



Volvo Trucks. Driving Progress

VOLVO FH SERIES

VOLVO FH AND VOLVO FH16 PRODUCT GUIDE





What does a truck of the future look like?

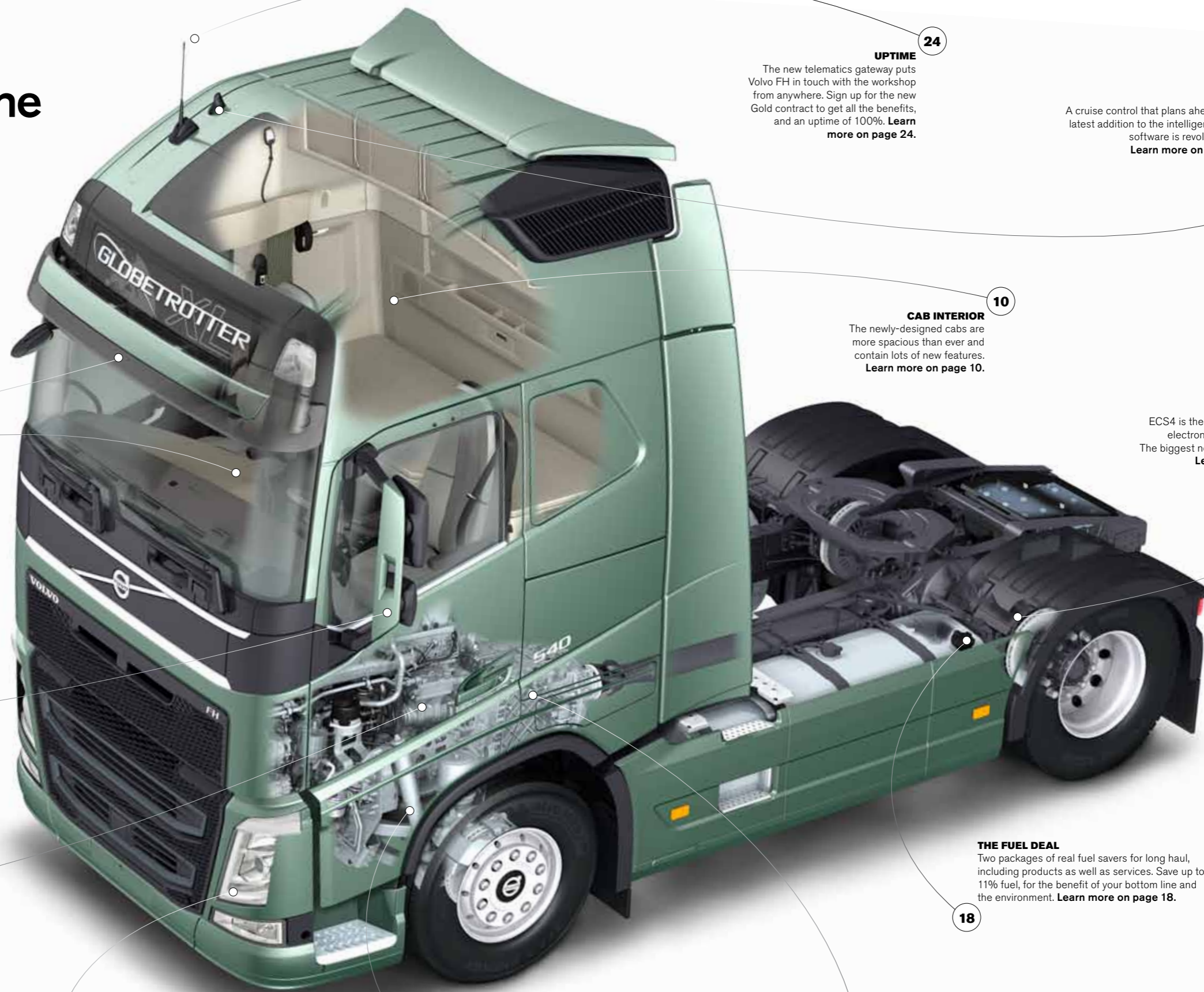
The future may seem uncertain. Thoughts of fuel costs, legislation and demanding customers can keep us up at night. We know investing in a new truck is a big deal. Because we just did. And we know how important it is that it's great, not only today, but for many years to come.

That's why we designed the new Volvo FH with one particular person in mind. One person who, today and tomorrow, undoubtedly will have a huge impact on the success of any transport operator. The driver.



OVERVIEW

A closer look at the new Volvo FH.



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DRIVER SUPPORT SYSTEMS

The forefront of safety is Volvo's home ground. Our advanced driver support systems efficiently helps the driver avoid accidents. [Learn more on page 32.](#)

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INSTRUMENT CLUSTER

The new and modern instrument cluster is designed with the driver in focus, and all information is in the right place. [Learn more on page 26.](#)

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REAR-VIEW MIRRORS

Redesigned aerodynamic mirrors, rear-view cameras and the new upright A-pillars provide visibility you've never seen before. [Learn more on page 20.](#)

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VOLVO DIESEL ENGINES

Fuel-efficient and strong torque 13 and 16-litre engines, up to an incredible 750 hp. [Learn more on page 22.](#)



VOLVO FH16

It's more powerful than ever and it shows. For the toughest of demands, there really only is one choice. [Learn more on page 28.](#)

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HEADLIGHTS

Dynamic headlights, static cornering lights, improved main beams and more. [Learn more on page 30.](#)

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HANDLING

New front springs and steering gear, changes in cab suspension with revised rear anti-roll bar positions all enhance the trucks dynamic performance and driver comfort.

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UPTIME

The new telematics gateway puts Volvo FH in touch with the workshop from anywhere. Sign up for the new Gold contract to get all the benefits, and an uptime of 100%. [Learn more on page 24.](#)

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I-SEE

A cruise control that plans ahead – our latest addition to the intelligent I-Shift software is revolutionary. [Learn more on page 6.](#)

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CAB INTERIOR

The newly-designed cabs are more spacious than ever and contain lots of new features. [Learn more on page 10.](#)

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ECS4 is the latest version of Volvo's electronical suspension system. The biggest news? A wireless remote. [Learn more on page 16.](#)

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THE FUEL DEAL

Two packages of real fuel savers for long haul, including products as well as services. Save up to 11% fuel, for the benefit of your bottom line and the environment. [Learn more on page 18.](#)

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I-SHIFT

The world's most intelligent gearbox. Now even better. Easy to drive and packed with fuel-saving software. [Learn more on page 14.](#)

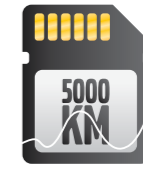
VIEW THE COMPLETE SPECS, FROM CHASSIS TO ACCESSORIES, ON PAGES 34-51

Now every road is worth remembering.



**Save up to 5% fuel.
Every time but the first.**

Combine I-Shift and the GPS with an intelligent cruise control, and you get I-See. It's a system that learns the topography of the road. Later on, it automatically uses this knowledge to save fuel – up to 5% during a driving cycle when I-Cruise is engaged.



3500 memorable hills.

I-See doesn't rely on maps. Since reality tends to be more accurate, I-See stores the actual slopes you've passed instead. The memory can hold up to 3500 hills, an equivalent to around 5000 kilometres.

**BEFORE THE UPHILLS:
TAKING OFF.**

When I-See knows an uphill is coming, it lets the speed increase, approaching the upper speed limit, to gain momentum. The truck stays longer in a higher gear.

**ON THE UPHILLS:
REDUCED DOWNSHIFTING.**

When climbing, I-See uses its stored knowledge to avoid unnecessary downshifts towards the top. You approach the crest smoothly without wasting fuel in a lower gear at the top of the climb.

**ON THE CRESTS:
STAYING CALM.**

When approaching a downhill, I-See keeps the truck from accelerating unnecessarily.

**BEFORE THE DOWNHILL:
ROLLING ON.**

Just before the slope, the driveline temporarily disengages, allowing the truck to roll. This saves energy and minimises the need for braking.

**ON THE DOWNHILLS:
BRAKING IN TIME.**

I-See knows when the slope ends. Thus, when gaining speed downhill, it can apply the engine brake gently in time – rather than abruptly at the end – to prepare for the upcoming topography.

**IN THE HOLLOWES:
SOME EXTRA MOMENTUM.**

When a downhill is followed by an immediate uphill, I-See really comes into its own. It lets the truck roll, gaining speed and momentum to climb uphill with less effort.

I-CRUISE

One part of I-See is called I-Cruise. It's the intelligent cruise control that adjusts the speed for minimum fuel consumption. You can order it separately and save up to 2% fuel.

HANDLING

If you recognise the driving feel, it's probably from your car.

Volvo FH has handling characteristics above the ordinary. We've virtually designed every part of the truck to contribute to the stable feel and precise steering. You really have to experience the result for yourself. However if you want to know why it performs so well, here's the short-list:



Better road handling and steering stability.

Road handling has improved thanks to the enhanced geometry and angles of the front parabolic leaf suspensions, as well as the design of all air suspensions. The steering gear has been moved to improve steering stability.

Enhanced rear cab suspension.

The suspension springs are now vertical and are now located a further 25cm apart. Yaw damping has increased by over 50%, benefitting stability and handling.

Eliminating rear-chassis torsion.

New Volvo-patented design with stabilisers in front of the wheels significantly reduces rear-chassis torsion. The new shock absorbers transfer load forces from the wheels to the centre of the chassis rather than the rear overhang reducing torsion in the frame.

Less vibrations from the engine.

Improved front mounting prevents vibrations from spreading through the truck to provide an even more comfortable ride.



CAB INTERIOR

Globetrotter reinvented.



THE SKY IS THE LIMIT

PREPARED FOR A 19" TV

PLENTY OF ROOM FOR ALL YOUR GEAR

STAY IN BED WITH CAB CONTROLS CLOSE TO HAND

WIDER BED FOR SLEEP OR REST

AN EXTRA 4CM SEAT TRAVEL

STEERING WHEEL ADJUSTMENT WITH NECK-TILT FOR CAR LIKE DRIVING POSITION

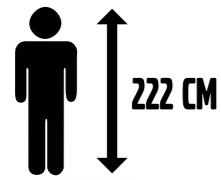
NEW, MODERN AND ERGONOMIC DASHBOARD

BUILT-IN PARKING COOLER

MORE FEATURES OVERLEAF

CAB INTERIOR

Packed with new features. And space.



Full standing height.

Up to 14 cm higher than the previous Volvo FH cabs. 222 cm in the largest cab, Globetrotter XL. See **pages 44-45**.



Built-in parking cooler.

Superior cooling capacity, without compromising in-cab space or aerodynamics. I-ParkCool is the all new integrated parking cooler that lets you sleep well at night and save fuel during the day.



One extra m³ of space.

The cabs feel spacious and they are. In the Globetrotter XL cab, the up right A-pillars, lower engine tunnel and raised roof add up to a full cubic metre, or 12% of new space.



ECC with air-quality sensors.

Electronic climate control with top-notch air vents and a multitude of sensors and filters, processing the air before it fills your lungs. The result is unprecedented air quality, improved defrosting and a draft free environment.



Wider bed for sleep or rest.

No need to sleep tight. The lower bunk has become 40 mm wider at the head end and 55 mm across the middle. And there is the option of a manual or electrically controlled reclined bunk that can be inclined up to 55° – perfect when resting, reading or watching TV.



Stay in bed.

The advanced sleeper panel lets you control the interior lights, alarm clock, parking heater, parking cooler, audio system, windows, roof hatch and locks. All without leaving the bunk.



Steering wheel adjustment with neck-tilt.

The fully adjustable steering wheel with a 20° neck-tilt function makes for more comfortable driving. Folds away easily when you enter or exit the cab. Conveniently controlled by a foot pedal.



Electric drying cupboard.

A quick way to dry your clothes, towels and shoes. Fits on the upper bunk or cab wall. Energy-efficient, quiet and easy to store away folded. **+**



New, modern and ergonomic dashboard.

The new, gently curved dash not only looks appealing. It's designed for an ergonomic and comfortable driving position with all buttons, instruments and storage within easy reach.



The sky is the limit.

Adding to the spacious feeling, the tinted glass sky window is the finest emergency exit you'll ever see. It has sun blinds, a mosquito net and can be fitted with an electrically-controlled hatch.



Clean water anywhere.

If you want fresh water, you don't have to go far. The exterior compartment holds a 7-litre tank equipped with a tap. **+**



Electric parking brake.

The electrically controlled parking brake is handled with an easy access dashboard switch. Automatically engages at key-off, and with a little help from EBS – electronic brake system automatically releases when pulling away.



All at your finger tips.

Buttons for cruise control, audio, phone and driver information displays, allows you to keep a tight grip on the wheel. With leather as an option, it's a comfortable one.



An extra 4cm of seat travel.

Don't get stuck behind the wheel. The seat adjustment range is world class – a whole 24 cm from front to back. That's an additional 4 cm compared with the previous Volvo FH.



Electronic remote key.

It's more than a key. Lock or unlock from a distance. Turn on the lights to approach the cab safely. And if you're feeling threatened, just push the panic button to blast the horn. **+**



Prepared for a 19" TV.

Volvo FH can be factory prepared for mounting a TV set – complete with brackets, aerial and outlets for power and TV signal, as well as an auxiliary input, connecting the TV to the audio system. **+**



A comfortable ride.

New rear cab mounts. New steering gear position. New front end geometry. New engine mounting and more. We've taken many steps to increase driving comfort. We have to say that the result is pleasing.



Room for alcohol lock.

Alcohol doesn't belong on the road. That's why the alcohol lock does. Factory fit it to your Volvo FH and send a clear message to your customers how seriously you take road safety. **+**



Audio with possibilities.

Whatever you want to listen to, the audio system won't stop you. MP3, WMA or iTunes m4a? From CDs, USB stick, iPod or via the auxiliary input? Anything goes. Add a 400 Watts subwoofer for some extra muscle. **+**



Plenty of room for stuff.

We've added 300 litres of storage. The spacious front, under-bunk, rear and exterior storages can be tailored to your needs, and are accompanied by plenty of convenient compartments for smaller items.



Advanced interior lighting.

13 energy-efficient and powerful light sources make for fantastic in cab lighting. All are easily controlled in three preset steps or with the dimmer. When driving in the dark – switch to the red lights to preserve your night vision.

Forget the gearbox. Just drive.



Eases your mind. And lets your left foot rest.

Driving with I-Shift is a real pleasure. Without the clutch pedal, you can safely sit back and concentrate on the other two. I-Shift uses its built-in intelligence to quickly and automatically choose the right gear at all times. And the software provides shifting skills that are impossible for even the best of drivers to match. Still, if you want to get more involved, you can. The buttons on the shift selector allows you to step in and change gear manually.



Let I-Shift save you fuel. The money will roll right in.

I-Shift is designed to save fuel. First of all, the internal energy losses are low – actually lower than on manual gearboxes. However it's the electronics that really make the difference. When driving in economy mode, every gear change is timed precisely, to let the engine work at its most efficient rpm range. And then there's I-Roll. It's a unique feature used when driving downhill, automatically disengaging the engine to make use of the truck's momentum instead of fuel. The result? Up to 2% lower fuel consumption.



Remember your route? I-See does too.

I-See literally takes the intelligence of I-Shift one step further. It's a groundbreaking software feature that takes advantage of the integrated GPS to memorise the roads you've travelled. That way, I-Shift cannot only choose the best gear at the time, but also prepare for the upcoming topography. It's like having an experienced co-pilot, who knows every bit of the road by memory. I-See saves up to an additional 5% fuel (when I-Cruise is engaged the whole time). Learn more about I-See on [page 6](#).

How would you like your I-Shift?

The software makes it possible to tailor I-Shift to your driving conditions. Choose from four add-on packages: Long Haul & Fuel Economy (with or without I-See) for efficient driving, Distribution & Construction with smart functions for close-quarter manoeuvring and Heavy Duty Transport optimising I-Shift for gross combination weights above 85 tonnes. For a complete overview, see [page 40](#).



How it works.

It may seem strange but beneath the surface of I-Shift, the hallmark of modern transmissions, hides an old-school unsynchronised manual gearbox (hence the compact design and low internal losses). But of course there's much more to I-Shift than that. The secret lies in the intelligent electronic control unit. It's responsible for controlling the pneumatic system that handles the clutch and shifts. By constantly receiving information about vehicle speed, acceleration, weight, road grade, torque demand and more, it can carry out every shift with extreme precision. It also communicates closely with the engine, which in turn adjusts revs and engine brake effect for fast and comfortable gear changing.



FIND ALL GEARBOXES, I-SHIFT AND MANUAL, ON PAGES 40-42.

Also available as an accessory. See page 50.


LOAD HANDLING

Keep a closer watch on the load. From afar.

The electronically controlled suspension (ECS) improves driving comfort and helps making sure the cargo travels safely. ECS4 is the latest version and has brought even more possibilities, with the Work Remote as the most prominent example. You now have perfect control, regardless of whether you're sitting behind the wheel or walking around the truck.



5 levels for loading. 3 for driving. All at your command.

ECS includes four bellows per axle (two for pusher axles), providing a virtually parallel lift. You can easily set the height you prefer. The system lets you store five different docking heights, something that comes in handy when you arrive at a familiar loading bay. You can also choose from one preset and two custom driving levels, to optimise ground clearance or aerodynamics. 




Keeping the chassis steady. And the load in place.

ECS steadily keeps the chassis level, regardless of how the cargo is distributed. It prevents sideways roll, making sure the truck is always in balance. The Work Remote also allows you to manually compensate for side kneeling.



Load indicator. Accurate and easy to overview.

Intuitive menus and displays let you see exactly how the load is distributed along the vehicle. Weights, axle loads and bogie loads are all specified separately, so you can easily make sure they are within the limits, on the truck as well as on the trailer. Calibration is easy too. You can fine-tune both truck and trailer, for accurate measurements at all times. 



Balance it all with your fingertips. Cut the wire. With the Work Remote in your hand, you can control the air suspension manually while freely walking around.



Control your equipment. Start and stop the engine and up to four PTOs. You can also adjust engine speed and store the rpm setting for quick access.



Turn the lights on. Do you have work lights, beacons or specific lights from the bodybuilder? Use the Work Remote to switch them on or off.



Add functions from the bodybuilder. Depending on superstructure, you can control several other functions. All are easily accessible through the menus and can have the same icons as the buttons on the dashboard.



Use it as a door key. Yes, it is a bit bigger than the regular key fob, but still its quite convenient to be able to lock and unlock the cab doors without putting down the remote.



WORK REMOTE 

THE FUEL DEAL

Every drop counts. So how about 11%?

Cutting fuel costs and emissions should be easy. That's why we've packaged our most efficient fuel-saving options into two packages. One of them adds features to the truck itself. The other is a collection of several useful services. If you sign up for both, you can count on reducing your fuel consumption by up to a full 11%. You can of course also get the two separately, or just pick the features you like.



Dynafleet app.

Want to see how fuel-efficient you were on your last shift? All you need is Dynafleet and an iPhone or iPad. Just download the app and you've got yourself a great way to improve your skills.



More room for fuel.

Speaking of fuel. The flexible chassis layout of Volvo FH allows more room for fuel tanks than ever before. With a vast range of tanks, where the largest single tank is 900 litres, there's a good chance you can tailor your truck to carry the maximum amount of fuel allowed.

FUEL ADVICE

Gives you access to our fuel management coaches – true experts in reducing fuel consumption. Every month, they send you enhanced fuel reports with personalised advice on how to improve. You can get more advice via the dedicated help desk, or log on to the site to find hands-on tips and inspiration.

DYNAFLEET FUEL & ENVIRONMENT

Volvo's transport management system lets you monitor fuel consumption in real time from the office through an intuitive web interface. Analyse trends and find out where there's room for improvement, guided by built-in reports on fuel, driver behaviour and environmental impact.

DRIVER TRAINING EFFICIENT DRIVING

Skilled drivers have an enormous impact on fuel-efficiency. Efficient Driving is the course where we focus on how to drive smartly and save fuel.



POWER-STEERING PUMP WITH VARIABLE DISPLACEMENT

Can a power-steering pump really save fuel? Sure it can. Because the displacement can be controlled exactly, no energy is consumed unnecessarily.

150A ALTERNATOR. MORE POWER FOR LESS FUEL.

A very energy-efficient alternator, needing less fuel to charge the batteries. Especially valuable if you consume a lot of electrical power, for example when you're spending nights in the cab.

I-SEE. THE FAR-SIGHTED CO-PILOT.

I-See memorises the roads you've travelled. When driving a familiar route, it controls gearshifts and speed to make maximum use of the truck's momentum, leading to substantial fuel-savings. Read more about I-See on [page 6](#).

ENGINE IDLE SHUTDOWN. SAVE FUEL WHILE STANDING STILL.

A smart feature that lets you save fuel by automatically turning the engine off after two and a half minutes of idling.

CLUTCHABLE AIR COMPRESSOR. NO UNNECESSARY PRESSURE.

The air compressor is automatically declutched when not needed, leading to lower fuel consumption.

REAR-VIEW MIRRORS

New mirrors you'll see less of.

Ultra-slim housing. For safety.

The new FH mirrors have a slimmer housing than ever before. That means they not only help you see better backwards, they also reveal more when you look ahead. On the driver side, the area of vision has been improved by over 20%. On the passenger side by over 10%. As a bonus, the design also helps improve aerodynamics and is less sensitive to soiling from road dirt.



Electrically controlled and heated.

No need to scrape frost or moisture off the mirrors. The heated mirrors take care of that for you. And since all rear-view mirrors are electrically controlled, you can adjust them precisely without leaving the cab. Just as convenient as it should be.



Exterior vision cameras. When there's more to see.

There are angles no mirror in the world can reach. Fortunately, Volvo FH is factory-prepared for fitting up to four exterior cameras, wherever you need them. Connected to the integrated high level secondary information display, they provide a handy way to take a glance backwards, for example when reversing or checking the load. 📏



Lane Changing Support.

Just beside the rear-view mirrors on the passenger side is a small, but significant icon. When lit up, it indicates that Lane Changing Support has spotted something in the blind spot area and you should refrain from changing lane until it's clear. Indeed a potentially life-saving safety feature. Read more about all our driver support systems on [page 33](#).

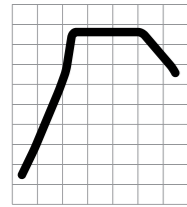
📏 Also available as an accessory. See page 50.

The gap. A huge visibility improvement.

Upright A-pillars with a slim cross-section and newly-designed mirrors have done wonders for the visibility from inside the Volvo FH cabs. The gap is up to 25% larger on the driver side, and up to a massive 85% larger on the passenger side. Invaluable, not least in city traffic, allowing you to spot other road users, such as pedestrians and cyclists.



Up to 750 hp of fuel-efficient power.



The Volvo torque curve. You'll feel it in the pedal.

Excellent torque at low revs. An extremely wide max torque range. Peak torque overlaps peak power in the mid rev range. Volvo's leadership in diesel-engine technology is clearly visible once you start comparing engine curves. You'll experience fast acceleration, excellent pulling power, comfortable low-speed handling and last but not least, a fuel-efficient and pleasurable ride at cruising speed.



From 420 to 750 hp. Pick yours.

The engine range for Volvo FH comprises eight different power ratings: four 13-litre (D13) and four 16-litre (D16). You can rest assured there's always one that suits your transport operations. View the complete specs for all engines on [page 39](#).



Fuel-efficiency built-in.

The vertical, centrally positioned unit injectors. The optimised combustion chamber geometry. The fast and precise EMS-controlled injection. The high gas-fill ratio. We could go on listing what makes Volvo engines hard to beat on fuel economy. Your bottom line will reap the benefits. So will the environment.



VEB*. Up to 578 hp of braking effect.

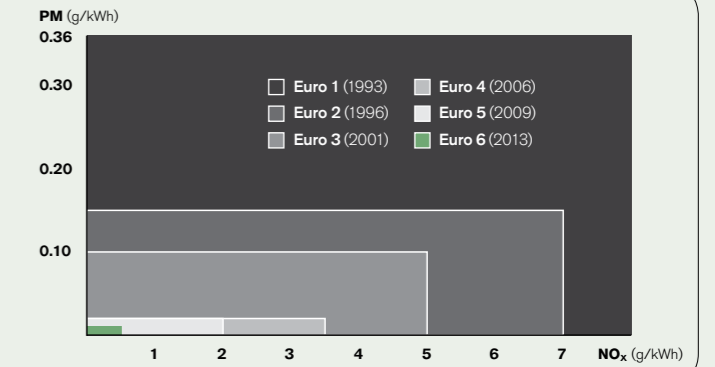
Minimise wear on the brake pedal. Volvo's patented engine brake absorbs up to an impressive 375 kW (510 hp) on the D13 and up to 425 kW (578 hp) on the D16, thanks to the unique camshaft design with four rocker arms. Integrated with I-Shift and the cruise control, it lets you maintain a high average speed without compromising safety or fuel economy.

D13K460

Fulfilling the Euro 6 standard. Without compromising yours.

A huge leap towards cleaner transportation. This is Euro 6.

We've come a long way in reducing environmental impact. Now it's time for Euro 6, the toughest step so far, putting extremely strict limits on emissions of particulate matter (0.01 g/kWh) and oxides of nitrogen (0.40 g/kWh for steady-state cycle and 0.46 g/kWh for transient cycle). The D13K460 is our first engine to fulfill those demands.



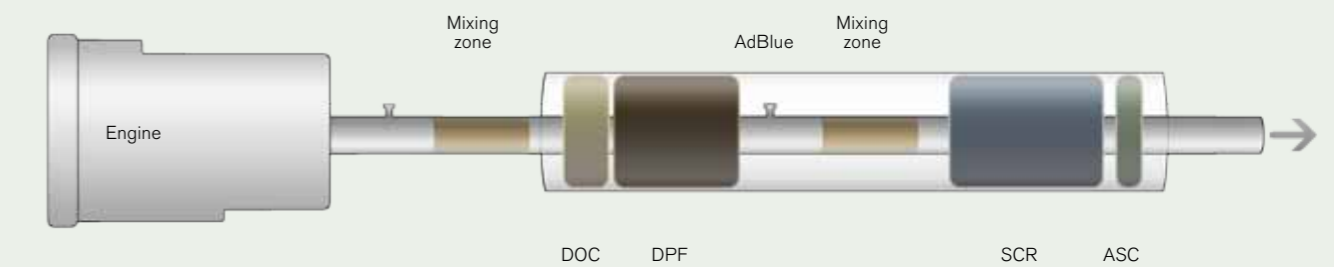
Pollute less.

Being among the first to invest in a Euro 6 certified truck has its benefits. First of all, you can be sure to enjoy any incentives available in some countries. But you might also gain an edge on the competition.

The most important bit: What hasn't changed.

Much is new on the D13K460, but we're most proud of what's not. Because when it comes to engine performance, it's equal to its Euro 5 sibling. And the fuel economy is almost on par. Furthermore, since the new particulate filter automatically regenerates, you don't have to visit the workshop more often either.

How it works.



What the future brings. Our new driveline for Euro 6.

Well before Euro 6 becomes mandatory, our new driveline is launched. We call it I-Torque. Among the highlights are a new generation of I-Shift and a fuel performance you thought impossible. Curious? Read more on the website.

ENGINE

A closed loop butterfly, a waste-gate turbo, a so-called uncooled EGR and more. The new engine components serve two main purposes: to improve gas-flow and make sure the exhausts reach the after-treatment system at optimum temperature.

DIESEL OXIDATION CATALYST (DOC)

The DOC produces the NO₂ necessary for the DPF to efficiently combust the particulates. In cold conditions, it also provides the heat needed for regeneration.

DIESEL PARTICULATE FILTER (DPF)

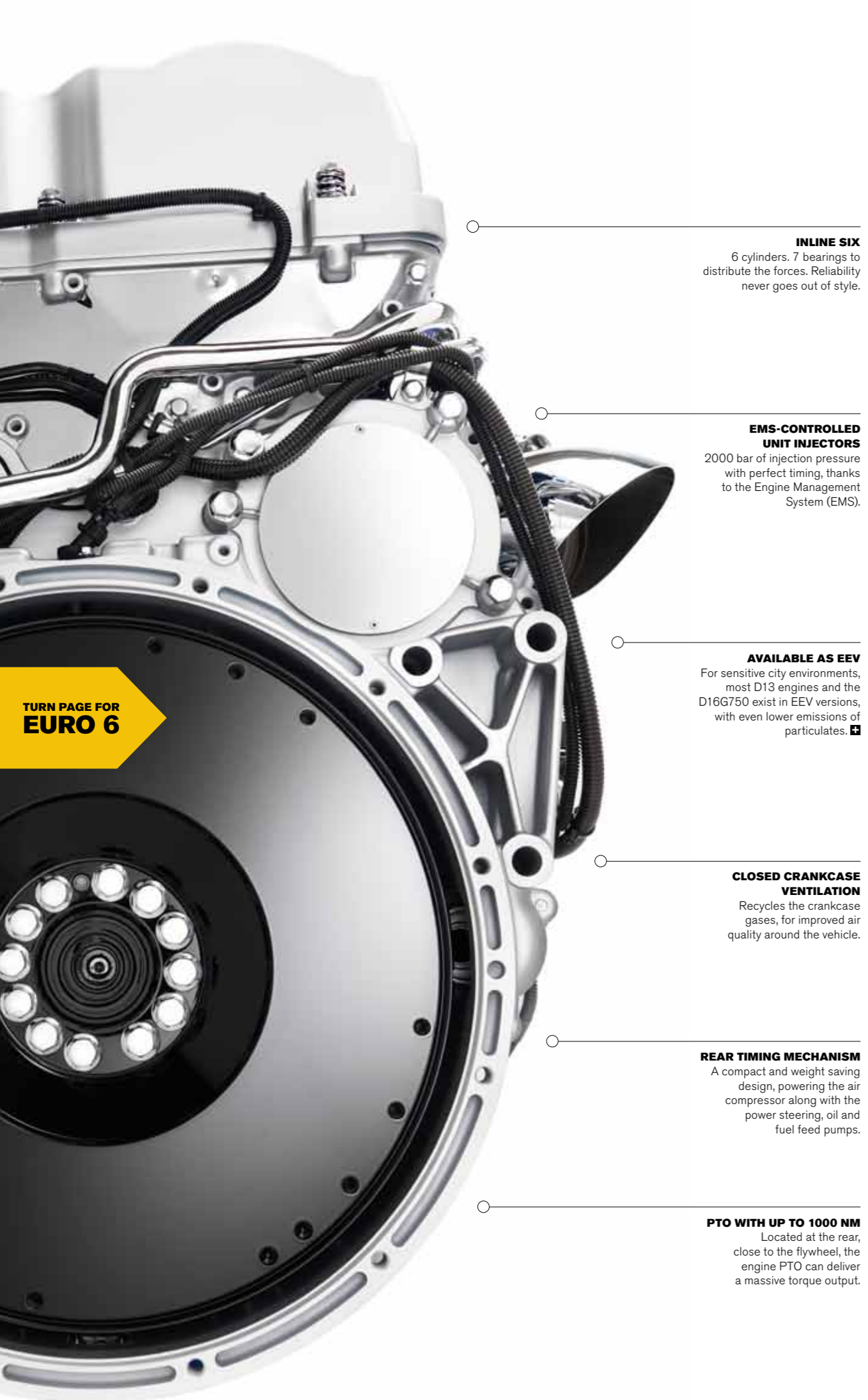
The filter collects particulate matter (PM) and stores it until it's burned off during regeneration.

SELECTIVE CATALYTIC REDUCTION (SCR)

In the mixing zone, the exhausts are sprayed with AdBlue. When they reach the catalyst, the oxides of nitrogen (NO_x) are efficiently transformed into harmless nitrogen gas and water.

AMMONIA SLIP CATALYST (ASC)

The last step before the tailpipe where any remaining ammonia (NH₃) is removed.



INLINE SIX
6 cylinders, 7 bearings to distribute the forces. Reliability never goes out of style.

EMS-CONTROLLED UNIT INJECTORS
2000 bar of injection pressure with perfect timing, thanks to the Engine Management System (EMS).

AVAILABLE AS EEV
For sensitive city environments, most D13 engines and the D16G750 exist in EEV versions, with even lower emissions of particulates.

CLOSED CRANKCASE VENTILATION
Recycles the crankcase gases, for improved air quality around the vehicle.

REAR TIMING MECHANISM
A compact and weight saving design, powering the air compressor along with the power steering, oil and fuel feed pumps.

PTO WITH UP TO 1000 NM
Located at the rear, close to the flywheel, the engine PTO can deliver a massive torque output.

TURN PAGE FOR
EURO 6

UPTIME

Stay on the road by staying online.

New Volvo Gold Contract The all-inclusive. Uptime package.

To keep your truck on the road making money, there's the new Volvo Gold Contract – an off the shelf service package. It includes service and repairs. It includes preventive maintenance. It includes Uptime Assurance. And it includes New Service Planning and Features Online – two truly ground-breaking service features made possible by the new TGW (Telematics Gateway). The bottom line? We promise you 100% uptime during the first six years.



Need help? Just push the button.

An unplanned stop in the middle of nowhere? Volvo Action Service (VAS) is now a button push away. VAS On Call automatically connects you to an operator who speaks your language the truck checks the nationality of the card in the digital tachograph. And once connected, service is fast and accurate, because they already know your chassis ID, location and possible fault codes.



Our promise: 100% uptime.

No truck's more costly than one that's standing still. With the new Gold contract, we promise an uptime of no less than 100%. This means your truck will always be available when you need it. Should we fail, for example in the event of a breakdown, we compensate you financially.



New Service Planning. One step ahead.

Thanks to the telematics gateway, the workshop can access information such as engine data, mileage, fuel consumption, active fault codes, driving conditions and status of crucial components brake pads, clutch, battery etc. That means we can alert you in time before you risk an unplanned stop. But most importantly, we're always perfectly prepared when you enter the workshop. So you'll be back on the road before you know it.

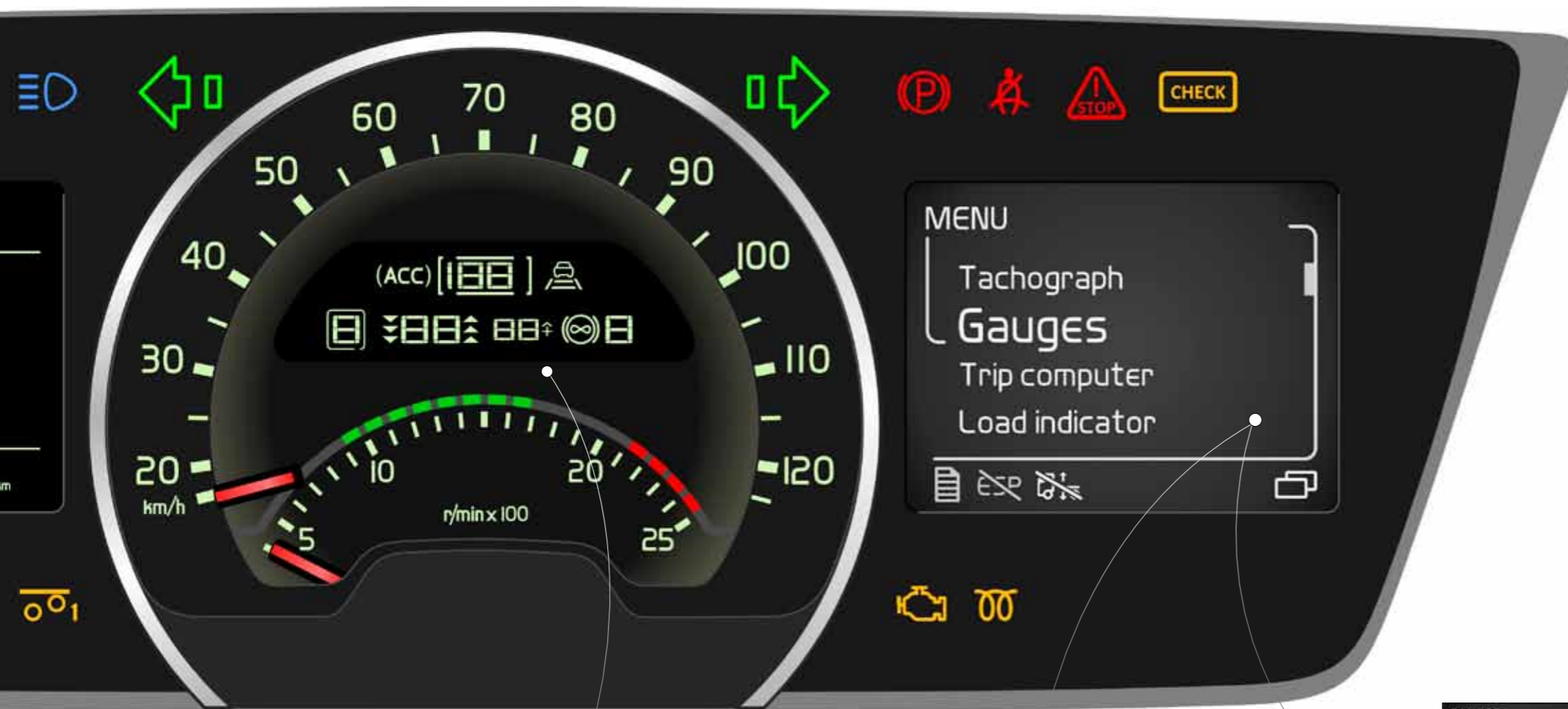


Features Online. Your wireless technician.

Some things shouldn't require a workshop visit. And now they don't. With Features Online, a service technician can access your vehicle remotely to calibrate displayed fuel consumption, fuel tank size (if you've fitted extra tanks) and your preferred speed limit. It's even possible to enable the load indicator function from a distance. All you have to do is stop at the roadside for a short while. Service has never been quicker.

INSTRUMENT CLUSTER

All you need to see to focus on the road.



Information is central.
A quick glance at the centre of the speedometer is enough to get key information about gear, I-Shift mode, (adaptive) cruise control, auxiliary brakes and tachometer.

Driver Information Display.
Convenient 4" display showing a lot of additional information. Choose what you want to see, using the steering wheel buttons.

Secondary Information Display.

To the left of the instrument cluster, you'll find the home of infotainment – an integrated display. It's called the SID (Secondary Information Display) and contains plenty of interesting features. Some of them require the SID-High variant (shown), which is a 7" colour display. 📺

BUILT-IN GPS NAVIGATOR

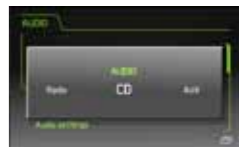
Volvo FH has a brand new, fully integrated navigator. Knowing the truck's specification, it can use map data to help you choose a route that suits your axle load and vehicle height. It also integrates nicely with Dynafleet, so you can receive exact GPS destinations from the office. 📺



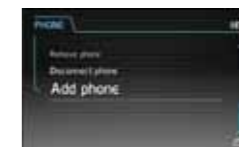
EXTERIOR VISION CAMERAS
Secondary Information Display shows the input from up to four cameras in full resolution. 📺



DRIVER TIMES FEEDBACK
Helps you handle your driving and resting times, so you'll know when it's time to take a break.



AUDIO SYSTEM
Lets you enjoy full information on each track and navigate easily among them. 📺



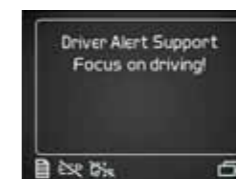
PHONE
Connects via Bluetooth so you can browse your phone book, talk into the built-in microphone and listen through the speakers.



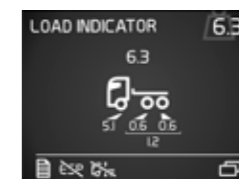
DYNAFLEET
No separate display needed. All information from Volvo's transport management system is now integrated in the SID-High. 📺



GAUGES YOUR WAY
Plenty of status indicators and trip information. The customised view lets you select up to three favourites.



DRIVER ALERT SUPPORT
If unfocused driving is detected, a clear message shows up in the display. Learn more on [page 33](#). 📺



LOAD INDICATOR
The enhanced load indicator allows you to precisely monitor axle load. 📺



UNDERSTANDABLE ERROR MESSAGES
No perplexing fault codes. The error messages quickly and accurately tell you what's wrong – in plain text.

VOLVO FH16

A beauty on the surface.

A beast under the hood.

ACCENTUATING SHADES

The Volvo FH16 with a unique appearance, features a tinted glass pane on the cab rear wall. Not for looking out but for looking at.

THE NEW BLACK

The new FH16 colour is dark. Very dark. But under this surface, there's an intriguing tone hiding. We call it Mystic Fjord. You have to see it.

ATTENTION TO DETAILS

Subtle details make all the difference. Especially when in the distinctive FH16 chrome. This makes the front step, grille trim, door handles and Volvo Ironmark stand out.

THE GRILLE OF A CHAMPION

The satin dark-silver grille makes a distinct impression on any road. The mirrors and sun visor share the same look.



Unique seat design.

Behind the wheel of a Volvo FH16, you'll feel majestic. And here's your throne. A unique seat with a distinct design in high-quality leather or a leather/textile combination, providing a true premium feel. For your back and for your eyes. Seats are available in ventilated versions.



The Raven.

Adding to the smooth driving feel, the Raven steering wheel is only available for the Volvo FH16. Made in dark leather, with contrasting yellow stitching, subtly matching the interior trim and seats.



First class.

The interior features unique door panels, wall panels, chromed deco trim, curtains, bunk upholstery and additional door lights. All together, they create a luxurious mood in the cab.



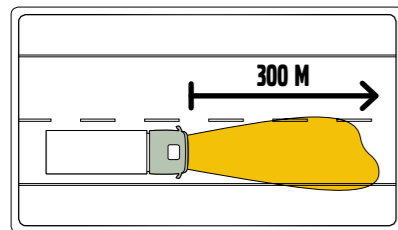
16 litres of pure power.

Volvo's strongest engine to date, the D16G, produces up to a massive 750 hp with 3550 Nm. Matched with I-Shift and a choice of fuel-efficient and strong rear axles, it sets its own standard for the toughest of transport missions. For all driveline options, see **pages 38-43**.

HEADLIGHTS

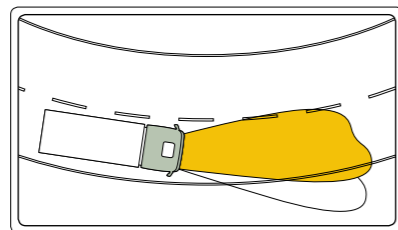
The future ahead looks bright.

So do the curves and corners.



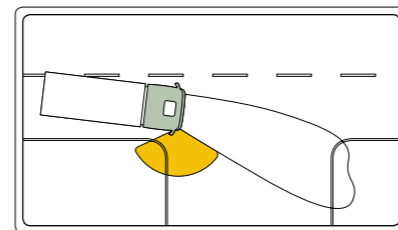
Leading main beam.

The headlights produce a powerful beam, providing you with an early view of what is happening ahead. And, just as important, other road users will see you stand out in the dark.



Dynamic headlights.

Never seen before on a truck. With dynamic headlights, the dipped beam can plan to follow the road. As you corner, so do the lights. This leads to a massively increased field of vision.



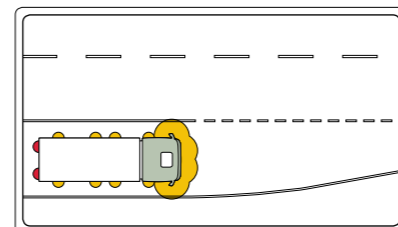
Static cornering lights.

When you slow down to turn a corner in the dark, the enhanced static cornering lights come to your assistance when you indicate.



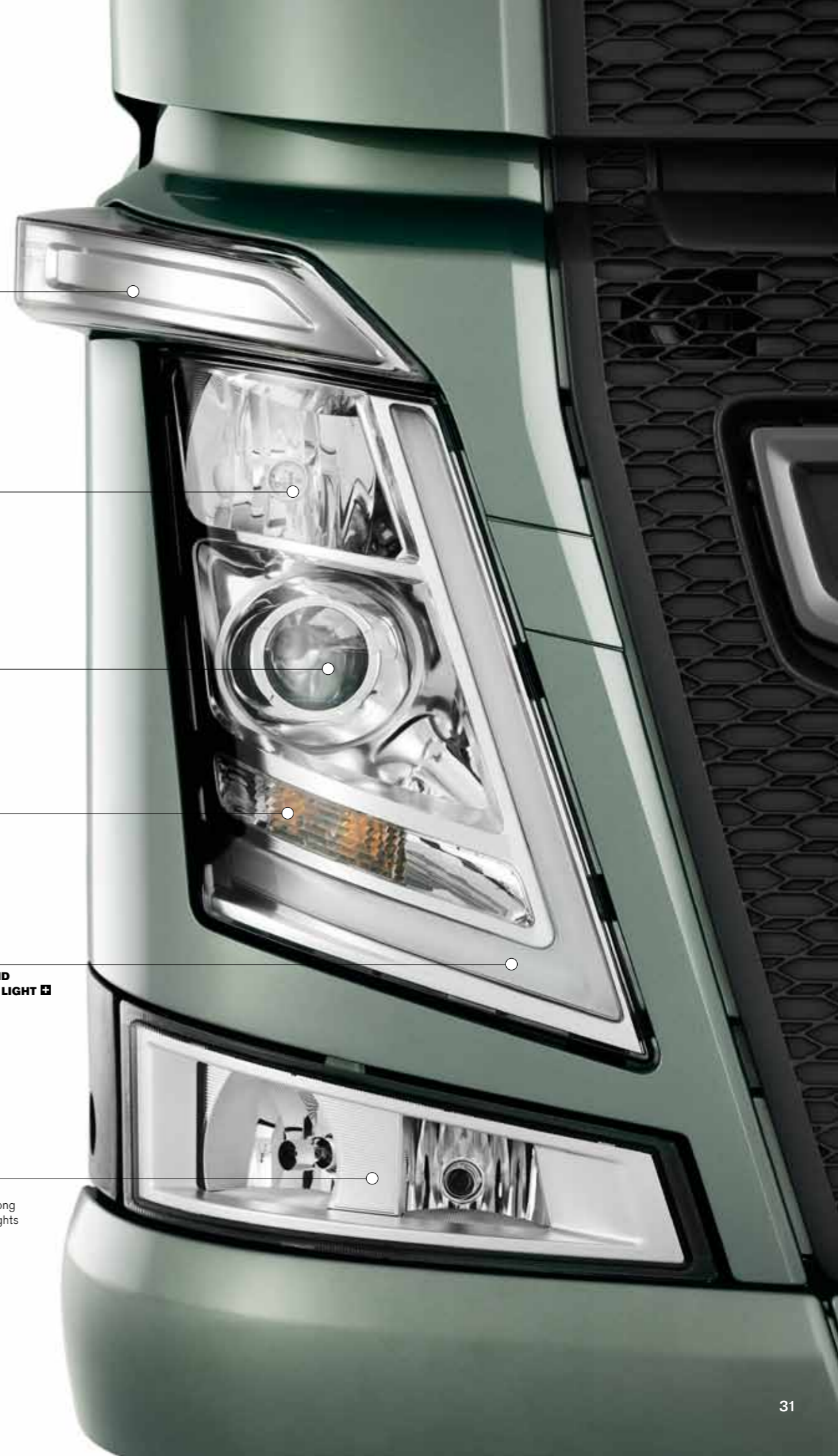
Bi-Xenon.

Equip the headlamps with Bi-Xenon to experience a new level of brightness. They also offer longer service life compared with regular halogen lamps.



Approach light.

When approaching the truck at night, just push the button on the remote key fob. The interior and exterior light up, letting you easily find and safely enter your truck. 🚚



SIDE INDICATOR

MAIN BEAM

DIPPED BEAM

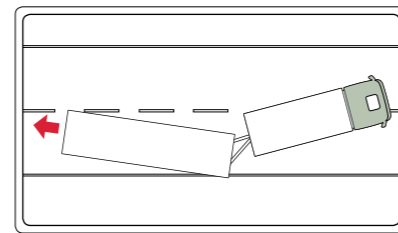
INDICATOR

POSITION LIGHT AND DAYTIME RUNNING LIGHT 🚚

AUXILIARY LIGHTS

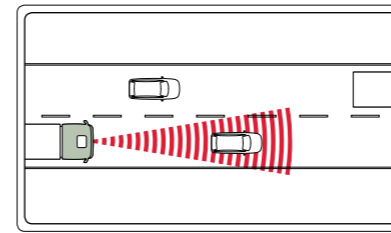
Room for fog lights, along with static cornering lights or extra spotlights. 🚚

Keeping an extra eye on the road.



Stretch Brake.

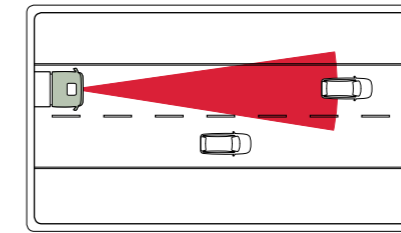
In certain situations, such as turning or driving downhill on a slippery road, the trailer risks catching up with the truck, creating a hazardous jack-knife effect. The Stretch Brake is a new Volvo feature, designed to stop that from happening. By pulse braking the trailer, the vehicle combination is stretched, and the danger reduced. The system can be automatically activated in risky situations, at speeds up to 30 mph. This option only applies to drawbar combinations.



Adaptive Cruise Control and ACC brake.

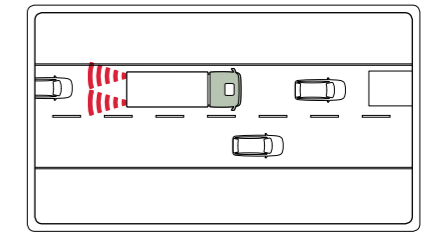
Follow the traffic rhythm without effort. The radar based Adaptive Cruise Control (ACC) keeps a safe distance from the vehicle in front by controlling the accelerator and all available brakes. If there's a risk of collision, warning lights are projected on the windscreen.

The ACC brake takes this one step further. It automatically assists you in emergency braking if an impact is imminent, thus significantly reducing the risk of severe injuries.



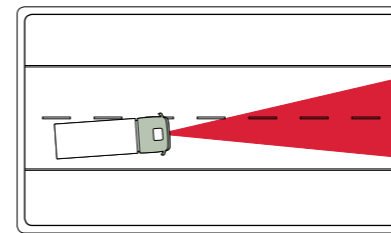
Lane Keeping Support.

Drifting out of lane is a common cause of many serious accidents. Too common, we think. Lane Keeping Support tracks the road markings with a camera, and alerts you if you should unintentionally cross them.



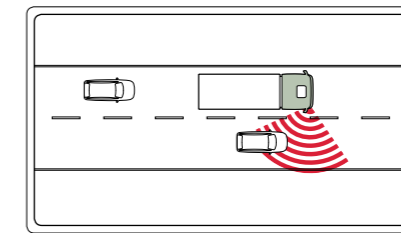
Emergency brake light.

If you slam on the brakes, the brake lights flash rapidly to alert the vehicles behind you. An easy way of avoiding rear-end collisions, which can be fatal or lead to major pile-ups. 🚚



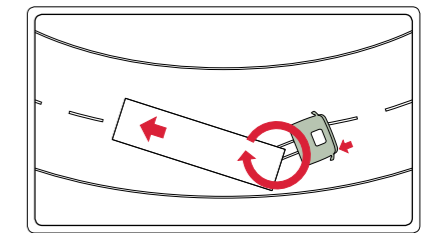
Driver Alert Support.

Driver Alert Support is an intelligent system that tracks your driving behaviour. If it differs from normal and indicates tiredness, you are alerted by a signal and a message in the display, advising you to take a break. 🚚



Lane Changing Support.

The blind-spot area on the passenger side can easily hide other road users. Lane Changing Support is equipped with a radar that checks that area when you activate the indicator. If the area's not clear, you are notified by a sound and a flashing icon by the mirror.



Electronic Stability Program.

Volvo's Electronic Stability Program (ESP) efficiently reduces the risk of skidding and rollovers. In risky situations it instantly steps in, reducing engine power and brakes the truck and trailer. Each wheel of the truck is braked individually. ESP is now available for most truck specifications, both tractors and rigs. 🚚

🚚 Also available as an accessory. See page 50.



Tailoring your Volvo FH.

No single truck fits all. That's why the Volvo FH series provides endless possibilities. The flexible chassis layout and clear advice from the VBI Volvo Bodybuilder Instructions make it easy to prepare the truck for a superstructure. While the driveline, cabs and equipment packages provide you with even more options. So welcome to a world of choices. A world where your dealer will happily guide you in finding the perfect truck for your needs and wants.

- # 1

CHASSIS

Truck models, chassis heights, wheelbases, bogies, rear suspensions and brakes.

PAGES 35-38
- # 2

DRIVELINE

Engines, gearboxes, I-Shift software, rear axles, rear axle ratios and power take-offs.

PAGES 38-43
- # 3

CAB

Specifications and measurements for the sleeper, Globetrotter and Globetrotter XL cabs.

PAGES 44-46
- # 4

EQUIPMENT PACKAGES

Complete equipment packages for improved driver's comfort, safety and operating economy.

PAGES 47-49
- # 5

ACCESSORIES

There are plenty of ways you can accessorise your Volvo FH. View some of the highlights.

PAGES 50-51

DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in m)

Tractor 4x2

Rear Air	Standard	3.5	3.6	3.7	3.8								
	Medium	3.5	3.6	3.7	3.8								
	Low	3.5	3.6	3.7	3.8								
	X-Low	3.5	3.6	3.7	3.8								

Tractor 6x2

Tag	Standard	3.0	3.2						4.9				
	Medium	3.0	3.2						4.9				
Pusher	Standard					3.9	4.1		4.9				
	Medium					3.9	4.1		4.9				

Tractor 6x4

B ride	Standard	3.0	3.2										
T ride1	Standard	3.0	3.2	3.4	3.6	3.9							
T ride2	Standard	3.0	3.2	3.4	3.6	3.9							
Rear Air	Standard	3.0	3.2	3.4									

Tractor 8x4

Pusher Tridem	Standard								3.9				
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DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in m)

Rigid 4x2

Rear Air	Standard	3.4	3.7	4.0	4.3	4.6	4.9	5.2	5.6	6.0	6.3	6.5	6.7
	Medium		3.7	4.0	4.3	4.6	4.9	5.2	5.6	6.0	6.3	6.5	6.7
	Low						4.9	5.2	5.6	6.0	6.3	6.5	6.7

Rigid 6x2

Tag	Standard	3.5	3.7	3.9	4.3	4.6	4.8	4.9	5.2	5.6	6.0		
	Medium	3.5	3.7	3.9	4.3	4.6	4.8	4.9	5.2	5.6	6.0		
	Low	3.5	3.7	3.9	4.3	4.6	4.8	4.9	5.2	5.6	6.0		

Rigid 6x4

B ride	Standard		3.7	3.9	4.3	4.6	4.9	5.2	5.6				
T ride1	Standard		3.7	3.9	4.3	4.6	4.9	5.2	5.6				
T ride2	Standard		3.7	3.9	4.3	4.6	4.9		5.6				
Rear Air	Standard		3.7	3.9	4.3	4.6	4.9	5.2	5.6				
	Medium		3.7	3.9	4.3	4.6	4.9	5.2	5.6				
	Low		3.7	3.9	4.3	4.6	4.9	5.2	5.6				

Rigid 8x2

Rear Air	Standard								5.1	5.6	6.0		
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Rigid 8x4

B ride	Standard								5.1	5.6	6.4		
T ride1	Standard								5.1	5.6			
T ride2	Standard								5.1	5.6	6.0	6.2	
Rear Air	Standard				4.3	4.6	4.9	5.1		5.6	6.0	6.4	
Tag Tridem	Standard	3.2	3.4	3.7	3.9	4.1	4.3	4.6	4.9	5.2			
	Medium			3.7	3.9	4.1	4.3	4.6	4.9	5.2			
Pusher Tridem	Standard						4.3	4.6	4.9	5.1	5.3	5.6	
	Medium						4.3	4.6	4.9	5.1	5.3	5.6	

CHASSIS LAYOUT FEATURES

The chassis is developed to give optimum space for superstructure and equipment. Here are some of the key features, which may vary depending on the truck's specification.

TRACTOR

BATTERY BOX (BBOX-L)

Moved forward 300 mm compared with previous design. On tractors this offers 100-120 litres more fuel capacity.

BATTERY BOX (BBOX-EF)

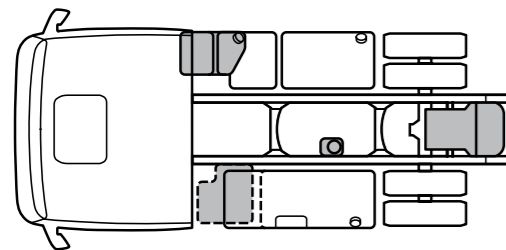
Placed in the rear between the chassis frames is an option on tractors.

ADBLUE TANK

On tractors the AdBlue tank can be mounted on top of frame, behind the cab, offering more fuel capacity (ADTP-BC).

APM

Air Production Modulator on tractors is placed between the chassis rails to create more space for chassis-mounted equipment such as fuel tanks.



TRACTOR

RIGID

FREE FRAME SPACE

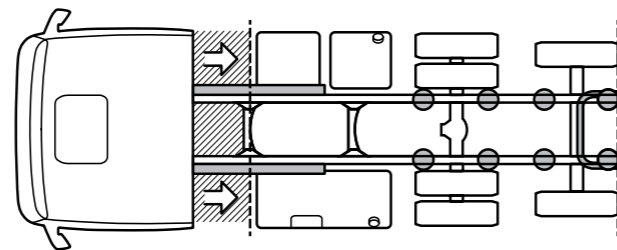
The chassis packaging can be moved rearwards to give space for crane legs or other equipment. (FAA10; 500 mm), (FAA20; 600 mm).

FRAME BODY BUILDER HOLE ROW

The upper hole row is reserved for the body builder. All brackets in upper hole row have an offset and an 8mm spacer. No rivets are used in the upper hole row.

CRANE PREPARATION

Crane plates on the chassis can be factory mounted.



RIGID

REAR AIR SUSPENSION AND SHORT REAR END

The rear overhang can be shorter thanks to a redesigned forward-mounted stabiliser bar. This is a benefit for construction applications and improves the asphalt-layer interface and swapbody applications.

CHASSIS HEIGHTS

X-Low (Tractors only)	approximately 810 mm
Low	approximately 850 mm
Medium	approximately 900 mm
Standard	approximately 1000 mm

TOWBARS

Centrally mounted, semi-undermounted and undermounted towbar for trailer with centre axle. Towbars can be fitted at intervals of 25 mm.

FUEL TANKS

Aluminium or steel tanks in volumes from 150 to 900 litres. Maximum fuel volume is 1480 litres for a 4x2 tractor.

ADBLUE TANKS

Volumes from 32 to 90 litres. AdBlue pump is integrated in AdBlue tank module. Plastic.

FIFTH WHEELS

Certified installation permits up to 36 tonnes load. An ISO fifth wheel with L-shaped profiles at different heights is included in the range, offering considerable freedom of choice. A flange-mounted fifth wheel is a low-weight variant since it does not require any attachment plate. There are a range of fifth wheel heights to meet operator demands. Integrated lubrication and in cab trailer connection indicator is available as an option for specific variants.

TAG AXLES

Available in several configurations – fixed with single or dual wheels, self steered or actively steered. Axle load: 7.5 tonnes.

PUSHER AXLES

Available as a fixed or actively steered option on 6x2 push axle tractors and tridem rigids. Axle load: 7.5 tonnes.

MAX FRONT AXLE LOAD (tonnes)

	Air	Leaf
X-Low	8	-
Low	8	-
Medium	9	9
Standard	9	10

REAR SUSPENSION

Type	Axle combination	Suspension type	Axle/bogie load (tonnes)	Reduction	Third or Fourth axle
Solo					
<input type="checkbox"/> RAD-GR	4x2	Air	11.5/13	Single/hub	
Bogie					
<input type="checkbox"/> RADT-GR	6x2/8x2	Air	19/20.5/22.5/23	Single/hub	Fixed/steered tag axle/selfs/prep
<input type="checkbox"/> RAPD-GR	6x2	Air	19/22	Single/hub	Fixed/steered pusher axle
<input type="checkbox"/> RADD-BR	6x4/8x4	Parabolic	21	Single/hub	
<input type="checkbox"/> RADD-TR1	6x4/8x4	Parabolic/conventional leaf	23/26	Single/hub	
<input type="checkbox"/> RADD-TR2	6x4/8x4	Conventional leaf	26/32	Hub	
<input type="checkbox"/> RADD-GR	6x4/8x4	Air	21/23/26	Single/hub	
<input type="checkbox"/> RADD-TR	8x4	Air	27.5/33/36	Single/hub	3 axles/steered tag axle
<input type="checkbox"/> RAPDD-GR	8x4	Air	27.5/32/35	Single/hub	3 axles/steered pusher axle

FIFTH WHEEL COUPLING HEIGHTS

Drive	Chassis height	Suspension	Frame height	Fifth wheel height*	Tyre Size	Min. coupling height**	Nominal drive height**
4x2	X-Low	RAD-GR	266	140	295-55	867	912
	X-Low	RAD-GR	266	140	295-60	887	932
	Low	RAD-GR	266	140	315-60	955	1015
	Medium	RAD-GR	266	140	315-70	1014	1075
	Medium	RAD-GR	300	140	315-70	1031	1092
	Standard	RAD-GR	266	140	315-80	1056	1147
6x2	Standard	RAD-GR	300	140	315-80	1056	1147
	Standard	RAD-GR	300	140	315-80	1090	1164
	Low	RADT-GR	266	160	315-60	975	1035
	Medium	RADT-GR	266	160	315-70	1034	1095
	Medium	RADT-GR	300	160	315-70	1051	1112
	Standard	RADT-GR	300	150*	315-80	1160	1234
	Medium	RAPD-GR	266	160	315-70	1034	1095
	Medium	RADT-GR	300	160	315-70	1051	1112
6x4	Standard	RAPD-GR	266	160	315-70	1076	1167
	Standard	RAPD-GR	300	160	315-80	1110	1184
	Standard	RADD-GR	300	160	315-80	1173	1234
	Standard	RADD-GR	300	150*	315-80	1173	1234

* +60 mm mounting height. ** Approx. heights.

BRAKES

Volvo EBS (Electronically controlled Brake System) disc brakes are available with program packages for rigids and tractors. ESP is available for tractors and rigids with 4x2, 6x2 and 6x4 drive. In this way Volvo can offer ESP on virtually all ADR applications and EMS combinations. The brake range also includes Volvo Z-cam drum brakes with ABS (Anti-lock Braking System) on heavy duty construction and heavy haulage models.

EBS MEDIUM

In addition to the features of the EBS Standard package, see below.

EBS STATUS CONTROL

EBS status monitoring via the TEA2+ vehicle electronic system and VCADS Pro.

HILL START AID

The service brakes support the park brake during a hill start. The service brake are only released once there is sufficient engine torque to drive the vehicle forward.

LINING WEAR ANALYSIS

Brake lining warning – calculates the remaining mileage available with the current brake linings.

AUTOMATIC PARKING BRAKE RELEASE

The parking brake is automatically released when the driver presses the accelerator pedal when a gear has been selected to drive away. It does not work in neutral, only available with I-shift gearbox.

PARKING BRAKE ACTIVATOR ON TRAILER

There is an optional parking brake that activates automatically also on the trailer, ideal for heavy haulage applications.

ADDITIONAL OPTIONS

In addition to the programme packages there are the following options:

STRETCH BRAKE

Enables the driver to request pulse braking of the trailer. The brake is then automatically activated and the risk of jack-knifing is minimised. Only for Rigid.

ESP (ELECTRONIC STABILITY PROGRAM)

The electronic brake stability system applies the brakes individually on each wheel, thereby providing stability for the entire vehicle combination to counteract jack-knifing, rollover and trailer swing. ESP fulfils the legislation of Electronic Vehicle Stability Control.

EMERGENCY BRAKE LIGHT

When panic braking from speed above 50 km/h, the brake lights flash with four flashes per second.

HYDRAULIC RETARDER

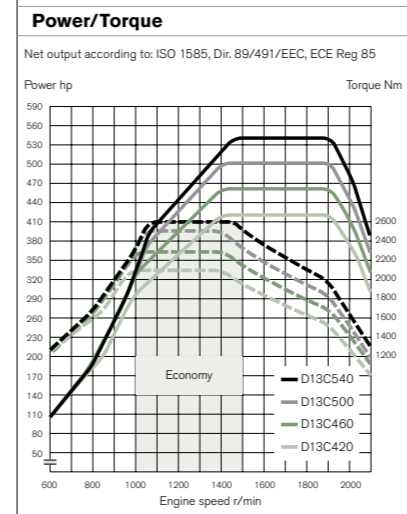
Gearbox-mounted compact retarder with a max effect of 440 kW.

2 DRIVELINE

DRIVELINE COMBINATIONS

Manual gearbox	D13C420	D13C460	D13C500	D13C540	D13K460	D16G540	D16G600	D16G700	D16G750
VT2214B	•								
VTO2214B	•								
VT2514B	•	•	•						
VTO2514B	•	•	•						
VT2814B				•		•	•		
VTO2814B				•		•	•		
I-Shift									
AT2412D	•	•							
AT2612D	•	•	•	•	•				
ATO2612D	•	•	•	•					
AT2812D						•	•		
ATO3112D						•	•	•	
ATO3512D									•
Single reduction axles									
RSS1344C	•	•	•	•	•				
RSS1356	•	•	•	•	•	•	•		
RSS1360	•	•	•	•	•	•	•	•	•
RTS2370A	•	•	•	•		•	•	•	•
Hub reduction axles									
RSH1370F	•	•	•	•	•	•	•	•	•
RT2610F	•	•	•	•		•	•	•	•
RT3210F	•	•	•	•		•	•	•	•
RTH3312	•	•	•	•		•	•	•	•

ENGINE D13C - EURO 5 / EEV



<input type="checkbox"/> D13C420 (309 kW)	Max power at 1400–1900 r/min	420 hp
	Max torque at 1000–1400 r/min	2100 Nm
<input type="checkbox"/> D13C460 (338 kW)	Max power at 1400–1900 r/min	460 hp
	Max torque at 1000–1400 r/min	2300 Nm
<input type="checkbox"/> D13C500 (368 kW)	Max power at 1400–1900 r/min	500 hp
	Max torque at 1050–1400 r/min	2500 Nm
<input type="checkbox"/> D13C540 (397 kW)	Max power at 1450–1900 r/min	540 hp
	Max torque at 1050–1450 r/min	2600 Nm

D13C

No. of cylinders	6
Displacement	12.8 litres
Stroke	158 mm
Bore	131 mm
Compression ratio	17.8:1
Economy revs	1000–1500 r/min
Exhaust braking effect (2300 r/min)	185 kW
VEB effect (2300 r/min)	300 kW
VEB	option on the D13C420
VEB+ effect (2300 r/min)	375 kW
VEB+	option on all D13C engines
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	33 litres
Cooling system, total volume	38 litres
Oil change interval: Up to 100,000 km, or once a year with VDS4.	

EMISSION LEVEL EEV
Available for all D13C engines, except D13C540.

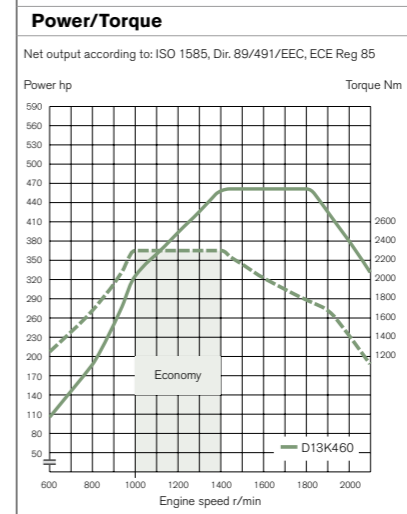
ENGINE-MOUNTED POWER TAKE-OFF

Two torque output versions available*:

EPTT650, ratio 1.26:1	650 Nm
EPTT1000, ratio 1.26:1	1000 Nm

* Torque output both when driving and standing still.

ENGINE D13K - EURO 6



<input type="checkbox"/> D13K460 (338 kW)	Max power at 1400–1800 r/min	460 hp
	Max torque at 1000–1400 r/min	2300 Nm

D13K

No. of cylinders	6
Displacement	12.8 litres
Stroke	158 mm
Bore	131 mm
Compression ratio	17.0:1
Economy revs	1000–1400 r/min
Exhaust braking effect (2300 r/min)	185 kW
VEB* (standard), effect (2300 r/min)	375 kW
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	33 litres
Cooling system, total volume	38 litres
Oil change interval: Up to 100,000 km, or once a year with VDS4.	

ENGINE-MOUNTED POWER TAKE-OFF

Two torque output versions available*:

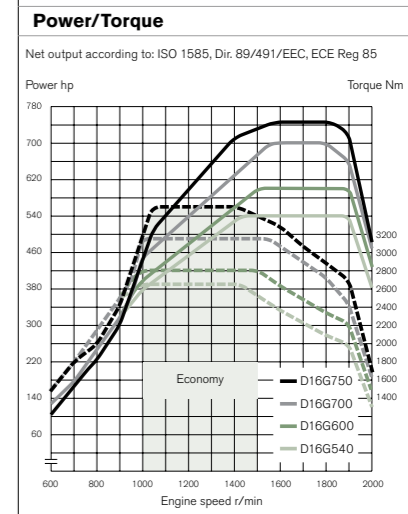
EPTT650, ratio 1.26:1	650 Nm
EPTT1000, ratio 1.26:1	1000 Nm

* Torque output both when driving and standing still.

D13K460 MODELS
4x2 tractor and rigid
6x2 pusher tractor
6x2 tag tractor and rigid
GCW up to 60 tonnes
Long haul and distribution assignments.

EURO 6 FUEL PREREQUISITES
ULSD quality (Ultra-low-sulphur diesel, max 10 ppm sulphur).

ENGINE D16G - EURO 5



<input type="checkbox"/> D16G540 (397 kW)	Max power at 1450–1900 r/min	540 hp
	Max torque at 1000–1450 r/min	2650 Nm
<input type="checkbox"/> D16G600 (441 kW)	Max power at 1500–1900 r/min	600 hp
	Max torque at 1000–1500 r/min	2800 Nm
<input type="checkbox"/> D16G700 (515 kW)	Max power at 1550–1800 r/min	700 hp
	Max torque at 1000–1550 r/min	3150 Nm
<input type="checkbox"/> D16G750 (551 kW)	Max power at 1600–1800 r/min	750 hp
	Max torque at 1050–1400 r/min	3550 Nm

D16G

No. of cylinders	6
Displacement	16.1 litres
Stroke	165 mm
Bore	144 mm
Compression ratio	16.8:1
Economy revs	1000–1500 r/min
Economy revs D16G750	1000–1400 r/min
Exhaust braking effect (2200 r/min)	230 kW
VEB+ effect (2200 r/min)	425 kW
VEB+	option
Oil filters	2 full-flow, 1 bypass
Oil change volume, incl. filter	42 litres
Cooling system, total volume	48 litres
Oil change interval: Up to 100,000 km, or once a year with VDS4.	

EMISSION LEVEL EEV
Available for D16G750 engine.

ENGINE-MOUNTED POWER TAKE-OFF

Two torque output versions available*:

EPTT650, ratio 1.26:1	650 Nm
EPTT1000, ratio 1.26:1	1000 Nm

* Torque output both when driving and standing still.

I-SHIFT

12-speed splitter and range gearbox with automated gearchanging system. I-Shift can be factory-fitted or retro-fitted with an oil-cooler, power take-off and compact retarder.

I-SHIFT


Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> AT2412D	Direct	2400	44
<input type="checkbox"/> AT2612D	Direct	2600	60
<input type="checkbox"/> ATO2612D	Overdrive	2600	60
<input type="checkbox"/> AT2812D	Direct	2800	44/52
<input type="checkbox"/> ATO3112D	Overdrive	3150	60
<input type="checkbox"/> ATO3512D	Overdrive	3550	60

I-SHIFT SOFTWARE PACKAGES


BASIC

Supplied as standard with I-Shift and gives the gearbox its basic functions.


DISTRIBUTION & CONSTRUCTION

Tailors the gearbox's work for distribution and construction operations. Features include functions that aid the driver when starting and in close-quarter manoeuvring. 


LONG HAUL & FUEL ECONOMY

Contains intelligent functions that minimise fuel consumption. This makes the program package particularly suitable for long-haul operations. 

LONG HAUL & FUEL ECONOMY WITH I-SEE

Adds I-See, including I-Cruise, to the Long Haul & Fuel Economy package, for even greater fuel savings. 

HEAVY DUTY TRANSPORT

Optimises I-Shift for heavy gross combination weights (>85 tonnes). 

I-SHIFT SOFTWARE PACKAGES

Functions	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>				
	Basic	Distribution & Construction	Long Haul & Fuel Economy	Long Haul & Fuel Economy with I-See	Heavy Duty Transport*
Basic Shift Strategy	•	•	•	•	•
Performance Shift	•	•	•	•	•
Basic Gear Selection Adjustment	•	•	•	•	•
Gearbox Oil Temperature Monitor	•	•	•	•	•
Enhanced Shift Strategy		•	•	•	•
Launch Control		•	•	•	•
I-Roll			•	•	•
Smart Cruise Control			•	•	•
I-See, including I-Cruise				•	
Heavy Duty GCW Control					•
Additional options					
Enhanced PTO Functions	•	•	•	•	•
Enhanced Gear Selection Adjustment, including Kickdown		•	•	•	•
Enhanced performance – Bad roads		•	•	•	•

* Only AT2612D, ATO3112D and ATO3512D.

I-SHIFT FUNCTIONS EXPLAINED

BASIC SHIFT STRATEGY

Automatic selection of the right starting ratio (1st – 6th gear). The choice of starting gear is influenced by gross weight and road gradient.

PERFORMANCE SHIFT

Gives faster and gentler changes through intelligent utilisation of the engine brake, the vehicle's clutch and a special transmission brake.

BASIC GEAR SELECTION ADJUSTMENT

Makes it possible to adjust gear selection via the gear lever's buttons during engine braking in automatic mode.

GEARBOX OIL TEMPERATURE MONITOR

Shows the gearbox oil's temperature in the information display.

ENHANCED SHIFT STRATEGY

By interacting with EBS and ECS, starting and close-quarter manoeuvring are made easier. Maximises the VEB braking effect by automatically selecting the right gear so that the engine operates at higher revs. When changing gear during engine braking, the wheel brakes are activated to compensate for loss of braking torque.

LAUNCH CONTROL

Optimises gear selection and EBS functions for manoeuvring at low speeds. Among other things, ensures that the Hill Start Aid function is only activated on uphill gradients.

I-ROLL

Automatic engagement and disengagement of a freewheel function for the purpose of reducing fuel consumption. I-Roll is used when neither engine power nor engine braking is needed, for instance on flat roads.

SMART CRUISE CONTROL

Interacts with the vehicle's Brake Cruise and ensures that the auxiliary brakes are not activated unnecessarily. The free-wheel function can thus be utilised to an even greater extent.

I-SEE

A smart I-Shift software that can store topography data and uses this information to optimise driving when the truck travels the same stretch of road a second time. I-See can be used for saving fuel and improved driving comfort. When ordering I-See the cruise control I-Cruise is also included. I-Cruise can also be ordered separately.

HEAVY DUTY GCW CONTROL

Optimises gear selection for high gross combination weights, 85–180 tonnes, for certain engine/gearbox combinations.

ADDITIONAL OPTIONS

ENHANCED PTO FUNCTIONS

Several functions that make power take-off use easier.

ENHANCED GEAR SELECTION

ADJUSTMENT INCLUDING KICK-DOWN
Makes it possible to adjust gear selection via the gear lever's buttons during start and when driving in automatic mode. The kick-down function selects the right gear for maximum acceleration.

ENHANCED PERFORMANCE - BAD ROADS

Several functions that adjust gearchanging and assist starting and driving on poor road conditions and hilly terrain.

MANUAL GEARBOXES

14-speed splitter and range manual gearbox. Cable operation – with separate cables for longitudinal and lateral movements – results in short and distinct gear settings. Patented synchromesh with servo function means low gearchanging forces. The gearboxes can be fitted with a compact retarder, power take-off, oil cooler and oil temperature monitoring.

MANUAL GEARBOXES

Type	Top gear	Engine torque (Nm)	GCW approval (tonnes)
<input type="checkbox"/> VT2214B	Direct	2200	100
<input type="checkbox"/> VTO2214B	Overdrive	2200	100
<input type="checkbox"/> VT2514B	Direct	2500	100
<input type="checkbox"/> VTO2514B	Overdrive	2500	100
<input type="checkbox"/> VT2814B	Direct	2800	100
<input type="checkbox"/> VTO2814B	Overdrive	2800	100

CLUTCHES

CS43B-O: 430 mm pull-type single disc-clutch.

CD38B-O: 380 mm pull-type twin disc-clutch.

CD40B-O: 400 mm pull-type twin disc-clutch.

All Volvo's clutches are asbestos free.


REAR AXLES

Type	Axle	Gear	Max torque (Nm)	Max axle/bogie load (tonnes)	GCW approval (tonnes)
Single reduction					
<input type="checkbox"/> RSS1344C	Solo	Hypoid	2600	13	44
<input type="checkbox"/> RSS1356	Solo	Hypoid	2400/2800	13	56/44
<input type="checkbox"/> RSS1360	Solo	Hypoid	3550	13	60
<input type="checkbox"/> RTS2370A	Tandem	Hypoid	3550	23	70
Hub reduction					
<input type="checkbox"/> RSH1370F	Solo	Conical spiral cut	3550	13	70
<input type="checkbox"/> RT2610F	Tandem	Conical spiral cut	3550	26	100
<input type="checkbox"/> RT3210F	Tandem	Conical spiral cut	3550	32	100
<input type="checkbox"/> RTH3312	Tandem	Conical spiral cut	3550	33	120

REAR AXLE RATIOS

RSS1344C	RSS1356	RSS1360	RTS2370A	RSH1370F	RT2610F	RT3210F	RTH3312
2.64:1	2.50:1	2.47:1	2.43:1	3.46:1	3.33:1	3.33:1	3.61:1
2.85:1	2.79:1	2.64:1	2.57:1	3.61:1	3.46:1	3.46:1	3.76:1
3.08:1	3.10:1	2.85:1	2.83:1	3.76:1	3.61:1	3.61:1	4.12:1
3.36:1	3.44:1	3.08:1	3.09:1	4.12:1	3.76:1	3.76:1	4.55:1
3.70:1	3.67:1	3.40:1	3.40:1	4.55:1	3.97:1	3.97:1	5.41:1
		3.67:1	3.78:1	5.41:1	4.12:1	4.12:1	7.21:1
		4.11:1	4.13:1		4.55:1	4.55:1	1:1
			4.50:1		5.41:1	5.41:1	
			5.14:1			7.21:1	
			5.67:1				
			6.17:1				

POWER TAKE-OFFS

There is a wide range of clutch-independent and clutch-dependent power take-offs to drive all sorts of body equipment. 

CLUTCH-INDEPENDENT POWER TAKE-OFF

PTER-DIN

Rear-mounted engine power take-off for direct drive of a hydraulic pump.

PTER1400

Rear-mounted engine power take-off with flange connection for hydraulic pump.

CLUTCH-DEPENDENT POWER TAKE-OFFS

PTR-D/PTR-DM/PTR-DH

Low/medium/high-rev with DIN-connection for direct attachment of a hydraulic pump.

PTRD-F

High-rev with connecting flange attachment for direct-fitted propshaft.

PTRD-D

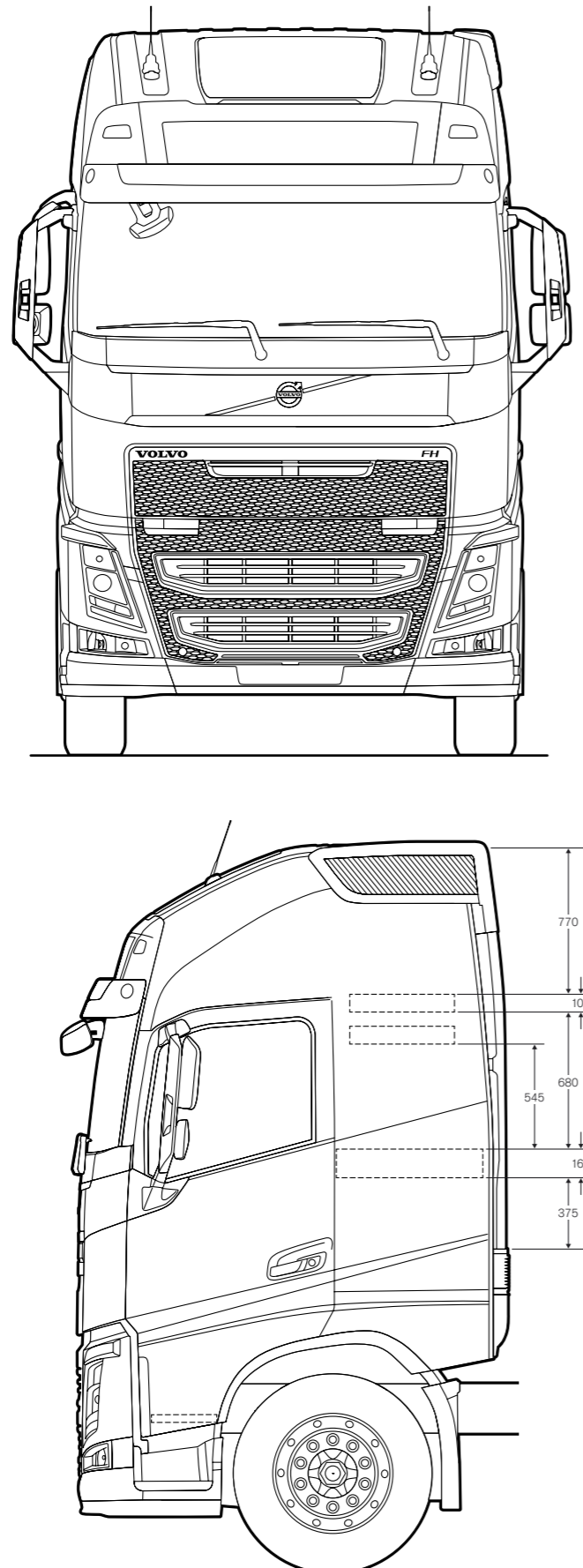
High-rev with dual drive. DIN connection front and rear for direct attachment of hydraulic pumps.

PTRD-D1

High-rev with dual drive. Connecting flange attachment at the rear and DIN attachment at the front.

PTRD-D2

High-rev with dual drive rear and single drive front. Two connecting flange attachments rear and one DIN attachment at the front.



SLEEPER CAB

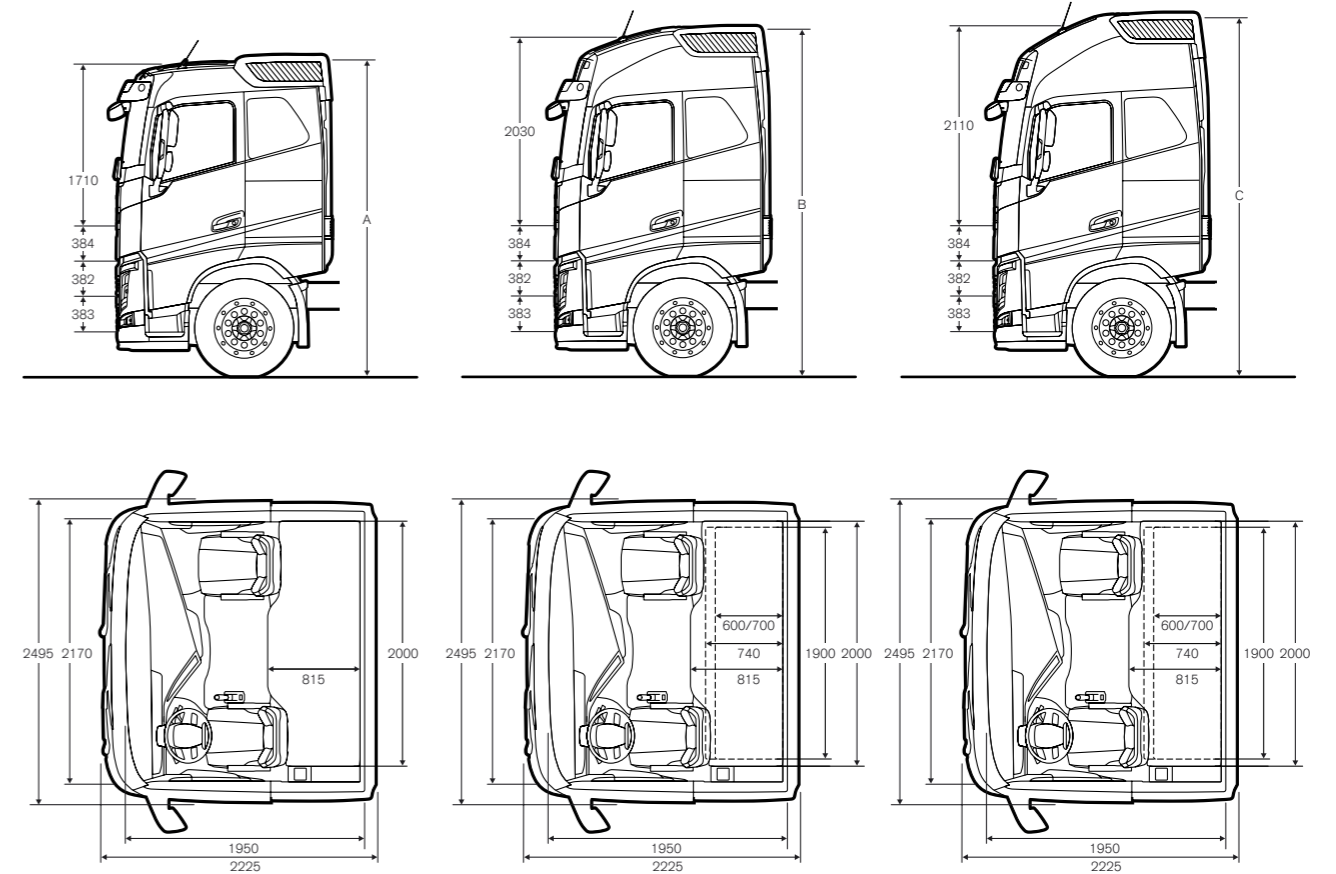
Sleeper cab (CAB-SLP) with comfortable overnight accommodation for one person. Interior height 171 cm, 162 cm on the engine compartment cover.

GLOBETROTTER CAB

Globetrotter cab (CAB-HSLP) with comfortable overnight accommodation for up to two people. The Globetrotter cab offers extra storage space owing to its vertical structure. Interior height 203 cm, 196 cm on the engine compartment cover.

GLOBETROTTER XL CAB

Globetrotter XL (CAB-XHSL) with comfortable overnight accommodation for up to two people. The Globetrotter XL cab offers extra storage space owing to its added height. Interior height 222 cm, 211 cm on the engine compartment cover.



CAB HEIGHT ABOVE THE GROUND					Height A (mm)	Height B (mm)	Height C (mm)
Tractor	Drive	Chassis height	Suspension	Tyres	Sleeper	Globetrotter	Globetrotter XL
	4x2	High	Leaf/Air	315/80-R22.5	3430	3800	3950
	4x2	High	Leaf/Air	315/80-R22.5	3440	3810	3960
	4x2	Med	Leaf/Air	315/70-R22.5	3350	3720	3870
	4x2	Low	Air/Air	315/60-R22.5	3230	3600	3750
	4x2	Low	Air/Air	315/60-R22.5	3250	3620	3770
	4x2	X-low	Air/Air	295/60-R22.5	3210	3580	3730
	6x2	Med	Leaf/Air	315/70-R22.5	3350	3720	3870
Rigid	Drive	Chassis height	Suspension	Tyres	Sleeper	Globetrotter	Globetrotter XL
	6x2	High	Air/Air	315/80-R22.5	3410	3780	3930
	6x2	Med	Air/Air	315/70-R22.5	3330	3700	3850
	6x2	Low	Air/Air	315/60-R22.5	3230	3600	3750
	6x2	High	Leaf/Leaf	315/80-R22.5	3460	3830	3980
	6x4	High	Leaf/Leaf	315/80-R22.5	3450	3820	3970
	8x4	High	Leaf/Leaf	315/80-R22.5	3480	3850	4000

FOUR-POINT CAB SUSPENSION

Coil springs with dampers all-round, coil springs at front and air suspension at rear, and air suspension all-round.

AIR INTAKES

Air intake positioned on the left side and available in high or low version. Front air intake available as an option.

COLOURS

Available in about 850 variants.

UPHOLSTERY

Volvo FH: Vinyl, textile, soft textile and leather. Volvo FH16: Textile/Leather and two coloured leather.

All seat trims except vinyl and textile can be ordered with ventilating function.

DRIVER'S SEAT

Three different levels of comfort: Standard, Comfort and Deluxe. All levels can be ordered with optional upholstery. The seat's total adjustment scope fore-aft is 240 mm, and vertically 100 mm. The driver's seat is fitted as standard with a head restraint, adjustable and fold-down backrest, vertical and fore-aft adjustment, adjustable lumbar support and adjustable seat angle.

PASSENGER SEAT

Two different levels of comfort: Standard and Comfort, all levels can be ordered with optional upholstery. All the passenger seats are equipped as standard with head restraints. A rotating passenger seat is available as an option.

BEDS

Lower bed: Bed measuring 70x200 cm, with 81.5 cm wide middle section.

Mattresses: Comfort and Recline with 16 cm pocket springs and excellent comfort. Three options of firmness: Soft, Semi-firm and Firm. Two options of overlay mattress protector that improves sleeping comfort and facilitates bed-making. Recline with adjustable backrest. Comfort upper bed dimensions 70x190 cm.

INTERIOR STORAGE

Front shelf with four DIN standard recesses and two large storage compartments with roller-doors on the driver's and passenger's sides on high roof cab versions. Under the bed there are two drawers with a total volume of 130 litres. There are two smaller storage compartments under the mattress at the foot (10 l) and head (15 l) of the bed. Storage compartment at the foot of the bed for a PET bottle.

EXTERIOR STORAGE

On both sides there are large storage compartments that can be opened from either the outside or the inside. Additional unheated storage space of 30 litres is available under the cab on both sides.

SKY WINDOW/ROOF HATCH

The cab is equipped with a fixed sky window or, as option, a roof hatch that can be opened 50 mm. It also serves as an emergency exit. The roof hatch can be manually or electrically operated.

STEERING WHEEL

Steering wheel in two different sizes – 450 mm or 500 mm in diameter depending on the truck specification. The steering wheel's height can be adjusted by up to 90 mm and the angle can be adjusted by 28 degrees. With neck tilt (option) the steering wheel can be adjusted in vertical position between -5° and +15°, thus increasing the driver's comfort.

CLIMATE SYSTEM

There is a choice of two alternative climate systems to cover all needs.

Air conditioning with manual control (MCC). Air conditioning with automatic temperature control (ECC/ECC2). This system is also available with sensors for sun intrusion, fog conditions and air quality.

The climate system can also be completed with cab and engine parking heater and I-ParkCool, cab parking cooler.

I-ParkCool produces cool air at standstill and can interact with the cab parking heater to generate a comfortable climate, for example during nights when the temperature often goes from hot to cold in a few hours.

The system checks the battery health to ensure the startability of the truck. It calculates how much cooling power is needed in order to air-condition the cabin. If the batteries aren't fully charged, the system will calculate how much it can be used (without jeopardising the startability). This way, it provides a nice and steady cooling performance during the whole night.

The system is quieter than competing systems in the market, further improving sleeping quality.

The climate system is fully integrated in the vehicle's normal air ventilation system* and hot or cold air respectively is distributed through the ordinary vents comfortably and equally divided. Cab aerodynamics and standing height inside the cab are not affected.

* Except the cab heater (PH-CAB)

DRIVING PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Driving	Driving+	Driving++	Driving16+	Driving16++
ECC, electronic climate control	•	•			
ECC with quality sensor and carbon filter		○	•	○	•
Roof hatch, manual	•			•	
Roof hatch, electrical	○	•	•	○	•
Exterior sunvisor, smoke colour	•	•	•	•	•
Armrests, driver seat	•	•			
Armrests, both seats		○	•		
Heated and electrical mirrors	•	•	•	•	•
Interior sunvisor front, roller blind, electrical		•	•	○	•
Interior sunvisor side, both sides		•	•	○	•
Centre front drawer, low	•	•	•	○	•
Centre front drawer, high		○	•	○	•
Leather armrests	○	•	•		
Leather steering wheel	○	•	•		
Leather instep grab handle	○	•	•		
Adjustable steering wheel with necktilt	○	•	•	○	•
Exterior trim level, enhanced		○	•		
Painting level, complete incl. enhanced exterior trim detail	○	○	•		

○ = option

RESTING PACKAGES

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Sleeper cab		Globetrotter and Globetrotter XL cab			
	1 bed	1 bed+	1 bed	1 bed+	2 beds	2 beds+
Foldable bunk	•		•		•	
Recline bunk, manually manoeuvred		•		•		•
Recline bunk, electrically manoeuvred		○		○		○
Top bunk, 700 mm wide, foldable					•	•
Top bunk, 700 mm wide, adjustable					○	○
Rear upper storage, 245 litres			•	•		
Rear upper storage, 154 litres	•	•			•	•
Bottle holders in driving and living areas	•	•	•	•	•	•
Cab parking heater	•	•	•	•	•	•
Advanced sleeper control panel	•	•	•	•	•	•
Night light and dimmer	•	•	•	•	•	•
Auxiliary shelf, front upper storage			•	•	•	•
Refrigerator, 33 litres		•		•		•
Microwave oven, preparation kit				•		•
Microwave oven				○		○
TV, preparation kit				•		•
Table		•		•		•
Relax seat, swivel, tilt		•		•		•

○ = option

4 EQUIPMENT PACKAGES

AUDIO PACKAGES				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Basic	Medium+	Advanced	Advanced Power
Display				
Basic display	•	•		
Large high level display			•	•
Key Audio Functions				
Audio CD	•	•	•	•
CD-R/CD-RW	•	•	•	•
wav/wma/mp3/iTunes		•	•	•
Speed-dependant volume control		•	•	•
Extended mute functions		•	•	•
Radio				
FM/AM antenna	•	•	•	•
FM stations	12	18	18	18
AM stations	6	6	6	6
RDS	•	•	•	•
Connections and interfaces				
Low-level input, 4 channels		•	•	•
3.5 mm stereo line input			•	•
USB connection			•	•
iPod interface			•	•
Bluetooth		•	•	•
Speakers				
Number of speakers	6	6	6	6
Output	4x20W	4x35W	4x35W	8x50W
Subwoofer				•
High-performance tweeters				•
ACTIVE SAFETY PACKAGES				
		<input type="checkbox"/>	<input type="checkbox"/>	
		Active Safety	Active Safety+	
Basic Electronic Stability Program		•	•	
Adaptive Cruise Control + Forward Collision Warning		•	•	
ACC brake		◦	◦	
Lane Changing Support		•	•	
Driver Alert Support			•	
Lane Keeping Support			•	
◦ = option				
AIRFLOW PACKAGE				
			<input type="checkbox"/>	
Cab roof deflector				•
Cab side deflectors				•
Chassis side skirts*				•
Side underrun protection				•
* 4x2 and long wheelbase 6x2 tag axle tractors only.				

EQUIPMENT PACKAGES 4

PERSONAL PROTECTION PACKAGE			<input type="checkbox"/>
Alarm			•
Alarm with external sensor			◦
Driver's safe below bed			•
Laminated door glass			•
Main switch, remote controlled circuit shutdown			◦
Main switch as for ADR trucks			
◦ = option			
VISIBILITY PACKAGES			
	<input type="checkbox"/>	<input type="checkbox"/>	
	Visibility	Visibility+*	
Head lamp cleaning	•	•	
Static cornering lights	•	•	
Rain sensor	•	•	
Bi-Xenon headlights			•
Dynamic headlights (Bi-Xenon)			◦
◦ = option. * Visibility+ is only available with rear leaf suspension.			
LONG HAUL FUEL PACKAGES			<input type="checkbox"/>
Vehicle package			<input type="checkbox"/>
I-See, gearbox software including I-Cruise			•
Engine idle shutdown			•
Power steering pump with variable displacement			•
150A alternator			•
Clutchable 2 cylinder 900 cc/min air compressor			•
Fuel service package			<input type="checkbox"/>
Fuel Advice			•
Dynafleet Fuel and Environment			•
Driver training: Efficient driving			•
TRANSPORT EFFICIENCY PACKAGE			<input type="checkbox"/>
Dynafleet Driver times			•
Dynafleet Messaging			•
Dynafleet Positioning			•
GPS navigator			•
Driver times feedback			•
Driver training: Transport Business and Legislation			•
NEW VOLVO GOLD CONTRACT			<input type="checkbox"/>
In addition to the existing maintenance and repair programme, the new gold contract also contains:			
New Service Planning			•
Features Online			•
Uptime Assurance			•

HARDWARE	ORDER NO
<input type="checkbox"/> Electric drying cupboard	82280656
<input type="checkbox"/> Exterior water tank (7 litres)	82273017
<input type="checkbox"/> Seat covers	Various options
<input type="checkbox"/> Bull bar	82708130
<input type="checkbox"/> Lower light bar	82708309
<input type="checkbox"/> Upper light bar/Snow plough bar	82708308
<input type="checkbox"/> Dirt deflectors (kit)	21368464
<input type="checkbox"/> Wind deflectors, side window (kit)	21368470
<input type="checkbox"/> Bunk curtains and rail	Various options
<input type="checkbox"/> Waste paper basket	82269739
<input type="checkbox"/> Cradle for mobile phone or iPad	82417710
<input type="checkbox"/> Headlamp protector (right/left)	82366782/82366411
<input type="checkbox"/> Headlamp protector, off-road (kit)	82442563
<input type="checkbox"/> Air horn	8153766
<input type="checkbox"/> Wheel cover, front	82420161 + 82403771
<input type="checkbox"/> Wheel cover, rear	82420162 + 82403771
<input type="checkbox"/> Wheel nut covers	82412116 + 82403771
<input type="checkbox"/> Wheel nut caps, chrome (48.5 mm/54 mm)	21106067/21106069
<input type="checkbox"/> Round spotlamp, white	85104138
<input type="checkbox"/> Round spotlamp, blue	85105501
<input type="checkbox"/> Refrigerator (33 litres) with freeze box	82174077
<input type="checkbox"/> Rubber tray card holder	82421757
<input type="checkbox"/> Coffee maker (requires preparation kit)	84036686

ELECTRONIC/SOFTWARE	REQUIRES
<input type="checkbox"/> SID-High	SID-Bas
<input type="checkbox"/> Exterior vision camera	SID-High
<input type="checkbox"/> Driver Alert Support	Lane Keeping Support
I-Shift software packages	
<input type="checkbox"/> Basic	
<input type="checkbox"/> Distribution & Construction	
<input type="checkbox"/> Long Haul & Fuel Economy	
<input type="checkbox"/> Long Haul & Fuel Economy with I-See (including I-Cruise)	I-Shift + the new TGW
<input type="checkbox"/> Heavy Duty Transport	
<input type="checkbox"/> I-Cruise	
<input type="checkbox"/> Work Remote for ECS	
<input type="checkbox"/> Load indicator	
<input type="checkbox"/> ECS added functions	
<input type="checkbox"/> EBS Medium	EBS Standard
<input type="checkbox"/> ESP (Electronic Stability Program)	EBS (Standard/Medium)
<input type="checkbox"/> EEV (upgrade from Euro 5)	
<input type="checkbox"/> Engine protection	
<input type="checkbox"/> Engine idle shutdown	
<input type="checkbox"/> PTO retrofit/upgrade	
Audio system upgrades	
<input type="checkbox"/> Audio Advanced, including USB, AUX and Bluetooth	
<input type="checkbox"/> Rear speakers	
<input type="checkbox"/> Reversing alarm	
<input type="checkbox"/> Interface for 3rd party fleet management system	
<input type="checkbox"/> Tachograph upgrade	
<input type="checkbox"/> Body Builder Module	
<input type="checkbox"/> Alcolock	
<input type="checkbox"/> Auxiliary lamps (extra spotlights/static cornering lights/fog lights)	

These are only a few of the accessories available for Volvo FH. For a complete list, please talk to your local Volvo dealer.



Lower light bar



Alcolock



Exterior water tank



Seat covers

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VOLVO

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