DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)																	
Rigid 4×2																	
RAD-G2	X-High	34		37		40		43		46		49		52			
Rigid 4×4																	
RAD-L90	XX-High		35			40		43		46		49					
Rigid 6×4																	
RADD-BR	X-High			37	39			43		46							
	High			37	39			43		46		49		52		56	
RADD-TR1	X-High			37	39			43		46							
	High			37	39			43		46		49		52		56	
RADD-TR2	X-High				39												
	High			37	39			43		46		49				56	
RADD-GR	High			37	39			43		46		49		52		56	
	Med			37	39			43		46		49		52		56	
RADD-G2	X-High			37	39			43		46		49		52		56	
Rigid 6×6																	
RADD-BR	XX-High		35	37	39			43		46							
RADD-TR2	XX-High		35	37				43		46							
RADD-TR1	XX-High		35	37				43		46							
Rigid 8×4																	
RADD-BR	X-High												51			56	
	High												51			56	
RADD-TR1	X-High												51			56	
	High												51			56	
RADD-TR2	X-High												51				
	High												51			56	
RADD-GR	High												51			56	
RADDT-GR	High			37	39		41	43		46		49		52			
	Med			37	39		41	43		46		49		52			
RAPDD-GR	High							43		46		49	51		53	56	
	Med							43		46		49	51		53	56	
RADDT-G2	X-High			37	39		41	43		46		49		52			
Rigid 8×6																	
RADD-BR	XX-High												51			56	
RADD-TR1	XX-High												51			56	
RADD-TR2	XX-High												51			56	

1 CHASSIS

DRIVE / CHASSIS HEIGHT / WHEELBASE (dimensions in dm)									
Tractor 4×4									
RAD-L90	XX-High				35		37	38	
Tractor 6×4									
RADD-BR	X-High	30	32		36				
	High	30	32		36				
RADD-TR1	X-High	30	32	34	36				
	High	30	32	34	36				
RADD-TR2	X-High	30	32	34	36				
	High	30	32	34	36				
RADD-GR	High	30	32		36				
RADD-G2	X-High	30	32	34	36			39	
Tractor 6×6									
RADD-BR	XX-High				36	37		39	
RADD-TR1	XX-High				36	37		39	
RADD-TR2	XX-High				36	37		39	

CHASSIS HEIGHTS

☐ Med	approx 900 mm
☐ High	approx 1000 mm
☐ X-High	approx 1200 mm
☐ XX-High	approx 1240 mm

TOWBARS

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

FUEL TANKS

Aluminium or steel tanks in volumes from 150 to 900 litres.

ADBLUE TANKS

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

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. The flange-mounted fifth wheel is a low-weight variant since it does not require any attachment plate. The fifth wheel's height above the chassis is from about 140 mm. Integrated lubrication and trailer connection indicator is available as option for specific variants.

VOLVO DYNAMIC STEERING

Active steering system with torque overlay (option). Deliver more steering force at low speed, reduce steering kicks and keeps the steering wheel straight when braking on split friction. The steering wheel returns automatically to neutral position both when driving forward and reversing.

Available for tractor and rigid 4×2, 6×2, 6×4, 8×2 or 8×4 with single front axle.

TAG AXLES

Available in several configurations – fixed with single or dual wheels, self steered or actively steered. Axle load: 7.5, 9.5 or 10 tonnes.

PUSHER AXLES

Available in fixed and actively steered variants for both tractors and rigids. Axle load: 7.5 or 9 tonnes.

FRONT AXLES

FA-HIGH: High front axle for high chassis heights, axle load up to 10 tonnes.

FA-STRAI: Straight front axles for extra-high chassis heights, axle load up to 18 tonnes.

Dual front axles – FA-HIGH: Available in 8×2 and 8×4 configurations, axle load up to 18 tonnes.

MAX FRONT AXLE LOAD (tonnes)

	Air	Leaf
Med	9	10
High	9	10/18*
X-High	–	10/18*
XX-High	–	9/18*

* With dual front axles (FAA20/FAA21).

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)

It is moved forward 300 mm compared with previous design. On tractors with air suspension this offers 100–120 litres more fuel capacity.

BATTERY BOX (BBOX-EF)

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

ADBLUE TANK

A 50-litre AdBlue tank can be mounted on top of frame, behind the cab, offering more fuel capacity (ADTP-BC).

APM

The Air Production Modulator (APM) is placed between the chassis frames in order to create more space for chassis-mounted equipment such as fuel tanks.

RIGID

FREE FRAME SPACE

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

CRANE PREPARATION

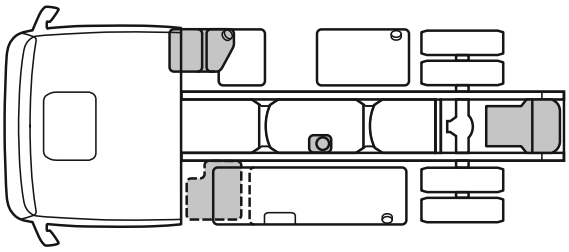
Crane plates on the chassis can be factory mounted.

FRAME BODY BUILDER HOLE-ROW

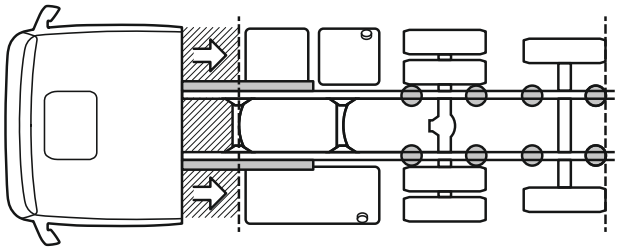
The upper hole-row is reserved for the body builder. All brackets in the upper hole-row have an offset and an 8 mm spacer. No rivets are used in the upper hole-row.

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.



TRACTOR



RIGID

1 CHASSIS

REAR SUSPENSION

Type	Axle combination	Suspension type	Axle/bogie load (tonnes)	Reduction	Other axles
Solo					
☐ RAD-GR	4×2	Air	13	Single/hub	
☐ RAD-L90	4×4	Parabolic/Multi-leaf	13	Hub	
Bogie					
☐ RADD-G2	6×4/8×4	Air	21/23/26	Single/hub	
☐ RADD-BR	6×4/8×4	Parabolic	21	Single/hub	
☐ RADD-TR1	6×4/8×4	Parabolic/conventional leaf	23/26	Single/hub	
☐ RADD-TR2	6×4/8×4	Conventional leaf	26/32	Hub	
☐ RADD-GR	6×4/8×4	Air	21/23/26	Single/hub	
☐ RADD-BR	6×6	Parabolic	21	Hub	
☐ RADD-TR1	6×6	Parabolic/conventional leaf	26	Hub	
☐ RADD-TR2	6×6	Conventional leaf	26/32	Hub	
☐ RADDT-GR	8×4	Air	27/33/36	Single/hub	3 axles/steered tag axle
☐ RAPDD-GR	8×4	Air	27/30.5/32/35	Single/hub	3 axles/steered pusher axle
☐ RADDT-G2	8×4	Air	27/33/36	Single/hub	3 axles/steered tag axle
☐ RADD-BR	8×6	Parabolic	21	Hub	
☐ RADD-TR1	8×6	Parabolic/conventional leaf	26	Hub	
☐ RADD-TR2	8×6	Conventional leaf	26/32	Hub	

BRAKES

Volvo EBS (Electronically controlled Brake System) disc brakes are standard with the medium pacakge which includes 'Hill Hold'. ESP is standard on 4×2, 6×2 and 6×4 drive. The brake range also includes Volvo Z-cam drum brakes with ABS (Anti-lock Braking System).

☐ EBS MEDIUM

EBS Medium adds the following:

EBS STATUS CONTROL

EBS status monitoring via the TEA2+ vehicle electronic system and Volvo Tech Tool.

HILL START AID

The service brakes 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 released when the driver presses the accelerator pedal and a gear is selected (only I-Shift gearbox).

ADDITIONAL OPTIONS

In addition to the program 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 rigids.

☐ ESP (ELECTRONIC STABILITY PROGRAM)

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

☐ EMERGENCY BRAKE LIGHT

When panic braking from speeds 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.

✚ Also available as an accessory.