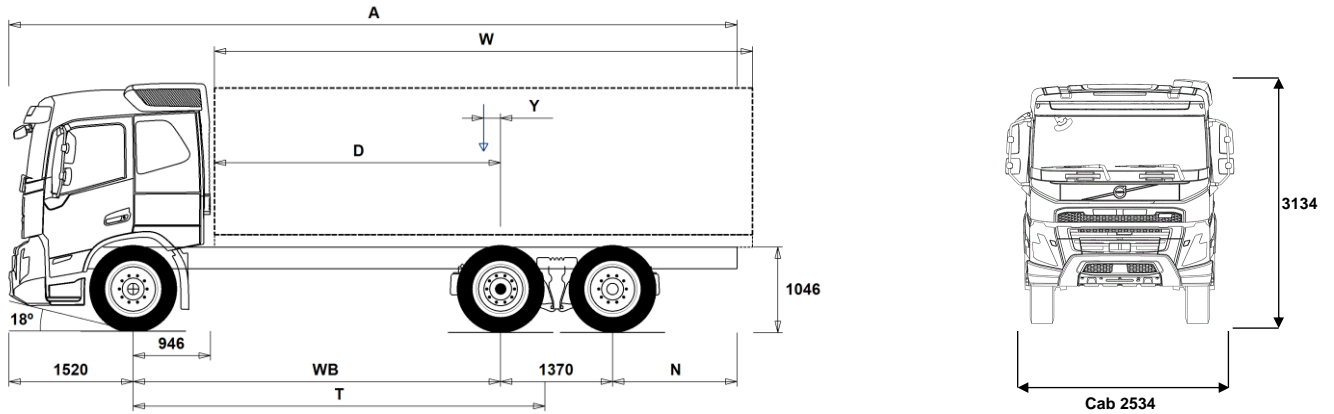


MODEL RANGE

FMX LNG 62 Tag Rigid Rear Air FMX 62R TLA2



Chassis Dimensions [mm]

WB Wheelbase	4300	4600	4800	4900	5200
A Overall Chassis Length	9565	10015	10315	10465	10965
D Center of rear axle to front of body	3304	3604	3804	3904	4204
N Rear Overhang (Min.)	825	825	825	825	1225
N Rear Overhang (Max.)	2375	2525	2625	2675	2875
T Theoretical Wheelbase	4841	5141	5341	5441	5741
Y Center of Gravity for Payload (Min.)	73	102	122	133	164
Y Center of Gravity for Payload (Max.)	73	102	122	133	164
W Body Length (Min.)	6478	7020	7380	7558	8096
W Body Length (Max.)	6478	7020	7380	7558	8096

Chassis Weights [kg]

Front Axle	4855	4890	4905	4915	4935
Rear Bogie	3295	3310	3310	3315	3330
Kerb Weight	8150	8200	8215	8230	8265
Payload (including body, driver, fuel, etc.)	17950	17900	17885	17870	17835

Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	17600	18600	19200	19500	20500
Turning Circle Diameter Wall to Wall	19000	20000	20700	21000	21900

Plated Weights [kg]

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

Important Notes

Chassis Dimensions

Cab Height: +312 mm for CAB-HSLP.
 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 FMX62RTLA2.

MODEL RANGE

FMX LNG 62 Tag Rigid Rear Air FMX 62R TLA2

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-HSL5** FMX Globetrotter sleeper cab
 - FMX-LSL5** FMX Low sleeper cab
 - FMX-SLP5** FMX Sleeper cab
 - G13C420** Gas engine, 13 litre, 420 hp
 - G13C460** Gas engine, 13 litre, 460 hp
 - EBR-EPGC** Exhaust pressure governor with Volvo compression brake
 - EBR-VEB+** Volvo Engine Brake, VEB+ (high efficiency 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.
 - AT2612F** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2600 Nm, max. permitted GCW 100000 kg.
 - 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.
 - 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
- 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)
- ### Chassis
- FST-AIR** Front air suspension
 - FST-PAR** 2 leaf front parabolic suspension (normal stiffness)
 - 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
 - RSTAB2** Rear stabilizer with medium stiffness
 - RSTAB3** Rear stiff stabilizer
 - RALIM105** First rear drive axle load limiter, 10.5 tonnes (speed controlled)
 - RALIM115** First rear drive axle load limiter, 11.5 tonnes (speed controlled)
 - RALIM95** First rear drive axle load limiter, 9.5 tonnes
 - ASF-DL1** Air suspension with 1 driving level
 - ASF-DL3** Air suspension with 3 driving levels
 - 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
 - PSS-SING** Single power steering system
 - PSP-VAR** Power steering pump with variable displacement
 - 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)
 - Auto hold
 - EBS status monitoring via Truck Electronic System
 - RST-AIR** Rear air suspension
 - RST-AIR4** Rear air suspension with increased stiffness for higher load capacity
 - SUSPL-EC** Air suspension levelling with electronic control
 - FRAME266** Frame rail section external height 266 mm
 - FRAME300** Frame rail section external height 300 mm
 - FST7070** Frame section thickness - web 7.0 mm / flange 7.0 mm
 - FST8080** Frame section thickness - web 8.0 mm / flange 8.0 mm
 - FIL-EEEB** Frame inner liner from end of engine end to end of bogie
 - FIL-EEEF** Frame inner liner from end of engine end to end of frame
 - FIL-TXEB** Frame inner liner from transmission cross member to end of bogie
 - FIL-TXEF** Frame inner liner from transmission cross member to end of frame
 - BBOX-L** Battery box on left hand side
 - BATS-S** Single energy battery storage system (2 batteries)
 - 2BAT210C** AGM batteries 2x210 Ah
 - 2BATT170** Batteries 2x170 Ah

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 LNG 62 Tag Rigid Rear Air FMX 62R TLA2

- 2BATT225** Batteries 2x225 Ah
- BATTAMP** Battery voltage and ampere gauge
- BATTIND** Battery voltage, ampere and battery status gauge with visual alerts
- ADR2** ADR adaptation - transportation of dangerous goods, 2 switches (1 inside cab in dashboard, 1 outside on cab back passenger side).
- MSWI-A** ADR main switch - ADR switch circuit shut down
- MSWI-C** Chassis main switch - battery box placed toggle switch circuit shut down
- MSWI-R** Remote controlled main switch - key fob operated circuit shut down
- R170A71** Right 170 litre aluminium 710 mm high D-shaped diesel tank
Min volume 170l
Max volume 170l
- ADTP-R** AdBlue tank on right hand side
- ADB064** AdBlue tank usable volume 64 litres, 710 mm high mounted on chassi side.
- 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 tank locks (not cab door locks). The number of fuel tank caps are depending of how many fuel tanks that are specified.
- FUFF-AS** Fuel filling anti-spillage device
- FUFF-ATS** Fuel filling anti-theft and anti-spillage devices
- LGAS155** Left 155 kilogram gas tank
- LGAS205** Left 205 kilogram gas tank
- ESH-LEFT** Horizontal muffler, left exhaust outlet
- ESH-REAR** Horizontal muffler, rear exhaust outlet
- 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.
- WHC-FIX2** Two fixed wheel chocks
- WHC-FOL2** 2 foldable wheel chocks
- WHCP-F** Wheel chock(s) in the front part of the vehicle.
- 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
- WHCP-R** Wheel chock(s) in the rear part of the vehicle
- RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame rear (or front) of rear wheels
- WHCP-T** Transport mounted wheel chock(s) in cab outer luggage compartment
- TB-R80** Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm)
- 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
- TOWMBRH** 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)
- TREL15** 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

Standard Equipment Optional Equipment

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MODEL RANGE

FMX LNG 62 Tag Rigid Rear Air FMX 62R TLA2

<p>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</p> <p>□ ATANK-AL Aluminium air tanks ■ ATANK-ST Steel air tanks</p> <p>□ REST-RUP Reflecting red stripes mounted on rear underrun protection</p> <p>□ 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.</p> <p>■ 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</p> <p>□ FRACLOS Frame end closing</p>	<p>□ JACK-15T Weight: 7.3 kg 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>□ 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</p> <p>■ TOOL-BAS This kit consists of a tool bag (case) including the following tools: • Combination screwdriver. – 1 screwdriver handle – 1 blade, Phillips/flat blade – 1 blade, Torx T10/Torx T20 – 1 blade, Torx T25/Torx T27 – 1 blade, Torx T30/Torx T40 • Socket wrench.</p> <p>□ TOOLKIT This kit consists of a tool bag (case) including the following tools: • Combination screwdriver. – 1 screwdriver handle – 1 blade, Phillips/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.</p> <p>■ 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. 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>□ GAUGE-TP Tyre pressure gauge</p>
<h3>Rims and Tyres</h3> <p>□ RT-AL Brushed aluminium rims with std holes (long stud fixing) on all axles</p> <p>□ RT-ALDP Dura-Bright polished aluminium rims with std holes (long stud fixing) on all axles</p> <p>□ RT-ALDPD Dura-Bright polished aluminium rims with countersunk holes (short stud fixing) on all axles</p> <p>□ RT-ALDU Brushed aluminium rims with countersunk holes (short stud fixing) on all axles</p> <p>■ RT-STEEL Steel rims on all axles</p> <p>□ WCAP Wheel caps</p> <p>□ SPWT-D Spare wheel with tyre equal to drive □ SPWT-F Spare wheel with tyre equal to front wheel</p> <p>□ 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.</p> <p>□ 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.</p> <p>□ 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.</p> <p>■ 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.</p>	
<p>■ Standard Equipment □ Optional Equipment</p>	

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<input type="checkbox"/> APF-ENH	Enhanced I-shift PTO functions (Auto Neutral / Reverse Inhibit / Split Box Connection)	<input checked="" type="checkbox"/> STGW-ADJ	Mechanically adjustable steering wheel
<input type="checkbox"/> RET-TH	Retarder (incl cooler) for manual and I-shift gearboxes with oil as brake fluid	<input type="checkbox"/> AIRBAG	Airbag on driver side
<input type="checkbox"/> TC-MAO	Basic performance cooler for manual/I-Shift gearboxes - air/oil	<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 type="checkbox"/> TC-MAOH2	Extra high performance cooler for manual/I-shift gearboxes - air/oil	<input type="checkbox"/> DRC-AMII	Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition
<input type="checkbox"/> 2COM1100	Dual cylinder air compressor 760 cc / 1100 l/min	<input checked="" type="checkbox"/> DRC-AUTO	Regeneration control of diesel filter particulates - fully automatic (in motion)
<input checked="" type="checkbox"/> 2COMP900	Dual cylinder air compressor - 636 cc	<input type="checkbox"/> 1DAYDIG2	Gen 2 one day digital tachograph, EC approved
<input type="checkbox"/> CLU-AIRC	Air compressor clutch automatically declutched when not needed in order to save fuel	<input checked="" type="checkbox"/> 1DAYDIG4	Gen 4 one day digital tachograph, EC approved
<input checked="" type="checkbox"/> AIRIN-HI	High air intake	<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"/> AIRIN-LO	Low air intake	<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"/> ACL1ST-S	Air cleaner with additional filter element (primary + secondary)	<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 checked="" type="checkbox"/> 24AL110B	Alternator 110 Ampere	<input type="checkbox"/> ESPC-RO	ESP (Electronic Stability Program) functionality control - Reduced / Off
<input type="checkbox"/> 24AL150B	Alternator 150 Ampere	<input type="checkbox"/> HWSS-AC	Adaptive cruise control with forward collision warning
<input checked="" type="checkbox"/> EST-AID	Engine start pre-heating element	<input checked="" 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"/> 220EBH15	Engine block heater, 220 volt, 1.5 kW	<input checked="" type="checkbox"/> HWSS-FCB	Forward collision warning (stationary and moving objects) with emergency braking
<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 checked="" type="checkbox"/> LSS-DW	Lane keeping support - lane departure warning system
<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"/> LCS	Lane Change Support
<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"/> LCS4	Side Collision Avoidance Support, passenger and driver side
<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"/> DAS-W	Driver Alert Support (drowsy driver warning)
<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"/> RSENS-W	Wiper rain sensor
<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 type="checkbox"/> CU-ECC	Fully electrically controlled air conditioning with sun sensor
<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"/> 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"/> 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 type="checkbox"/> PTRD-D2	Mechanical gearbox driven power take-off, 2 rear flange (high-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"/> 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"/> HPG-F101	Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow		
<input type="checkbox"/> HPG-F41	Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow		
<input type="checkbox"/> HPG-F51	Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow		
<input type="checkbox"/> HPG-F61	Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow		
<input type="checkbox"/> HPG-F81	Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow		

Cab Interior, Driving

- STWPOS-L** Left hand drive
- STWM-LE** Leather steering wheel
- STGW-AD2** Mechanically adjustable steering wheel with neck tilt

Standard Equipment Optional Equipment

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MODEL RANGE

FMX LNG 62 Tag Rigid Rear Air FMX 62R TLA2

<ul style="list-style-type: none"> <input type="checkbox"/> CU-ECC2 Fully electrically controlled air conditioning with sun sensor, mist sensor, air quality sensor and carbon filter ■ CU-MCC Electrical manually controlled air conditioning ■ IMMOBIL Immobiliser <input type="checkbox"/> ALARM-B Burglar alarm - cab <input type="checkbox"/> ALARM-E Burglar alarm - cab/body/trailer <input type="checkbox"/> PHONE-PK Telephone preparation kit (antenna, antenna attachment, cable from antenna to radio shelf). <input type="checkbox"/> ISUNS-BS Manually manoeuvred side interior sun visor (roller blind type) on both sides ■ ISUNS-DS Manually manoeuvred side interior sun visor (roller blind type) on driver side <input type="checkbox"/> ISUNF-B Interior front plastic sun visors (driver and passenger side) without mirror on driver side <input type="checkbox"/> ISUNF-MD Interior front plastic sun visors (driver and passenger side) with mirror on driver side <input type="checkbox"/> ISUNF-RE Electrical textile interior sun visor (roller blind) integrated in front shelf ■ ISUNF-RM Manual interior textile sun visor (roller-blind) integrated in front shelf <input type="checkbox"/> ADFS Two extra DIN slots in front shelf (push/pull storage), 165x40x180 mm (WxHxD) <input type="checkbox"/> BUPALARM Reversing warning unit (back-up alarm) <input type="checkbox"/> RTOLL-PK Preparation kit for road toll collect (GPS/GSM antenna and cables) <input type="checkbox"/> LOADIND Load indicator with dashboard display. Measures axle pressures, load weight and total weight of truck and one trailer. <input type="checkbox"/> REMC-MF Wireless remote control - multi functional <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"/> 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"/> 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. Fulfils European standard according to EN 471 class 2. ■ WARNTRI2 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 	<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 80x4000 mm • 2 gauze bandages 60x4000 mm • 1 bandaging cloth 600x800 mm • 2 bandaging cloths 400x600 mm • 6 gauze dressings 100x100 mm (3x2) • 1 adhesive bandage 60x100 mm • 1 adhesive tape 25x5000 mm • 1 first-aid packet 100x120 mm • 3 first-aid packets 80x100 mm • 1 rescue sheet 1600x2100 mm (gold/silver) First aid kit containing sticking plaster, compresses, elastic bandages, gloves, scissors, triangular bandage, bandaging cloths, adhesive tape and rescue sheet (German requirements) <input type="checkbox"/> AIDKIT1B <input type="checkbox"/> WARNLAMP Portable warning lamp with batteries <input type="checkbox"/> 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 <input type="checkbox"/> BULBKIT Bulb and fuse kit <input type="checkbox"/> WRITEPAD Writing pad with spring-loaded paper clip
<h3>Cab Interior, Living</h3>	
<ul style="list-style-type: none"> ■ DST-CF1 Driver seat, comfort, suspended <input type="checkbox"/> DST-CF4 Driver seat, comfort, suspended, belt in seat <input type="checkbox"/> DST-CF5 Driver seat, comfort, suspended, belt in seat, electrically heated <input type="checkbox"/> DST-CF6 Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated <input type="checkbox"/> 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. <input type="checkbox"/> SBPRE-DS Driver seat belt pretensioner <input type="checkbox"/> PST-BAS1 Passenger seat, basic, non suspended <input type="checkbox"/> PST-CF4 Passenger seat, comfort, suspended, belt in seat <input type="checkbox"/> PST-CF5 Passenger seat, comfort, suspended, belt in seat, electrically heated ■ PST-STD2 Passenger seat, regular, non suspended <input type="checkbox"/> PST-STD4 Passenger seat, regular, suspended <input type="checkbox"/> SBPRE-PS Passenger seat belt pretensioner <input type="checkbox"/> ARMRE-BB Two armrests on both driver and passenger seats <input type="checkbox"/> ARMRE-DB Two armrests on driver seat <input type="checkbox"/> ARMRE-PB Two armrests on passenger seat <input type="checkbox"/> ARU-BAS Vinyl armrest upholstery <input type="checkbox"/> ARU-LEA Leather armrest upholstery ■ FMAT-RUB Two black rubber floor mats <input type="checkbox"/> FMAT-T2E Two dark grey textile floor mats and two black rubber floor mats with an extended side (FMX) <input type="checkbox"/> 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. <input type="checkbox"/> 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. 	

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MODEL RANGE

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- OLMAT-BA** Overlay mattress protector, 28 mm thick black textile
- OLMAT-PR** Overlay mattress protector, 35 mm thick black textile
- 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)
- SAFE** Key operated safe box under bed (FH) or at bed end (FM)
- ETSB-F** Storage on engine tunnel - on front top
- ETSB-FS** Storage on engine tunnel - on front top 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)
- TABLE** Foldable and height adjustable table to be mounted to the lower bunk
- 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.

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.
- 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
- GUARD-EH** Guard plate for cooling pipes and oil sump
- 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** EI 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-BHID2** Bi-Xenon head lamps, high intensity discharged (heavy duty)
- 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)
- ASL-RFPK** Preparation kit for two spot lamps in sign box
- BEACOA2F** Two LED warning lights on the cab front
- BEACOA2R** Two LED warning lights on the cab rear
- BEACON-P** Preparation kit
- BEACONA4** Four LED warning lights on the cab front-rear

Standard Equipment

Optional Equipment

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<ul style="list-style-type: none"> □ 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. □ ACCBR-AP Front, middle & rear roof mounted accessory brackets □ ACCBR-F Front roof mounted accessory bracket □ ACCBR-FM Front & middle roof mounted accessory brackets □ ACCBR-FR Front & rear roof mounted accessory brackets □ ACCBR-M Middle roof mounted accessory bracket □ ACCBR-R Rear roof mounted accessory bracket □ ACCBR-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 	<ul style="list-style-type: none"> □ BBCHAS3 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 □ FBA-BTF Lower front body attachments for torsionally flexible platform body □ FBA-BTSP 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)
<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 hig and 4 low dig. outlet □ BBCHAS1 One 7-pole connector for Body builder interface. 	
<p>Services</p> <ul style="list-style-type: none"> ■ 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 	

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Volvo Trucks. Driving Progress