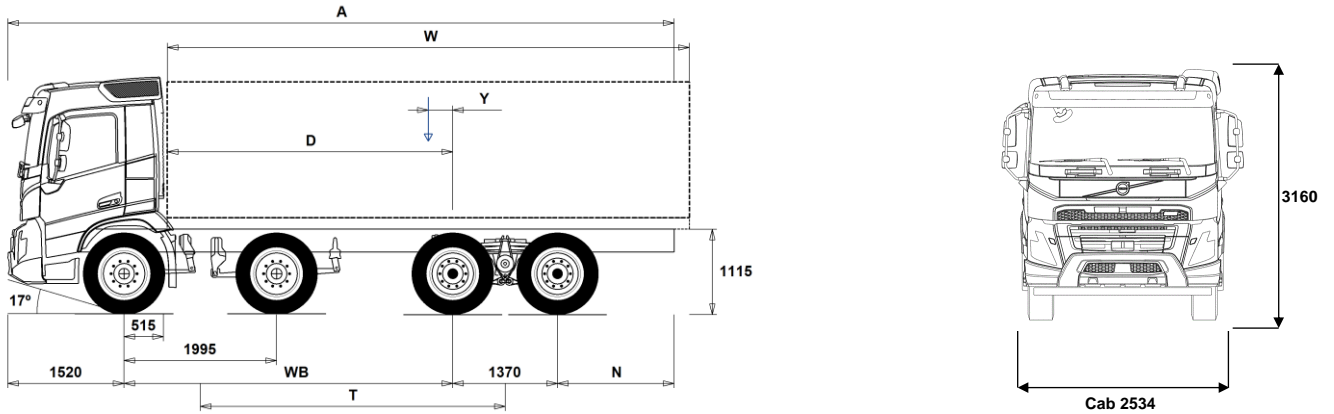


MODEL RANGE

FMX D13 84 Rigid Dual Front Axles Diesel Rear Leaf FMX 84RF 3L



Chassis Dimensions [mm]

WB Wheelbase	4300	4350	4600	4900	5100	5600
A Overall Chassis Length	9565	9665	10015	10465	10815	11565
D Center of rear axle to front of body	3735	3785	4035	4335	4535	5035
N Rear Overhang (Min.)	825	825	825	825	715	715
N Rear Overhang (Max.)	2375	2425	2525	2675	2825	3075
T Theoretical Wheelbase	3988	4038	4288	4588	4788	5288
Y Center of Gravity for Payload (Min.)	659	678	768	877	950	1131
Y Center of Gravity for Payload (Max.)	659	678	768	877	950	1131
W Body Length (Min.)	6150	6213	6534	6916	7170	7806
W Body Length (Max.)	6150	6213	6534	6916	7170	7806

Chassis Weights [kg]

Front Axles	6620	6610	6600	6565	6555	6515
Rear Bogie	2570	2585	2660	2730	2790	2885
Kerb Weight	9190	9195	9260	9295	9345	9400
Payload (including body, driver, fuel, etc.)	27810	27805	27740	27705	27655	27600

Turning Diameter [mm]

Turning Circle Diameter Kerb to Kerb	18100	18200	19000	20000	20600	22200
Turning Circle Diameter Wall to Wall	19500	19700	20500	21400	22100	23700

Plated Weights [kg]

	Design
Gross Vehicle Weight	37000
Gross Combination Weight	44000
Front Axles	16000
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 FMX84RF3L.

MODEL RANGE

FMX D13 84 Rigid Dual Front Axles Diesel Rear Leaf FMX 84RF 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-VROUG** 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.
- **TIPP-PRE** Tipper vehicle preparation
- **UNIFORM** Basic platform vehicle

Core components

- **CHH-HIGH** Chassis height high - approx. 1000 mm above ground level
- **CHH-XHIG** 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)
- **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
- **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

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**
- **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)
- **FAL16.0** Front axle load 16.0 tonnes, double front axles
- **FAL18.0** Front axle load 18.0 tonnes, double front axles
- **FAL20.0** Front axle load 20.0 tonnes, double front axles
- **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
- **RAL38** Rear axles load 38 tonnes
- **RSTAB1** Rear stabilizer with normal stiffness
- **RSAP2** Heavy duty rear suspension application (with reinforcements)
- **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

- 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"> <input type="checkbox"/> ASFE-PS Volvo Dynamic Steering personal settings <input checked="" type="checkbox"/> PSS-DUAL Dual power steering system <input type="checkbox"/> PSS-SING Single power steering system <input checked="" type="checkbox"/> PSP-VAR Power steering pump with variable displacement <input type="checkbox"/> PSP-VAR2 <input checked="" type="checkbox"/> EBS-MED EBS (Electronic Brake System) medium package: <ul style="list-style-type: none"> - ABS (Anti-lock Braking System) - Lining Wear Sensing (20 % left) - Lining Wear Control (incl. wear on the axle) - Brake Blending - Drag Torque Control - Diff Lock Synchronization - Diff lock Control - Brake Temperature Warning - External Brake Demand - Diagnosis Via Truck Electronic System - Traction Control System - Emergency Brake Assistance - Constant Wheel Brake Monitoring - Coupling Force Control - Automatic Parking Brake Activation - Lining Wear Analyses (calc of remaining mileage) - Auto hold <input type="checkbox"/> EBS-STD EBS (Electronic Brake System) standard package: <ul style="list-style-type: none"> - ABS (Anti-lock Braking System) - Lining Wear Sensing (20 % left) - Lining Wear Control (incl. wear on the axle) - Brake Blending - Drag Torque Control - Diff Lock Synchronization - Diff lock Control - Brake Temperature Warning - External Brake Demand - Diagnosis Via Truck Electronic System - Traction Control System - Emergency Brake Assistance - Constant Wheel Brake Monitoring - Coupling Force Control - Automatic Parking Brake Activation <input type="checkbox"/> AUXPARK Two extra parking brake chambers <input type="checkbox"/> RST-MUL Rear conventional multi-leaf suspension <input checked="" type="checkbox"/> RST-PAR1 Rear parabolic leaf suspension with normal stiffness <input checked="" type="checkbox"/> RST-PAR5 Rear progressive parabolic leaf suspension <input checked="" type="checkbox"/> FST8080 Frame section thickness - web 8.0 mm / flange 8.0 mm <input type="checkbox"/> FIL-EEEB Frame inner liner from end of engine end to end of bogie <input type="checkbox"/> FIL-EEEF Frame inner liner from end of engine end to end of frame <input type="checkbox"/> FIL-FBEB Frame inner liner from front of bogie to end of bogie <input type="checkbox"/> FIL-FBEF Frame inner liner from front of bogie to end of frame <input type="checkbox"/> FIL-TXEB Frame inner liner from transmission cross member to end of bogie <input type="checkbox"/> FIL-TXEF Frame inner liner from transmission cross member to end of frame <input checked="" type="checkbox"/> BBOX-L Battery box on left hand side <input type="checkbox"/> 2BAT210B Gel batteries 2x210 Ah <input checked="" type="checkbox"/> 2BAT210C AGM batteries 2x210 Ah <input checked="" type="checkbox"/> BATTAMP Battery voltage and ampere gauge <input type="checkbox"/> BATTIND Battery voltage, ampere and battery status gauge with visual alerts <input type="checkbox"/> ADR2 ADR adaptation - transportation of dangerous goods, 2 switches (1 inside cab in dashboard, 1 outside on cab back passenger side). <input type="checkbox"/> MSWI-A ADR main switch - ADR switch circuit shut down <input checked="" type="checkbox"/> MSWI-C Chassis main switch - battery box placed toggle switch circuit shut down <input type="checkbox"/> MSWI-R Remote controlled main switch - key fob operated circuit shut down <input checked="" type="checkbox"/> UR-FUEL Without right diesel tank Min volume 255l 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> UL-FUEL Without left diesel tank Min volume 160l Max volume 450l <input type="checkbox"/> ADTP-L AdBlue tank on left hand side (for dual front axles between the axles) <input type="checkbox"/> ADTP-LF AdBlue tank on left hand side at the front <input checked="" type="checkbox"/> ADTP-R AdBlue tank on right hand side <input type="checkbox"/> ADB032 AdBlue tank usable volume 32 litres, mounted between front axles. <input type="checkbox"/> ADB048 AdBlue tank usable volume 48 litres, 560 mm high mounted on chassis side. <input type="checkbox"/> ADB064 AdBlue tank usable volume 64 litres, 710 mm high mounted on chassis side. <input checked="" type="checkbox"/> FCAP-L The variant includes two or three lockable caps, one or two for the fuel tank(s) and one for the AdBlue tank, and two keys that fit all 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"/> FUFF-AS Fuel filling anti-spillage device <input type="checkbox"/> FUFF-ATS Fuel filling anti-theft and anti-spillage devices <input type="checkbox"/> ESH-LEFT Horizontal muffler, left exhaust outlet <input checked="" type="checkbox"/> ESH-REAR Horizontal muffler, rear exhaust outlet <input type="checkbox"/> ESH-RIGH Horizontal muffler, right exhaust outlet <input type="checkbox"/> ESH-VERT Horizontal muffler, vertical exhaust outlet on right hand side <input type="checkbox"/> ESV-VERT Vertical muffler, vertical exhaust outlet on right hand side <input type="checkbox"/> EXST-SSP Bright polished vertical stainless steel exhaust top pipe <input type="checkbox"/> EXST-ST Aluminized steel vertical exhaust top pipe <input checked="" type="checkbox"/> WHC-FIX2 Two fixed wheel chocks <input type="checkbox"/> WHC-FOL2 2 foldable wheel chocks <input type="checkbox"/> WHCP-F Wheel chock(s) in the front part of the vehicle. <ul style="list-style-type: none"> - TRACTOR, BBOX-L, Fold, 1/2 w chocks = Top of left side battery box - TRACTOR, BBOX-EF, Fold, 1/2 w chocks = Top of lefts side fuel tank - TRACTOR, BBOX-EF, Fix, 2 w chocks = Left frame front of fuel tank - RIGID, 1 front axle, Fold, 1/2 w chocks = Top of left side battery box - RIGID, 2 front axles, Fold, Frame free space, 2 wc = Top of left side battery box - RIGID, 2 front axles, Fix, W/o frame free space, 2 wc = Left frame behind 1st front wheel <input type="checkbox"/> WHCP-R Wheel chock(s) in the rear part of the vehicle <ul style="list-style-type: none"> - RIGID, 1 front axle, Fix, 1/2 w chocks = Left frame rear (or front) of rear wheels <input type="checkbox"/> WHCP-T Transport mounted wheel chock(s) in cab outer luggage compartment <input type="checkbox"/> TB-L80 Left toolbox 800 mm length (mounting length 800 mm, real length 730 mm) <input type="checkbox"/> TB-R80 Right toolbox 800 mm length (mounting length 800 mm, real length 730 mm) <input type="checkbox"/> SUP-BAS Standard aluminium bars for side underrun protection <input type="checkbox"/> SUP-LOW Low side underrun protection <input type="checkbox"/> CHAIN-S The non-skid chains are on economical safety accessory that provides good grip owing to its square profile and S-shaped pattern. They are made of micro-alloy manganese steel and have a weight of 21 kg each. Using the chains does not cause any imbalance. They are supplied individually in sacks and spares are supplied with each chain. The variant includes one pair of chains except for all wheel drive 6*6, where two pairs are enclosed <input type="checkbox"/> HOOK-SC The galvanised steel hooks are a practical solution developed to store the snow chains. For Rigid's there are two hooks attached in pre-punched
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Standard Equipment Optional Equipment

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<p>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.</p> <p>The weight increase for the four hooks on Rigid is approximately 3.5 kg and for Tractors with protection shield it is approximately 3 kg</p> <ul style="list-style-type: none"> <input type="checkbox"/> TOWMBRH High mounted towing member, in centre of frame <input type="checkbox"/> TOWMBRL1 Towing member, low mounted under the frame (position 1) <input type="checkbox"/> TOWMBRM Towing member, medium mounted in line with frame lower flange <input checked="" type="checkbox"/> RFEC-S Rear frame end, straight cut (for regular platform applications) <input type="checkbox"/> RFEC-U Rear frame end, upper cut (for e.g. tipper, refuse and hooklift applications) <input type="checkbox"/> C-RI4040 Towing coupling Ringfeder RF4040A G-150 <input type="checkbox"/> C-RI4045 Towing coupling Ringfeder RF4045A G-150 <input type="checkbox"/> C-RI5050 Towing coupling Ringfeder RF5050A G-150 <input type="checkbox"/> C-RO400G Towing coupling Rockinger 400 G-150 <input type="checkbox"/> C-RO50 Towing coupling Rockinger 50 mm <input type="checkbox"/> C-VBG520 Towing coupling VBG 5200D <input type="checkbox"/> C-VBG795 Towing coupling VBG 795V <input type="checkbox"/> TOWR-ONE One rear towing device in frame end cross member <input checked="" type="checkbox"/> TREL-PK Trailer electrical preparation kit (chassis/cab wiring) <input type="checkbox"/> TREL15 15 pol electrical trailer connector (ADR certified) <input type="checkbox"/> TREL7-7 2x7 pol (24N+24S) electrical trailer connectors (UADR) <input type="checkbox"/> TBC-DUO Trailer brake connection, Duomatic <input type="checkbox"/> TBC-EC Trailer brake connection, European Community <input type="checkbox"/> TRBR-STA Stationary trailer brake control <input type="checkbox"/> TRB-STRE Automatic low speed trailer brake activation (stretch brake) to avoid jack-knifing and to improve steerability <input type="checkbox"/> FFEND-B Standard mounted fenders on second front axle <input type="checkbox"/> FFEND-T Transport mounted fenders on second front axle <input type="checkbox"/> RFEND-B The fenders have a robust three-piece design with a top part that can easily be removed (no tools required) facilitating access for body building and service. The fenders are manufactured from black plastic and received in different performance to suit chassis height and tyre dimension. The fender design fulfils the technical requirements of current EU directive. <input type="checkbox"/> RFEND-T The rear fenders are temporary fixed on the frame of Rigid trucks for transport on own wheels from factory to body builder. This is done in order to fulfill legal safety requirements. There are two different sizes of fenders, one for single tyres and one for twin tyres. <input type="checkbox"/> RFH-BAS Optimal fender installation (rear and 2nd front axle) with regard to legal demands, wheel/tyre sizes, chassis height and fifth wheel height. <input type="checkbox"/> RFH-HIG Highest fender installation (rear and 2nd front axle). Suitable for rough and very rough road conditions. <input type="checkbox"/> RFH-LOW Lower fender installation (rear and 2nd front axle). Suitable only for smooth road conditions. Increased risk of fender top wear. <input type="checkbox"/> ATANK-AL Aluminium air tanks <input checked="" type="checkbox"/> ATANK-ST Steel air tanks <input type="checkbox"/> TL-LED The LED tail lamp has all functions integrated in the lamp housing: Tail light, exterior marker light, brake light, hazard warning, reverse light, rear fog light and reflector. All light functions have LED (Light Emitting Diode) lights, which means very low energy consumption. LED lamps are insensitive to vibration and have a very long operating life. They shine with the same high intensity throughout their lifetime. <input checked="" type="checkbox"/> BLIGHT-E Flashing brake lights will automatically activate in emergency braking. The 	<p>flashing frequency is 4 Hz and emergency braking is detected if speed exceeds 50km/h and retardation is 4 m/s² or more. The function deactivates when retardation is less than 2.5 m/s²</p> <ul style="list-style-type: none"> - Easier for road users to detect emergency braking. - Contributes to safety in congested traffic <input type="checkbox"/> FRACLOS Frame end closing <h3>Rims and Tyres</h3> <ul style="list-style-type: none"> <input type="checkbox"/> RT-AL Brushed aluminium rims with std holes (long stud fixing) on all axles <input type="checkbox"/> RT-ALDP Dura-Bright polished aluminium rims with std holes (long stud fixing) on all axles <input type="checkbox"/> RT-ALDPD Dura-Bright polished aluminium rims with countersunk holes (short stud fixing) on all axles <input type="checkbox"/> RT-ALDU Brushed aluminium rims with countersunk holes (short stud fixing) on all axles <input checked="" type="checkbox"/> RT-STEEL Steel rims on all axles <input type="checkbox"/> WCAP Wheel caps <input type="checkbox"/> SPWT-D Spare wheel with tyre equal to drive <input type="checkbox"/> SPWT-F Spare wheel with tyre equal to front wheel <input type="checkbox"/> SWCP-LF Spare wheel carrier on left side in front of rear axle <input type="checkbox"/> SWCP-T Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. <input type="checkbox"/> SWCP-TP Plastic strips strapped to the chassis are used as a temporary spare wheel carrier. Note that the mounting only is temporary and used during transportation. An ordinary spare wheel carrier is also included. This carrier is transport mounted on top of the temporarily chassis frame strapped spare wheel. <input type="checkbox"/> JACK-12T The hydraulic jack has a capacity of 12 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 180 mm and a maximum height of 315 mm. Weight: 7.3 kg <input type="checkbox"/> JACK-15T The hydraulic jack has a capacity of 15 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 225 mm and a maximum height of 435 mm. Weight: 10.8 kg <input checked="" type="checkbox"/> JACK-20T The hydraulic jack has a capacity of 20 tonnes and its low manual pumping force facilitates use in uncomfortable positions. It has a release valve, which permits safe, easy and precise control over rate of lowering and a filter in the oil reservoir gives protection from contamination. The jack has a minimum height of 190 mm and a maximum height of 325 mm. Weight: 11.5 kg <input checked="" type="checkbox"/> TOOL-BAS This kit consists of a tool bag (case) including the following tools: <ul style="list-style-type: none"> • Combination screwdriver. <ul style="list-style-type: none"> - 1 screwdriver handle - 1 blade, Philips/flat blade - 1 blade, Torx T10/Torx T20 - 1 blade, Torx T25/Torx T27 - 1 blade, Torx T30/Torx T40 • Socket wrench. <input type="checkbox"/> TOOLKIT This kit consists of a tool bag (case) including the following tools: <ul style="list-style-type: none"> • Combination screwdriver. <ul style="list-style-type: none"> - 1 screwdriver handle - 1 blade, Philips/flat blade - 1 blade, Torx T10/Torx T20
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Standard Equipment Optional Equipment

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<ul style="list-style-type: none"> - 1 blade, Torx T25/Torx T27 - 1 blade, Torx T30/Torx T40 • Socket wrench. • Adjustable pliers. • Allen key. • Adjustable spanner. • Hammer. <p>■ INFLAHOS The tyre inflation hose is a 18 meter long air hose made of high quality rubber and equipped with nozzles on both ends. It can be used for filling air into a tyre by connecting the hose to an air tank valve on the truck. The tyre inflation hose is stored in the cab compartment for clean and easy access, either in the external luggage compartment (sleeper cab) or behind the seat (day cab).</p> <p>□ GAUGE-TP Tyre pressure gauge</p> <p>Powertrain equipment</p> <p>□ 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.</p> <p>■ DRM-BE I-Shift drive mode balanced economy</p> <p>□ DRM-E I-Shift drive mode economy</p> <p>□ PVT-BAS Basic topography information, learning by GPS positioning</p> <p>□ PVT-MAP Map based topography information using a high resolution commercial topography map</p> <p>■ CRUIS-E Cruise control I-Cruise with controls in the steering wheel, I-Roll incl. Adding PVT-EXT/-MAP give I-See.</p> <p>□ CRUIS-E5 I-Torque, fuel economy optimized cruise control (including I-Roll)</p> <p>□ AMSO-AUT I-shift manual gear shift available in automatic mode incl kickdown function</p> <p>□ AVO-ENH Enhanced I-shift software for construction and off road applications</p> <p>□ APF-ENH Enhanced I-shift PTO functions (Auto Neutral / Reverse Inhibit / Split Box Connection)</p> <p>□ CD43-O Dual plate clutch, plate diameter 430 mm</p> <p>□ RET-TH Retarder (incl cooler) for manual and I-shift gearboxes with oil as brake fluid</p> <p>□ RET-TPT Retarder for hydraulic gearbox</p> <p>□ TC-HWO Cooler for hydraulic gearboxes - water/oil</p> <p>□ TC-MAOH2 Extra high performance cooler for manual/I-shift gearboxes - air/oil</p> <p>■ TC-MWO Basic performance cooler for manual/I-Shift gearboxes - water/oil</p> <p>□ TC-MWOH2 High performance cooler for manual/I-Shift gearboxes - water/oil</p> <p>□ 2COM1100 Dual cylinder air compressor 760 cc / 1100 l/min</p> <p>□ 2COMP870 Dual cylinder/two stage air compressor - 560 cc</p> <p>■ 2COMP900 Dual cylinder air compressor - 636 cc</p> <p>□ CLU-AIRC Air compressor clutch automatically declutched when not needed in order to save fuel</p> <p>■ AIRIN-HI High air intake</p> <p>□ AIRIN-LO Low air intake</p> <p>□ ACL1ST-S Air cleaner with additional filter element (primary + secondary)</p> <p>■ 24A110BL Alternator 110 Ampere</p> <p>□ 24A150BL Alternator 150 Ampere</p> <p>□ 24AL110B Alternator 110 Ampere</p> <p>□ 24AL150B Alternator 150 Ampere</p> <p>□ CCV-C Closed crankcase ventilation</p> <p>□ CCV-O Open crankcase ventilation</p>	<p>■ PRIM-EL An electrical fuel priming pump is available for the D11 and D13 Euro 6 engines. The pump makes it faster and easier to bleed the fuel system in the case of running low on fuel or other problems with the fuel system. The priming pump is included in the fuel filter housing.</p> <p>□ PRIM-MAN An electrical fuel priming pump is available for the D11 and D13 Euro 6 engines. The pump makes it faster and easier to bleed the fuel system in the case of running low on fuel or other problems with the fuel system. The priming pump is included in the fuel filter housing.</p> <p>□ AF-E Electrically heated fuel filter</p> <p>□ AF-R Hot fuel recirculation heated fuel filter</p> <p>■ EST-AID Engine start pre-heating element</p> <p>□ 220EBH15 Engine block heater, 220 volt, 1.5 kW</p> <p>□ PTER-100 Rear engine mounted clutch independent power-take-off with flange connection (DIN 100 / ISO 7646)</p> <p>□ PTER-DIN Rear engine mounted clutch independent PTO with splined shaft groove (female) for a close coupled pump (DIN 5462 / ISO 7653)</p> <p>□ PTER1400 Rear engine mounted clutch independent power-take-off with flange connection (SAE 1410 / ISO 7647)</p> <p>□ HPE-F101 Rear engine mounted hydraulic pump F1-101, fixed displacement, single flow</p> <p>□ HPE-F41 Rear engine mounted hydraulic pump F1-41, fixed displacement, single flow</p> <p>□ HPE-F51 Rear engine mounted hydraulic pump F1-51, fixed displacement, single flow</p> <p>□ HPE-F61 Rear engine mounted hydraulic pump F1-61, fixed displacement, single flow</p> <p>□ HPE-F81 Rear engine mounted hydraulic pump F1-81, fixed displacement, single flow</p> <p>□ HPE-T53 Rear engine mounted hydraulic pump F2-53/53, fixed displacement, twin flow</p> <p>□ HPE-T70 Rear engine mounted hydraulic pump F2-70/35, fixed displacement, twin flow</p> <p>□ HPE-V45 Rear engine mounted hydraulic pump VP1-45, variable displacement, single flow</p> <p>□ HPE-V75 Rear engine mounted hydraulic pump VP1-75, variable displacement, single flow</p> <p>□ PTPT-D Automatic gearbox driven power take-off, 1 front/upper connection (DIN 5462 / ISO 7653) for plug-in pump (max. 850 Nm).</p> <p>□ PTPT-F Automatic gearbox driven Power take-off, 1 front/upper rear facing flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 850 Nm).</p> <p>□ PTR-D Mechanical gearbox driven low speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 1000 Nm).</p> <p>□ PTR-DH Mechanical gearbox driven high speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</p> <p>□ PTR-DM Mechanical gearbox driven medium speed power take-off, 1 rear connection (DIN 5462 / ISO 7653) for plug-in pump (max. 600 Nm).</p> <p>□ PTR-F Mechanical gearbox driven low speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 1000 Nm).</p> <p>□ PTRD-D Mechanical gearbox driven high speed power take-off, 1 rear and 1 front connections (DIN 5462 / ISO 7653) for plug-in pumps (max. 870 Nm).</p> <p>□ PTRD-F Mechanical gearbox driven high speed power take-off, 1 rear flange connection (SAE 1410 / ISO 7647) for propeller shaft (max. 870 Nm).</p> <p>□ HPG-F101 Gearbox mounted hydraulic pump F1-101, fixed displacement, single flow</p> <p>□ HPG-F41 Gearbox mounted hydraulic pump F1-41, fixed displacement, single flow</p> <p>□ HPG-F51 Gearbox mounted hydraulic pump F1-51, fixed displacement, single flow</p> <p>□ HPG-F61 Gearbox mounted hydraulic pump F1-61, fixed displacement, single flow</p>
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■ Standard Equipment □ Optional Equipment

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<ul style="list-style-type: none"> <input type="checkbox"/> HPG-F81 Gearbox mounted hydraulic pump F1-81, fixed displacement, single flow <p>Cab Interior, Driving</p> <ul style="list-style-type: none"> ■ STWPOS-L Left hand drive <input type="checkbox"/> STWM-LE Leather steering wheel <input type="checkbox"/> STGW-AD2 Mechanically adjustable steering wheel with neck tilt ■ STGW-ADJ Mechanically adjustable steering wheel <input type="checkbox"/> AIRBAG Airbag on driver side <input type="checkbox"/> INST-BAS 24-HDV - Instrumentation, high performance 12" fully dynamic instrument cluster. CLASS-HDV - Basic level instrument cluster - 4 inch monochrome display 240x320 pix ■ DRC-AMI Regeneration control of diesel filter particulates - auto initiation / manual on demand / manual inhibition <input type="checkbox"/> 1DAYDIG2 Gen 2 one day digital tachograph, EC approved ■ 1DAYDIG4 Gen 4 one day digital tachograph, EC approved <input type="checkbox"/> ARSL Additional road speed limiter (switch in dashboard) The additional road speed limiter allows the driver to define a temporary speed limit for the truck. This is a useful feature when entering a low-speed area. The driver activates the additional speed limiter by pressing a switch on the instrument panel and the current speed becomes the limit. The speed limiter is deactivated by pressing the switch and releasing the accelerator, lifting off to below 20% engagement. <input type="checkbox"/> ESP-BAS1 Electronic Stability Program package intended for RIGID single vehicles or vehicle combinations with standard centre of gravity height when laden and for TRACTOR vehicle combinations with a single trailer or multiple trailers with ABS/EBS. <input type="checkbox"/> ESPC-RO ESP (Electronic Stability Program) functionality control - Reduced / Off <input type="checkbox"/> HWSS-AC Adaptive cruise control with forward collision warning <input type="checkbox"/> HWSS-ACB Adaptive cruise control with forward collision warning (stationary and moving objects) and emergency braking. Using both radar and camera to collect info. <input type="checkbox"/> HWSS-FCB Forward collision warning (stationary and moving objects) with emergency braking <input type="checkbox"/> LSS-DW Lane keeping support - lane departure warning system <input type="checkbox"/> LCS Lane Change Support <input type="checkbox"/> LCS4 Side Collision Avoidance Support, passenger and driver side <input type="checkbox"/> DAS-W Driver Alert Support (drowsy driver warning) <input type="checkbox"/> RSENS-W Wiper rain sensor <input type="checkbox"/> CU-ECC Fully electrically controlled air conditioning with sun sensor <input type="checkbox"/> CU-ECC2 Fully electrically controlled air conditioning with sun sensor, mist sensor, air quality sensor and carbon filter ■ CU-MCC Electrical manually controlled air conditioning ■ IMMOBIL Immobiliser <input type="checkbox"/> ALARM-E Burglar alarm - cab/body/trailer <input type="checkbox"/> PHONE-PK Telephone preparation kit (antenna, antenna attachment, cable from antenna to radio shelf). <input type="checkbox"/> ISUNS-BS Manually manoeuvred side interior sun visor (roller blind type) on both sides ■ ISUNS-DS Manually manoeuvred side interior sun visor (roller blind type) on driver side <input type="checkbox"/> ISUNF-B Interior front plastic sun visors (driver and passenger side) without mirror on driver side <input type="checkbox"/> ISUNF-MD Interior front plastic sun visors (driver and passenger side) with mirror on driver side <input type="checkbox"/> ISUNF-RE Electrical textile interior sun visor (roller blind) integrated in front shelf 	<ul style="list-style-type: none"> ■ ISUNF-RM Manual interior textile sun visor (roller-blind) integrated in front shelf <input type="checkbox"/> ADFS Two extra DIN slots in front shelf (push/pull storage), 165x40x180 mm (WxHxD) <input type="checkbox"/> BUPALARM Reversing warning unit (back-up alarm) <input type="checkbox"/> RTOLL-PK Preparation kit for road toll collect (GPS/GSM antenna and cables) <input type="checkbox"/> REMC-MF Wireless remote control - multi functional <input type="checkbox"/> FIREXT2G The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver. <input type="checkbox"/> FIREXT3S The fire extinguisher is an important part of the safety equipment. It is extremely reliable, has a high capacity and withstands temperatures down to -30°C. The fire extinguisher manages to extinguish fires in electrical systems and brakes. It is located on the driver side*, beside the seat, which makes it easy to reach in case of an accident. The placement of the fire extinguisher may vary depending on the specification, but it is always easily reachable by the driver. <input type="checkbox"/> WARNVEST The reflective vest makes a person clearly visible during work near a vehicle when it is dark or during other occasions when it is difficult to observe a person. It is made of yellow fluorescent textile, 100 % polyester, and it features two 50 mm wide reflective strips at the front and back. The reflective material is resistant to fuel and oil and works well in both wet and dry weather. The vest is stored in a plastic bag and it is washable at 40°C. Fulfils European standard according to EN 471 class 2. ■ WARNTR12 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 ■ AIDKIT The first-aid kit features a well thought-out assortment of emergency treatment products for both minor and severe injuries: <ul style="list-style-type: none"> • 1 first-aid instruction • 1 pair of scissors • 2 triangular bandage, unbleached cotton cloth • 2 pairs of protective gloves (large) • 3 gauze bandages 80x4000 mm • 2 gauze bandages 60x4000 mm • 1 bandaging cloth 600x800 mm • 2 bandaging cloths 400x600 mm • 6 gauze dressings 100x100 mm (3x2) • 1 adhesive bandage 60x100 mm • 1 adhesive tape 25x5000 mm • 1 first-aid packet 100x120 mm • 3 first-aid packets 80x100 mm • 1 rescue sheet 1600x2100 mm (gold/silver) <input type="checkbox"/> AIDKIT1B First aid kit containing sticking plaster, compresses, elastic bandages, gloves, scissors, triangular bandage, bandaging cloths, adhesive tape and rescue sheet (German requirements) <input type="checkbox"/> WARNLAMP Portable warning lamp with batteries
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<ul style="list-style-type: none"> <input type="checkbox"/> LAMP-IN The inspection lamp is a device that is used to illuminate repairing areas during night or when the day light is not enough. It has a plug for connection into the lighter socket. The length of the electrical cable is 10 meters. The lamp is stored in a storage compartment on driver <input type="checkbox"/> BULBKIT Bulb and fuse kit <input type="checkbox"/> WRITEPAD Writing pad with spring-loaded paper clip 	<ul style="list-style-type: none"> <input type="checkbox"/> ETSB-S Storage on engine tunnel - immersed into tunnel on right hand side <input type="checkbox"/> RUS-BAS Rear cab upper storage 154 litres (300 mm high) <input type="checkbox"/> RUS-HIG Rear cab upper storage 245 litres (440 mm high) <input type="checkbox"/> REF-ICPK The kit consists of a bracket that is mounted on the engine tunnel and a hook that is mounted on the refrigerator side in order to strap it down to the bracket. The kit comes with all necessary equipment for installation of both the bracket and the refrigerator. <input type="checkbox"/> REFR-RUS 28 litre rear upper wall mounted refrigerator with deviders <input type="checkbox"/> MICRO-PK The front shelf above the passenger seat is prepared from factory with prerouted electrical cables for installation of a 24 V microwave oven. Cables for power supply and ground connections are included. <input type="checkbox"/> BOTH-D One 1.5 litre plastic soft-drink bottle holder under dashboard centre section <input type="checkbox"/> COFMA-PK Preparation kit (24V) for coffee maker <input checked="" type="checkbox"/> INLI-BAS Interior white light with smooth light transition at on/off, no dimming <input type="checkbox"/> INLI-NL Interior white and red (night) light with smooth light transition at on/off <input type="checkbox"/> INLI-NLD Interior white and red (night) light with smooth light transition at on/off and dimmer <input type="checkbox"/> ARL-FLEX Two (driver and passenger side) reading lamps with flexible arms (snake lamps) and led lamps fitted on side walls <input checked="" type="checkbox"/> RH-EE Without roof hatch, sky window / emergency exit (tinted glass) <input type="checkbox"/> RH-ER Roof hatch - Electrically operated / steel / emergency exit handle <input type="checkbox"/> RH-ETR Roof hatch - Electrically operated / Tinted glass / Rear opening <input type="checkbox"/> RH-MTR Roof hatch - Manually operated / Tinted glass / Rear opening <input checked="" type="checkbox"/> GLAS-TIN Tinted windows (front/side/rear) <input type="checkbox"/> SWIND-BS Extra side window on both sides <input type="checkbox"/> SWIND-PS Rear side window on passenger side <input type="checkbox"/> AWIND-RF Rear fixed window (without curtains) <input type="checkbox"/> VANMIR Vanity mirror in front shelf lid. In sleeper cab on passenger side and in high/extra high cabs in middle section of the front shelf. <input type="checkbox"/> AS-FUS One extra shelf in each of the two front upper storage compartments. Only 1 shelf if microwave oven mounted in one of the two compartments. <input type="checkbox"/> INFOT-PK Preparation kit (bracket, security straps, power cable, antenna cable and aux cable) for mounting of a television above driver door.
<h3>Cab Interior, Living</h3>	
<ul style="list-style-type: none"> <input checked="" type="checkbox"/> DST-CF1 Driver seat, comfort, suspended <input type="checkbox"/> DST-CF4 Driver seat, comfort, suspended, belt in seat <input type="checkbox"/> DST-CF5 Driver seat, comfort, suspended, belt in seat, electrically heated <input type="checkbox"/> DST-CF6 Driver seat, comfort, suspended, belt in seat, electrically heated, ventilated <input type="checkbox"/> SBD-RED A three-point safety belt is the most effective system to reduce the risk of injuries in a traffic accident. The belts keep the driver and the passenger in position and catch the body in the best possible way in case of a collision. The red coloured safety belt improves and increases the safety image for transport companies, when it thanks to the clear colour is noticed and thereby distributes good reputation. <input type="checkbox"/> SBPRE-DS Driver seat belt pretensioner <input type="checkbox"/> PST-BAS1 Passenger seat, basic, non suspended <input type="checkbox"/> PST-CF4 Passenger seat, comfort, suspended, belt in seat <input type="checkbox"/> PST-CF5 Passenger seat, comfort, suspended, belt in seat, electrically heated <input checked="" type="checkbox"/> PST-STD2 Passenger seat, regular, non suspended <input type="checkbox"/> PST-STD4 Passenger seat, regular, suspended <input type="checkbox"/> SBPRE-PS Passenger seat belt pretensioner <input type="checkbox"/> ARMRE-BB Two armrests on both driver and passenger seats <input type="checkbox"/> ARMRE-DB Two armrests on driver seat <input type="checkbox"/> ARMRE-PB Two armrests on passenger seat <input type="checkbox"/> ARU-BAS Vinyl armrest upholstery <input type="checkbox"/> ARU-LEA Leather armrest upholstery <input checked="" type="checkbox"/> FMAT-RUB Two black rubber floor mats <input type="checkbox"/> FMAT-TX2 Two textile (dark grey on FH/FM, black on FH16) and two black rubber floor mats <input type="checkbox"/> LBK70 Lower fixed bunk, not foldable - 2000x700 mm. Safety net included. <input type="checkbox"/> MATL-FI Mattress lower bunk - firm for over approx. 100 kg, pocket springs. <input type="checkbox"/> MATL-SF Mattress lower bunk - semi-firm up to approx 100 kg, pocket springs. <input type="checkbox"/> OLMAT-BA Overlay mattress protector, 28 mm thick black textile <input type="checkbox"/> OLMAT-PR Overlay mattress protector, 35 mm thick black textile <input type="checkbox"/> TBK60F 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"/> TBK70F 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"/> PH-CAB2 Cab parking heater, 2 kW <input type="checkbox"/> PH-ENGCA Engine and cab parking heater <input type="checkbox"/> PH-SS Short stop heater <input type="checkbox"/> SLCP-BAS Basic sleeper control panel (controlling interior light, parking heater, roof hatch and door lock) <input type="checkbox"/> ETSB-F Storage on engine tunnel - on front top <input type="checkbox"/> ETSB-FR Storage on engine tunnel - on front top and at rear cab wall <input type="checkbox"/> ETSB-FRS Storage on engine tunnel - on front top & at rear cab wall & storage immersed into tunnel on RH side <input type="checkbox"/> ETSB-FS Storage on engine tunnel - on front top and storage immersed into tunnel on right hand side <input type="checkbox"/> ETSB-R Fixed engine tunnel storage box at rear cab wall <input type="checkbox"/> ETSB-RS Storage on engine tunnel - at rear cab wall and storage immersed into tunnel on right hand side 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Standard Equipment <input type="checkbox"/> Optional Equipment
<h3>Cab Exterior</h3>	
<ul style="list-style-type: none"> <input checked="" type="checkbox"/> EXTL-BAS NEW-HDV: Exterior trim level basic CLASS-HDV: Basic exterior finish in a lightning grey colour of cab surrounding parts (mirror housings, insteps, bumper and if fitted bumper spoiler and sun visor). If fitted roof air deflector, side air deflector and chassis fairings are always painted in cab colour. <input checked="" type="checkbox"/> DGLAS-H Tempered door glass <input type="checkbox"/> DGLAS-L Laminated door glass. A laminated safety glass can crack, but retains its protective effect for much longer. This means reduced risk of injury in case of an accident. This glass also provides better sound insulation. The laminated door glass is tinted and has a water repellent treatment. <input type="checkbox"/> LOCK-REM Central door locking with remote control <input checked="" type="checkbox"/> BUMP-HD Heavy duty front bumper <input type="checkbox"/> AUXFS Extra cab side foot-step <input type="checkbox"/> GUARD-EH Guard plate for cooling pipes and oil sump <input type="checkbox"/> SIDEH-B Guide rail on day cab driver side 	

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<input type="checkbox"/> SIDSTP-R	Side ladder and guide rail on on day cab driver side	<input checked="" type="checkbox"/> HORN-F1S	One front mounted (behind grille) single tone air horn, Jericho. Operated by steering wheel buttons.
<input checked="" type="checkbox"/> BUGNET	Radiator screen / Mosquito net (PVC coated fibreglass) in front of radiator	<input type="checkbox"/> HORN-R2S	Two roof mounted single tone chromed air horns. Operated by steering wheel buttons.
<input type="checkbox"/> CTILT-P-E	Electrical cab tilt pump	<input type="checkbox"/> ANT-CBR	Right hand side roof mounted foldable antenna and cables for CB radio, single aerial.
<input checked="" type="checkbox"/> CTILT-P-M	Manual cab tilt pump	<input type="checkbox"/> ACCBR-AP	Front, middle & rear roof mounted accessory brackets
<input type="checkbox"/> FCABS-A	Air front cab suspension	<input type="checkbox"/> ACCBR-F	Front roof mounted accessory bracket
<input checked="" type="checkbox"/> FCABS-M	Mechanical cab suspension	<input type="checkbox"/> ACCBR-FM	Front & middle roof mounted accessory brackets
<input type="checkbox"/> RCABS-A	Air rear cab suspension	<input type="checkbox"/> ACCBR-FR	Front & rear roof mounted accessory brackets
<input checked="" type="checkbox"/> RCABS-M	Mechanical rear cab suspension	<input type="checkbox"/> ACCBR-M	Middle roof mounted accessory bracket
<input type="checkbox"/> MIRCFCPX	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"/> ACCBR-R	Rear roof mounted accessory bracket
<input checked="" type="checkbox"/> MIRCOMFX	El heated & operated robust main rear view mirrors, electrically heated wide angle mirrors (both sides). Close view mirror on passenger side.	<input type="checkbox"/> ACCBR-RM	Rear & middle roof mounted accessory brackets
<input checked="" type="checkbox"/> AMIR-F20	Front close view mirror above windscreen, passenger side (radius 200 mm)	<input type="checkbox"/> REFS-TW	Reflecting white cab side stripes by-packed in cab
<input type="checkbox"/> SUNV-H	Exterior transparent dark grey front sun visor	<input type="checkbox"/> REFS-TY	Reflecting yellow cab side stripes by-packed in cab
<input type="checkbox"/> AD-ROOF	Roof air deflector. Design (length, height etc.) automatically calculated and varies depending on vehicle total height (chassis height, cab type, tyres etc).	Superstructure preparations	
<input type="checkbox"/> AD-SIDES	Short cab side air deflectors	<input type="checkbox"/> SRWL-PK	Wiring preparation for chassis mounted working lamps and a 3-position switch (On/Off/Reverse auto on).
<input checked="" type="checkbox"/> HL-BASIC	Halogen H7 head lamps	<input type="checkbox"/> SWL-2FW	Two white front chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
<input type="checkbox"/> HL-CLEAN	The headlamp cleaner is a high-pressure washer unit with nozzles integrated at the side of the headlamp. It works during high- or low beam and it is activated when the windscreen wiper switch is turned on. The cleaner mainly cleans high- and low beam area	<input type="checkbox"/> SWL-2RW	Two white rear chassis-mounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
<input type="checkbox"/> HLP-ST	Steel headlamp protection	<input type="checkbox"/> SWL-4W	Four white front (2) and rear (2) chassismounted (LH/RH side) LED working lamps and a 2-position switch (On/Off).
<input checked="" type="checkbox"/> HL-ADJ	The headlamp adjustment control is used to change the height of the light beam. If there is a big difference between the chassis inclination angle when loaded and unloaded, this optional feature can be operated to avoid dazzling other road users. The function is not needed when chassis height is adjusted via the air suspension system height control.	<input type="checkbox"/> SWL-PK	Wiring preparation for chassis mounted working lamps and a 2-position switch (On/Off).
<input checked="" type="checkbox"/> DRL-LED	V-shaped ("V-light") day running light (LED). Turned on low beam gives a dimmed "V-light".	<input type="checkbox"/> WL-CHPK	Preparation kit (switch and cable) for working lamp, max 2x70 W. Connector on chassis at gearbox.
<input type="checkbox"/> ASL-RF2	Two Hella H11 70W spot lamps in sign box (one on each side of the Globetrotter sign)	<input type="checkbox"/> WLC-H2A	Two H3/70W working lamps with amber coloured lens high mounted back of cab (switch incl).
<input type="checkbox"/> BEACOA2F	Two LED warning lights on the cab front	<input type="checkbox"/> WLC-H2W	Two H3/70W working lamps, white lens high mounted back of cab (switch incl).
<input type="checkbox"/> BEACOA2R	Two LED warning lights on the cab rear	<input type="checkbox"/> WLC-PKCH	Preparation kit (cables and switch) for cab mounted chassis working lamp. Max load 280W.
<input type="checkbox"/> BEACON-P	Preparation kit	<input type="checkbox"/> 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.
<input type="checkbox"/> BEACONA4	Four LED warning lights on the cab front-rear	<input type="checkbox"/> 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.
<input type="checkbox"/> CABPT-R1	One front cab roof pass through on passenger side	<input type="checkbox"/> 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.
<input checked="" type="checkbox"/> CABPT-R2	Two front cab roof pass throughs, one on each side	<input type="checkbox"/> ECBB-BAS	Body builder electrical centre without any body builder module
<input type="checkbox"/> SPOTP-F	Spotlamp preparation in cab front, max 280W	<input type="checkbox"/> ECBB-HIG	Body builder electrical centre with cab body builder module, 14 high and 4 low dig. outlet
<input type="checkbox"/> SPOTP-R	Spotlamp preparation on cab roof, max 280W	<input checked="" type="checkbox"/> ECBB-MED	Body builder electrical centre with cab body builder module, 7 hig and 4 low dig. outlet
<input type="checkbox"/> SPOTP-RF	Spotlamp preparation on cab roof and in cab front, max 2x280W	<input type="checkbox"/> 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.
<input type="checkbox"/> ROS-IL	Illuminated roof sign with switch in radio shelf. Switch for turning on/off.	<input type="checkbox"/> 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.
<input type="checkbox"/> ROS-IL2	Preparation kit for installing an illuminated roof sign*. It includes a prerouted cable harness, a switch and LED-lamps. The switch is connected in the radio shelf middle section. Switch cap with icon, are enclosed in cab. Lamps in sign are mounted. The stripe in the Globetrotter window is selected via the cab sign variants	<input type="checkbox"/> BEPR-T2	Body builder electrical software preparation for tipper with remote control
<input type="checkbox"/> ROS-ILP	Wiring preparation kit (wires and switch) for cab sign or roof air deflector illumination	<input type="checkbox"/> EXSTER	Support for external steering control via body builder module
<input type="checkbox"/> CSGN-FMX	FMX decal in the cab roof sign area	<input type="checkbox"/> TD-BAS	Trailer detection without LED sensor
		<input checked="" type="checkbox"/> TD-LED	Trailer detection with LED sensor
		<input type="checkbox"/> FRFS-B5	Frame rail free space on both sides to give space for crane legs or other equipment. One front axle with day cab: 515/507 mm (L/R side). One front axle with long cab: 288/360 mm (L/R side). Two front axles with short cab: 632/572 mm (L/R side). Two front axles with long cab: 405/485 mm (L/R side).
<input checked="" type="checkbox"/> Standard Equipment	<input type="checkbox"/> Optional Equipment		

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- **FBA-BTF** Lower front body attachments for torsionally flexible platform body
- **FBA-BTSF** Lower front body attachments for torsionally semi-flexible body (van or curtainsider)
- **HBA-FSFB** Holes for body attachments, flexible/semi-flexible body
- **HBA-SB** Holes for body attachments, stiff body
- **RBA-T2** Lower rear body attachments for helper frame
- **CRANEPK1** Crane plates mounted to frame, interface for crane capacity up to 10 ton meter
- **CRANEPK2** Crane plates mounted to frame, interface for crane capacity up to 20 ton meter
- **CRANEPK4** Crane plates mounted to frame, interface for crane capacity up to 40 ton meter
- **AUXL-SPK** Electrical preparation kit (wiring and a switch in dashboard) for snow plough lights.
Preparation for installation of additional headlights and additional turning indicators.
- **TAILPRE2** Tail lift preparation kit, wireless remote operation
- **TAILPREP** Tail lift preparation kit, wire remote operation
- **AESW2** Two Body builder bistable electrical switches (marked AUX1 / AUX2)
- **AESW2PK** Two Body builder bistable electrical switches (marked AUX1/AUX2) and in an empty 4-group preparation another four bistable switches with dummy switch caps
- **AUXSW-4** Wiring for 4 extra hardwired switches (from Body builder electrical centre to switch positions)

Services

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