



Cab F10, F12, F16

Customer benefits/Profitability

- Effective and comfortable driver workplace with first-class ergonomic and comfortable ride features.
- Cosy and pleasant in-cab environment, with low noise level, tempered in-cab climate, clean air and draught-free ventilation.
- The possibility of adapting the cab size with regard to the demands for in-cab space, sleeping facility, etc, and load space requirement.
- Reduced air drag results in lower fuel consumption, and thereby lower operating costs.

Product features

- Cab suspension with coil springs, ergonomically-designed seats, adjustable steering wheel, and well-arranged instruments and controls.
- Modern cab interior fittings, well-insulated cab, efficient in-cab climate unit, and good air ventilation.
- Four cab options: Day cab, Sleeper cab, Eurotrotter cab, Globetrotter cab.
- Well-proven aerodynamic cab styling. An Air Flow system is available as an optional extra.

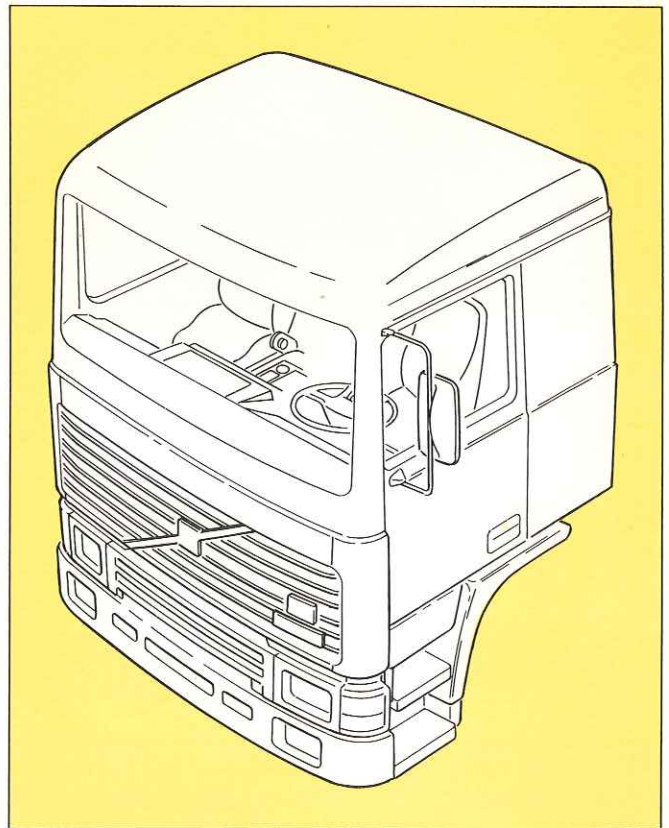
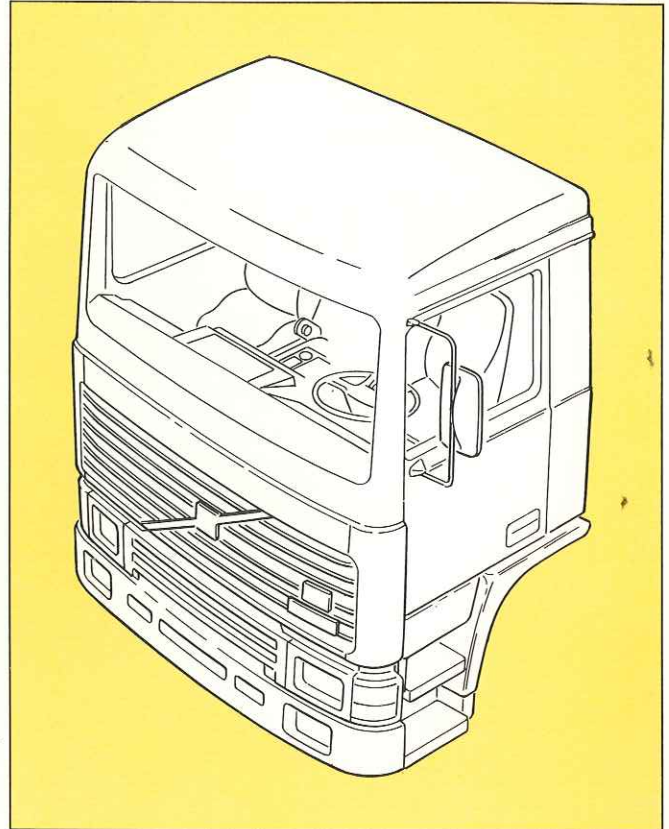
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The right cab for each application

Fast forms of transport over long distances require a functional and effective workplace. The F range cabs offer the driver a superior, comfortable and effective workplace with a very low noise level, high comfort and safety, and perfectly-matched ergonomic features. These features facilitate the work of the driver to enable him to apply maximum concentration to his driving during the entire shift. This in turn results in high driver efficiency, and thereby higher profitability.

The wide range of cabs produced for the F range make it possible to achieve high vehicle productivity and also increased profitability as it is possible to choose and adapt the right cab for each particular type of operation on the basis of the load capacity and the distance to be travelled. The aerodynamic styling of the cabs has been developed through exhaustive studies and tests performed in wind tunnel to reduce air drag, and thereby operating costs through low fuel consumption. All the cabs have been put through an extensive rustproofing and painting programme that gives the cabs very long service life and the truck a high trade-in value.

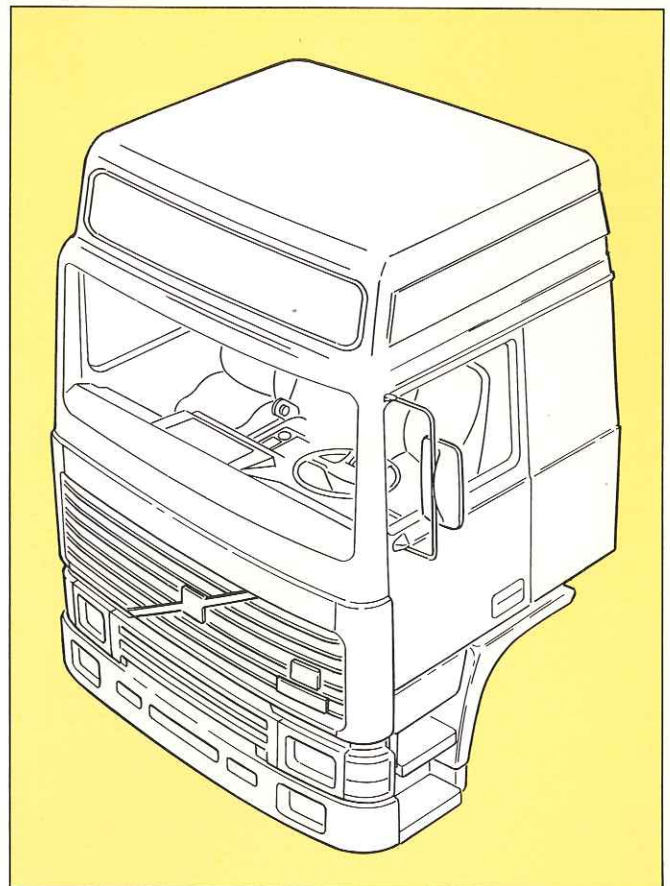
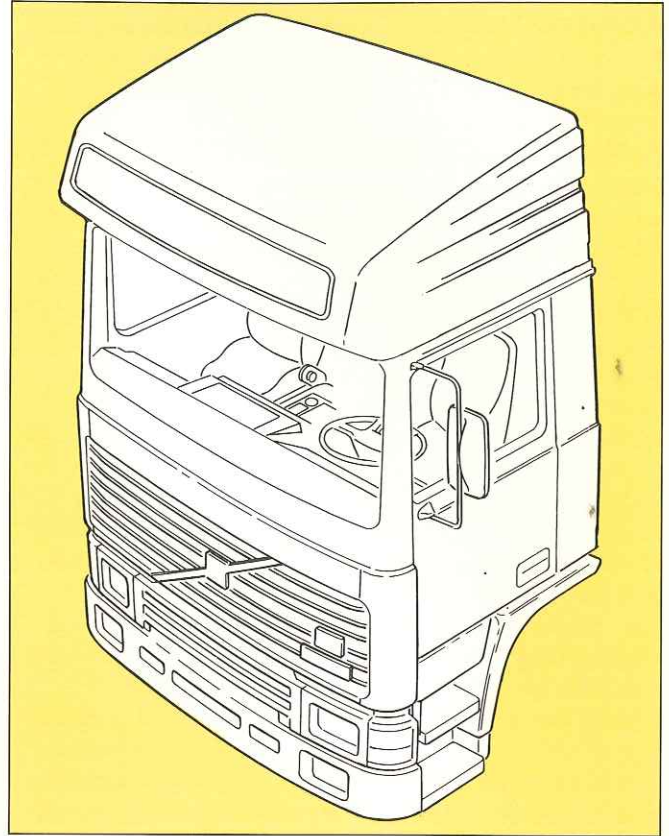
F10, F12 and F16 trucks can be used for all types of heavy-duty transport, such as long-haul, timber and construction site operations. The chief application for these particular models is heavy-duty long-haul transport. For this reason, the cabs have been specially adapted to long-haul transport, where high priority has been given to driver comfort. The cab can also be adapted for timber or construction site operations by fitting it with a narrower bumper, which gives a higher ground clearance.



Four cab options that cover all requirements

The four cabs in Volvo's F range have been produced to comply with the varying transport requirements of today. By making maximum use of the space inside the cab to give a high level of driver comfort and also first-class resting and sleeping facilities, the preconditions have been created for achieving greater flexibility in transport. This makes it possible to achieve higher profitability through higher vehicle productivity. The cabs are adapted for the following ranges of application:

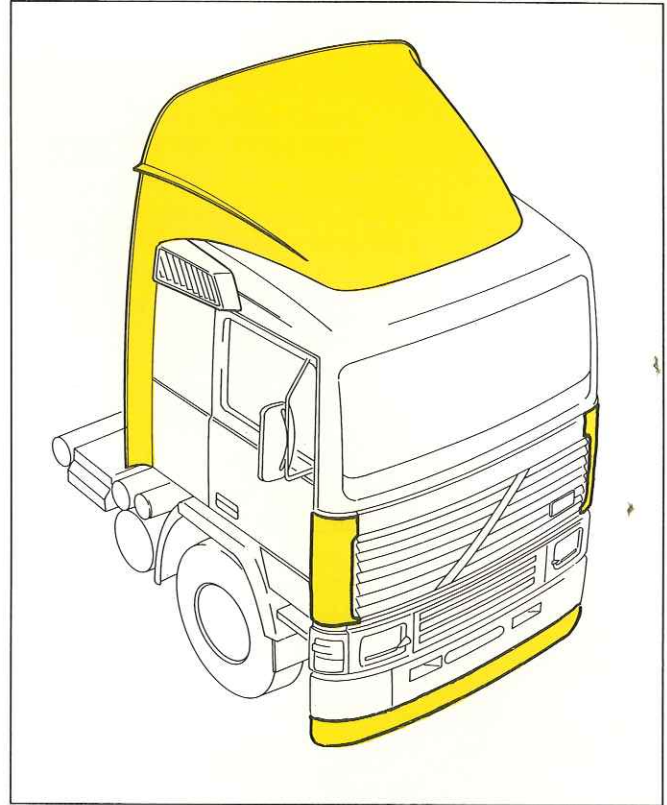
- Day cab (short cab) for maximum volume transport over relatively short distances when it is not necessary to have overnight accommodation inside the cab. This cab can be fitted with a rest bunk consisting of a folding standard bunk with a recess for the driver's seat.
- Eurotrotter cab (short, high cab) for volume transport over longer distances when there is a need for overnight sleeping accommodation. It has one bunk and can be fitted with an additional rest bunk.
- Sleeper cab (long cab) for long distance transport when there is a need for a spacious cab and comfortable in-cab sleeping accommodation. It can be fitted with one or two bunks.
- Globetrotter cab (long, high cab) for long distances when there are high demands for comfort and plenty of space inside the cab. It can be fitted with one or two bunks.



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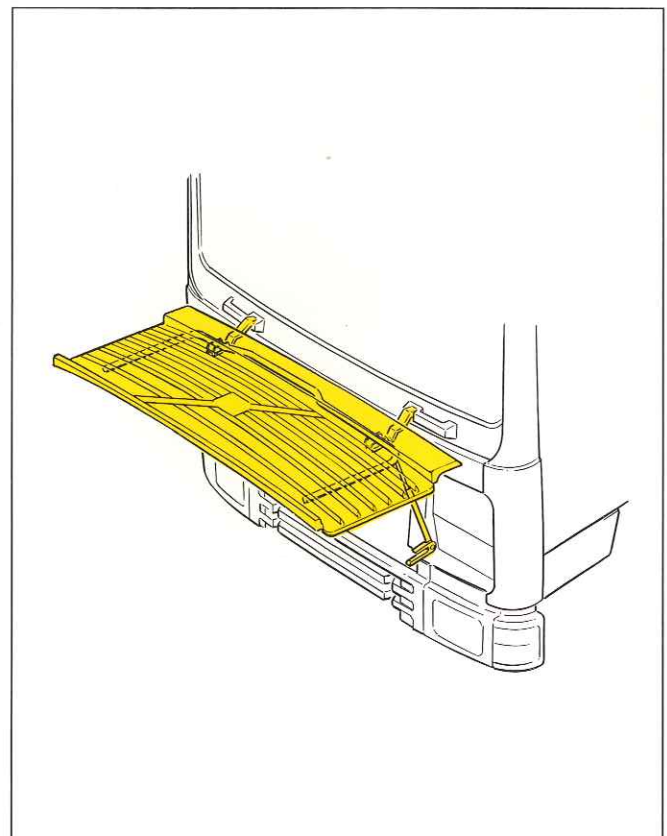
External design for lower fuel consumption

The aerodynamic styling of the cabs in the F range has been developed to reduce the level of air drag. On the basis of the fact that fuel costs for a typical long-haul truck account for about 30% of the estimated cost, air drag has been reduced, profitability increased, and operating costs reduced. Exhaustive studies and wind tunnel tests have resulted in the cabs being designed with smooth surfaces and contours throughout. To reduce air drag even more, the lower edge of the bumper has been angled inwards, air and dirt deflectors have been integrated into the cab corners, and the lamp clusters in the corners of the cab have smooth styling. The two low-profile cabs can be equipped with a wind tunnel-tested air deflector fitted on the cab roof. This deflector can be adjusted vertically to match different superstructure heights. This helps to reduce fuel consumption still further, especially when the truck is driven at the high speeds that are a common feature of long-distance transport. Tests performed with roof-mounted air deflectors have resulted in savings in fuel of between 0.2 and 0.4 litres/10 km. For a long-haul truck with an annual mileage of 150 000 km, this means a total reduction in fuel consumption of 3,000–6,000 litres. In order to add a personal touch to a vehicle, a wide selection of optional extras are available, including stripes, chromium-plated bumpers, aluminium wheels etc.



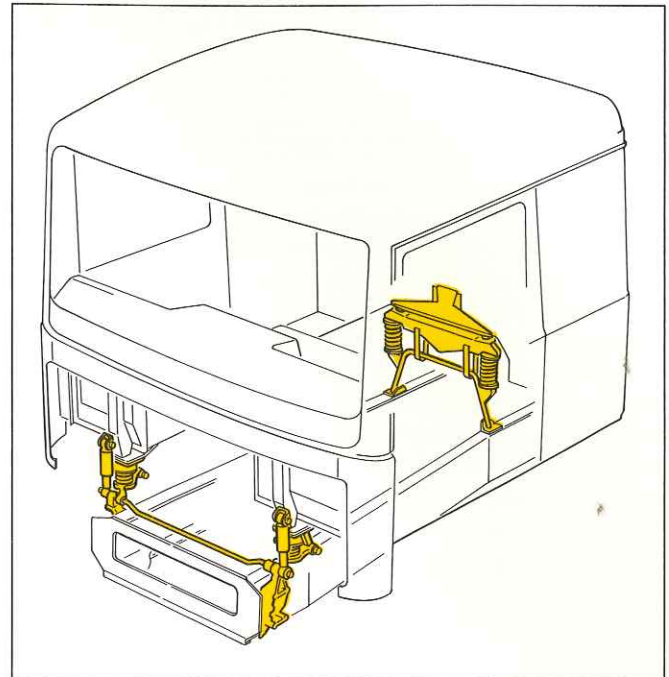
Front grille with support facilitates daily service checks

The large front grille is made of impact-resistant plastic and is mounted in two points directly below the windscreen. Daily checks are made easier by gas-operated springs that open the grille and keep it in the open position.



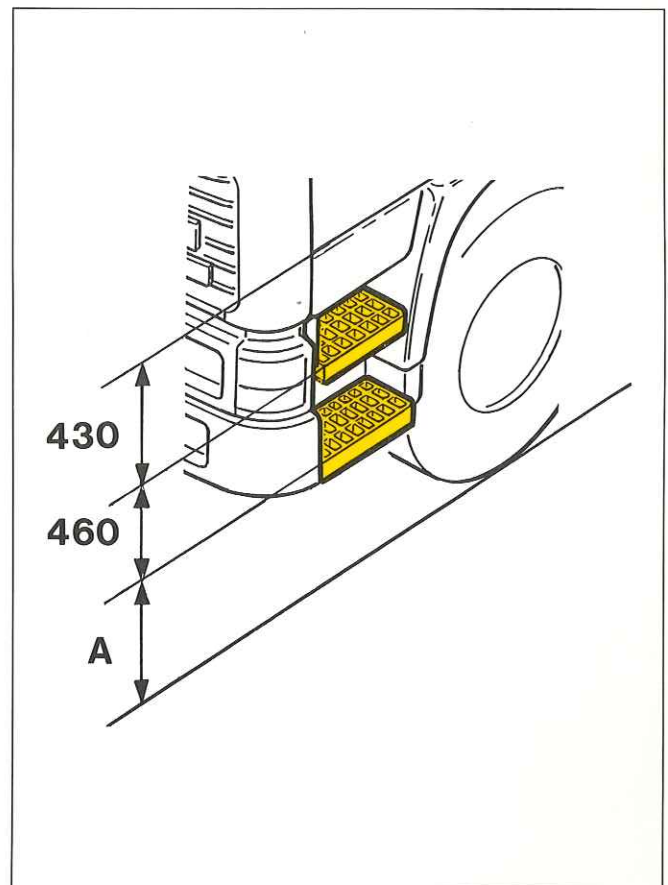
Cab suspension that provides the preconditions for achieving first-class driver comfort

One of the principal objectives in the design of the cab suspension was to create first-class driver comfort. To achieve this, the cab has been effectively insulated from the chassis frame by means of coil springs and telescopic shock absorbers placed at the front and rear of the cab. To reduce cab roll, a robust anti-roll bar has been fitted at the front edge of the cab. This type of cab suspension creates the preconditions for achieving excellent comfort even when driving on very poor roads. A rear cab suspension with automatic level control is available as an optional extra for the sleeper cab. The level control compensates the tendency of the cab to incline backwards as a result of the weight of the cab equipment, acceleration forces and air drag. The cab height is controlled by shock absorbers fitted with air cushions that are supplied with compressed air by means of a level control valve that senses the inclination of the cab.



A convenient cab entry/exit step makes it easier for the driver to enter and leave the cab

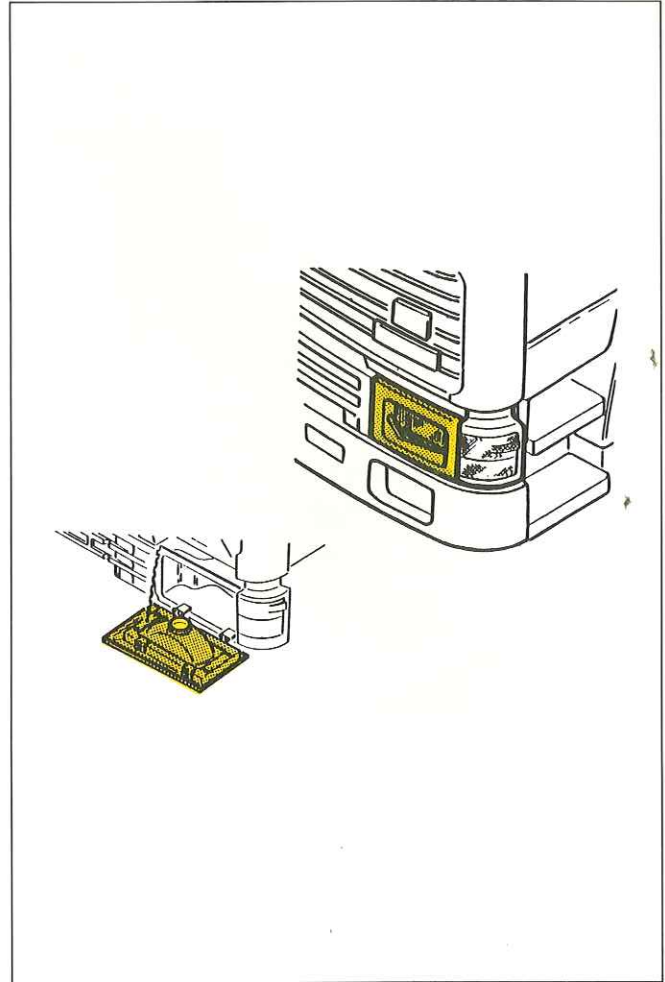
The outer door handle is placed in a low and convenient position in the lower corner of the door. Cab entry and exit is made easier by the door having an opening angle of 90° and by two robust hand rails placed on each side of the door. The footsteps are wide, strong and of the anti-slip type. They are also illuminated by a lamp that lights up when the door is opened. The height from ground to first footstep (the A dimension in the picture) may vary depending on tyre size and type of spring.



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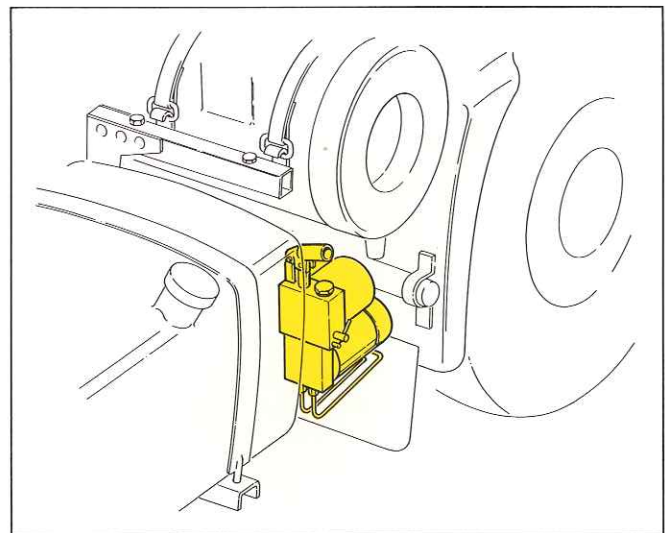
Large rectangular headlamps for improved safety

The large rectangular headlamps with combined main and dipped beams have several unique features that improve driving in the dark and lead to better road safety. The light intensity has been improved and there is now a homogenous light beam that is free from dark, interfering lines and zones. The transition zone between light and dark is much smoother, and the range of the dipped beam on the off-side is about 90 metres. The main beam has a range of about 180 metres. The lamp clusters are integrated into the cab corners and are accessible from inside the cab through the headlamp housings. This means that all lamps and bulbs can be replaced quickly and easily by loosening two screws and folding the entire lamp housing forwards. It is also possible to fit two extra lamps in the pre-punched recesses in the bumper to which cable harnesses have been routed. The overall light capacity is thereby very high, which increases driver efficiency considerably in night driving.



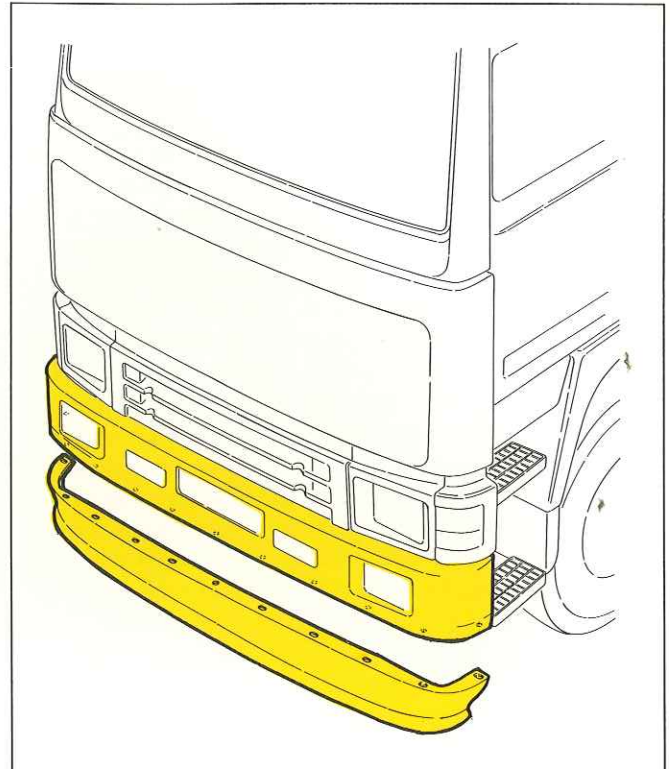
Hydraulic cab tilting as standard

The cab can be tilted by means of a hydraulic tilt unit that is standard on F cabs. To tilt the cab in the maximum position requires 64 pump strokes with a force of about 25 kp. The locking and pumping unit for cab tilting is operated from the right-hand side of the cab. The overall tilting angle is 64°, which means that the engine is easily accessible for service and repair.



Strategically-placed bumper made of steel

The robust steel bumper, which is made in one section, has been placed low down to meet smaller vehicles bumper to bumper. It is fitted with two towing points and attached directly to the chassis frame side members. A bumper spoiler which adds greatly to the aerodynamic styling of the cab is available as an accessory.



First class anti-rust protection for long service life

The cabs in the F range have very good anti-rust protection that gives long service life, and thereby a high trade-in value. Good anti-rust protection is formed in the cab's design structure, which makes it difficult for corrosion to get a grip and spread. Those parts of the cab that are particularly vulnerable are now made of galvanized sheet steel. Galvanized sheet steel has features that enable self repair of minor damage such as caused by flying stones. The assembled steel cab is treated with one of the most modern and best rustproofing and painting processes on the market.

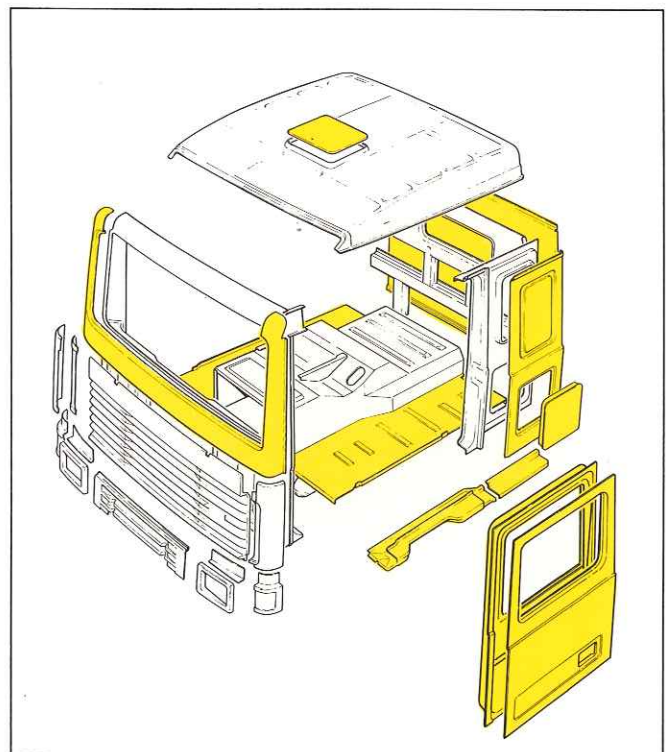
The anti-rust protection process consists of:

- 3 pre-cleaning stages that guarantee the sheet steel is cleaned and degreased.
- Spray phosphatizing, which gives stronger protection against minor damage such as caused by flying stones and scratches.

The painting process is performed in three stages:

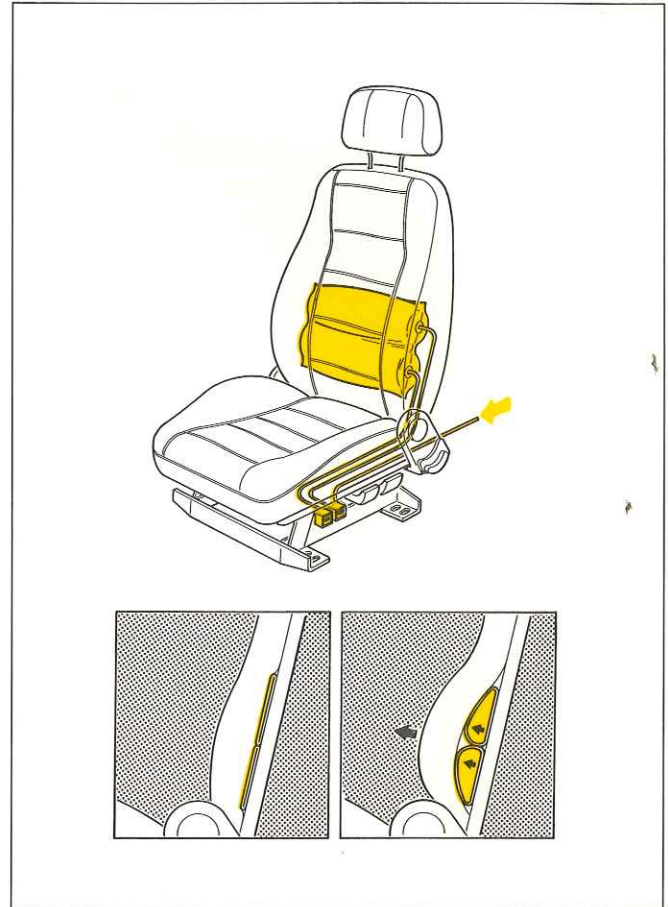
- Coating number 1 (ED primer) is applied in a cathodic electro-dip plant, which allows the paint to penetrate into all cavities and pores and is superior to all previous anodic methods.
- Coating number 2 is a thick, corrosion-prevention spray primer.
- Coating number 3 is a high-gloss top coat.

All cavities and underbody sections are treated with tixotropic and light rust-preventive oils. The result of these processes gives a cab that can retain a good appearance for many years. It is also possible to choose between different colours for high-gloss top coats.



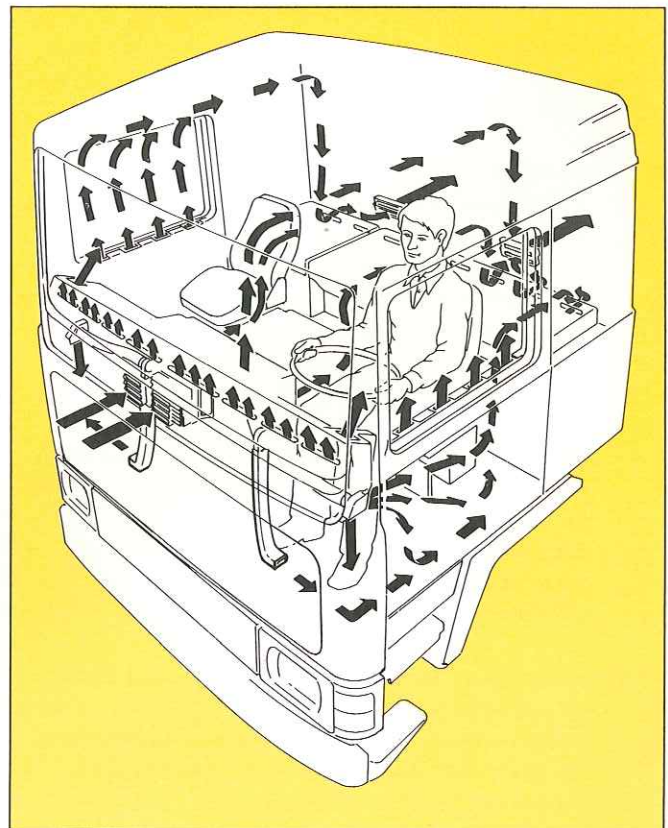
A functional and comfortable driver workplace

The cabs in the F range have been developed to provide the driver with a functional and easy-to-work-in driver workplace; one in which the driver can feel at home and which will lead to a higher level of driver efficiency. The driver's seat, which has been designed and developed by Volvo, is a suspension seat with a deep and ergonomically- designed backrest to give perfect support to the driver's back. The seat cushions are also dished to provide good support when the vehicle rolls and sways. The seat can be adjusted precisely according to the driver's requirements by means of a wide range of adjustments. The backrest can be adjusted forwards and backwards by 150 mm. Height and rake can be set to 7 different positions. The stiffness of the suspension can be adjusted to the weight of the driver. The head restraint can also be adjusted. All controls are housed on the side of the seat next to the door. As a variant of the standard seat, drivers who have specially high demands for seating comfort can choose an air suspension seat. This adjusts automatically to the weight of the driver so that it always gives maximum suspension. The suspension seat is also equipped with an adjustable lumbar support which consists of two air cushions in the lower part of the backrest.



The possibility of regulating the working temperature to suit individual requirements

The cab is fitted with a very effective heating and ventilation system. The standard version of the system is very sophisticated and it can also incorporate ATC (Automatic Temperature Control). The heating and ventilation system works on the principle of warm air spreading at low velocity through the many outlets that are well distributed. Furthermore, the air flow is directed so that it warms up surfaces which otherwise would radiate cold. The effect of the heating system makes it possible to maintain a temperature of 35°C inside the cab when the outside air temperature is as low as -20°C, or 20°C when the outside temperature is between 40 and 50°C. The air is cleaned effectively through a paper filter that has an area of 1 m² before it enters the cab – which is very important to sufferers of hay fever and other allergies since all dust and pollen is removed. The in-cab climate unit can also be equipped with a parking heater that is available as an optional extra.

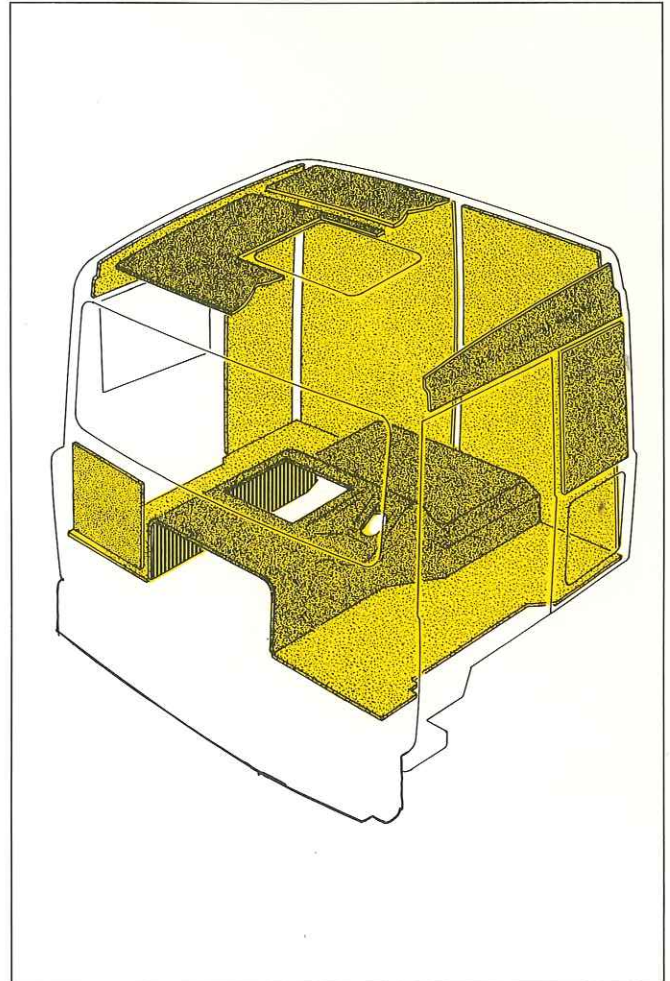


Low noise level increases driver efficiency

A driver who is able to work in a quiet and pleasant workplace is more considerate towards his vehicle, the goods and customers, thus resulting in higher profitability. Volvo has adopted exhaustive measures to create good noise insulation inside its cabs.

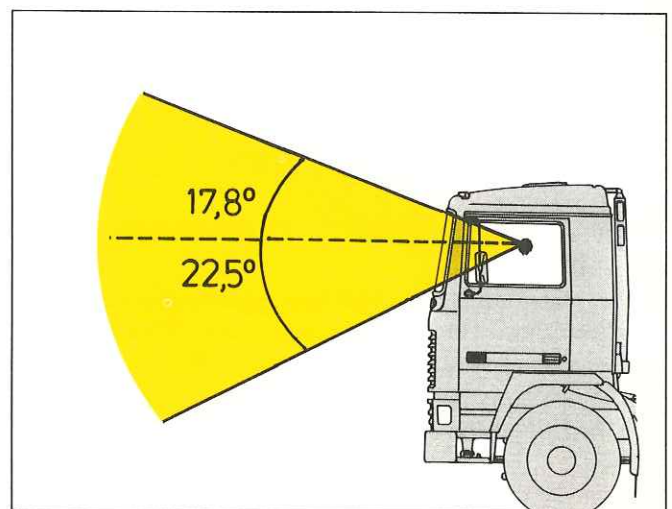
The floor and engine casing are covered by heavy bitumen matting. Above this matting, the engine casing is covered by trim consisting of a 10 mm spacing material made of felt, a sound-insulating bitumen, and a surface coating of soft textile material. The floor is covered by matting consisting of a thin watertight bottom layer, 10 mm spacing material made of felt, a heavy and sound-absorbing rubber material, and a wear surface made of durable rubber. Wall and roof panels are covered by a sound-absorbing material consisting of textile-covered pressed glass wool. Several measures have also been adopted to prevent noise from penetrating into the cab through various cavities.

- The steering column is insulated by means of double rubber bellows.
- Very few cable and pipe lead-ins.
- The gear lever is designed in two sections that are linked by rubber cushions. The gear lever lead-in is provided with a well-insulated rubber gaiter. The noise level inside the cab can therefore be kept as low as 72–72 dB during acceleration at 80 km/hour in top gear.



Large glazed surfaces for good visibility

To provide the driver with good all-round visibility the cab has a large windscreen and large door windows. Visibility forwards is excellent and is illustrated by the adjoining figure. The windscreen is kept clean by three windscreen wipers, each fitted with its own washer nozzle. This means that the nozzles follow the movements of the wiper blades, resulting in very effective washing and less wear of the wiper blades. The large heated rear view mirrors provide excellent visibility to the rear. Close-up visibility to the side can be achieved by using a mirror placed at the upper edge of the passenger door.



Cab F10, F12, F16

Tested safety cab for a safe workplace

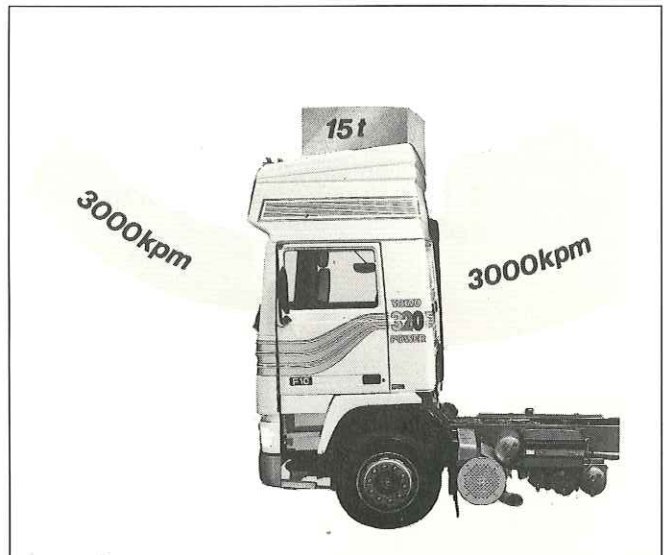
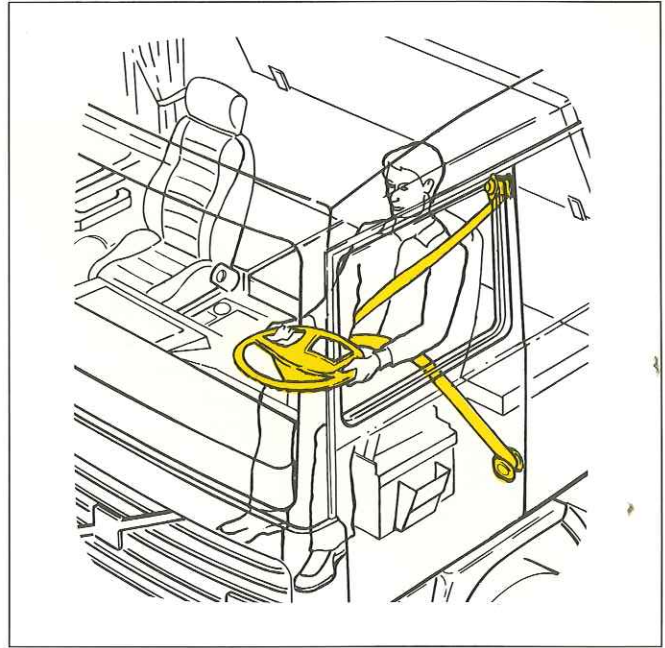
High driver efficiency also means that the cab shall provide the driver and passenger with a workplace that is safe and which contributes to road safety.

All cabs in the F range have been subjected to exhaustive impact and crash barrier tests, and they comply easily with the tough Swedish safety regulations, which are among the most stringent in the world.

The cab framework is made up of pressed sheet steel profile sections that are welded together and reinforced at exposed points to give a minimum of deformation and to keep the driver space intact. Impact tubes are fitted in the doors to give better protection against side impact. The interior of the cab has an injury-prevention styling and cab trim is in the form of energy-absorbing materials that "yield" under load. Surveys have shown that the steering wheel is the part that causes most injuries in a collision. For this reason, the steering wheel is of a special safety design and collapses on impact to minimize personal injury in the event of a collision.

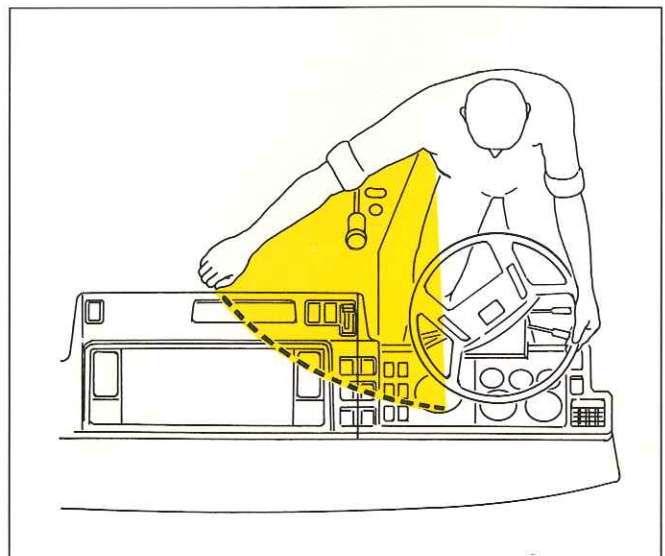
Both the driver and passenger seats can be fitted with a three-point inertia reel belt that allows full freedom during normal driving. The belts have electronic locking and are activated by retardation first at the moment of impact.

A fire extinguisher is available as an optional extra and is fitted at the side of the driver's seat, easily accessible even from the outside. Other optional extras available are a warning triangle, first aid cushion and warning flares.



Easily-accessible controls mean safer driving

Other important factors that have an influence on driver efficiency are an ergonomically-designed driver workplace and an adjustable steering wheel. All instruments and controls are located within easy reach of the driver so that he/she can perform his/her work safely and effectively.

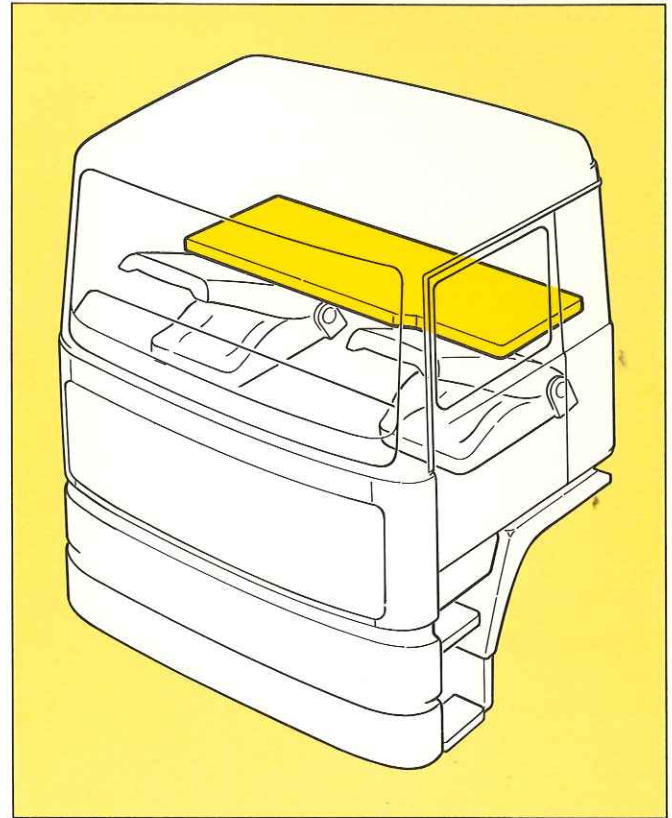


Well-satisfied demands for good resting and sleeping facilities

Present-day truck transport requires good resting and sleeping facilities inside the cab. These demands are well satisfied in the comfortable cabs in the F range, and this is an important precondition for being able to increase driver efficiency, and thereby profitability.

Resting facility even in the day cab

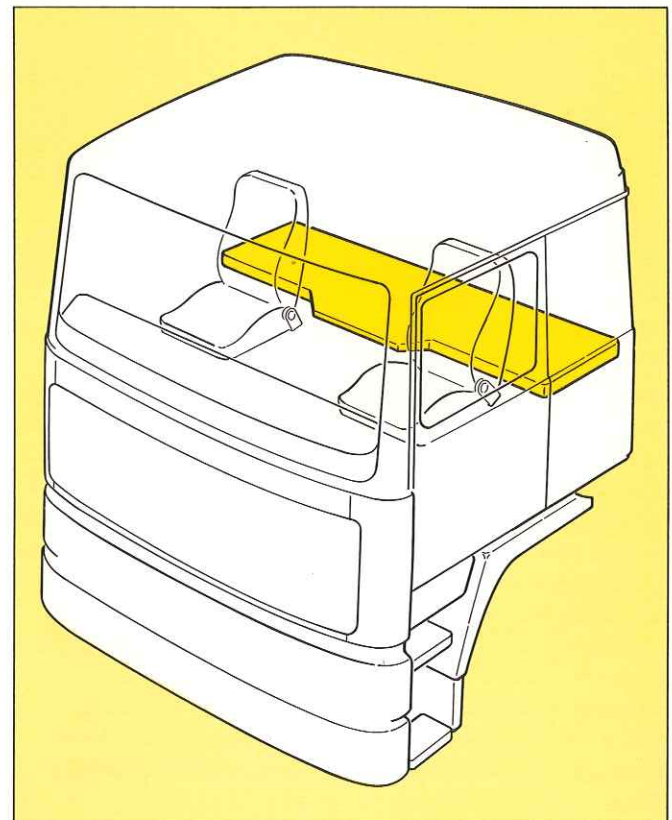
The day cab is adapted chiefly to volume transport over shorter distances, and there is therefore not such a high demand for overnight sleeping accommodation. However, it is possible to fit a rest bunk without encroaching in any way on the excellent seating comfort facilities inside the cab; and this increases flexibility in transport. The rest bunk consists of a folding standard bunk with a recess for the driver's seat. A curtain rail with curtain is provided to give some privacy to the driver while resting. An extra storage pocket for newspapers and other small items is provided on the bunk's support brace. Day cabs with resting facility are delivered without any rear window to prevent cold draughts.



Specially adapted to inter-continental long-haul transport operations

The longer cab variant, the sleeper cab, has been specially adapted for long-haul transport operations, such as inter-continental transport, where priority has been given to ample space and comfortable sleeping facilities. The cab can be equipped with one or two bunks with 100 mm thick mattresses. When the cab is equipped with one bunk this is placed 250 mm higher than the top side of the engine casing. This provides two storage spaces underneath the bunk measuring 500×500×600 mm. One of these storage compartments is accessible only from the outside by means of a hatch that is opened from inside the cab. The headroom is 600 mm between bunks and 580 mm above bunks. A refrigerator, pantry and safety net are available as optional extras. The refrigerator is located in the space behind the passenger seat and is available in two sizes: 32 litres in the one-bunk version, and 24 litres in the two-bunk version.

The pantry unit, which also serves as a table, is located on the engine casing and is available with the necessary utensils to enable simple meals to be prepared in the cab. The sleeper cab has a curtain that runs on a rail behind the side panels and can be pulled round to cover both the side windows and windscreen.



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The Eurotrotter cab – a convenient alternative for volume transport over long distances

The Eurotrotter cab is a variant of the day cab. It is built for volume transport operations over long distances where there are demands for comfortable sleeping facilities. In the space provided by the raised cab roof, a fixed top quality bunk has been installed together with three storage compartments, each with a capacity of 60 litres. The cab can also be equipped with a rest bunk as in the short day cab. A curtain running on a rail is included as standard, and a safety net for the upper bunk can be obtained as an optional extra.

The Globetrotter cab for the highest level of driver comfort

The biggest and most well-equipped cab in the F range cab line-up is the Globetrotter cab. It complies with the special demands made by drivers for cabs used for transport operations over very long distances. It is 370 mm higher than the standard cab, giving an overall height of as much as 1970 mm. This makes it possible for the driver to stand upright inside the cab when, for example, changing clothes. The sleeping facility has one or two comfortable bunks with mattresses that are 100 mm thick. The ample space between bunks means that the driver or the passenger never feels "shut-in". Three 50-litre storage compartments are fitted as standard above the radio shelf, and in the one-bunk version the upper bunk has been replaced by a luggage shelf, which gives appreciably more storage space.

The storage space underneath the lower bunk can be used in various ways. It is possible, for example, to install a 23-litre refrigerator, available as an optional extra, behind the passenger seat.

The centre space is excellent for storing such items as dry foodstuffs and has a capacity of 125 litres. The third space, behind the bunk, is accessible only from the outside by means of a hatch which is opened from inside the cab. For easy access to the sleeping facility, the passenger seat can be turned through 180°. The passenger seat has an adjustable footrest and can also be inclined backwards 64°. All windows and windscreen are tinted to reduce heat glare from the sun. An electric power window is standard on the passenger side. Other equipment details that are available as additional accessories are a strongbox and a complete pantry unit with cooker and sink unit with running water. The water tank is placed in the storage space behind the driver. Filling up the standard storage tank with water is easy since the tank is accessible from the outside.

