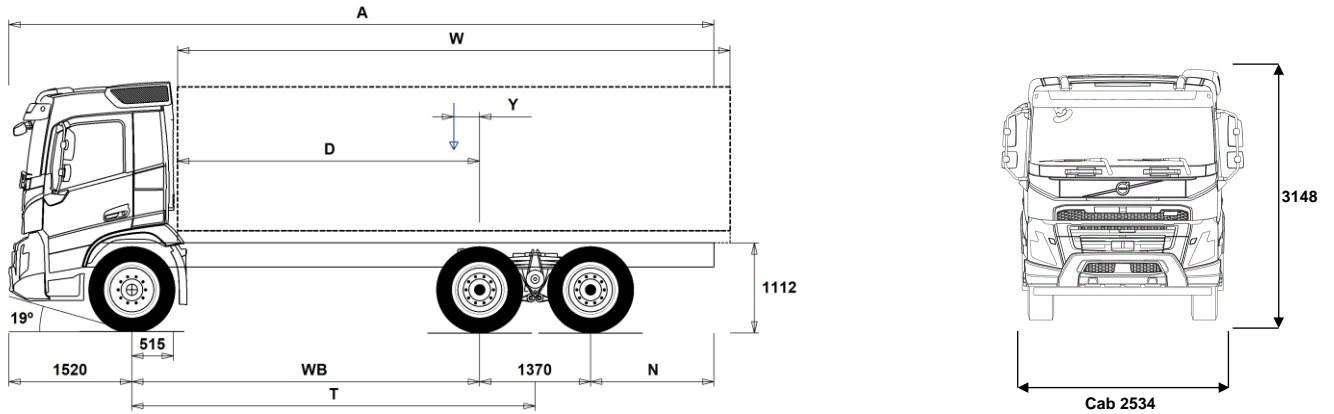


# MODEL RANGE

FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L



## Chassis Dimensions [mm]

WB Wheelbase	3200	3400	3700	3900	4300	4600	4900	5200	5600
A Overall Chassis Length	7865	8165	8615	8915	9565	10715	10465	10965	11565
D Center of rear axle to front of body	2635	2835	3135	3335	3735	4035	4335	4635	5035
N Rear Overhang (Min.)	825	825	825	825	825	825	825	1225	1225
N Rear Overhang (Max.)	1775	1875	2025	2125	2375	3225	2675	2875	3075
T Theoretical Wheelbase	3885	4085	4385	4585	4985	5285	5585	5885	6285
Y Center of Gravity for Payload (Min.)	-77	-46	0	30	91	148	181	228	286
Y Center of Gravity for Payload (Max.)	-77	-46	0	30	91	148	181	228	286
W Body Length (Min.)	5423	5762	6270	6608	7287	7773	8307	8814	9491
W Body Length (Max.)	5423	5762	6270	6608	7287	7773	8307	8814	9491

## Chassis Weights [kg]

Front Axle	4720	4725	4735	4740	4760	4740	4790	4795	4815
Rear Bogie	3330	3345	3370	3385	3445	3575	3505	3535	3580
Kerb Weight	8050	8070	8105	8125	8205	8315	8295	8330	8395
Payload (including body, driver, fuel, etc.)	20950	20930	20895	20875	20795	20685	20705	20670	20605

## Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	13900	14500	15500	16100	17300	18200	19100	20000	21300
Turning Circle Diameter Wall to Wall	15400	16000	16900	17600	18800	19700	20600	21500	22800

## Plated Weights [kg]

	Design
Gross Vehicle Weight	29000
Gross Combination Weight	44000
Front Axle	8000
Rear Bogie	21000

## Important Notes

### Chassis Dimensions

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

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

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

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

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

Weight and dimensions are based upon the following tyres:

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

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

Turning diameters are theoretically calculated.

Legal weights can differ from country to country.

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

Do NOT use this drawing for bodybuilding. Refer to Volvo Bodybuilder Instructions and chassis assembly drawing FMX64R3L.

# MODEL RANGE

## FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

### Transport operation

- **RC-ROUGH** The truck is optimised to suit the type of road the truck is going to be used on. Using the Road Condition parameter facilitates specification of frame thickness, suspension and other features.
  - For driving on badly maintained surfaced roads and hard-packed sand or gravel and other surfaces of good or bad quality. These vehicles are robust and built for long-lasting usage in tough conditions
- **RC-VROUGH** The truck is optimised to suit the type of road the truck is going to be used on. Using the Road Condition parameter facilitates specification of frame thickness, suspension and other features.
  - The road condition is assessed as Very Rough if more than 5% of the total distance is covered on extremely poor roads or off-road.
- **GARB-PRE** Garbage preparation
- **TIPP-PRE** Tipper vehicle preparation
- **UNIFORM** Basic platform vehicle

### Core components

- **CHH-HIGH** Chassis height high - approx. 1000 mm above ground level
- **CHH-XHIGH** Chassis height extra high - approx. 1030 mm above ground level
- **RADD-BR** Rear leaf suspension, 2 axles - 2 driven (B-ride)
- **RADD-TR1** Rear leaf suspension, 2 axles - 2 driven (Max. technical bogie load 26 tonnes)
- **RADD-TR2** Rear leaf suspension, 2 axles - 2 driven (Max. technical bogie load 32 tonnes)
- **RADD-TR3** Rear leaf suspension, 2 axles - 2 driven (Max. technical bogie load 38 tonnes)
- **CDCOPREP** Cab day cut out preparation, free text CA needed
- **FMX-CREW** FMX Crewcab, free text CA needed.
- **FMX-DAY5** FMX Day cab
- **FMX-HSL5** FMX Globetrotter sleeper cab
- **FMX-LDA5** FMX Low Day cab
- **FMX-LSL5** FMX Low sleeper cab
- **FMX-SLP5** FMX Sleeper cab
- **EU6HT** Turbo-TC Euro 6 emission level with High Torque EGR and particulate filter
- **EU6SCR** Euro 6 emission level with Selective Catalytic Reduction (SCR), particulate filter and Exhaust Gas Recirculation (EGR)
- **D13S420A** New:Diesel engine with Turbo-S, 12.8 litre Euro 6 SCR+EGR (Diesel Particulate Filter),420 hp,2100 NM
- **D13S460A** New:Diesel engine with Turbo-S, 12.8 litre Euro 6 SCR+EGR (Diesel Particulate Filter),460 hp,2300 Nm
- **D13S500A** New:Diesel engine with Turbo-S, 12.8 litre Euro 6 SCR+EGR(Diesel Particulate Filter),500 hp,2500 Nm
- **D13S540A** New:Diesel engine Turbo-S, 12.8 litre Euro 6 SCR+EGR (Diesel Particulate Filter),540 hp,2600 Nm
- **D13K420** Diesel engine, 12.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 420 hp
- **D13K460** Diesel engine, 12.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 460 hp
- **D13K500** Diesel engine, 12.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 500 hp.
- **D13K540** Diesel engine, 12.8 litre Euro 6 SCR + EGR (Diesel Particulate Filter), 540 hp
- **EBR-EPG** Engine brake with exhaust pressure governor, EPG
- **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.
- **AT2612** I-Shift automated mechanical 12-speed gearbox without clutch pedal, max. engine torque 2600 Nm, max.

- **ATO2612** I-Shift automated mechanical 12-speed overdrive gearbox without clutch, max. engine torque 2600 Nm, max. Suitable for hub reduction rear axles.
- **PT2606** Powertronic automatic 6-speed gearbox, max. engine torque 2600 Nm, max. permitted GCW 130000 kg
- **SPO2812** Semi power shift dual clutch 12-speed overdrive gearbox, max. engine torque 2800 Nm, max permitted GCW 80 000 kg.
- **ASO-C** One crawler gear
- **ASO-ULC** Two crawler gears, one ultra low crawler and one crawler
- **RTH2610B** Rear hub reduction tandem axles - bogie load 26 tonnes, GCW 100 tonnes, 4 planet gears
- **RTH2610F** Rear hub reduction tandem axles - bogie load 26 tonnes, GCW 100 tonnes, version F
- **RTH3210F** Rear hub reduction tandem axles - bogie load 32 tonnes, GCW 100 tonnes, version F
- **RTH3212F** Rear hub reduction tandem axles - bogie load 32 tonnes, GCW 120 tonnes, version F
- **RTH3312** Rear hub reduction tandem axles - bogie load 33 tonnes, GCW 120 tonnes
- **RTH3815** Rear hub reduction tandem axles - bogie load 38 tonnes, GCW 150 tonnes
- **RTS2310A** Rear single reduction tandem axle - bogie load 23 tonnes, GCW100 tonnes
- **RTS2370A** Rear single reduction tandem axles - bogie load 23 tonnes, GCW 70 tonnes
- **PTO-HT16** High torque Power take-off 1600Nm (Free text CA needed)
- **PTO-HT20** High torque Power take-off 2000Nm (Free text CA needed)

### Packages

- **FP-D13+** Fuel package for EU6 D13 engines
- **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** Visibility package FMX
- **GSR2024** General safety regulations 2024
- **GSR2024+** General safety regulations 2024 plus
- **SAFE22** Safety package (VTE)
- **SAFE22+** Safety Plus package (VTE)
- **OFFROADD** Construction package for FM/FMX day cab
- **OFFROADS** Construction package for sleeper cabs
- **CHASPAC** Rigid chassis package

### Chassis

- **FST-PAR** 2 leaf front parabolic suspension (normal stiffness)
- **FST-PAR3** 3 leaf front parabolic suspension (stiffer than normal)
- **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
- **RAL21** Rear axles load 21 tonnes
- **RAL23** Rear axles load 23 tonnes
- **RAL26** Rear axles load 26 tonnes
- **RAL32** Rear axles load 32 tonnes

- Standard Equipment
- Optional Equipment

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

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# MODEL RANGE

## FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

<input type="checkbox"/> <b>RAL38</b>	Rear axles load 38 tonnes	<input type="checkbox"/> <b>BATTIND</b>	Battery voltage, ampere and battery status gauge with visual alerts
<input type="checkbox"/> <b>RSTAB1</b>	Rear stabilizer with normal stiffness	<input type="checkbox"/> <b>ADR2</b>	ADR adaptation - transportation of dangerous goods, 2 switches (1 inside cab in dashboard, 1 outside on cab back passenger side).
<input type="checkbox"/> <b>RSAP2</b>	Heavy duty rear suspension application (with reinforcements)	<input type="checkbox"/> <b>MSWI-A</b>	ADR main switch - ADR switch circuit shut down
<input type="checkbox"/> <b>ACTST-TO</b>	Volvo Dynamic Steering (VDS) with extra pump and torque overlay	<input checked="" type="checkbox"/> <b>MSWI-C</b>	Chassis main switch - battery box placed toggle switch circuit shut down
<input type="checkbox"/> <b>ASFE-BAS</b>	Volvo Dynamic Steering feature basic	<input type="checkbox"/> <b>MSWI-R</b>	Remote controlled main switch - key fob operated circuit shut down
<input type="checkbox"/> <b>ASFE-OG</b>	Volvo Dynamic Steering stability assist	<input checked="" type="checkbox"/> <b>R365A71</b>	Right 365 litre aluminium 710 mm high D-shaped diesel tank. Usable volume is 97% of stated volume. Min volume 255l Max volume 885l
<input type="checkbox"/> <b>ASFE-PO</b>	Volvo Dynamic Steering personal settings, stability assist	<input checked="" type="checkbox"/> <b>UL-FUEL</b>	Without left diesel tank Min volume 160l Max volume 730l
<input type="checkbox"/> <b>ASFE-PS</b>	Volvo Dynamic Steering personal settings	<input type="checkbox"/> <b>ADTP-L</b>	AdBlue tank on left hand side (for dual front axles between the axles)
<input checked="" type="checkbox"/> <b>PSP-FIX</b>	Power steering pump with fixed displacement	<input checked="" type="checkbox"/> <b>ADTP-R</b>	AdBlue tank on right hand side
<input type="checkbox"/> <b>PSP-VAR</b>	Power steering pump with variable displacement	<input type="checkbox"/> <b>ADB048</b>	AdBlue tank usable volume 48 litres, 560 mm high mounted on chassis side.
<input type="checkbox"/> <b>PSP-VAR2</b>		<input checked="" type="checkbox"/> <b>ADB064</b>	AdBlue tank usable volume 64 litres, 710 mm high mounted on chassis side.
<input checked="" type="checkbox"/> <b>EBS-MED</b>	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	<input type="checkbox"/> <b>ADB068</b>	AdBlue tank usable volume 68 litres, 560 mm high mounted on chassis side.
<input type="checkbox"/> <b>EBS-STD</b>	EBS (Electronic Brake System) standard 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	<input type="checkbox"/> <b>ADB083</b>	AdBlue tank usable volume 83 litres, 560 mm high mounted on chassis side.
<input type="checkbox"/> <b>AUXPARK</b>	Two extra parking brake chambers	<input type="checkbox"/> <b>ADB090</b>	AdBlue tank usable volume 90 litres, 710 mm high mounted on chassis side.
<input type="checkbox"/> <b>RST-MUL</b>	Rear conventional multi-leaf suspension	<input type="checkbox"/> <b>ADB112</b>	AdBlue tank usable volume 112 litres, 710 mm high mounted on chassis side.
<input checked="" type="checkbox"/> <b>RST-PAR1</b>	Rear parabolic leaf suspension with normal stiffness	<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 checked="" type="checkbox"/> <b>RST-PAR5</b>	Rear progressive parabolic leaf suspension	<input checked="" type="checkbox"/> <b>FUFF-AS</b>	Fuel filling anti-spillage device
<input type="checkbox"/> <b>FST7070</b>	Frame section thickness - web 7.0 mm / flange 7.0 mm	<input type="checkbox"/> <b>FUFF-ATS</b>	Fuel filling anti-theft and anti-spillage devices
<input checked="" type="checkbox"/> <b>FST8080</b>	Frame section thickness - web 8.0 mm / flange 8.0 mm	<input checked="" type="checkbox"/> <b>ESH-LEFT</b>	Horizontal muffler, left exhaust outlet
<input type="checkbox"/> <b>FIL-EEEEB</b>	Frame inner liner from end of engine end to end of bogie	<input checked="" type="checkbox"/> <b>ESH-REAR</b>	Horizontal muffler, rear exhaust outlet
<input type="checkbox"/> <b>FIL-EEEEF</b>	Frame inner liner from end of engine end to end of frame	<input type="checkbox"/> <b>ESH-VERT</b>	Horizontal muffler, vertical exhaust outlet on right hand side
<input type="checkbox"/> <b>FIL-FBEB</b>	Frame inner liner from front of bogie to end of bogie	<input type="checkbox"/> <b>ESV-VERT</b>	Vertical muffler, vertical exhaust outlet on right hand side
<input type="checkbox"/> <b>FIL-FBEF</b>	Frame inner liner from front of bogie to end of frame	<input type="checkbox"/> <b>EXST-SSP</b>	Bright polished vertical stainless steel exhaust top pipe
<input type="checkbox"/> <b>FIL-TXEB</b>	Frame inner liner from transmission cross member to end of bogie	<input type="checkbox"/> <b>EXST-ST</b>	Aluminized steel vertical exhaust top pipe
<input type="checkbox"/> <b>FIL-TXEF</b>	Frame inner liner from transmission cross member to end of frame	<input type="checkbox"/> <b>HS-NAR</b>	Narrow Euro 6 muffler heat shield. Partly (due to heat release) reduced distance (moved inwards) to silencer. Makes better space for e.g. support legs.
<input checked="" type="checkbox"/> <b>BBOX-L</b>	Battery box on left hand side	<input type="checkbox"/> <b>WHC-FIX2</b>	Two fixed wheel chocks
<input type="checkbox"/> <b>BATS-D</b>	Dual energy battery storage system (2 living batteries and 2 starter batteries)	<input checked="" type="checkbox"/> <b>WHC-FOL2</b>	2 foldable wheel chocks
<input checked="" type="checkbox"/> <b>BATS-S</b>	Single energy battery storage system (2 batteries)	<input type="checkbox"/> <b>WHCP-F</b>	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
<input type="checkbox"/> <b>2BAT210B</b>	Gel batteries 2x210 Ah	<input type="checkbox"/> <b>WHCP-M</b>	Wheel chock(s) in the middle part of the vehicle - TRACTOR, BBOX-L, Fix, 1/2 w chocks = Left frame front of rear wheels
<input checked="" type="checkbox"/> <b>2BAT210C</b>	AGM batteries 2x210 Ah		
<input checked="" type="checkbox"/> <b>BATTAMP</b>	Battery voltage and ampere gauge		

Standard Equipment

Optional Equipment

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## FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

<input type="checkbox"/> <b>WHCP-R</b>	- RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame front of (or behind) rear wheels Wheel chock(s) in the rear part of the vehicle	<input type="checkbox"/> <b>RFEND-T</b>	The rear fenders are temporary fixed on the frame of Rigid trucks for transport on own wheels from factory to body builder. This is done in order to fulfill legal safety requirements. There are two different sizes of fenders, one for single tyres and one for twin tyres.
<input type="checkbox"/> <b>WHCP-T</b>	- RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame rear (or front) of rear wheels Transport mounted wheel chock(s) in cab outer luggage compartment	<input 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>TB-L80</b>	Left toolbox 800 mm length (mounting length 800 mm, real length 730 mm)	<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>TB-R80</b>	Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm)	<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 type="checkbox"/> <b>SUP-BAS</b>	Standard aluminium bars for side underrun protection	<input type="checkbox"/> <b>ATANK-AL</b>	Aluminium air tanks
<input type="checkbox"/> <b>SUP-LOW</b>	Low side underrun protection	<input checked="" type="checkbox"/> <b>ATANK-ST</b>	Steel air tanks
<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>REST-RUP</b>	Reflecting red stripes mounted on rear underrun protection
<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>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>TOWMBRH</b>	High mounted towing member, in centre of frame	<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 type="checkbox"/> <b>TOWMBRL1</b>	Towing member, low mounted under the frame (position 1)	<input type="checkbox"/> <b>FRACLOS</b>	Frame end closing
<input type="checkbox"/> <b>TOWMBRM</b>	Towing member, medium mounted in line with frame lower flange	<b>Rims and Tyres</b>	
<input type="checkbox"/> <b>RFEC-L</b>	Rear frame end, lower cut (for centre axle drawbar)	<input type="checkbox"/> <b>RT-AL</b>	Brushed aluminium rims with std holes (long stud fixing) on all axles
<input checked="" type="checkbox"/> <b>RFEC-S</b>	Rear frame end, straight cut (for regular platform applications)	<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>RFEC-U</b>	Rear frame end, upper cut (for e.g. tipper, refuse and hooklift applications)	<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>C-RI4040</b>	Towing coupling Ringfeder RF4040A G-150	<input type="checkbox"/> <b>RT-ALDU</b>	Brushed aluminium rims with countersunk holes (short stud fixing) on all axles
<input type="checkbox"/> <b>C-RI4045</b>	Towing coupling Ringfeder RF4045A G-150	<input checked="" type="checkbox"/> <b>RT-STEEL</b>	Steel rims on all axles
<input type="checkbox"/> <b>C-RI5050</b>	Towing coupling Ringfeder RF5050A G-150	<input type="checkbox"/> <b>WCAP</b>	Wheel caps
<input type="checkbox"/> <b>C-RO400G</b>	Towing coupling Rockinger 400 G-150	<input type="checkbox"/> <b>SPWT-D</b>	Spare wheel with tyre equal to drive
<input type="checkbox"/> <b>C-RO50</b>	Towing coupling Rockinger 50 mm	<input type="checkbox"/> <b>SPWT-F</b>	Spare wheel with tyre equal to front wheel
<input type="checkbox"/> <b>C-VBG520</b>	Towing coupling VBG 5200D	<input type="checkbox"/> <b>SWCP-LF</b>	Spare wheel carrier on left side in front of rear axle
<input type="checkbox"/> <b>C-VBG795</b>	Towing coupling VBG 795V	<input type="checkbox"/> <b>SWCP-R</b>	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.
<input type="checkbox"/> <b>TOWR-ONE</b>	One rear towing device in frame end cross member	<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 checked="" type="checkbox"/> <b>TREL-PK</b>	Trailer electrical preparation kit (chassis/cab wiring)	<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 type="checkbox"/> <b>TREL15</b>	15 pol electrical trailer connector (ADR certified)	<input 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.
<input type="checkbox"/> <b>TREL7-7</b>	2x7 pol (24N+24S) electrical trailer connectors (UADR)		
<input type="checkbox"/> <b>TBC-DUO</b>	Trailer brake connection, Duomatic		
<input type="checkbox"/> <b>TBC-EC</b>	Trailer brake connection, European Community		
<input type="checkbox"/> <b>TRBR-STA</b>	Stationary trailer brake control		
<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>RUP-FOLD</b>	Foldable aluminium rear underrun protection, EC approved		
<input 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. The fender design fulfils the technical requirements of current EU directive.		

Standard Equipment

Optional Equipment

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# MODEL RANGE

## FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>PTPT-D</b> Automatic gearbox driven power take-off, 1 front/upper connection (DIN 5462 / ISO 7653) for plug-in pump (max. 850 Nm).</li> <li><input type="checkbox"/> <b>PTPT-F</b> Automatic gearbox driven Power take-off, 1 front/upper rear facing flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 850 Nm).</li> <li><input type="checkbox"/> <b>PTR-D</b> Mechanical gearbox driven low speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 1000 Nm).</li> <li><input type="checkbox"/> <b>PTR-DH</b> Mechanical gearbox driven high speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</li> <li><input type="checkbox"/> <b>PTR-DM</b> Mechanical gearbox driven medium speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</li> <li><input type="checkbox"/> <b>PTR-F</b> Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 1000 Nm).</li> <li><input type="checkbox"/> <b>PTR-FH</b> Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).</li> <li><input type="checkbox"/> <b>PTR-FL</b> Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1310 / ISO 7647) for propeller shaft (max. 600 Nm).</li> <li><input type="checkbox"/> <b>PTRD-D</b> Mechanical gearbox driven high speed power take-off, 1 rear and 1 front connections (DIN 5462 / ISO 7653) for plug-in pumps (max. 870 Nm).</li> <li><input type="checkbox"/> <b>PTRD-D1</b> Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft / 1 front connection (DIN 5462 / ISO 7653) for plug-in pump (max. 870 Nm).</li> <li><input type="checkbox"/> <b>PTRD-D2</b> Mechanical gearbox driven power take-off, 2 rear flange (high-low speed) connections (SAE 1310/1410 / ISO 7647) for propeller shafts / 1 front (high speed) connection (DIN 5462 / ISO 7653) for plug-in pump (max. 870/1000 Nm).</li> <li><input type="checkbox"/> <b>PTRD-F</b> Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 870 Nm).</li> <li><input type="checkbox"/> <b>HPG-F101</b> Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow</li> <li><input type="checkbox"/> <b>HPG-F41</b> Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow</li> <li><input type="checkbox"/> <b>HPG-F51</b> Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow</li> <li><input type="checkbox"/> <b>HPG-F61</b> Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow</li> <li><input type="checkbox"/> <b>HPG-F81</b> Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow</li> </ul> <p><b>Cab Interior, Driving</b></p> <ul style="list-style-type: none"> <li>■ <b>STWPOS-L</b> Left hand drive</li> <li><input type="checkbox"/> <b>STWM-LE</b> Leather steering wheel</li> <li><input type="checkbox"/> <b>STGW-AD2</b> Mechanically adjustable steering wheel with neck tilt</li> <li>■ <b>STGW-ADJ</b> Mechanically adjustable steering wheel</li> <li><input type="checkbox"/> <b>AIRBAG</b> Airbag on driver side</li> <li><input type="checkbox"/> <b>INST-BAS</b> 24-HDV - Instrumentation, high performance 12" fully dynamic instrument cluster. CLASS-HDV - Basic level instrument cluster - 4 inch monochrome display 240x320 pix</li> <li><input type="checkbox"/> <b>DRC-AMII</b> Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition</li> <li>■ <b>DRC-AUTO</b> Regeneration control of diesel filter particulates - fully automatic (in motion)</li> <li><input type="checkbox"/> <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><input type="checkbox"/> <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.</li> </ul> <p>■ Standard Equipment      □ Optional Equipment</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> <b>SPEED-DU</b> SPEED-DU is an electrical preparation kit for rear loaded refuse collection vehicles. The SPEED-DU variant supports the fulfillment of the demands in regulation EN1501-1 for "foot step" at the back of the truck. Trucks ordered with this variant are equipped with a BBM electronic control unit connector with prepared wires often used by RCVs. The Speed limit function limits the vehicle speed to default 30 km/h when there is an input from the chassis on the "foot step" input. It will also apply the brakes and force the engine to low idle if the gear lever is put into reverse gear position while the "foot step" input is active. It will, at the same time, inhibit the reverse gear from being engaged in trucks equipped with the Powertronic or I-Shift-gearbox, provided that the I-Shift is equipped with the gearbox variant APF-ENH. A special icon is shown in the instrument cluster display when the function is active (footstep occupied).</li> <li>■ <b>ESP-BAS1</b> Electronic Stability Program package intended for RIGID single vehicles or vehicle combinations with standard centre of gravity height when laden and for TRACTOR vehicle combinations with a single trailer or multiple trailers with ABS/EBS.</li> <li><input type="checkbox"/> <b>ESPC-RO</b> ESP (Electronic Stability Program) functionality control - Reduced / Off</li> <li><input type="checkbox"/> <b>HWSS-AC</b> Adaptive cruise control with forward collision warning</li> <li><input type="checkbox"/> <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><input type="checkbox"/> <b>LCS</b> Lane Change Support</li> <li><input type="checkbox"/> <b>LCS4</b> Side Collision Avoidance Support, passenger and driver side</li> <li><input type="checkbox"/> <b>DAS-W</b> Driver Alert Support (drowsy driver warning)</li> <li><input type="checkbox"/> <b>RSSENS-W</b> Wiper rain sensor</li> <li><input type="checkbox"/> <b>CU-ECC</b> Fully electrically controlled air conditioning with sun sensor</li> <li><input type="checkbox"/> <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><input type="checkbox"/> <b>ALARM-E</b> Burglar alarm - cab/body/trailer</li> <li><input type="checkbox"/> <b>PHONE-PK</b> Telephone preparation kit (antenna, antenna attachment, cable from antenna to radio shelf).</li> <li><input type="checkbox"/> <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><input type="checkbox"/> <b>ISUNF-B</b> Interior front plastic sun visors (driver and passenger side) without mirror on driver side</li> <li><input type="checkbox"/> <b>ISUNF-MD</b> Interior front plastic sun visors (driver and passenger side) with mirror on driver side</li> <li><input type="checkbox"/> <b>ISUNF-RE</b> Electrical textile interior sun visor (roller blind) integrated in front shelf</li> </ul>
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# MODEL RANGE

## FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

<ul style="list-style-type: none"> <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>REMC-MF</b> Wireless remote control - multi functional</li> <li>□ <b>FIREXT2G</b> The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver.</li> <li>□ <b>FIREXT3S</b> The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver.</li> <li>□ <b>WARNVEST</b> The reflective vest makes a person clearly visible during work near a vehicle when it is dark or during other occasions when it is difficult to observe a person. It is made of yellow fluorescent textile, 100 % polyester, and it features two 50 mm wide reflective strips at the front and back. The reflective material is resistant to fuel and oil and works well in both wet and dry weather. The vest is stored in a plastic bag and it is washable at 40°C. Fulfills European standard according to EN 471 class 2.</li> <li>■ <b>WARNTRI2</b> Warning triangles are an important safety detail. They offer extra security in the event of an unplanned stop at the roadside, when they alert other road users to be careful and slow down in the area. Two triangles give the opportunity to observe vehicles in both direction, one to be positioned ahead of the truck and the second one behind. The two triangles are delivered in the tool box behind left seat, stripes for tool bag or on the left shelf luggage compartment</li> <li>■ <b>AIDKIT</b> The first-aid kit features a well thought-out assortment of emergency treatment products for both minor and severe injuries: <ul style="list-style-type: none"> <li>• 1 first-aid instruction</li> <li>• 1 pair of scissors</li> <li>• 2 triangular bandage, unbleached cotton cloth</li> <li>• 2 pairs of protective gloves (large)</li> <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> </ul>	<ul style="list-style-type: none"> <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> <p><b>Cab Interior, Living</b></p> <ul style="list-style-type: none"> <li>■ <b>DST-CF1</b> Driver seat, comfort, suspended</li> <li>□ <b>DST-CF4</b> Driver seat, comfort, suspended, belt in seat</li> <li>□ <b>DST-CF5</b> Driver seat, comfort, suspended, belt in seat, electrically heated</li> <li>□ <b>DST-CF6</b> Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated</li> <li>□ <b>SBD-RED</b> A three-point safety belt is the most effective system to reduce the risk of injuries in a traffic accident. The belts keep the driver and the passenger in position and catch the body in the best possible way in case of a collision. The red coloured safety belt improves and increases the safety image for transport companies, when it thanks to the clear colour is noticed and thereby distributes good reputation.</li> <li>□ <b>SBPRE-DS</b> Driver seat belt pretensioner</li> <li>□ <b>PST-BAS1</b> Passenger seat, basic, non suspended</li> <li>□ <b>PST-CF4</b> Passenger seat, comfort, suspended, belt in seat</li> <li>□ <b>PST-CF5</b> Passenger seat, comfort, suspended, belt in seat, electrically heated</li> <li>■ <b>PST-STD2</b> Passenger seat, regular, non suspended</li> <li>□ <b>PST-STD4</b> Passenger seat, regular, suspended</li> <li>□ <b>SBPRE-PS</b> Passenger seat belt pretensioner</li> <li>□ <b>ARMRE-BB</b> Two armrests on both driver and passenger seats</li> <li>□ <b>ARMRE-DB</b> Two armrests on driver seat</li> <li>□ <b>ARMRE-PB</b> Two armrests on passenger seat</li> <li>□ <b>ARU-BAS</b> Vinyl armrest upholstery</li> <li>□ <b>ARU-LEA</b> Leather armrest upholstery</li> <li>■ <b>FMAT-RUB</b> Two black rubber floor mats</li> <li>□ <b>FMAT-TX2</b> Two textile (dark grey on FH/FM, black on FH16) and two black rubber floor mats</li> <li>□ <b>LBK70</b> Lower fixed bunk, not foldable - 2000x700 mm. Safety net included.</li> <li>□ <b>MATL-FI</b> Mattress lower bunk - firm for over approx. 100 kg, pocket springs.</li> <li>□ <b>MATL-SF</b> Mattress lower bunk - semi-firm up to approx 100 kg, pocket springs.</li> <li>□ <b>OLMAT-BA</b> Overlay mattress protector, 28 mm thick black textile</li> <li>□ <b>OLMAT-PR</b> Overlay mattress protector, 35 mm thick black textile</li> <li>□ <b>TBK60F</b> Fixed top bunk 600x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included.</li> <li>□ <b>TBK70F</b> Fixed top bunk 700x1900 mm, foldable up to 52 degrees to rear wall (depending on cab version and upper storage). Safety net included.</li> <li>□ <b>PH-CAB2</b> Cab parking heater, 2 kW</li> <li>□ <b>PH-ENGCA</b> Engine and cab parking heater</li> <li>□ <b>PH-SS</b> Short stop heater</li> <li>□ <b>SLCP-BAS</b> Basic sleeper control panel (controlling interior light, parking heater, roof hatch and door lock)</li> <li>□ <b>ETSB-F</b> Storage on engine tunnel - on front top</li> <li>□ <b>ETSB-FR</b> Storage on engine tunnel - on front top and at rear cab wall</li> <li>□ <b>ETSB-FRS</b> Storage on engine tunnel - on front top &amp; at rear cab wall &amp; storage immersed into tunnel on RH side</li> <li>□ <b>ETSB-FS</b> Storage on engine tunnel - on front top and storage immersed into tunnel on right hand side</li> <li>□ <b>ETSB-R</b> Fixed engine tunnel storage box at rear cab wall</li> <li>□ <b>ETSB-RS</b> Storage on engine tunnel - at rear cab wall and storage immersed into tunnel on right hand side</li> </ul>
<ul style="list-style-type: none"> <li>■ Standard Equipment</li> <li>□ Optional Equipment</li> </ul>	

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<input type="checkbox"/> <b>ETSB-S</b>	Storage on engine tunnel - immersed into tunnel on right hand side	<input type="checkbox"/> <b>SIDSTP-R</b>	Side ladder and guide rail on on day cab driver side
<input type="checkbox"/> <b>RUS-BAS</b>	Rear cab upper storage 154 litres (300 mm high)	<input checked="" type="checkbox"/> <b>BUGNET</b>	Radiator screen / Mosquito net (PVC coated fibreglass) in front of radiator
<input type="checkbox"/> <b>RUS-HIG</b>	Rear cab upper storage 245 litres (440 mm high)	<input type="checkbox"/> <b>CTILT-P-E</b>	Electrical cab tilt pump
<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 checked="" type="checkbox"/> <b>CTILT-P-M</b>	Manual cab tilt pump
<input type="checkbox"/> <b>REFR-RUS</b>	28 litre rear upper wall mounted refrigerator with deviders	<input type="checkbox"/> <b>FCABS-A</b>	Air front cab suspension
<input type="checkbox"/> <b>MICRO-PK</b>	The front shelf above the passenger seat is prepared from factory with prerouted electrical cables for installation of a 24 V microwave oven. Cables for power supply and ground connections are included.	<input checked="" type="checkbox"/> <b>FCABS-M</b>	Mechanical cab suspension
<input type="checkbox"/> <b>BOTH-D</b>	One 1.5 litre plastic soft-drink bottle holder under dashboard centre section	<input type="checkbox"/> <b>RCABS-A</b>	Air rear cab suspension
<input type="checkbox"/> <b>COFMA-PK</b>	Preparation kit (24V) for coffee maker	<input checked="" type="checkbox"/> <b>RCABS-M</b>	Mechanical rear cab suspension
<input checked="" type="checkbox"/> <b>INLI-BAS</b>	Interior white light with smooth light transition at on/off, no dimming	<input type="checkbox"/> <b>MIRCFCPX</b>	Electrically heated and operated rear view mirrors with a wide angle section on both sides and kerb observation mirror on the passenger side. Passenger corner camera in the mirror bracket at the passenger side.
<input type="checkbox"/> <b>INLI-NL</b>	Interior white and red (night) light with smooth light transition at on/off	<input checked="" type="checkbox"/> <b>MIRCOMFX</b>	El heated & operated robust main rear view mirrors, electrically heated wide angle mirrors (both sides). Close view mirror on passenger side.
<input type="checkbox"/> <b>INLI-NLD</b>	Interior white and red (night) light with smooth light transition at on/off and dimmer	<input checked="" type="checkbox"/> <b>AMIR-F20</b>	Front close view mirror above windscreen, passenger side (radius 200 mm)
<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>SUNV-H</b>	Exterior transparent dark grey front sun visor
<input checked="" type="checkbox"/> <b>RH-EE</b>	Without roof hatch, sky window / emergency exit (tinted glass)	<input type="checkbox"/> <b>AD-ROOF</b>	Roof air deflector. Design (length, height etc.) automatically calculated and varies depending on vehicle total height (chassis height, cab type, tyres etc).
<input type="checkbox"/> <b>RH-ER</b>	Roof hatch - Electrically operated / steel / emergency exit handle	<input type="checkbox"/> <b>AD-SIDES</b>	Short cab side air deflectors
<input type="checkbox"/> <b>RH-ETR</b>	Roof hatch - Electrically operated / Tinted glass / Rear opening	<input checked="" type="checkbox"/> <b>HL-BASIC</b>	Halogen H7 head lamps
<input type="checkbox"/> <b>RH-MTR</b>	Roof hatch - Manually operated / Tinted glass / Rear opening	<input type="checkbox"/> <b>HL-CLEAN</b>	The headlamp cleaner is a high-pressure washer unit with nozzles integrated at the side of the headlamp. It works during high- or low beam and it is activated when the windscreen wiper switch is turned on. The cleaner mainly cleans high- and low beam area
<input checked="" type="checkbox"/> <b>GLAS-TIN</b>	Tinted windows (front/side/rear)	<input type="checkbox"/> <b>HLP-ST</b>	Steel headlamp protection
<input type="checkbox"/> <b>SWIND-BS</b>	Extra side window on both sides	<input checked="" type="checkbox"/> <b>HL-ADJ</b>	The headlamp adjustment control is used to change the height of the light beam. If there is a big difference between the chassis inclination angle when loaded and unloaded, this optional feature can be operated to avoid dazzling other road users. The function is not needed when chassis height is adjusted via the air suspension system height control.
<input type="checkbox"/> <b>SWIND-PS</b>	Rear side window on passenger side	<input checked="" type="checkbox"/> <b>DRL-LED</b>	V-shaped ("V-light") day running light (LED). Turned on low beam gives a dimmed "V-light".
<input type="checkbox"/> <b>AWIND-RF</b>	Rear fixed window (without curtains)	<input checked="" type="checkbox"/> <b>UDRIVL</b>	Without auxiliary front driving lamps
<input type="checkbox"/> <b>VANMIR</b>	Vanity mirror in front shelf lid. In sleeper cab on passenger side and in high/extra high cabs in middle section of the front shelf.	<input type="checkbox"/> <b>ASL-RF2</b>	Two Hella H11 70W spot lamps in sign box (one on each side of the Globetrotter sign)
<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>BEACOA2F</b>	Two LED warning lights on the cab front
<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>BEACOA2R</b>	Two LED warning lights on the cab rear
<b>Cab Exterior</b>		<input type="checkbox"/> <b>BEACON-P</b>	Preparation kit
<input checked="" type="checkbox"/> <b>EXTL-BAS</b>	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.	<input type="checkbox"/> <b>BEACONA4</b>	Four LED warning lights on the cab front-rear
<input checked="" type="checkbox"/> <b>DGLAS-H</b>	Tempered door glass	<input type="checkbox"/> <b>CABPT-R1</b>	One front cab roof pass through on passenger side
<input type="checkbox"/> <b>DGLAS-L</b>	Laminated door glass. A laminated safety glass can crack, but retains its protective effect for much longer. This means reduced risk of injury in case of an accident. This glass also provides better sound insulation. The laminated door glass is tinted and has a water repellent treatment.	<input checked="" type="checkbox"/> <b>CABPT-R2</b>	Two front cab roof pass throughs, one on each side
<input type="checkbox"/> <b>LOCK-REM</b>	Central door locking with remote control	<input type="checkbox"/> <b>SPOTP-F</b>	Spotlamp preparation in cab front, max 280W
<input checked="" type="checkbox"/> <b>BUMP-HD</b>	Heavy duty front bumper	<input type="checkbox"/> <b>SPOTP-R</b>	Spotlamp preparation on cab roof, max 280W
<input type="checkbox"/> <b>AUXFS</b>	Extra cab side foot-step	<input type="checkbox"/> <b>SPOTP-RF</b>	Spotlamp preparation on cab roof and in cab front, max 2x280W
<input type="checkbox"/> <b>GUARD-EH</b>	Guard plate for cooling pipes and oil sump	<input type="checkbox"/> <b>ROS-IL</b>	Illuminated roof sign with switch in radio shelf. Switch for turning on/off.
<input type="checkbox"/> <b>SIDEH-B</b>	Guide rail on day cab driver side	<input type="checkbox"/> <b>ROS-IL2</b>	Preparation kit for installing an illuminated roof sign*. It includes a prerouted cable harness, a switch and LED-lamps. The switch is connected in the radio shelf middle section. Switch cap with icon, are enclosed in cab. Lamps in sign are mounted. The stripe in the Globetrotter window is selected via the cab sign variants
<input checked="" type="checkbox"/> <b>Standard Equipment</b>		<input type="checkbox"/> <b>ROS-ILP</b>	Wiring preparation kit (wires and switch) for cab sign or roof air deflector illumination
<input type="checkbox"/> <b>Optional Equipment</b>		<input type="checkbox"/> <b>CSGN-FMX</b>	FMX decal in the cab roof sign area

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- **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.
  - **ACCBB-AP** Front, middle & rear roof mounted accessory brackets
  - **ACCBB-F** Front roof mounted accessory bracket
  - **ACCBB-FM** Front & middle roof mounted accessory brackets
  - **ACCBB-FR** Front & rear roof mounted accessory brackets
  - **ACCBB-M** Middle roof mounted accessory bracket
  - **ACCBB-R** Rear roof mounted accessory bracket
  - **ACCBB-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
  - **FBA-BTF** Lower front body attachments for torsionally flexible platform body
  - **FBA-BTSF** Lower front body attachments for torsionally semi-flexible body (van or curtainsider)
  - **HBA-FSFB** Holes for body attachments, flexible/semi-flexible body
  - **HBA-SB** Holes for body attachments, stiff body
  - **RBA-T2** Lower rear body attachments for helper frame
  - **CRANEPK1** Crane plates mounted to frame, interface for crane capacity up to 10 ton meter
  - **CRANEPK2** Crane plates mounted to frame, interface for crane capacity up to 20 ton meter
  - **CRANEPK4** Crane plates mounted to frame, interface for crane capacity up to 40 ton meter
  - **AUXL-SPK** Electrical preparation kit (wiring and a switch in dashboard) for snow plough lights. Preparation for installation of additional headlights and additional turning indicators.
  - **TAILPRE2** Tail lift preparation kit, wireless remote operation
  - **TAILPREP** Tail lift preparation kit, wire remote operation
  - **AESW2** Two Body builder bistable electrical switches (marked AUX1 / AUX2)
  - **AESW2PK** Two Body builder bistable electrical switches (marked AUX1/AUX2) and in an empty 4-group preparation another four bistable switches with dummy switch caps
  - **AUXSW-4** Wiring for 4 extra hardwired switches (from Body builder electrical centre to switch positions)
- Superstructure preparations**
- **SRWL-PK** Wiring preparation for chassis mounted working lamps and a 3-position switch (On/Off/Reverse auto on).
  - **SWL-2FW** Two white front chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
  - **SWL-2RW** Two white rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
  - **SWL-4W** Four white front (2) and rear (2) chassismounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
  - **SWL-PK** Wiring preparation for chassis mounted working lamps and a 2-position switch (On/Off).
  - **WL-CHPK** Preparation kit (switch and cable) for working lamp, max 2x70 W. Connector on chassis at gearbox.
  - **WLC-H2A** Two H3/70W working lamps with amber coloured lens high mounted back of cab (switch incl).
  - **WLC-H2W** Two H3/70W working lamps, white lens high mounted back of cab (switch incl).
  - **WLC-PKCH** Preparation kit (cables and switch) for cab mounted chassis working lamp. Max load 280W.
  - **WLC-PKH** Preparation kit (cables and switch) for high mounted working lamps back of cab (pass through in cab rear roof included). Max load 280W.
  - **WLC-PKL** Preparation kit (cables and switch) for low mounted working lamps back of cab (pass through in cab rear wall included). Max load 280W.
  - **WLC-PKLH** Preparation kit (cables and switch) for low and high mounted working lamps back of cab (pass throughs in rear wall and rear roof included). Max load 280W.
  - **ECBB-BAS** Body builder electrical centre without any body builder module
  - **ECBB-HIG** Body builder electrical centre with cab body builder module, 14 high and 4 low dig. outlet
  - **ECBB-MED** Body builder electrical centre with cab body builder module, 7 high and 4 low dig. outlet
  - **BBCHAS1** One 7-pole connector for Body builder interface. 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
  - **FRFS-BS** Frame rail free space on both sides to give space for crane legs or other equipment.  
One front axle with day cab: 515/507 mm (L/R side).  
One front axle with long cab: 288/360 mm (L/R side).  
Two front axles with short cab: 632/572 mm (L/R side).  
Two front axles with long cab: 405/485 mm (L/R side).
- 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

■ Standard Equipment      □ Optional Equipment

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

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

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

# MODEL RANGE

FMX D13 6x4 Rigid Diesel Rear Leaf FMX 64R 3L

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