



Press Information

VOLVO TRUCKS INVESTS SEK 5.5 BILLION IN NEW HEAVY TRUCK RANGE

Volvo Trucks are presenting a new generation of trucks with many improvements in the areas of safety, haulage economy, fuel consumption and the environment.

The company's three new models amount to one of the biggest product renewals ever, with a brand new D9 engine, a new, more powerful 12-litre 500 hp engine, a new automatic gearchanging system, a new electronics system, a new chassis range, a new cab variant, an updated exterior with improved aerodynamics and a new interior.

The total investment is SEK 5.5 billion (600 million euros).

The Volvo FH12 is the company's big seller for long-distance haulage. Around 200 000 Volvo FH12 trucks have been sold since its launch in 1993. The Volvo FH12 sets new standards in the truck industry in terms of safety, driver environment and fuel consumption, among other things.

Extensive modernisation took place in 1998-99, when Volvo Trucks presented an entirely new electronics system and a new disk brake chassis, to mention only two features.

1998 also saw the launch of the Volvo FM series, designed mainly for heavy distribution and construction duty.

Improved haulage economy

The new truck range has been developed to offer the Volvo customers the most profitable truck on the market. The truck range meets current and future demands for good haulage economy and fuel economy combined with low environmental impact and high safety.

The development work has been concentrated on the areas that have the greatest impact on the haulier's profits. It's all about increased reliability and availability, but also about improved load capacity and the driver's influence on profits. According to Volvo Trucks' own calculations, this gives an average haulier an increased profit of 25 000 euros over a five-year period compared with an equivalent truck in 1997.

The service intervals have been extended and the tractor version of the new Volvo FH12 can go for 90 000 km (40 tons all-up weight) between oil changes and in some case up to 100 000 km.

Low-fuel-consumption engines

Together with the launch of the new Volvo FH and Volvo FM, the company are also introducing three new engines – a brand new D9 engine, a new 12D base engine and a new 500 hp turbo compound version. All the engines meet the new, stricter environmental regulations, Euro 3, which came into effect in the EU on 1 October.

The Volvo D9 is a completely new engine with four different power levels from 260 hp to 380 hp for Volvo FM. Compared with its predecessor, the Volvo D10, it is 80 kg lighter and has significantly better fuel economy.

The highly popular D12 engine is the basis of Volvo's engine range and has been greatly upgraded in its Euro 3 version, resulting in very low fuel consumption and reduced maintenance requirements.

The high-performance Volvo D12 engine delivers 500 hp (formerly max 460) which is a further development of the D12 engine, primarily intended for heavy haulage duties and for high average speeds in hilly country.

Volvo I-shift is the name of Volvo Trucks' new automatic gearchanging system, which not only contributes to greater comfort and safety but also to lower fuel consumption and reduced weight. I-shift changes gear very quickly, softly and smoothly and is regulated to suit the prevailing driving conditions.

The refined aerodynamics of the trucks contributes to further improvement in fuel economy, which also reduces environmental impact.

Safety first!

The new Volvo FH and Volvo FM follow the company's tradition of developing the safest vehicles on the market. Several major advances have been made in the area of safety.

For the tractor range, Volvo offer their electronic stabilisation system (ESP) - the first of its kind, which is now to be launched in serial production on the

truck market. The system helps the driver to maintain control over the vehicle, for example on poor road surfaces or in a heeling situation or as a consequence of sharp braking.

Another new feature is the integral front under-run protection (FUPS), which is now standard. It prevents a car being wedged under the truck in the event of a head-on collision.

Volvo is now also introducing a variant of seatbelt integrated in the the seat. The company sees this as way of encouraging more professional drivers to use a seatbelt.

The Volvo FH and Volvo FM have a new cab interior which has been further tailored to the driver's needs for access to a functional workplace both while driving and resting. Even more practical storage spaces have been provided in the cab.

The cab has a completely new instrument panel with a central driver display and a steering wheel with integral controls and telephone. All to allow the driver to concentrate fully on the vehicle and the road.

Started in 1997

The project to develop the new generation of trucks started in 1997 and has so far involved more than 1200 employees at Volvo Trucks.

The first prototypes were ready in 1999. As part of the development work, the new trucks underwent numerous trials. These took place both at Volvo Trucks' own test sites and at different locations all over the world in hot and cold climates and under different haulage conditions.

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For further information, please contact: Claes Claeson, Media Relations, Volvo Trucks, phone +46 (0)31 – 66 39 08 or +46 (0)708 – 36 39 08, e-mail: claes.claeson@volvo.com

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