

VOLVO TRUCKS DRIVER PRODUCTIVITY



COMFORTABLE DRIVERS ARE PRODUCTIVE DRIVERS.



For today's professional driver, the truck is his home away from home. The more comfortable the truck cab, the more content and productive the driver is likely to be. A Volvo truck boosts driver productivity by providing the best driving, working and resting environment available on the market.

THE VALUE OF A SATISFIED DRIVER

Not only can a Volvo truck make a driver productive on the road, our legendary comfort can help keep that driver satisfied in their job. That's important when the average large fleet faces an annual turnover rate of 69%¹ with training costs reaching \$7,000² for one new driver. If adding a Volvo to a fleet of 50 trucks reduced those turnover numbers by just half, it could yield a savings of over \$120,000 annually.

TURNOVER COST	
Fleet size	50
Reduced turnover ratio	34.5%
Number of drivers being trained, annually	17.25
Cost of training an employee	\$7,000
Total potential savings with Volvo	\$120,750

¹ ATA report April, 14, 2011 "Driver Turnover Rises"

² Analysis of Benefits and Costs of Roll Stability Control Systems for the Trucking Industry; US DOT, FMCSA, (2009)

COMFORT



SOLAR-MANAGED WINDSHIELD

Volvo trucks feature a solar-managed windshield providing expansive visibility with less glare. It also provides UV protection. The viewable area is 2,050 square inches, greater than most competitive vehicles.

CAB INSULATION

Volvo offers premium insulation packages that lower noise levels throughout the cab, and improve thermal values for the sleeper compartment. The luggage compartment doors in the sleeper are also insulated for noise reduction.

ADVANCED CLIMATE SYSTEM

Each Volvo truck is available with an advanced climate control system, assuring comfort regardless of the weather outside. The driver can set the control for a specific temperature and the system will maintain the temperature. Double-sealed doors keep out water and assist in maintaining the interior temperature without drafts. A filtered HVAC system circulates fresh air that's free of dust and other airborne particulates.



DOUBLE-SEALED DOORS

To keep things quiet in the driver's area, Volvo doors are double-sealed. The tight fit reduces wind and road noise at highway speeds. From frame to cab, the "durable comfort" design philosophy creates the best ride in the business.



INTERIOR SUNVISORS

Volvo's sunvisor design completely covers the front of the windshield without gaps. The side sunvisor can slide into the position needed.



STEERING COLUMN

Volvo trucks fit a wide range of applications. They also fit a wide range of drivers. Once seated in the spacious cab, the driver can adjust the steering wheel position using a foot pedal while in a driving position. The wheel telescopes 4.5" and tilts 32 degrees, so there's always an optimum position for every driver. The steering wheel can be equipped with handy controls for radio, phone and lights, allowing the driver to perform these operations without taking their hands off the wheel or eyes off the road.



PEDALS

The wide floor space provides generous room for the driver's feet. The cab has 25.5" wide foot space with a 9" x 5.5" foot rest for the driver's left foot. The pedals are suspended from a plate mounted on the cab's bulkhead. The operating angles and sweeps of the pedals have been tailored to provide the best feel and driver comfort. And since the pedals are suspended, there's no chance that dirt from the floor will get into the hinge point and cause them to bind or stick.



FLOOR COVERINGS

Volvo cabs come standard with a thick, rubberized floor mat that provides excellent insulation and sound absorption properties. The sleeper area has a standard, insulated rubber rear floor covering as well as an optional, permanently attached carpet. These coverings provide additional insulation that keeps cab and sleeper temperature consistent, while keeping road noise out of the cab.

SLEEPER AREAS

Volvo Trucks offers some of the most spacious sleeper areas in the industry. A full-size workstation comes standard in many of our long-haul models, allowing even team drivers to work, eat or relax in full comfort. Cabinet configurations can be custom designed for maximum storage, as well as a microwave, television and refrigerator. And a sleeper control panel allows the driver to control both the HVAC and stereo system without having to move to the front of the cab.

EFFICIENCY

MANEUVERABILITY

A Volvo truck's remarkable maneuverability is made possible by a combination of many factors. First, the vehicle has a 50-degree wheel cut - the tightest in the industry. It features a 52.2-inch set back axle position. Drivers are able to steer wheel stop to wheel stop in only two and a half rotations. Finally the wide, single-piece windshield offers optimum visibility while maneuvering.

Maneuverability is one reason Volvo is the choice of professional drivers. Year after year, more drivers choose Volvo trucks for the National Truck Drivers Championship than any other brand. During this challenging annual event, more 1st place prizes are awarded to Volvo drivers. It's proof Volvo delivers a competitive edge that drivers recognize and appreciate.



DRIVER DISPLAY

The Volvo instrument panel is equipped with a large, 2 1/4" x 3 3/4" driver information display that's quick and easy to read.



MIRROR CONTROLS

Directional and heater mirror controls are mounted together in a single switch plate on the driver's door panel.



INTERIOR DOOR HANDLES

The door handle is mounted on the top of the door panel next to the window, making access very easy regardless of seat position.





HEATED WINDSHIELD AND DEFROSTER

The windshield defroster uses four strategically placed outlets, plus two door outlets, to clear the windshield and side glass.

It is also available with a heated windshield option that quickly reduces snow and ice buildup on the bottom and sides.



CHASSIS FAIRING OPTIONS

Volvo was the first to introduce removable chassis fairings in 2002, making it easier to perform routine maintenance on the vehicle. The removable mid-mount fairings provide 25+ inches of frame space behind the fairing. Everything from the wheel openings to the step pockets are designed to be as aerodynamic as possible. Maintaining a smooth surface for uninterrupted airflow around the chassis and providing accessibility is a crucial part of this fairing design. Removable sections make maintenance easier, without sacrificing aerodynamics. Encased steps make entering the cab safer.



CRUISE CONTROL AND ENGINE BRAKE STALK LOCATION

The cruise control stalk switch is conveniently located on the left side of the steering column while the engine brake controls and windshield wipers (as shown) are located on the right of the steering column. This design makes it easy for a driver to access either one without taking their eyes off the road, or hands off the steering wheel.



FUEL FILL LOCATION

Volvo positions the fuel tanks rearward, placing the fill neck in an unrestricted location behind the cab. This allows the driver to pull a fuel hose to the passenger side tank across the deck plate, eliminating turnarounds when fueling at single island stations. The fill neck is designed to be accessible without damaging or scratching the cab paint.

Volvo offers a range of fuel tank capacities, from a single 50-gallon tank to dual tanks holding up to 300 gallons of fuel. Rearward positioning also moves some of the fuel load to the rear axles and allows positioning of the fifth wheel to optimize trailer gap.



RIDE AND HANDLING

When you spec a truck, you won't find line items for "smooth ride" or "quiet cab", but those are qualities that today's top drivers want. Volvo leads the industry by designing and assembling quality vehicles that are legendary for delivering a comfortable and relaxing driver environment.

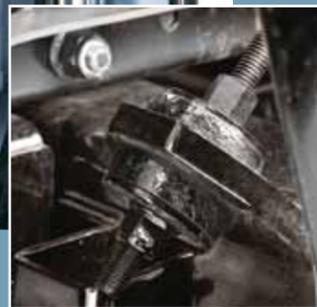
Drivers report that they don't feel as fatigued after a day behind the wheel of a Volvo. Our smooth, quiet ride begins with a frame that provides the rigidity needed for durability, but also responds to the motions of braking, steering and other maneuvers.

Volvo constructs its trucks to maintain optimum stiffness along major structural points such as frame crossmembers, rear suspension and front crossmembers. While some manufacturers stiffen specific areas like the front or the rear suspension support, Volvo employs a linear approach to frame stiffness that results in a better driving experience.



VERTICAL EXHAUST

The vertical exhaust is attached to a frame-mounted vertical stanchion. Mounting is secured with a cross bar and rubber isolator, which helps keep engine and chassis vibrations from entering the cab.



HOOD MOUNTING

The hood is held in place with two hood support brackets that are mounted to the chassis, not to the cab like other manufacturers. This way, the hood and cab can move independently without affecting each other, which helps eliminate interior noise and vibration. In addition, this mounting solution improves the life of the hood and cab by eliminating friction and hard contacts between these components.

CAB MOUNTING

Cab mounting is accomplished with large rubber bushings at the front to support the weight of the cab. This reduces noise and maintains correct cab alignment. The bushings are independent of the rear cab suspension, which provides lateral support for the cab.



CAB SUSPENSION

Airbags, lateral dampeners and a panhard rod provide comfort inside the cab. The dual airbags are mounted outside the frame for a firm foundation. Lateral stability is maintained using the panhard rod and the angled dampeners. All the suspension components are rubber bushed to eliminate noise and high level vibrations from entering the cab.

I-SHIFT



FULL OEM INTEGRATION

The Volvo I-Shift transmission has been fully designed and engineered by the same team that designed Volvo engines. They are uniquely configured to work together, using the same protocols and sharing engineering concepts. As a result, under various conditions, the I-Shift transmission maximizes performance and fuel efficiency by controlling the engine.

The I-Shift transmission also makes sure the transmission is in neutral, regardless of the shifter position, before allowing the engine to shut down. This ensures the transmission will never get stuck in gear. To protect the clutch release bearing, the I-Shift will automatically shift to neutral if left in gear with the parking brake applied for four minutes.

I-SHIFT LOAD AND GRADE SENSOR

The Volvo I-Shift has always featured a grade sensor and load sensor. The grade sensor allows the transmission to detect the vehicle's current incline and road pitch, altering gearshifts accordingly. The load sensor allows the transmission to calculate the vehicle GCW and adapt gearshifts based on actual weights. Utilizing the grade and load sensors, the transmission is also able to calculate when to skip shift gears. Only I-Shift, with 12 speeds, can reach top gear in Economy mode with just five upshifts.

LOW SPEED OPERATION - IDLE DRIVING MODE

Volvo I-Shift utilizes an Idle Driving mode that is engaged when the driver takes his foot off the accelerator and allows the vehicle to idle along. The transmission automatically selects the gear that best suits the speed, letting the driver pay more attention to their surroundings. This feature also works great in reverse.

HILL STARTING ASSISTANCE

The Volvo I-Shift has featured Hill Start Assist since its introduction. Hill Start Assist holds the vehicle on a hill by applying the service brakes (in forward or reverse), allowing the driver three seconds to move his foot from the brake to the accelerator. This is a safety feature that keeps the vehicle from rolling backwards or forwards, and also saves wear on the drivetrain.

ELECTRONIC CLUTCH ACTUATION

The I-Shift transmission features a lightweight and maintenance-free clutch actuator. This pneumatic device is controlled electronically by the I-Shift and combines the functions of clutch actuator, release fork, clutch bearing, transmission quill and various bushings/pivot points into one integrated unit. This helps eliminate wear points as well as resulting inaccuracies of operation. No hydraulics are involved, and the concentric in-bell housing design eliminates the undercarriage ground clearance restrictions of "catapult fork-type" setups.





VOLVO

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www.volvotrucks.com

Volvo Trucks North America
P.O. Box 26115
Greensboro, NC 27402-6115

Volvo Trucks Canada
2100 Derry Road West, Suite 410
Mississauga, Ontario L5N 0B3