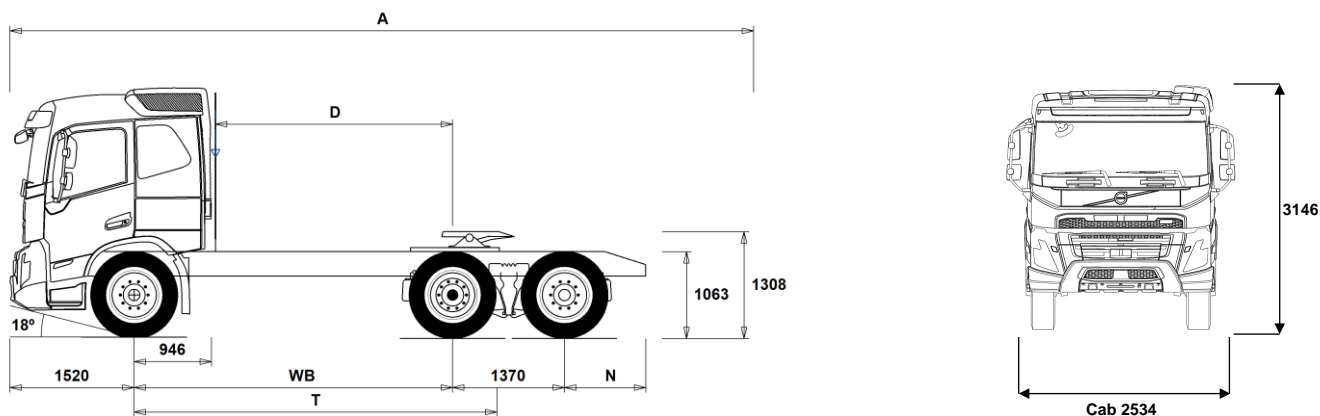


# MODEL RANGE

FMX LNG 62 Tag Tractor Rear Air FMX 62T TLA2



## Chassis Dimensions [mm]

<b>WB Wheelbase</b>	<b>3900</b>
A Overall Chassis Length	9106
D Center of rear axle to back of cab	2904
N Rear Overhang (Min.)	805
N Rear Overhang (Max.)	995
T Theoretical Wheelbase	4441

## Chassis Weights [kg]

Front Axle	4640
Rear Bogie	3655
Kerb Weight	8295

## Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	15600
Turning Circle Diameter Wall to Wall	17100

## Plated Weights [kg]

Gross Vehicle Weight	27000
Gross Combination Weight	44000
Front Axle	8000
Rear Bogie	19000

## Design

27000
44000
8000
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.  
 Height change when chassis height CHH-MED,FRAME300: 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 FMX62TTLA2.

# MODEL RANGE

## FMX LNG 62 Tag Tractor Rear Air FMX 62T 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
- 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)
- 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
- RSTAB1** Rear stabilizer with normal stiffness
- 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
- 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
- SUSPL-EC** Air suspension levelling with electronic control
- 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-TXEB** Frame inner liner from transmission cross member to end of bogie
- BBOX-EF** Battery box at end of frame when single battery system. Starter battery box on left hand side when dual battery system.
- 2BAT210C** AGM batteries 2x210 Ah
- 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

Standard Equipment       Optional Equipment

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

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<input type="checkbox"/> <b>MSWI-R</b>	Remote controlled main switch - key fob operated circuit shut down	The fender design fulfils the technical requirements of current EU directive.
<input checked="" type="checkbox"/> <b>R170A71</b>	Right 170 litre aluminium 710 mm high D-shaped diesel tank Min volume 170l Max volume 170l	<input checked="" type="checkbox"/> <b>RFH-BAS</b> Optimal fender installation (rear and 2nd front axle) with regard to legal demands, wheel/tyre sizes, chassis height and fifth wheel height.
<input type="checkbox"/> <b>ADTP-BC</b> <input checked="" type="checkbox"/> <b>ADTP-R</b>	AdBlue tank behind/under cab on right hand side AdBlue tank on right hand side	<input type="checkbox"/> <b>RFH-HIG</b> Highest fender installation (rear and 2nd front axle). Suitable for rough and very rough road conditions.
<input type="checkbox"/> <b>ADB050</b> <input checked="" type="checkbox"/> <b>ADB064</b>	AdBlue tank usable volume 50 litres, mounted behind cab. AdBlue tank usable volume 64 litres, 710 mm high mounted on chassi side.	<input type="checkbox"/> <b>RFH-LOW</b> Lower fender installation (rear and 2nd front axle). Suitable only for smooth road conditions. Increased risk of fender top wear.
<input checked="" type="checkbox"/> <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.	<input type="checkbox"/> <b>ATANK-AL</b> Aluminium air tanks <input checked="" type="checkbox"/> <b>ATANK-ST</b> Steel air tanks
<input checked="" type="checkbox"/> <b>FUFF-AS</b> <input type="checkbox"/> <b>FUFF-ATS</b>	Fuel filling anti-spillage device Fuel filling anti-theft and anti-spillage devices	<input type="checkbox"/> <b>TL-LED</b> The LED tail lamp has all functions integrated in the lamp housing: Tail light, exterior marker light, brake light, hazard warning, reverse light, rear fog light and reflector. All light functions have LED (Light Emitting Diode) lights, which means very low energy consumption. LED lamps are insensitive to vibration and have a very long operating life. They shine with the same high intensity throughout their lifetime.
<input type="checkbox"/> <b>LGAS205</b>	Left 205 kilogram gas tank	<input checked="" type="checkbox"/> <b>BLIGHT-E</b> 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
<input checked="" type="checkbox"/> <b>ESH-REAR</b>	Horizontal muffler, rear exhaust outlet	<input type="checkbox"/> <b>FRACLOS</b> Frame end closing
<input checked="" type="checkbox"/> <b>WHC-FOL2</b>	2 foldable wheel chocks	<b>Rims and Tyres</b>
<input type="checkbox"/> <b>WHCP-T</b>	Transport mounted wheel chock(s) in cab outer luggage compartment	<input type="checkbox"/> <b>RT-AL</b> Brushed aluminium rims with std holes (long stud fixing) on all axles
<input type="checkbox"/> <b>TB-R80</b>	Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm)	<input type="checkbox"/> <b>RT-ALDP</b> Dura-Bright polished aluminium rims with std holes (long stud fixing) on all axles
<input type="checkbox"/> <b>CHAIN-S</b>	The non-skid chains are on economical safety accessory that provides good grip owing to its square profile and S-shaped pattern. They are made of micro-alloy manganese steel and have a weight of 21 kg each. Using the chains does not cause any imbalance. They are supplied individually in sacks and spares are supplied with each chain. The variant includes one pair of chains except for all wheel drive 6*6, where two pairs are enclosed	<input type="checkbox"/> <b>RT-ALDPD</b> Dura-Bright polished aluminium rims with countersunk holes (short stud fixing) on all axles
<input type="checkbox"/> <b>HOOK-SC</b>	The galvanised steel hooks are a practical solution developed to store the snow chains. For Rigid's there are two hooks attached in pre-punched holes on each side of the frame rail side of the rear frame overhang. On Tractors, two hooks are mounted in an existing hole pattern on the end of the rear frame overhang and a protection shield prevents the air tank from being damaged by the snow chains. The hooks will protrude approximately 200 mm behind the chassis frame end. The weight increase for the four hooks on Rigid's is approximately 3.5 kg and for Tractors with protection shield it is approximately 3 kg	<input type="checkbox"/> <b>RT-ALDU</b> Brushed aluminium rims with countersunk holes (short stud fixing) on all axles
<input checked="" type="checkbox"/> <b>TOWF-HD1</b>	One heavy duty front towing device	<input checked="" type="checkbox"/> <b>RT-STEEL</b> Steel rims on all axles
<input checked="" type="checkbox"/> <b>RFEC-B</b>	Rear frame end, bent (standard for tractor vehicles)	<input type="checkbox"/> <b>WCAP</b> Wheel caps
<input type="checkbox"/> <b>TOWR-ONE</b>	One rear towing device in frame end cross member	<input type="checkbox"/> <b>SPWT-D</b> Spare wheel with tyre equal to drive <input type="checkbox"/> <b>SPWT-F</b> Spare wheel with tyre equal to front wheel
<input type="checkbox"/> <b>TREL15</b> <input checked="" type="checkbox"/> <b>TREL7-7</b>	15 pol electrical trailer connector (ADR certified) 2x7 pol (24N+24S) electrical trailer connectors (UADR)	<input type="checkbox"/> <b>SWCP-T</b> Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation.
<input type="checkbox"/> <b>TBC-DUO</b> <input checked="" type="checkbox"/> <b>TBC-EC</b>	Trailer brake connection, Duomatic Trailer brake connection, European Community	<input type="checkbox"/> <b>SWCP-TP</b> Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. An ordinary spare wheel carrier is also included. This carrier is transport mounted on top of the temporarily chassis frame strapped spare wheel.
<input checked="" type="checkbox"/> <b>TRBR-STA</b>	Stationary trailer brake control	<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
<input type="checkbox"/> <b>TRB-STRE</b>	Automatic low speed trailer brake activation (stretch brake) to avoid jack-knifing and to improve steerability	<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
<input checked="" type="checkbox"/> <b>RFEND-B</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.	<input type="checkbox"/> <b>JACK-20T</b> The hydraulic jack has a capacity of 20 tonnes and its low
<input checked="" type="checkbox"/> <b>Standard Equipment</b>	<input type="checkbox"/> <b>Optional Equipment</b>	

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# MODEL RANGE

## FMX LNG 62 Tag Tractor Rear Air FMX 62T TLA2

<p>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>■ <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>□ <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>■ <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>□ <b>GAUGE-TP</b> Tyre pressure gauge</p>	<p>□ <b>CLU-AIRC</b> Air compressor clutch automatically declutched when not needed in order to save fuel</p> <p>■ <b>AIRIN-HI</b> High air intake □ <b>AIRIN-LO</b> Low air intake</p> <p>□ <b>ACL1ST-S</b> Air cleaner with additional filter element (primary + secondary)</p> <p>■ <b>24AL110B</b> Alternator 110 Ampere □ <b>24AL150B</b> Alternator 150 Ampere</p> <p>■ <b>EST-AID</b> Engine start pre-heating element</p> <p>□ <b>220EBH15</b> Engine block heater, 220 volt, 1.5 kW</p> <p>□ <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>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <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).</p> <p>□ <b>HPG-F101</b> Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow</p> <p>□ <b>HPG-F41</b> Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow</p> <p>□ <b>HPG-F51</b> Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow</p> <p>□ <b>HPG-F61</b> Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow</p> <p>□ <b>HPG-F81</b> Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow</p>
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### Powertrain equipment

- **TRAP-HD** Reinforced gearbox application.  
For manual gearboxes a heavy-duty nodular iron range housing.  
For I-shift gearboxes (2412 excl.) a reinforced gear shifting system.
- **DRM-BE** I-Shift drive mode balanced economy
- **DRM-E** I-Shift drive mode economy
- **PVT-BAS** Basic topography information, learning by GPS positioning
- **PVT-MAP** Map based topography information using a high resolution commercial topography map
- **CRUIS-E** Cruise control I-Cruise with controls in the steering wheel, I-Roll incl. Adding PVT-EXT/-MAP give I-See.
- **AMSO-AUT** I-shift manual gear shift available in automatic mode incl kickdown function
- **AVO-ENH** Enhanced I-shift software for construction and off road applications
- **APF-ENH** Enhanced I-shift PTO functions (Auto Neutral / Reverse Inhibit / Split Box Connection)
- **RET-TH** Retarder (incl cooler) for manual and I-shift gearboxes with oil as brake fluid
- **TC-MAO** Basic performance cooler for manual/I-Shift gearboxes - air/oil
- **TC-MAOH2** Extra high performance cooler for manual/I-shift gearboxes - air/oil
- **2COM1100** Dual cylinder air compressor 760 cc / 1100 l/min
- **2COMP900** Dual cylinder air compressor - 636 cc

### Cab Interior, Driving

- **STWPOS-L** Left hand drive
- **STWM-LE** Leather steering wheel
- **STGW-AD2** Mechanically adjustable steering wheel with neck tilt
- **STGW-ADJ** Mechanically adjustable steering wheel
- **AIRBAG** Airbag on driver side
- **INST-BAS** 24-HDV - Instrumentation, high performance 12" fully dynamic instrument cluster.  
CLASS-HDV - Basic level instrument cluster - 4 inch monochrome display 240x320 pix
- **DRC-AMII** Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition

■ Standard Equipment      □ Optional Equipment

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

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<ul style="list-style-type: none"> <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>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-B</b> Burglar alarm - cab</li> <li>□ <b>ALARM-E</b> Burglar alarm - cab/body/trailer</li> <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> </ul>	<ul style="list-style-type: none"> <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. Fulfils 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> <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> </li> <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>
<ul style="list-style-type: none"> <li>■ Standard Equipment</li> <li>□ Optional Equipment</li> </ul>	<p><b>Cab Interior, Living</b></p> <ul style="list-style-type: none"> <li>■ <b>DST-CF1</b> Driver seat, comfort, suspended</li> </ul>

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# MODEL RANGE

## FMX LNG 62 Tag Tractor Rear Air FMX 62T TLA2

<input type="checkbox"/> <b>DST-CF4</b>	Driver seat, comfort, suspended, belt in seat	<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>DST-CF5</b>	Driver seat, comfort, suspended, belt in seat, electrically heated	<input type="checkbox"/> <b>BOTH-D</b>	One 1.5 litre plastic soft-drink bottle holder under dashboard centre section
<input type="checkbox"/> <b>DST-CF6</b>	Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated	<input type="checkbox"/> <b>COFMA-PK</b>	Preparation kit (24V) for coffee maker
<input type="checkbox"/> <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.	<input checked="" type="checkbox"/> <b>INLI-BAS</b>	Interior white light with smooth light transition at on/off, no dimming
<input type="checkbox"/> <b>SBPRE-DS</b>	Driver seat belt pretensioner	<input type="checkbox"/> <b>INLI-NL</b>	Interior white and red (night) light with smooth light transition at on/off
<input type="checkbox"/> <b>PST-BAS1</b>	Passenger seat, basic, non suspended	<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>PST-CF4</b>	Passenger seat, comfort, suspended, belt in seat	<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 type="checkbox"/> <b>PST-CF5</b>	Passenger seat, comfort, suspended, belt in seat, electrically heated	<input checked="" type="checkbox"/> <b>RH-EE</b>	Without roof hatch, sky window / emergency exit (tinted glass)
<input checked="" type="checkbox"/> <b>PST-STD2</b>	Passenger seat, regular, non suspended	<input type="checkbox"/> <b>RH-ER</b>	Roof hatch - Electrically operated / steel / emergency exit handle
<input type="checkbox"/> <b>PST-STD4</b>	Passenger seat, regular, suspended	<input type="checkbox"/> <b>RH-ETR</b>	Roof hatch - Electrically operated / Tinted glass / Rear opening
<input type="checkbox"/> <b>SBPRE-PS</b>	Passenger seat belt pretensioner	<input type="checkbox"/> <b>RH-MTR</b>	Roof hatch - Manually operated / Tinted glass / Rear opening
<input type="checkbox"/> <b>ARMRE-BB</b>	Two armrests on both driver and passenger seats	<input checked="" type="checkbox"/> <b>GLAS-TIN</b>	Tinted windows (front/side/rear)
<input type="checkbox"/> <b>ARMRE-DB</b>	Two armrests on driver seat	<input type="checkbox"/> <b>SWIND-BS</b>	Extra side window on both sides
<input type="checkbox"/> <b>ARMRE-PB</b>	Two armrests on passenger seat	<input type="checkbox"/> <b>SWIND-PS</b>	Rear side window on passenger side
<input type="checkbox"/> <b>ARU-BAS</b>	Vinyl armrest upholstery	<input type="checkbox"/> <b>AWIND-RF</b>	Rear fixed window (without curtains)
<input type="checkbox"/> <b>ARU-LEA</b>	Leather armrest upholstery	<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 checked="" type="checkbox"/> <b>FMAT-RUB</b>	Two black rubber floor mats	<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>FMAT-T2E</b>	Two dark grey textile floor mats and two black rubber floor mats with an extended side (FMX)	<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 type="checkbox"/> <b>FMAT-TX2</b>	Two textile (dark grey on FH/FM, black on FH16) and two black rubber floor mats		
<input checked="" type="checkbox"/> <b>LBK70</b>	Lower fixed bunk, not foldable - 2000x700 mm. Safety net included.		
<input type="checkbox"/> <b>MATL-FI</b>	Mattress lower bunk - firm for over approx. 100 kg, pocket springs.		
<input checked="" type="checkbox"/> <b>MATL-SF</b>	Mattress lower bunk - semi-firm up to approx 100 kg, pocket springs.		
<input type="checkbox"/> <b>OLMAT-BA</b>	Overlay mattress protector, 28 mm thick black textile		
<input type="checkbox"/> <b>OLMAT-PR</b>	Overlay mattress protector, 35 mm thick black textile		
<input type="checkbox"/> <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.		
<input type="checkbox"/> <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.		
<input type="checkbox"/> <b>PH-CAB2</b>	Cab parking heater, 2 kW		
<input type="checkbox"/> <b>PH-ENGCA</b>	Engine and cab parking heater		
<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>SAFE</b>	Key operated safe box under bed (FH) or at bed end (FM)		
<input type="checkbox"/> <b>ETSB-F</b>	Storage on engine tunnel - on front top		
<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>ETSB-S</b>	Storage on engine tunnel - immersed into tunnel on right hand side		
<input type="checkbox"/> <b>RUS-BAS</b>	Rear cab upper storage 154 litres (300 mm high)		
<input type="checkbox"/> <b>RUS-HIG</b>	Rear cab upper storage 245 litres (440 mm high)		
<input type="checkbox"/> <b>TABLE</b>	Foldable and height adjustable table to be mounted to the lower bunk		
<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>REFR-RUS</b>	28 litre rear upper wall mounted refrigerator with deviders		

Standard Equipment

Optional Equipment

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# MODEL RANGE

## FMX LNG 62 Tag Tractor Rear Air FMX 62T TLA2

<ul style="list-style-type: none"> <li>■ <b>MIRCOMFX</b> El heated &amp; operated robust main rear view mirrors, electrically heated wide angle mirrors (both sides). Close view mirror on passenger side.</li> <li>■ <b>AMIR-F20</b> Front close view mirror above windscreen, passenger side (radius 200 mm)</li> <li>□ <b>SUNV-H</b> Exterior transparent dark grey front sun visor</li> <li>□ <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).</li> <li>□ <b>AD-SIDEL</b> Long cab side air deflector</li> <li>□ <b>AD-SIDES</b> Short cab side air deflectors</li> <li>■ <b>HL-BASIC</b> Halogen H7 head lamps</li> <li>□ <b>HL-BHID2</b> Bi-Xenon head lamps, high intensity discharged (heavy duty)</li> <li>□ <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</li> <li>□ <b>HLP-ST</b> Steel headlamp protection</li> <li>□ <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.</li> <li>■ <b>DRL-LED</b> V-shaped ("V-light") day running light (LED). Turned on low beam gives a dimmed "V-light".</li> <li>□ <b>ASL-RF2</b> Two Hella H11 70W spot lamps in sign box (one on each side of the Globetrotter sign)</li> <li>□ <b>ASL-RFPK</b> Preparation kit for two spot lamps in sign box</li> <li>□ <b>BEACOA2F</b> Two LED warning lights on the cab front</li> <li>□ <b>BEACOA2R</b> Two LED warning lights on the cab rear</li> <li>□ <b>BEACON-P</b> Preparation kit</li> <li>□ <b>BEACONA4</b> Four LED warning lights on the cab front-rear</li> <li>□ <b>CABPT-R1</b> One front cab roof pass through on passenger side</li> <li>■ <b>CABPT-R2</b> Two front cab roof pass throughs, one on each side</li> <li>□ <b>SPOTP-F</b> Spotlamp preparation in cab front, max 280W</li> <li>□ <b>SPOTP-R</b> Spotlamp preparation on cab roof, max 280W</li> <li>□ <b>SPOTP-RF</b> Spotlamp preparation on cab roof and in cab front, max 2x280W</li> <li>□ <b>ROS-IL</b> Illuminated roof sign with switch in radio shelf. Switch for turning on/off.</li> <li>□ <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</li> <li>□ <b>ROS-ILP</b> Wiring preparation kit (wires and switch) for cab sign or roof air deflector illumination</li> <li>□ <b>CSGN-FMX</b> FMX decal in the cab roof sign area</li> <li>■ <b>HORN-F1S</b> One front mounted (behind grille) single tone air horn, Jericho. Operated by steering wheel buttons.</li> <li>□ <b>HORN-R2S</b> Two roof mounted single tone chromed air horns. Operated by steering wheel buttons.</li> <li>□ <b>ANT-CBR</b> Right hand side roof mounted foldable antenna and cables for CB radio, single aerial.</li> <li>□ <b>ACCB-R-AP</b> Front, middle &amp; rear roof mounted accessory brackets</li> <li>□ <b>ACCB-R-F</b> Front roof mounted accessory bracket</li> <li>□ <b>ACCB-R-FM</b> Front &amp; middle roof mounted accessory brackets</li> <li>□ <b>ACCB-R-FR</b> Front &amp; rear roof mounted accessory brackets</li> <li>□ <b>ACCB-R-M</b> Middle roof mounted accessory bracket</li> <li>□ <b>ACCB-R-R</b> Rear roof mounted accessory bracket</li> </ul>	<ul style="list-style-type: none"> <li>□ <b>ACCB-RM</b> Rear &amp; middle roof mounted accessory brackets</li> <li>□ <b>REFS-TW</b> Reflecting white cab side stripes by-packed in cab</li> <li>□ <b>REFS-TY</b> Reflecting yellow cab side stripes by-packed in cab</li> </ul> <p><b>Superstructure preparations</b></p> <ul style="list-style-type: none"> <li>□ <b>5WM-ASM</b> Fifth wheel mounting on air actuated slider and 50 mm L-profiles</li> <li>■ <b>5WM-ISOM</b> Fifth wheel ISO mounting on medium L-profiles (t=8 mm) with 10 mm ISO tie plate. L-profile height above frame = 50 mm. Total height above frame 60 mm.</li> <li>□ <b>5WM-LPRO</b> Fifth wheel mounting on 8 mm Volvo L-profiles. Total height above frame 0 mm.</li> <li>□ <b>5WM-MASM</b> Fifth wheel mounting on adjustable manual slider and medium L-profiles (t=8 mm). Saddle not included. Total height above frame 50 mm. Specified fifth wheel position always gives rearmost position.</li> <li>□ <b>5WH150</b> Fifth wheel leg-height 150 mm</li> <li>□ <b>5WH175</b> Fifth wheel leg-height 175 mm</li> <li>■ <b>5WH185</b> Fifth wheel leg-height 185 mm</li> <li>□ <b>5WH195</b> Fifth wheel leg-height 195 mm</li> <li>□ <b>5WH200</b> Fifth wheel leg-height 200 mm</li> <li>□ <b>5WH205</b> Fifth wheel leg-height 205 mm</li> <li>□ <b>5WH210</b> Fifth wheel leg-height 210 mm</li> <li>□ <b>5WH220</b> Fifth wheel leg-height 220 mm</li> <li>□ <b>5WH230</b> Fifth wheel leg-height 230 mm</li> <li>□ <b>5WT-FO14</b> Fontaine 150SP2 pressed steel fixed fifth wheel</li> <li>□ <b>5WT-FO15</b> Fontaine cast iron 3000 series air actuated sliding fifth wheel. Specified fifth wheel position always gives rearmost position.</li> <li>□ <b>5WT-JO10</b> Jost JSK 36 pressed steel fixed fifth wheel</li> <li>□ <b>5WT-JO8</b> Jost JSK 37 cast iron fixed fifth wheel</li> <li>■ <b>5WT-JO9</b> Jost JSK 42 cast iron fixed fifth wheel</li> <li>□ <b>5WT-SH</b> SAF-Holland/+GF+ SK-S 36.20 V cast iron fixed fifth wheel</li> <li>■ <b>5WLM-B</b> Basic fifth wheel maintenance</li> <li>□ <b>5WLM-L</b> Low fifth wheel maintenance with plastic top plate</li> <li>□ <b>5WL-S1</b> Fifth wheel lubrication - locking mechanism and top plate</li> <li>□ <b>5WL-S2</b> Fifth wheel lubrication - locking mechanism</li> <li>□ <b>TCIND</b> Trailer connection indication with sensors for height, kingpin and coupling lock</li> <li>■ <b>RDECK</b> Basic rear deck (one plate between frame rails and one over left fuel tank or left battery box)</li> <li>□ <b>RDECK-M</b> Medium rear deck (two plates between frame rails and one over left fuel tank or left battery box)</li> <li>□ <b>SRWL-PK</b> Wiring preparation for chassis mounted working lamps and a 3-position switch (On/Off/Reverse auto on).</li> <li>□ <b>SWL-2RA</b> Two amber rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).</li> <li>□ <b>SWL-2RW</b> Two white rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).</li> <li>□ <b>SWL-PK</b> Wiring preparation for chassis mounted working lamps and a 2-position switch (On/Off).</li> <li>□ <b>WL-TA1A</b> Trailer arch working lamp with amber coloured lens and H3/35W bulb</li> <li>■ <b>WL-TA1W</b> Trailer arch working lamp with white lens and LED/70W bulb</li> <li>□ <b>WLC-H2A</b> Two H3/70W working lamps with amber coloured lens high mounted back of cab (switch incl).</li> <li>□ <b>WLC-H2W</b> Two H3/70W working lamps, white lens high mounted back of cab (switch incl).</li> <li>□ <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.</li> <li>□ <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.</li> <li>□ <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.</li> <li>■ <b>ECBB-BAS</b> Body builder electrical centre without any body builder module</li> </ul>
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■ Standard Equipment

□ Optional Equipment

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## FMX LNG 62 Tag Tractor Rear Air FMX 62T TLA2

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- **ECBB-HIG** Body builder electrical centre with cab body builder module, 14 high and 4 low dig. outlet
- **ECBB-MED** Body builder electrical centre with cab body builder module, 7 high and 4 low dig. outlet
- **BBCHAS1** One 7-pole connector for Body builder interface.  
Wiring harness routed from the bodybuilder electrical distribution box inside the cab to a connection point inside the right frame rail beside the gearbox.
- **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
- **AUXL-SPK** Electrical preparation kit (wiring and a switch in dashboard) for snow plough lights.  
Preparation for installation of additional headlights and additional turning indicators.
- **TAILPRE2** Tail lift preparation kit, wireless remote operation
- **TAILPREP** Tail lift preparation kit, wire remote operation
- **AESW2** Two Body builder bistable electrical switches (marked AUX1 / AUX2)
- **AESW2PK** Two Body builder bistable electrical switches (marked AUX1/AUX2) and in an empty 4-group preparation another four bistable switches with dummy switch caps
- **AUXSW-4** Wiring for 4 extra hardwired switches (from Body builder electrical centre to switch positions)

### Services

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