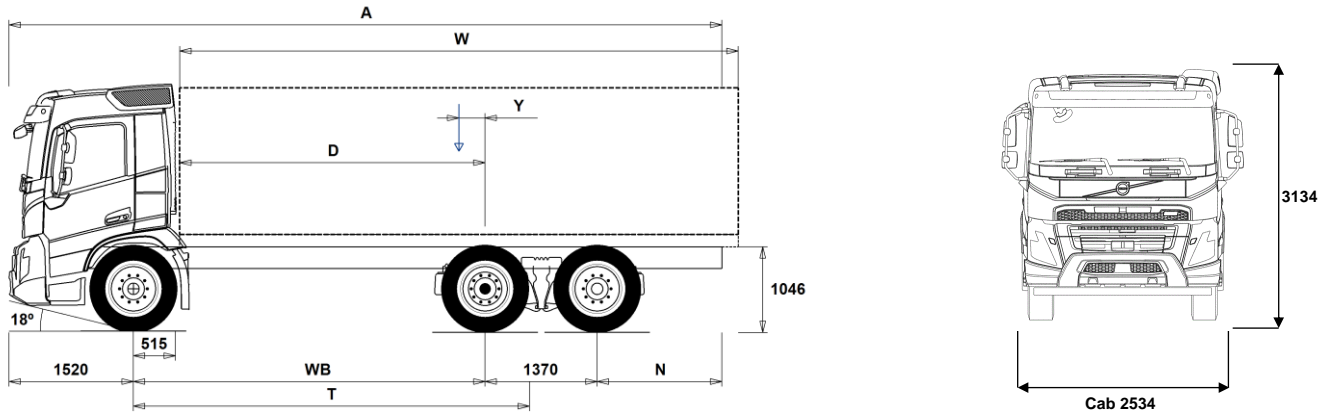


# MODEL RANGE

FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A



## Chassis Dimensions [mm]

WB Wheelbase	3500	3700	3900	4300	4600	4800	4900	5200	5600	6000
A Overall Chassis Length	8315	8615	8915	9565	10015	10315	10465	10965	11565	12215
D Center of rear axle to front of body	2935	3135	3335	3735	4035	4235	4335	4635	5035	5435
N Rear Overhang (Min.)	825	825	825	825	825	825	825	1225	1225	1225
N Rear Overhang (Max.)	1925	2025	2125	2375	2525	2625	2675	2875	3075	3325
T Theoretical Wheelbase	4041	4241	4441	4841	5141	5341	5441	5741	6141	6541
Y Center of Gravity for Payload (Min.)	73	101	130	186	227	255	269	313	366	422
Y Center of Gravity for Payload (Max.)	73	101	130	186	227	255	269	313	366	422
W Body Length (Min.)	5739	6083	6426	7114	7632	7976	8147	8660	9354	9915
W Body Length (Max.)	5739	6083	6426	7114	7632	7976	8147	8660	9354	9915

## Chassis Weights [kg]

Front Axle	4265	4275	4285	4315	4335	4340	4345	4355	4380	4395
Rear Bogie	2940	2955	2965	3020	3050	3060	3070	3095	3135	3185
Kerb Weight	7205	7230	7250	7335	7385	7400	7415	7450	7515	7580
Payload (including body, driver, fuel, etc.)	18895	18870	18850	18765	18715	18700	18685	18650	18585	18520

## Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	14400	15000	15600	16800	17800	18400	18700	19600	20800	22000
Turning Circle Diameter Wall to Wall	15900	16500	17100	18300	19300	19900	20200	21100	22300	23600

## Plated Weights [kg]

	Design
Gross Vehicle Weight	26100
Gross Combination Weight	44000
Front Axle	7100
Rear Bogie	19000

## 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.

Height change when chassis height CHH-MED,FRAME266: 0 mm.

Weight and dimensions are based upon the following tyres:

Front Axle Tyres:	315/80R22.5
Drive Axle Tyres:	315/80R22.5
Trailing/Pusher 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. Tag axle used: TA-FIXED.

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 FMX62RT1A.

# MODEL RANGE

## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

### 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
- RC-SMOOTH** 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 long-haul driving on well-maintained and less well-maintained surfaced roads
- GARB-PRE** Garbage preparation
- SWAPBODY** Swap body vehicle preparation
- TIPP-PRE** Tipper vehicle preparation
- UNIFORM** Basic platform vehicle

### Core components

- CHH-HIGH** Chassis height high - approx. 1000 mm above ground level
- CHH-MED** Chassis height medium - approx. 900 mm above ground level
- TA-HYSBS** El. hydraulically steered tag axle with single wheels (two wheels on complete axle) and steering lock out at 38 km/h
- TAG-FIXD** Fixed tag axle with twin wheels (4 wheels on complete axle)
- TAG-FIXS** Fixed tag axle with single wheels (two wheels on complete axle)
- TAG-SSTE** Self steered tag axle with single wheels (two wheels on complete axle)
- 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.
- ATO2612F** I-Shift automated mechanical 12-speed overdrive gearbox without clutch, max. engine torque 2600 Nm, max. permitted GCW 100000 kg. Suitable for hub reduction rear axles.
- PT2106** Powertronic automatic 6-speed gearbox, max. engine torque 2100 Nm, max. permitted GCW 100000 kg
- RS1370F** 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-AIR** Front air suspension
- FST-PAR** 2 leaf front parabolic suspension (normal stiffness)
- FST-PAR3** 3 leaf front parabolic suspension (stiffer than normal)
- FSL5-BAS** Front air suspension basic levelling stroke
- FSL5-HI** Front air suspension high levelling stroke
- FAL10.0** Front axle load 10.0 tonnes
- FAL7.1** Front axle load 7.1 tonnes
- FAL7.5** Front axle load 7.5 tonnes
- FAL8.0** Front axle load 8.0 tonnes
- FAL8.5** Front axle load 8.5 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
- RAL19** Rear axles load 19 tonnes
- RAL20.5** Rear axles load 20.5 tonnes
- RAL22.5** Rear axles load 22.5 tonnes
- RAL23** Rear axles load 23 tonnes

Standard Equipment       Optional Equipment

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

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# MODEL RANGE

## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

<ul style="list-style-type: none"> <li>■ <b>RSTAB2</b> Rear stabilizer with medium stiffness</li> <li>□ <b>RSTAB3</b> Rear stiff stabilizer</li> <li>□ <b>RALIM105</b> First rear drive axle load limiter, 10.5 tonnes (speed controlled)</li> <li>■ <b>RALIM115</b> First rear drive axle load limiter, 11.5 tonnes (speed controlled)</li> <li>□ <b>RALIM95</b> First rear drive axle load limiter, 9.5 tonnes</li> <li>■ <b>ASF-DL1</b> Air suspension with 1 driving level</li> <li>□ <b>ASF-DL3</b> Air suspension with 3 driving levels</li> <li>□ <b>ACTST-TO</b> Volvo Dynamic Steering (VDS) with extra pump and torque overlay</li> <li>□ <b>ASFE-BAS</b> Volvo Dynamic Steering feature basic</li> <li>□ <b>ASFE-OG</b> Volvo Dynamic Steering stability assist</li> <li>□ <b>ASFE-PO</b> Volvo Dynamic Steering personal settings, stability assist</li> <li>□ <b>ASFE-PS</b> Volvo Dynamic Steering personal settings</li> <li>■ <b>PSS-SING</b> Single power steering system</li> <li>■ <b>PSP-FIX</b> Power steering pump with fixed displacement</li> <li>□ <b>PSP-VAR</b> Power steering pump with variable displacement</li> <li>□ <b>PSP-VAR2</b></li> <li>■ <b>EBS-MED</b> EBS (Electronic Brake System) medium package: <ul style="list-style-type: none"> <li>- ABS (Anti-lock Braking System)</li> <li>- Lining Wear Sensing (20 % left)</li> <li>- Lining Wear Control (incl. wear on the axle)</li> <li>- Brake Blending</li> <li>- Drag Torque Control</li> <li>- Diff Lock Synchronization</li> <li>- Diff lock Control</li> <li>- Brake Temperature Warning</li> <li>- External Brake Demand</li> <li>- Diagnosis Via Truck Electronic System</li> <li>- Traction Control System</li> <li>- Emergency Brake Assistance</li> <li>- Constant Wheel Brake Monitoring</li> <li>- Coupling Force Control</li> <li>- Automatic Parking Brake Activation</li> <li>- Lining Wear Analyses (calc of remaining mileage)</li> <li>- Auto hold</li> <li>- EBS status monitoring via Truck Electronic System</li> </ul> </li> <li>■ <b>RST-AIR</b> Rear air suspension</li> <li>□ <b>RST-AIR4</b> Rear air suspension with increased stiffness for higher load capacity</li> <li>■ <b>FRAME266</b> Frame rail section external height 266 mm</li> <li>□ <b>FRAME300</b> Frame rail section external height 300 mm</li> <li>□ <b>FST7070</b> Frame section thickness - web 7.0 mm / flange 7.0 mm</li> <li>■ <b>FST8080</b> Frame section thickness - web 8.0 mm / flange 8.0 mm</li> <li>□ <b>FIL-EEEEB</b> Frame inner liner from end of engine end to end of bogie</li> <li>□ <b>FIL-EEEEF</b> Frame inner liner from end of engine end to end of frame</li> <li>□ <b>FIL-TXEB</b> Frame inner liner from transmission cross member to end of bogie</li> <li>□ <b>FIL-TXEF</b> Frame inner liner from transmission cross member to end of frame</li> <li>■ <b>BBOX-L</b> Battery box on left hand side <ul style="list-style-type: none"> <li>□ <b>2BAT210B</b> Gel batteries 2x210 Ah</li> <li>■ <b>2BAT210C</b> AGM batteries 2x210 Ah</li> </ul> </li> <li>■ <b>BATTAMP</b> Battery voltage and ampere gauge</li> <li>□ <b>BATTIND</b> Battery voltage, ampere and battery status gauge with visual alerts</li> <li>□ <b>ADR2</b> ADR adaptation - transportation of dangerous goods, 2 switches (1 inside cab in dashboard, 1 outside on cab back passenger side).</li> <li>□ <b>MSWI-A</b> ADR main switch - ADR switch circuit shut down</li> <li>■ <b>MSWI-C</b> Chassis main switch - battery box placed toggle switch circuit shut down</li> <li>□ <b>MSWI-R</b> Remote controlled main switch - key fob operated circuit shut down</li> <li>■ <b>R330A71</b> Right 330 litre aluminium 710 mm high D-shaped diesel tank. Usable volume is 97% of stated volume. Min volume 255l</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>UL-FUEL</b> Without left diesel tank Min volume 160l Max volume 730l</li> <li>□ <b>ADTP-L</b> AdBlue tank on left hand side (for dual front axles between the axles)</li> <li>■ <b>ADTP-R</b> AdBlue tank on right hand side</li> <li>□ <b>ADB048</b> AdBlue tank usable volume 48 litres, 560 mm high mounted on chassi side.</li> <li>■ <b>ADB064</b> AdBlue tank usable volume 64 litres, 710 mm high mounted on chassi side.</li> <li>□ <b>ADB068</b> AdBlue tank usable volume 68 litres, 560 mm high mounted on chassi side.</li> <li>□ <b>ADB083</b> AdBlue tank usable volume 83 litres, 560 mm high mounted on chassi side.</li> <li>□ <b>ADB090</b> AdBlue tank usable volume 90 litres, 710 mm high mounted on chassi side.</li> <li>□ <b>ADB100</b> AdBlue tank usable volume 100 litres, 710 mm high mounted on chassi side.</li> <li>□ <b>ADB112</b> AdBlue tank usable volume 112 litres, 710 mm high mounted on chassi side.</li> <li>□ <b>ADTC-BF</b> AdBlue tank cover painted in silver metallic</li> <li>■ <b>FCAP-L</b> 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 tank locks (not cab door locks). The number of fuel tank caps are depending of how many fuel tanks that are specified.</li> <li>■ <b>FUFF-AS</b> Fuel filling anti-spillage device</li> <li>□ <b>FUFF-ATS</b> Fuel filling anti-theft and anti-spillage devices</li> <li>□ <b>ESH-LEFT</b> Horizontal muffler, left exhaust outlet</li> <li>■ <b>ESH-REAR</b> Horizontal muffler, rear exhaust outlet</li> <li>□ <b>ESH-VERT</b> Horizontal muffler, vertical exhaust outlet on right hand side</li> <li>□ <b>ESV-VERT</b> Vertical muffler, vertical exhaust outlet on right hand side</li> <li>□ <b>EXST-SSP</b> Bright polished vertical stainless steel exhaust top pipe</li> <li>□ <b>EXST-ST</b> Aluminized steel vertical exhaust top pipe</li> <li>□ <b>HS-NAR</b> 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.</li> <li>□ <b>WHC-FIX2</b> Two fixed wheel chocks</li> <li>■ <b>WHC-FOL2</b> 2 foldable wheel chocks</li> <li>□ <b>WHCP-F</b> Wheel chock(s) in the front part of the vehicle. <ul style="list-style-type: none"> <li>- TRACTOR, BBOX-L, Fold, 1/2 w chocks = Top of left side battery box</li> <li>- TRACTOR, BBOX-EF, Fold, 1/2 w chocks = Top of lefts side fuel tank</li> <li>- TRACTOR, BBOX-EF, Fix, 2 w chocks = Left frame front of fuel tank</li> <li>- RIGID, 1 front axle, Fold, 1/2 w chocks = Top of left side battery box</li> <li>- RIGID, 2 front axles, Fold, Frame free space, 2 wc = Top of left side battery box</li> <li>- RIGID, 2 front axles, Fix, W/o frame free space, 2 wc = Left frame behind 1st front wheel</li> </ul> </li> <li>□ <b>WHCP-M</b> Wheel chock(s) in the middle part of the vehicle <ul style="list-style-type: none"> <li>- TRACTOR, BBOX-L, Fix, 1/2 w chocks = Left frame front of rear wheels</li> <li>- RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame front of (or behind) rear wheels</li> </ul> </li> <li>□ <b>WHCP-R</b> Wheel chock(s) in the rear part of the vehicle <ul style="list-style-type: none"> <li>- RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame rear (or front) of rear wheels</li> </ul> </li> <li>□ <b>WHCP-T</b> Transport mounted wheel chock(s) in cab outer luggage compartment</li> <li>□ <b>TB-L80</b> Left toolbox 800 mm length (mounting length 800 mm, real length 730 mm)</li> <li>□ <b>TB-R80</b> Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm)</li> </ul>
<ul style="list-style-type: none"> <li>■ Standard Equipment</li> <li>□ Optional Equipment</li> </ul>	

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# MODEL RANGE

## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

- SUP-BAS** Standard aluminium bars for side underrun protection
- 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
- 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
- **TOWF-HD1** One heavy duty front towing device
- TOWMBRH1** High mounted towing member, in centre of frame
- TOWMBRL1** Towing member, low mounted under the frame (position 1)
- TOWMBRL2** Towing member, low and forward mounted under the frame (position 2)
- TOWMBRL3** Towing member, low and far forward mounted under the frame, (position 3)
- TOWMBRM** Towing member, medium mounted in line with frame lower flange
- RFEC-L** Rear frame end, lower cut (for centre axle drawbar)
- **RFEC-S** Rear frame end, straight cut (for regular platform applications)
- RFEC-U** Rear frame end, upper cut (for e.g. tipper, refuse and hooklift applications)
- C-RI4040** Towing coupling Ringfeder RF4040A G-150
- C-RI4045** Towing coupling Ringfeder RF4045A G-150
- C-RI5050** Towing coupling Ringfeder RF5050A G-150
- C-RO400G** Towing coupling Rockinger 400 G-150
- C-RO50** Towing coupling Rockinger 50 mm
- C-VBG520** Towing coupling VBG 5200D
- C-VBG795** Towing coupling VBG 795V
- TOWR-ONE** One rear towing device in frame end cross member
- **TREL-PK** Trailer electrical preparation kit (chassis/cab wiring)
- TREL-15** 15 pol electrical trailer connector (ADR certified)
- TREL7-7** 2x7 pol (24N+24S) electrical trailer connectors (UADR)
- TBC-DUO** Trailer brake connection, Duomatic
- TBC-EC** Trailer brake connection, European Community
- TRBR-STA** Stationary trailer brake control
- TRB-STRE** Automatic low speed trailer brake activation (stretch brake) to avoid jack-knifing and to improve steerability
- RUP-FOLD** Foldable aluminium rear underrun protection, EC approved
- RFEND-B** The fenders have a robust three-piece design with a top part that can easily be removed (no tools required) facilitating access for body building and service. The fenders are manufactured from black plastic and received in different performance to suit chassis height and tyre dimension. The fender design fulfils the technical requirements of current EU directive.
- 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.
- RFH-BAS** Optimal fender installation (rear and 2nd front axle) with regard to legal demands, wheel/tyre sizes, chassis height and fifth wheel height.
- RFH-HIG** Highest fender installation (rear and 2nd front axle). Suitable for rough and very rough road conditions.
- RFH-LOW** Lower fender installation (rear and 2nd front axle). Suitable only for smooth road conditions. Increased risk of fender top wear.
- AUXATNK** With an auxiliary air tank the truck will have extra capacity for the air suspension system. This is especially useful when the driver frequently uses the levelling system with the engine turned off (i.e. when the compressor is not operating). The levelling system's reaction time also improves with this extra tank. The position of the tank varies depending on the position of the spare wheel carrier:  
– Above the spare wheel when the spare wheel carrier is fitted ahead of the axle on the left side (SWCP-LF).  
– Under the frame on the left side for all other positions of the spare wheel carrier. The auxiliary air tank is available for 6x2/6x4/8x4 with rear air suspension
- **ATANK-AL** Aluminium air tanks
- **ATANK-ST** Steel air tanks
- RESTS-W** Reflecting white stripes mounted on chassis side (underrun prot./toolbox/between fenders/overhang)
- REST-RUP** Reflecting red stripes mounted on rear underrun protection
- 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.
- **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/s<sup>2</sup> or more. The function deactivates when retardation is less than 2.5 m/s<sup>2</sup>  
- Easier for road users to detect emergency braking.  
- Contributes to safety in congested traffic
- FRACLOS** Frame end closing

### 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
- WCAP** Wheel caps
- SPWT-D** Spare wheel with tyre equal to drive
- SPWT-F** Spare wheel with tyre equal to front wheel
- SWCP-LF** Spare wheel carrier on left side in front of rear axle
- 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
- SWCP-T**

- Standard Equipment
- Optional Equipment

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## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

<p><input type="checkbox"/> <b>SWCP-TP</b> spare wheel carrier. Note that the mounting only is temporary and used during transportation. 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.</p> <p><input checked="" type="checkbox"/> <b>JACK-12T</b> 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</p> <p><input type="checkbox"/> <b>JACK-15T</b> 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</p> <p><input type="checkbox"/> <b>JACK-20T</b> 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</p> <p><input checked="" type="checkbox"/> <b>TOOL-BAS</b> This kit consists of a tool bag (case) including the following tools:</p> <ul style="list-style-type: none"> <li>• Combination screwdriver.</li> <li>- 1 screwdriver handle</li> <li>- 1 blade, Philips/flat blade</li> <li>- 1 blade, Torx T10/Torx T20</li> <li>- 1 blade, Torx T25/Torx T27</li> <li>- 1 blade, Torx T30/Torx T40</li> <li>• Socket wrench.</li> </ul> <p><input type="checkbox"/> <b>TOOLKIT</b> This kit consists of a tool bag (case) including the following tools:</p> <ul style="list-style-type: none"> <li>• Combination screwdriver.</li> <li>- 1 screwdriver handle</li> <li>- 1 blade, Philips/flat blade</li> <li>- 1 blade, Torx T10/Torx T20</li> <li>- 1 blade, Torx T25/Torx T27</li> <li>- 1 blade, Torx T30/Torx T40</li> <li>• Socket wrench.</li> <li>• Adjustable pliers.</li> <li>• Allen key.</li> <li>• Adjustable spanner.</li> <li>• Hammer.</li> </ul> <p><input checked="" type="checkbox"/> <b>INFLAHOS</b> 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. 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).</p> <p><input type="checkbox"/> <b>GAUGE-TP</b> Tyre pressure gauge</p>	<p><input checked="" type="checkbox"/> <b>DRM-BE</b> <input type="checkbox"/> <b>DRM-E</b> For I-shift gearboxes (2412 excl.) a reinforced gear shifting system.</p> <p><input type="checkbox"/> <b>PVT-BAS</b> <input type="checkbox"/> <b>PVT-MAP</b> I-Shift drive mode balanced economy I-Shift drive mode economy</p> <p><input checked="" type="checkbox"/> <b>CRUIS-E</b> Basic topography information, learning by GPS positioning Map based topography information using a high resolution commercial topography map</p> <p><input type="checkbox"/> <b>AMSO-AUT</b> Cruise control I-Cruise with controls in the steering wheel, I-Roll incl. Adding PVT-EXT/-MAP give I-See.</p> <p><input type="checkbox"/> <b>AVO-ENH</b> I-shift manual gear shift available in automatic mode incl kickdown function</p> <p><input type="checkbox"/> <b>APF-ENH</b> Enhanced I-shift software for construction and off road applications</p> <p><input type="checkbox"/> <b>RET-TH</b> Enhanced I-shift PTO functions (Auto Neutral / Reverse Inhibit / Split Box Connection)</p> <p><input type="checkbox"/> <b>RET-TPT</b> Retarder (incl cooler) for manual and I-shift gearboxes with oil as brake fluid Retarder for hydraulic gearbox</p> <p><input type="checkbox"/> <b>TC-HWO</b> Cooler for hydraulic gearboxes - water/oil <input type="checkbox"/> <b>TC-MAOH2</b> Extra high performance cooler for manual/I-shift gearboxes - air/oil</p> <p><input checked="" type="checkbox"/> <b>TC-MWO</b> Basic performance cooler for manual/I-Shift gearboxes - water/oil <input type="checkbox"/> <b>TC-MWOH2</b> High performance cooler for manual/I-Shift gearboxes - water/oil</p> <p><input type="checkbox"/> <b>2COM1100</b> Dual cylinder air compressor 760 cc / 1100 l/min <input checked="" type="checkbox"/> <b>2COMP870</b> Dual cylinder/two stage air compressor - 560 cc <input checked="" type="checkbox"/> <b>2COMP900</b> Dual cylinder air compressor - 636 cc</p> <p><input type="checkbox"/> <b>CLU-AIRC</b> Air compressor clutch automatically declutched when not needed in order to save fuel</p> <p><input checked="" type="checkbox"/> <b>AIRIN-HI</b> High air intake <input type="checkbox"/> <b>AIRIN-LO</b> Low air intake</p> <p><input type="checkbox"/> <b>ACL1ST-S</b> Air cleaner with additional filter element (primary + secondary)</p> <p><input checked="" type="checkbox"/> <b>24A110BL</b> Alternator 110 Ampere <input type="checkbox"/> <b>24A150BL</b> Alternator 150 Ampere <input type="checkbox"/> <b>24A180BL</b> Alternator 180 Ampere <input type="checkbox"/> <b>24AL110B</b> Alternator 110 Ampere <input type="checkbox"/> <b>24AL150B</b> Alternator 150 Ampere</p> <p><input type="checkbox"/> <b>CCV-C</b> Closed crankcase ventilation</p> <p><input type="checkbox"/> <b>PRIM-EL</b> 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.</p> <p><input checked="" type="checkbox"/> <b>PRIM-MAN</b> 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.</p> <p><input type="checkbox"/> <b>AF-R</b> Hot fuel recirculation heated fuel filter</p> <p><input checked="" type="checkbox"/> <b>EST-AID</b> Engine start pre-heating element</p> <p><input type="checkbox"/> <b>220EBH15</b> Engine block heater, 220 volt, 1.5 kW</p> <p><input type="checkbox"/> <b>PTER-100</b> Rear engine mounted clutch independent power-take-off with flange connection (DIN 100 / ISO 7646)</p> <p><input type="checkbox"/> <b>PTER-DIN</b> Rear engine mounted clutch independent PTO with splined shaft groove (female) for a close coupled pump (DIN 5462 / ISO 7653)</p> <p><input type="checkbox"/> <b>PTER1400</b> Rear engine mounted clutch independent power-take-off with flange connection (SAE 1410 / ISO 7647)</p> <p><input type="checkbox"/> <b>HPE-F101</b> Rear engine mounted hydraulic pump F1-101, fixed displacement, single flow</p> <p><input type="checkbox"/> <b>HPE-F41</b> Rear engine mounted hydraulic pump F1-41, fixed displacement, single flow</p>
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Standard Equipment

Optional Equipment

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# MODEL RANGE

## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

<ul style="list-style-type: none"> <li>□ <b>HPE-F51</b> Rear engine mounted hydraulic pump F1-51, fixed displacement, single flow</li> <li>□ <b>HPE-F61</b> Rear engine mounted hydraulic pump F1-61, fixed displacement, single flow</li> <li>□ <b>HPE-F81</b> Rear engine mounted hydraulic pump F1-81, fixed displacement, single flow</li> <li>□ <b>HPE-T53</b> Rear engine mounted hydraulic pump F2-53/53, fixed displacement, twin flow</li> <li>□ <b>HPE-T70</b> Rear engine mounted hydraulic pump F2-70/35, fixed displacement, twin flow</li> <li>□ <b>HPE-V45</b> Rear engine mounted hydraulic pump VP1-45, variable displacement, single flow</li> <li>□ <b>HPE-V75</b> Rear engine mounted hydraulic pump VP1-75, variable displacement, single flow</li> <li>□ <b>PTPT-D</b> Automatic gearbox driven power take-off, 1 front/upper connection (DIN 5462 / ISO 7653) for plug-in pump (max. 850 Nm).</li> <li>□ <b>PTPT-F</b> Automatic gearbox driven Power take-off, 1 front/upper rear facing flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 850 Nm).</li> <li>□ <b>PTR-D</b> Mechanical gearbox driven low speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 1000 Nm).</li> <li>□ <b>PTR-DH</b> Mechanical gearbox driven high speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</li> <li>□ <b>PTR-DM</b> Mechanical gearbox driven medium speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</li> <li>□ <b>PTR-F</b> Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 1000 Nm).</li> <li>□ <b>PTR-FH</b> Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).</li> <li>□ <b>PTR-FL</b> Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).</li> <li>□ <b>PTRD-D</b> 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).</li> <li>□ <b>PTRD-D1</b> 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).</li> <li>□ <b>PTRD-D2</b> 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).</li> <li>□ <b>PTRD-F</b> Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 870 Nm).</li> <li>□ <b>HPG-F101</b> Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow</li> <li>□ <b>HPG-F41</b> Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow</li> <li>□ <b>HPG-F51</b> Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow</li> <li>□ <b>HPG-F61</b> Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow</li> <li>□ <b>HPG-F81</b> Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow</li> </ul>	<ul style="list-style-type: none"> <li>□ <b>DRC-AMIII</b> Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition</li> <li>■ <b>DRC-AUTO</b> Regeneration control of diesel filter particulates - fully automatic (in motion)</li> <li>□ <b>1DAYDIG2</b> Gen 2 one day digital tachograph, EC approved</li> <li>■ <b>1DAYDIG4</b> Gen 4 one day digital tachograph, EC approved</li> <li>□ <b>ARSL</b> 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.</li> <li>□ <b>SPEED-DU</b> 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).</li> <li>■ <b>ESP-BAS1</b> 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.</li> <li>□ <b>ESPC-RO</b> ESP (Electronic Stability Program) functionality control - Reduced / Off</li> <li>□ <b>HWSS-AC</b> Adaptive cruise control with forward collision warning</li> <li>□ <b>HWSS-ACB</b> Adaptive cruise control with forward collision warning (stationary and moving objects) and emergency braking. Using both radar and camera to collect info.</li> <li>■ <b>HWSS-FCB</b> Forward collision warning (stationary and moving objects) with emergency braking</li> <li>■ <b>LSS-DW</b> Lane keeping support - lane departure warning system</li> <li>□ <b>LCS</b> Lane Change Support</li> <li>□ <b>LCS4</b> Side Collision Avoidance Support, passenger and driver side</li> <li>□ <b>DAS-W</b> Driver Alert Support (drowsy driver warning)</li> <li>□ <b>RSENS-W</b> Wiper rain sensor</li> <li>□ <b>CU-ECC</b> Fully electrically controlled air conditioning with sun sensor</li> <li>□ <b>CU-ECC2</b> Fully electrically controlled air conditioning with sun sensor, mist sensor, air quality sensor and carbon filter</li> <li>■ <b>CU-MCC</b> Electrical manually controlled air conditioning</li> <li>■ <b>IMMOBIL</b> Immobiliser</li> <li>□ <b>ALARM-E</b> Burglar alarm - cab/body/trailer</li> </ul>
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### Cab Interior, Driving

<ul style="list-style-type: none"> <li>■ <b>STWPOS-L</b> Left hand drive</li> <li>□ <b>STWM-LE</b> Leather steering wheel</li> <li>□ <b>STGW-AD2</b> Mechanically adjustable steering wheel with neck tilt</li> <li>■ <b>STGW-ADJ</b> Mechanically adjustable steering wheel</li> <li>□ <b>AIRBAG</b> Airbag on driver side</li> <li>□ <b>INST-BAS</b> 24-HDV - Instrumentation, high performance 12" fully dynamic instrument cluster. CLASS-HDV - Basic level instrument cluster - 4 inch monochrome display 240x320 pix</li> </ul>
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■ Standard Equipment      □ Optional Equipment

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## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

<ul style="list-style-type: none"> <li>□ <b>PHONE-PK</b> Telephone preparation kit (antenna, antenna attachment, cable from antenna to radio shelf).</li> <li>□ <b>ISUNS-BS</b> Manually manoeuvred side interior sun visor (roller blind type) on both sides</li> <li>■ <b>ISUNS-DS</b> Manually manoeuvred side interior sun visor (roller blind type) on driver side</li> <li>□ <b>ISUNF-B</b> Interior front plastic sun visors (driver and passenger side) without mirror on driver side</li> <li>□ <b>ISUNF-MD</b> Interior front plastic sun visors (driver and passenger side) with mirror on driver side</li> <li>□ <b>ISUNF-RE</b> Electrical textile interior sun visor (roller blind) integrated in front shelf</li> <li>■ <b>ISUNF-RM</b> Manual interior textile sun visor (roller-blind) integrated in front shelf</li> <li>□ <b>ADFS</b> Two extra DIN slots in front shelf (push/pull storage), 165x40x180 mm (WxHxD)</li> <li>□ <b>BUPALARM</b> Reversing warning unit (back-up alarm)</li> <li>□ <b>RTOLL-PK</b> Preparation kit for road toll collect (GPS/GSM antenna and cables)</li> <li>□ <b>LOADIND</b> Load indicator with dashboard display. Measures axle pressures, load weight and total weight of truck and one trailer.</li> <li>□ <b>REMC-MF</b> Wireless remote control - multi functional</li> <li>□ <b>FIREXT2G</b> 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.</li> <li>□ <b>FIREXT3S</b> 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.</li> <li>□ <b>WARNVEST</b> 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.</li> <li>■ <b>WARNTRI2</b> 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</li> <li>■ <b>AIDKIT</b> 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"> <li>• 1 first-aid instruction</li> <li>• 1 pair of scissors</li> <li>• 2 triangular bandage, unbleached cotton cloth</li> <li>• 2 pairs of protective gloves (large)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 3 gauze bandages 80x4000 mm</li> <li>• 2 gauze bandages 60x4000 mm</li> <li>• 1 bandaging cloth 600x800 mm</li> <li>• 2 bandaging cloths 400x600 mm</li> <li>• 6 gauze dressings 100x100 mm (3x2)</li> <li>• 1 adhesive bandage 60x100 mm</li> <li>• 1 adhesive tape 25x5000 mm</li> <li>• 1 first-aid packet 100x120 mm</li> <li>• 3 first-aid packets 80x100 mm</li> <li>• 1 rescue sheet 1600x2100 mm (gold/silver)</li> </ul> <ul style="list-style-type: none"> <li>□ <b>AIDKIT1B</b> First aid kit containing sticking plaster, compresses, elastic bandages, gloves, scissors, triangular bandage, bandaging cloths, adhesive tape and rescue sheet (German requirements)</li> <li>□ <b>WARNLAMP</b> Portable warning lamp with batteries</li> <li>□ <b>LAMP-IN</b> 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</li> <li>□ <b>BULBKIT</b> Bulb and fuse kit</li> <li>□ <b>WRITEPAD</b> Writing pad with spring-loaded paper clip</li> </ul>
<b>Cab Interior, Living</b>	
<ul style="list-style-type: none"> <li>■ <b>DST-CF1</b> Driver seat, comfort, suspended</li> <li>□ <b>DST-CF4</b> Driver seat, comfort, suspended, belt in seat</li> <li>□ <b>DST-CF5</b> Driver seat, comfort, suspended, belt in seat, electrically heated</li> <li>□ <b>DST-CF6</b> Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated</li> <li>□ <b>SBD-RED</b> 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.</li> <li>□ <b>SBPRE-DS</b> Driver seat belt pretensioner</li> <li>□ <b>PST-BAS1</b> Passenger seat, basic, non suspended</li> <li>□ <b>PST-CF4</b> Passenger seat, comfort, suspended, belt in seat</li> <li>□ <b>PST-CF5</b> Passenger seat, comfort, suspended, belt in seat, electrically heated</li> <li>■ <b>PST-STD2</b> Passenger seat, regular, non suspended</li> <li>□ <b>PST-STD4</b> Passenger seat, regular, suspended</li> <li>□ <b>SBPRE-PS</b> Passenger seat belt pretensioner</li> <li>□ <b>ARMRE-BB</b> Two armrests on both driver and passenger seats</li> <li>□ <b>ARMRE-DB</b> Two armrests on driver seat</li> <li>□ <b>ARMRE-PB</b> Two armrests on passenger seat</li> <li>□ <b>ARU-BAS</b> Vinyl armrest upholstery</li> <li>□ <b>ARU-LEA</b> Leather armrest upholstery</li> <li>■ <b>FMAT-RUB</b> Two black rubber floor mats</li> <li>□ <b>FMAT-TX2</b> Two textile (dark grey on FH/FM, black on FH16) and two black rubber floor mats</li> <li>□ <b>LBK70</b> Lower fixed bunk, not foldable - 2000x700 mm. Safety net included.</li> <li>□ <b>MATL-FI</b> Mattress lower bunk - firm for over approx. 100 kg, pocket springs.</li> <li>□ <b>MATL-SF</b> Mattress lower bunk - semi-firm up to approx 100 kg, pocket springs.</li> <li>□ <b>OLMAT-BA</b> Overlay mattress protector, 28 mm thick black textile</li> <li>□ <b>OLMAT-PR</b> Overlay mattress protector, 35 mm thick black textile</li> <li>□ <b>TBK60F</b> Fixed top bunk 600x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included.</li> <li>□ <b>TBK70F</b> Fixed top bunk 700x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included.</li> </ul>	<ul style="list-style-type: none"> <li>■ <b>Standard Equipment</b></li> <li>□ <b>Optional Equipment</b></li> </ul>

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<input type="checkbox"/> <b>PH-CAB2</b>	Cab parking heater, 2 kW	<input checked="" type="checkbox"/> <b>DGLAS-H</b>	Tempered door glass
<input type="checkbox"/> <b>PH-ENGCA</b>	Engine and cab parking heater	<input type="checkbox"/> <b>DGLAS-L</b>	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.
<input type="checkbox"/> <b>PH-SS</b>	Short stop heater		
<input type="checkbox"/> <b>SLCP-BAS</b>	Basic sleeper control panel (controlling interior light, parking heater, roof hatch and door lock)	<input type="checkbox"/> <b>LOCK-REM</b>	Central door locking with remote control
<input type="checkbox"/> <b>ETSB-F</b>	Storage on engine tunnel - on front top	<input checked="" type="checkbox"/> <b>BUMP-HD</b>	Heavy duty front bumper
<input type="checkbox"/> <b>ETSB-FR</b>	Storage on engine tunnel - on front top and at rear cab wall	<input type="checkbox"/> <b>GUARD-EH</b>	Guard plate for cooling pipes and oil sump
<input type="checkbox"/> <b>ETSB-FRS</b>	Storage on engine tunnel - on front top & at rear cab wall & storage immersed into tunnel on RH side	<input type="checkbox"/> <b>SIDEH-B</b>	Guide rail on day cab driver side
<input type="checkbox"/> <b>ETSB-FS</b>	Storage on engine tunnel - on front top and storage immersed into tunnel on right hand side	<input type="checkbox"/> <b>SIDSTP-R</b>	Side ladder and guide rail on on day cab driver side
<input type="checkbox"/> <b>ETSB-R</b>	Fixed engine tunnel storage box at rear cab wall	<input checked="" type="checkbox"/> <b>BUGNET</b>	Radiator screen / Mosquito net (PVC coated fibreglass) in front of radiator
<input type="checkbox"/> <b>ETSB-RS</b>	Storage on engine tunnel - at rear cab wall and storage immersed into tunnel on right hand side	<input type="checkbox"/> <b>CTILT-P-E</b>	Electrical cab tilt pump
<input type="checkbox"/> <b>ETSB-S</b>	Storage on engine tunnel - immersed into tunnel on right hand side	<input checked="" type="checkbox"/> <b>CTILT-P-M</b>	Manual cab tilt pump
<input type="checkbox"/> <b>RUS-BAS</b>	Rear cab upper storage 154 litres (300 mm high)	<input type="checkbox"/> <b>FCABS-A</b>	Air front cab suspension
<input type="checkbox"/> <b>RUS-HIG</b>	Rear cab upper storage 245 litres (440 mm high)	<input checked="" type="checkbox"/> <b>FCABS-M</b>	Mechanical cab suspension
<input type="checkbox"/> <b>REF-ICPK</b>	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.	<input type="checkbox"/> <b>RCABS-A</b>	Air rear cab suspension
<input type="checkbox"/> <b>REFR-RUS</b>	28 litre rear upper wall mounted refrigerator with deviders	<input checked="" type="checkbox"/> <b>RCABS-M</b>	Mechanical rear cab suspension
<input type="checkbox"/> <b>MICRO-PK</b>	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.	<input type="checkbox"/> <b>MIRCFCPX</b>	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.
<input type="checkbox"/> <b>BOTH-D</b>	One 1.5 litre plastic soft-drink bottle holder under dashboard centre section	<input checked="" type="checkbox"/> <b>MIRCOMFX</b>	El heated & operated robust main rear view mirrors, electrically heated wide angle mirrors (both sides). Close view mirror on passenger side.
<input type="checkbox"/> <b>COFMA-PK</b>	Preparation kit (24V) for coffee maker	<input checked="" type="checkbox"/> <b>AMIR-F20</b>	Front close view mirror above windscreen, passenger side (radius 200 mm)
<input checked="" type="checkbox"/> <b>INLI-BAS</b>	Interior white light with smooth light transition at on/off, no dimming	<input type="checkbox"/> <b>SUNV-H</b>	Exterior transparent dark grey front sun visor
<input type="checkbox"/> <b>INLI-NL</b>	Interior white and red (night) light with smooth light transition at on/off	<input type="checkbox"/> <b>AD-ROOF</b>	Roof air deflector. Design (length, height etc.) automatically calculated and varies depending on vehicle total height (chassis height, cab type, tyres etc).
<input type="checkbox"/> <b>INLI-NLD</b>	Interior white and red (night) light with smooth light transition at on/off and dimmer	<input type="checkbox"/> <b>AD-SIDES</b>	Short cab side air deflectors
<input type="checkbox"/> <b>ARL-FLEX</b>	Two (driver and passenger side) reading lamps with flexible arms (snake lamps) and led lamps fitted on side walls	<input checked="" type="checkbox"/> <b>HL-BASIC</b>	Halogen H7 head lamps
<input checked="" type="checkbox"/> <b>RH-EE</b>	Without roof hatch, sky window / emergency exit (tinted glass)	<input type="checkbox"/> <b>HL-CLEAN</b>	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
<input type="checkbox"/> <b>RH-ER</b>	Roof hatch - Electrically operated / steel / emergency exit handle	<input type="checkbox"/> <b>HLP-ST</b>	Steel headlamp protection
<input type="checkbox"/> <b>RH-ETR</b>	Roof hatch - Electrically operated / Tinted glass / Rear opening	<input type="checkbox"/> <b>HL-ADJ</b>	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.
<input type="checkbox"/> <b>RH-MTR</b>	Roof hatch - Manually operated / Tinted glass / Rear opening	<input checked="" type="checkbox"/> <b>DRL-LED</b>	V-shaped ("V-light") day running light (LED). Turned on low beam gives a dimmed "V-light".
<input checked="" type="checkbox"/> <b>GLAS-TIN</b>	Tinted windows (front/side/rear)	<input type="checkbox"/> <b>ASL-RF2</b>	Two Hella H11 70W spot lamps in sign box (one on each side of the Globetrotter sign)
<input type="checkbox"/> <b>SWIND-BS</b>	Extra side window on both sides	<input type="checkbox"/> <b>BEACOA2F</b>	Two LED warning lights on the cab front
<input type="checkbox"/> <b>SWIND-PS</b>	Rear side window on passenger side	<input type="checkbox"/> <b>BEACOA2R</b>	Two LED warning lights on the cab rear
<input type="checkbox"/> <b>AWIND-RF</b>	Rear fixed window (without curtains)	<input type="checkbox"/> <b>BEACON-P</b>	Preparation kit
<input type="checkbox"/> <b>VANMIR</b>	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.	<input type="checkbox"/> <b>BEACONA4</b>	Four LED warning lights on the cab front-rear
<input type="checkbox"/> <b>AS-FUS</b>	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.	<input type="checkbox"/> <b>CABPT-R1</b>	One front cab roof pass through on passenger side
<input type="checkbox"/> <b>INFOT-PK</b>	Preparation kit (bracket, security straps, power cable, antenna cable and aux cable) for mounting of a television above driver door.	<input checked="" type="checkbox"/> <b>CABPT-R2</b>	Two front cab roof pass throughs, one on each side
		<input type="checkbox"/> <b>SPOTP-F</b>	Spotlamp preparation in cab front, max 280W
		<input type="checkbox"/> <b>SPOTP-R</b>	Spotlamp preparation on cab roof, max 280W
		<input type="checkbox"/> <b>SPOTP-RF</b>	Spotlamp preparation on cab roof and in cab front, max 2x280W

### Cab Exterior

- 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.

Standard Equipment

Optional Equipment

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# MODEL RANGE

## FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

<input type="checkbox"/> <b>ROS-IL</b>	Illuminated roof sign with switch in radio shelf. Switch for turning on/off.	<input type="checkbox"/> <b>WLC-PKL</b>	Preparation kit (cables and switch) for low mounted working lamps back of cab (pass through in cab rear wall included). Max load 280W.
<input type="checkbox"/> <b>ROS-IL2</b>	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	<input type="checkbox"/> <b>WLC-PKLH</b>	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.
<input type="checkbox"/> <b>ROS-ILP</b>	Wiring preparation kit (wires and switch) for cab sign or roof air deflector illumination	<input type="checkbox"/> <b>ECBB-BAS</b>	Body builder electrical centre without any body builder module
<input type="checkbox"/> <b>CSGN-FMX</b>	FMX decal in the cab roof sign area	<input type="checkbox"/> <b>ECBB-HIG</b>	Body builder electrical centre with cab body builder module, 14 high and 4 low dig. outlet
<input checked="" type="checkbox"/> <b>HORN-F1S</b>	One front mounted (behind grille) single tone air horn, Jericho. Operated by steering wheel buttons.	<input checked="" type="checkbox"/> <b>ECBB-MED</b>	Body builder electrical centre with cab body builder module, 7 high and 4 low dig. outlet
<input type="checkbox"/> <b>HORN-R2S</b>	Two roof mounted single tone chromed air horns. Operated by steering wheel buttons.	<input type="checkbox"/> <b>BBCHAS1</b>	One 7-pole connector 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.
<input type="checkbox"/> <b>ANT-CBR</b>	Right hand side roof mounted foldable antenna and cables for CB radio, single aerial.	<input type="checkbox"/> <b>BBCHAS3</b>	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.
<input type="checkbox"/> <b>ACCBR-AP</b>	Front, middle & rear roof mounted accessory brackets	<input type="checkbox"/> <b>BEPR-T2</b>	Body builder electrical software preparation for tipper with remote control
<input type="checkbox"/> <b>ACCBR-F</b>	Front roof mounted accessory bracket	<input type="checkbox"/> <b>EXSTER</b>	Support for external steering control via body builder module
<input type="checkbox"/> <b>ACCBR-FM</b>	Front & middle roof mounted accessory brackets	<input type="checkbox"/> <b>TD-BAS</b>	Trailer detection without LED sensor
<input type="checkbox"/> <b>ACCBR-FR</b>	Front & rear roof mounted accessory brackets	<input checked="" type="checkbox"/> <b>TD-LED</b>	Trailer detection with LED sensor
<input type="checkbox"/> <b>ACCBR-M</b>	Middle roof mounted accessory bracket	<input type="checkbox"/> <b>FRFS-B5</b>	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).
<input type="checkbox"/> <b>ACCBR-R</b>	Rear roof mounted accessory bracket	<input type="checkbox"/> <b>FBA-BTF</b>	Lower front body attachments for torsionally flexible platform body
<input type="checkbox"/> <b>ACCBR-RM</b>	Rear & middle roof mounted accessory brackets	<input type="checkbox"/> <b>FBA-BTSF</b>	Lower front body attachments for torsionally semi-flexible body (van or curtainsider)
<input type="checkbox"/> <b>REFS-CW</b>	Reflecting white stripes mounted on cab side	<input type="checkbox"/> <b>HBA-FSFB</b>	Holes for body attachments, flexible/semi-flexible body
<input type="checkbox"/> <b>REFS-TW</b>	Reflecting white cab side stripes by-packed in cab	<input type="checkbox"/> <b>HBA-SB</b>	Holes for body attachments, stiff body
<input type="checkbox"/> <b>REFS-TY</b>	Reflecting yellow cab side stripes by-packed in cab	<input type="checkbox"/> <b>RBA-T2</b>	Lower rear body attachments for helper frame
<b>Superstructure preparations</b>			
<input type="checkbox"/> <b>SW745-EE</b>	Swapbody equipped with front stop block for wheelbase 4600 mm, body length 7150/7450 mm and load carrier height 130 mm above frame	<input type="checkbox"/> <b>CRANEPK1</b>	Crane plates mounted to frame, interface for crane capacity up to 10 ton meter
<input type="checkbox"/> <b>SW745-FE</b>	Swapbody equipped with front stop block for wheelbase 4800 mm, body length 7150/7450 mm and load carrier height 130 mm above frame	<input type="checkbox"/> <b>CRANEPK2</b>	Crane plates mounted to frame, interface for crane capacity up to 20 ton meter
<input type="checkbox"/> <b>SW745-GE</b>	Swapbody equipped with front stop block for wheelbase 4600 mm, body length 7150/7450 mm and load carrier height 190 mm above frame	<input type="checkbox"/> <b>CRANEPK4</b>	Crane plates mounted to frame, interface for crane capacity up to 40 ton meter
<input type="checkbox"/> <b>SW745-HE</b>	Swapbody equipped with front stop block for wheelbase 4800 mm, body length 7150/7450 mm and load carrier height 190 mm above frame	<input type="checkbox"/> <b>AUXL-SPK</b>	Electrical preparation kit (wiring and a switch in dashboard) for snow plough lights. Preparation for installation of additional headlights and additional turning indicators.
<input type="checkbox"/> <b>SW782-ME</b>	Swapbody equipped with front stop block for wheelbase 4900 mm, body length 7150/7450/7820 mm and load carrier height 130 mm above frame	<input type="checkbox"/> <b>TAILPRE2</b>	Tail lift preparation kit, wireless remote operation
<input type="checkbox"/> <b>SW782-OE</b>	Swapbody equipped with front stop block for wheelbase 4900 mm, body length 7150/7450/7820 mm and load carrier height 190 mm above frame	<input type="checkbox"/> <b>TAILPREP</b>	Tail lift preparation kit, wire remote operation
<input type="checkbox"/> <b>CROSSRE</b>	Cross reinforcement for swapbody	<input type="checkbox"/> <b>AESW2</b>	Two Body builder bistable electrical switches (marked AUX1 / AUX2)
<input type="checkbox"/> <b>SRWL-PK</b>	Wiring preparation for chassis mounted working lamps and a 3-position switch (On/Off/Reverse auto on).	<input type="checkbox"/> <b>AESW2PK</b>	Two Body builder bistable electrical switches (marked AUX1/AUX2) and in an empty 4-group preparation another four bistable switches with dummy switch caps
<input type="checkbox"/> <b>SWL-2FW</b>	Two white front chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).	<input type="checkbox"/> <b>AUXSW-4</b>	Wiring for 4 extra hardwired switches (from Body builder electrical centre to switch positions)
<input type="checkbox"/> <b>SWL-2RW</b>	Two white rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).	<b>Services</b>	
<input type="checkbox"/> <b>SWL-4W</b>	Four white front (2) and rear (2) chassismounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).	<input checked="" type="checkbox"/> <b>TGW-4GWL</b>	Telematics gateway with 4G modem
<input type="checkbox"/> <b>SWL-PK</b>	Wiring preparation for chassis mounted working lamps and a 2-position switch (On/Off).	<input type="checkbox"/> <b>FMS-PK</b>	Fleet Management System gateway, preparation kit
<input type="checkbox"/> <b>WL-CHPK</b>	Preparation kit (switch and cable) for working lamp, max 2x70 W. Connector on chassis at gearbox.	<input type="checkbox"/> <b>DRUT1</b>	My Truck connects the vehicle to the smartphone app, 1 year prepaid subscription
<input type="checkbox"/> <b>WLC-H2A</b>	Two H3/70W working lamps with amber coloured lens high mounted back of cab (switch incl).	<input type="checkbox"/> <b>DRUT2</b>	My Truck connects the vehicle to the smartphone app, 2 year prepaid subscription
<input type="checkbox"/> <b>WLC-H2W</b>	Two H3/70W working lamps, white lens high mounted back of cab (switch incl).	<input type="checkbox"/> <b>DRUT3</b>	My Truck connects the vehicle to the smartphone app, 3 year prepaid subscription
<input type="checkbox"/> <b>WLC-PKCH</b>	Preparation kit (cables and switch) for cab mounted chassis working lamp. Max load 280W.		
<input type="checkbox"/> <b>WLC-PKH</b>	Preparation kit (cables and switch) for high mounted working lamps back of cab (pass through in cab rear roof included). Max load 280W.		

■ Standard Equipment

□ Optional Equipment

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# MODEL RANGE

FMX D11 62 Rigid Tag Axle Diesel Rear Air FMX 62R T1A

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- 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