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Volvo Accent colors

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More performance.
Less fuel.

What’s most important?
Common-rail fuel system

- Proven technology
- Available in 2017 D11 and D13 models
New wave piston

- New wave piston increases compression ratio from 16:1 to 17:1, increasing efficiency
- Improved flame propagation increases cylinder efficiency while at the same time reducing soot
- Low friction Piston Cylinder Unit (PCU) increases efficiency
- Available in D11 and D13
2017 Volvo D11 updates

- 2.2% fuel efficiency improvement
- New two-piece valve cover
- Proven common-rail fuel system
- New wave pistons
- Assembled camshaft
- Shimless rockers
- Horsepower raised to 425
- D11 production begins January 2017
D11 engine

Current: 1-piece valve cover

GHG 2017: 2-piece valve cover
D11 engine

Current: Rockers with shims

GHG 2017: Shim less Rockers
2017 Volvo D13 updates

- 2.5% fuel efficiency improvement
- Proven common-rail fuel system
- New wave pistons
- Assembled camshaft
- Two-speed coolant pump on XE models
- 455 Horsepower with torque increased to 1850 lb.-ft.
- D13 production begins October 2016
Volvo D13 with Turbo Compound

- 5.5% fuel efficiency improvement
- Proven common-rail fuel system
- New wave pistons
- Assembled camshaft
- Two-speed coolant pump on XE models
- 455 and 500 Horsepower ratings at 1850 lb.-ft.
- D13TC production begins Q2 2017
Volvo D13 with Turbo Compound

- Recovers wasted heat and transfers up to 50 additional horsepower into the engine
- Steady state, long-haul down speeding “XE” applications
- 3% fuel efficiency increase vs. 2017 D13 when down speeding
Volvo D13 with Turbo Compound

- 2.47 rear axle ratio available with TC engine and XE package – provides an additional 1% increase in fuel efficiency
- Available in sleepers where duty cycle is more conducive to efficiency
- Better throttle response, due to increased engine efficiency, enhances drivability
Comparing D13 and D13TC

- Both engines can be used in eXceptional Efficiency (XE) or Super Direct configurations
- D13 with Turbo Compound should be used in highway applications at cruise speed and for limited time in the city
- 2017 D13 best for a mixture of pickup-and-delivery and line-haul
2017 Volvo D16 updates

- No changes from GHG 2014 engine
- Maintains Iron-Zeolite catalyst eliminating need for sulfur regens
- Proven technology in use today
- D16 production begins January 2017
Exhaust aftertreatment updates

• Lighter weight
• Takes up less frame rail space
• Easy Filter Replacement
Exhaust after treatment

Ability to detach the whole unit from the rail when needed in a short time

Swivel cover to help service the DPF faster without detaching the whole unit.
I-Shift

- Improved torsional damping reduces noise, vibration, and wear and tear on the clutch
- Upgraded countershaft brake for faster shifting performance
- Hardened range housing allows heavier pumps to be used
- Production begins October 2016
I-See

- I-See is predictive cruise which improves fuel efficiency in rolling hills
- Takes advantages of trucks inertia to save fuel
- I-See knows the road ahead and shifts intelligently
- Available January 2017
I-Shift with Crawler Gears

- Based on the 12 speed I-Shift for Severe Duty technology, with hardened gears
- Option of
  - 13 speed with one crawler gear
  - 14 speed with two crawler gears
- Excellent startability
- Extremely slow speeds
- Increased maneuverability
- Perfect for curbing and other slow speed applications
VOLVO 6X2 ADAPTIVE LOADING
Value

• Improved bottom line
  ✓ Fuel Efficiency
  ✓ Driver Productivity
  ✓ Maintenance Costs
• Increase payload capacity
• Product life cycle
• Load versatility
Improved Fuel Efficiency
• Fuel savings of up to 3 - 5%
• Annualized Savings in the range of $2,000

Lowered Maintenance
• Tire wear reduction [@ 1 tire set / year]
• Annualized reduction of maintenance costs in the area of $1,000

Weight Savings
• Curb weight savings of 300 lbs.
• Annualized additional payload
  • 300lbs x 250 days x 2 hauls per day = 150,000 lbs. per yr.
Volvo 6x2

Where does this benefit the most?

Primarily
- Regional Distribution
- Bulk Haulers (liquids, fuel, granular)
- Diminishing Load Carriers
- Digital Loads (backhaul empty)
- Van Distribution Cycles
Customer benefits

Good traction support
• Improved traction in poor weather conditions

Under light load conditions:
Better ride stability (less bouncing /snaking)

Better Steerability in tight turning areas

Ease of hooking/dropping trailer

Automated system to support the driver in load changes
Increased fuel efficiency (FE)

- Weight Benefits of a 6x2 over 6x4 when all axles are down
- Forward axle distributes loads
- Axle lifted provides 4x2 fuel efficiency
- Optimized tire package on the lifted axle tires for better FE.
Lower maintenance cost and improved tire wear

- Reduced brake wear and replacement on forward axle
- PM costs could be reduced
- Tire replacement and less wear on tires
- More consistent load on steer axle provides better front axle tire life
Increased traction

- 6x2 with rear axle driven avoids high center traction loss
- Rear axle equipped standard with interlock for LH/RH traction
- Enhanced traction support during high slip situations
Biased / dynamic loading

- Optimum weight transfer to Front & Drive axle under all load conditions
- Prevents wheel slippage
- Improves ride & handling
- Improves steering feeling
- Load split [4*2 @ 20K] from 0 – 95% of KP
- Load split [6*2 @ 34k] up to 47 / 53% of KP