

MARKET-LEADING VOLVO FM12 NOW HAS 460HP

Volvo Trucks has announced that the 460 hp D12D engine, formerly available only in the Volvo FH12 truck, is now an optional fitment into the highly successful Volvo FM12 range.

Cooling trials of the higher horsepower engine in the Volvo FM's engine bay have been completed without any problems, according to Volvo engineers. With this more powerful engine, the Volvo FM12 is able to handle even tougher assignments and can thus further broaden its application area.

In concert with the more powerful engine, the 420 hp and 460 hp Volvo FM variants are now available with a new version of the Powertronic torque-converter automatic transmission and a clutch-independent power take-off.

The 460 horsepower D12D is an in-line six-cylinder diesel engine with turbocharger, intercooler, electronic engine management, unit injectors, an overhead camshaft and four valves per cylinder. Maximum power is available between 1500 and 1800 rpm, and the maximum torque of 2200 Nm is on tap from 1100 to 1450 rpm. The engine meets Euro 3 emissions standards.

Volvo's Engine Brake (VEB) is standard on the Volvo FM12 460 model and contributes to increased safety and decreased brake costs. The VEB provides high braking effect within the rev range normally used at cruising speeds. At 1500 rpm the D12D has 180 kW of retarding power, rising at 1800 rpm to 210 kW. Maximum braking power is 285 kW at 2300 rpm.

In addition to the higher power rating, the customer can specify the D12D engine in combination with a choice of manual gearboxes, automatic shifting Geartronic or I-Shift, or an upgraded version of Volvo's six-speed Powertronic automatic transmission, which changes gear without any interruption in power delivery.

The Powertronic upgrade allows the automatic box to handle the more powerful engine's higher torque and to provide easier and softer gear-shifting. Among the many improvements are new, stronger materials and reprofiled transmission gears that are optimised for the more powerful engine. A reinforced lockup damper in the torque converter ensures that gearchanges are smoother.

There are also improved Powertronic ergonomics in the form of a new gear lever carrier and controls that are integrated into the driver's seat.

The increased power and torque of the D12D 460 means the Volvo FM12 with Powertronic transmission can handle faster rear axle ratios than before. Another welcome new feature for construction trucks is a flywheel-driven power take-off (PTO-FLY) for the 460 hp and 420 hp engines, with maximum torque of 800 Nm and a power output of up to 110 kW. Since this power take-off is clutch-independent, it permits constant high power, both when on the move and when at a standstill - particularly important for concrete agitators.

Dean Simeon, Volvo's National Sales Manager, sees the availability of the 460 hp D12D in the Volvo FM range opening up some new applications for a truck series that has become Australia's most popular new distribution prime mover.

"The Volvo FM12 460 is the highest horsepower, low-entry cab truck in the market," said Dean Simeon.

"The Volvo FM with 380 hp and 420 hp has proved to be a winner in dry and bulk freight distribution and intrastate tasks, and we expect the more powerful version to slot neatly into hilly-terrain super dog operations and 19-metre B-Double work.

"We're confident that the 460 hp Volvo FM12 will further increase the number of Volvo FMs plying Australia's road network," said Dean Simeon.

Volvo Truck Australia is a member of the Volvo Group, a publicly held company headquartered in Gothenburg, Sweden. With 2002 sales of approximately \$20 billion, Volvo's business areas include heavy trucks, buses, construction equipment, marine and industrial drive systems, aerospace and financial services.

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