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In our authorized workshops your trucks are in safe hands. At Volvo Trucks, our first priority is to keep your trucks on the road and available for work. Key to this is planned downtime for service and repairs: it minimizes standstills, extends service intervals, and saves time and money. Thanks to connectivity and Volvo Trucks advanced telematics and diagnostic tools, we can plan and prepare service over your actual vehicle usage. And with Real Time Monitoring we can even predict unexpected stops and turn them into planned workshop visits. All so you can feel confident on the road, enjoy greater uptime and keep your promises to your customers. Why Genuine Volvo Service Always Genuine Volvo Parts with 2-year fitted parts warranty?Over 2,000 dealers and workshops in 130 countries Authorized and trained techniciansRoadside Assistance in 16 languagesOne-stop serviceCustomized service contracts Looking for more information about local offers? Head over to your local market site by following the link below. Visit your local market site Find out how Volvo Trucks is using improved connectivity to monitor its trucks in real time and predict unplanned stops before they occur. Coupled with Remote Software Download and the Volvo Action Service (VAS), it offers smarter transport solutions that keep trucks rolling and set the standard for uptime. A convenient way to accurately measure tire pressure and temperature in real time. The results can be monitored, helping to identify slow punctures and avoid tire explosions. By ensuring the correct pressure and temperature, this new service also helps lower fuel consumption and extend the life of each tire. Whether you drive your own truck or manage a fleet of them, now you can connect critical aspects of your business in completely new ways. At one place, with one log in and one view. Volvo Connect is the interface for your digital services. Think of it as your digital home for a more profitable transport operation. Read more about Volvo Connect and our digital services. Relevant news and stories Latest Press Release Latest Press Release You're currently browsing the Volvo Trucks global site. To find information which is more specific to your own location, you can navigate to one of your individual market sites. Follow the link below to find out what we're doing near you. Skip to content Volvo Trucks supplies complete transport solutions for discerning professional customers with its full range of medium- and heavy-duty trucks. Customer support is provided via a global network of dealers with 2,200 service points in about 130 countries. Volvo trucks are assembled in 12 countries across the globe. In 2024 approximately 134,000 Volvo trucks were delivered worldwide. Volvo Trucks is part of the Volvo Group, one of the world's leading manufacturers of trucks, buses, construction equipment and marine and industrial engines. The group also provides complete solutions for financing and service. Volvo Trucks' work is based on the core values of quality, safety and environmental care. Skip to content A well structured semi truck maintenance plan is crucial to maintaining a thriving trucking business and sustaining a healthy profit margin. After all, you can't make money if you're broken down on the roadside. To assist you in caring for your truck and to help you choose those wheels turning, we've put together this guide with wisdom gleaned from generations of successful owner-operators and trucking companies. What is Preventative Maintenance?You're probably familiar with the old saying, "An ounce of prevention is worth a pound of cure." That saying couldn't be more accurate when it comes to trucking. Preventative maintenance is your "ounce of prevention." Developing and sticking to a maintenance schedule will help you root out minor problems and fix them before they turn into major expensive problems.The three pillars of preventative maintenance are:Perform systematic inspections (your daily pre-trip and post-trip inspections)Repair defects as soon as you find them, no matter how insignificant a defect may seemInvest in a scheduled maintenance program to keep your truck mechanically sound and in safe working orderThe federal government has recognized the importance of preventative maintenance in the safe operation of commercial vehicles. They have addressed the issue with regulations that guide truckers toward conducting preventative maintenance to avoid having their truck placed out of service for mechanical defaults. "Every motor carrier and intermodal equipment provider must systematically inspect, repair, and maintain, or cause to be systematically inspected, repaired, and maintained, all motor vehicles and intermodal equipment subject to its control." - FMCSAEach truck manufacturer provides maintenance interval information to help truckers establish their maintenance programs. Follow these interval guidelines to optimize your preventative maintenance schedule and consult a qualified professional before making any repairs or removing parts from your truck.How Much Does Maintenance Cost?It isn't easy to specify an exact amount regarding maintenance costs. With so many makes and models of trucks available, many variables exist to consider. However, a good average is around \$15,000 per year, although that amount scales upward as the vehicle ages. Semi truck maintenance costs are one of the easiest costs to manage by taking a proactive approach. Small expenditures on routine maintenance will prolong the life of the truck and minimize the occurrence of major repair expenses. To further manage costs, compare the routine maintenance costs between dealerships and large truck repair chains, for example, Love's, TA, and Ryder. Not only do these larger chains provide nationwide service, they are more competitive in their pricing than small mom and pop repair shops, and you have a better chance of receiving discounts. The most common mechanical issues and repair needs include problems with:AirlinesHosesAlternatorsWiringBrakesFrequent inspection of these specific parts can help reduce your overall maintenance costs by spotting problems early. To manage your maintenance costs it may be a good idea to plan your maintenance budget per mile. Here are some at-a-glance numbers: 4,500 miles or 1,300 hours 35,000 miles or 825 hours Air Filter Fuel Tank Vent Power Steering Fluid Filter 150,000 miles then every 300,000 miles after the first overhaul (valve adjustment) 150,000 miles then every 200,000 miles after the first overhaul (valve adjustment) Transmission Filter/Fluid Replace Fan/Accessory Drive Belt Replace Semi-Truck Preventative Maintenance ScheduleHere is a list of common maintenance intervals. Be sure to check your manufacturer's recommendations as these values differ between the various makes and models of trucks. 1 year old or 150,000 miles 2 years old or 300,000 miles 3 years old or 450,000 miles 4 years old or 600,000 miles 5+ years old or 750,000+ miles Seasonal MaintenanceSeasonal changes bring hot and cold weather extremes, such as winter truck driving, that affect your truck differently from one season to the next. To optimize your maintenance schedule, we suggest adjusting your plan to compensate for climatic conditions.Warm/Hot weather:Air Conditioning; Check for leaks and debris build up Coolant; Drain, flush, and pressure test the system at least once a yearElectrical System: Check the battery for corrosion and ensure that wires are secureTire Pressure: Ensure warm air does not raise the air pressure of tires over safe limitsCold Weather:Windshield: Check for chips and cracking, ensure wiper blades are clean and free of dry rot, and defrosters are working properlyBraking system: Ensure your ABS is working properly before starting a winter drive. Drum brakes can freeze overnight, so look at your tires as you pull your truck forward in the morning and make sure they are rolling to avoid damaging your tires.Fluids: Service your filters at manufacturer specified intervals. Check fluids daily, including engine oil, engine coolant, power steering fluid, and wiper fluid.Tire Tread: Measure your tread depth on each tire to make sure they are compliant with federal regulations: A minimum of 4/32 of an inch on the steered tires and 2/32 of an inch on all other tires.Exterior: Visit a truck wash, for example, Blue Beacon, regularly. Road salt is highly corrosive and should be washed off to avoid shortening the lifespan of mechanical components, parts, and the truck's frame.Driver Pre-Trip InspectionsDriver pre-trip inspections are the core of a good preventative maintenance program, which aids in truck driver safety. A strict routine for each inspection will keep you from accidentally overlooking a maintenance issue and give you peace of mind throughout your work day. In addition to your full pre-trip inspection, here are some areas of your truck to inspect every time you stop. Keep in mind while this list looks like it will take a while to complete, you can finish these inspection items in less time than it takes to top off your fuel tanks. "Inspect your truck regularly and take care of those minor issues before they become big and expensive issues." Jennifer Kohl, 15+ years of experience BrakesIf you can't stop because of a problem with your brakes, your truck turns into an 80,000 pound missile. To ensure your brakes are in good working order, inspect them every time you stop. Of all the parts that make up your truck, the brakes take the brunt of the daily wear and tear, and they are most likely to wear out the fastest. Knowing how to check that your brakes are in good condition is an essential truck driver skill to master. Here's what to look for:When performing a walk around of your truck, listen for air leaks coming from either the truck or the trailer. Inspect every brake pad to ensure there is sufficient lining material. Immediately take your truck in for servicing if your brake pad linings have fallen below the minimum width set by the FMCSA. Whether you have drum brakes or disc brakes, inspect for any wear debris or foreign materials that may interfere with or damage your braking system. Keep an eye out for any cracks or damage to the brake drums, brake pads, rotors, calipers, brake chambers, cam rollers, s-cams, and slack adjusters. TiresFrequent inspection of your tires helps you detect any damage getting to your next stop on time and sitting several hours on the roadside waiting for a service truck. Losing a tire can turn deadly in an instant, so keeping an eye out for problems is important and safety-wise. When inspecting your tires look for:Uneven wear, bulges, cuts, abrasions, punctures, penetrations, and cuts on the side walls and tread area of the tire. Check the tread depth over every tire using a tread depth gauge. For steer tires, the minimum tread depth permitted by federal regulations is 4/32 inch. It is 2/32 inch on all other tires. Use a tire air pressure gauge to ensure each tire is properly inflated to manufacturer specifications. Tire makers print the inflation specs on the tire. Keep an eye out for both underinflated and overinflated tires, and adjust the air pressure accordingly.FluidsA fluid leak, if left unchecked, can have catastrophic consequences in terms of safety, repair costs, and unwanted downtime. It's always a good idea to keep spare fluids such as oil, antifreeze, wiper fluid, and power steering fluid with you at all times and to keep these critical fluids topped off. Keeping spare fluid handy is also helpful in the event of a leak, enabling you to limp your truck to a repair center and avoid a costly towing bill. Here are some tips for keeping an eye on your truck's fluid levels:Watch for fluids dripping or pooling beneath your truck. If you notice either a puddle or a drip, attempt to locate the source of the leak and immediately seek repairs.Check your oil, antifreeze/coolant, power steering fluid, and wiper fluid levels frequently throughout the day as well as during your pre-trip and post-trip inspections. While on the road, monitor your fuel gauge, DEF gauge, oil pressure, air pressure, and ammeter (battery amperage). If any of these begin to fluctuate outside of normal ranges, immediately find a safe place to park and investigate further. Most of today's trucks have additional warning lights to alert you of a problem with fluid levels and other issues. Pay attention to any light that comes on and seek repairs as soon as possible. ElectricalYour truck's electrical system is another key component to safe operation and your mobility, since a dead battery or an alternator on the blink is going to leave you at a standstill. At the start and end of your shifts, here are some important elements of the truck's electrical system to inspect:Perform a full 360-degree walk around your truck inspecting your marker lights, flashers, turn signals, headlights, and brake lights on both the truck and trailer. In addition to ensuring these lights are working, check them for damage such as cracks and holes in the lens. When performing your pre-trip or post-trip inspection, when you have your truck's hood open for checking your fluids, check the wiring to your alternator, make sure it is firmly attached, and has no cuts, abrasions, or exposed copper wiring. Keep an eye on your ammeter, if it ever begins to show a negative discharge, your alternator has likely gone bad.Inspect your battery bank for corrosion, loose connections and be aware that if you ever smell rotten eggs near your batteries, one may have ruptured and is leaking, or has gone bad and will need to be replaced asap. A diligent preventative maintenance routine means saving money in the long run, safer operations, and fewer breakdowns. Always consider semi truck preventative maintenance as a core part of being a truck driver, owner-operator, or company owner. Conduct daily pre-trip and post-trip inspections and follow manufacturer guidelines when it comes to maintenance: Change the oil on time, change the filters on time, and fix the minor problems before they become major problems. With a strong maintenance program in place, you'll enjoy safe and profitable miles as you drive toward success. Breakdowns and urgent repairs cost you uptime and income. Proactive servicing and preventative maintenance save them. So it pays to plan. And we'll do it for you. A Volvo Service Plan is specially created for your truck and business. Your workshop visits are scheduled, standstills minimized, and uptime optimized. It's also completely free. Tough operating conditions mean more wear and tear. Low mileage means less maintenance. So what's right for one truck isn't necessarily right for yours. With connected service planning, we use your truck's built-in connectivity to identify its unique maintenance needs. Then we work proactively to optimize your service schedule. All to make sure your truck gets the exact service it requires - no more, no less. The Volvo Uptime Care Contract is a service plan for the real world. It includes Connected Service Planning, where we use your truck's built-in connectivity to remotely check certain components for wear and tear. Then we proactively follow up with you, using your truck's data to optimize your maintenance schedule. This means workshop visits can be planned according to the real usage and condition of your truck. It also ensures that the visits themselves are more efficient and that parts are always available. All to keep your truck on the road and available for work. Service Planning - how we do it Step 1: We input Your free Service Planning session begins with entering your truck's exact specifications, usage and annual mileage - as well as details about your operations - into our system. Step 2: We identify After testing how various service intervals might affect your truck's uptime, we determine the perfect level of maintenance. Step 3: We plan We use your data to create an individual service plan that sets out when your truck needs a service and exactly what needs attention, so you always know what to expect. Step 4: We service Through Connected Service Planning, we remotely check your truck's real usage and actual service need. Then we proactively follow up with you to book your truck for service well in advance. Step 5: We fine tune Each time your truck's in the workshop, we review its needs and optimise your plan, so you always get the most from your truck or fleet. You're currently browsing the Volvo Trucks global site. To find information which is more specific to your own location, you can navigate to one of your individual market sites. Follow the link below to find out what we're doing near you. Our service and maintenance intervals prepare your truck for whatever lies ahead. Select the PDF below that best corresponds with your truck's model and manufactured year. D11 / D13 with 42L/44qt Oil Pan: Volvo VDS-4.5 Oil, Filters and Fuel Filters (Replace) Idle time is greater than 30%, use the next lower drain interval. Note: Actual fuel filter service intervals may vary based on fuel quality and vehicle application. For additional information, reference service document 170/Description, Design and Function/Diesel Fuel. 60,000*/ 55,000** mi 95,000*/ 90,000** km 1,700*/ 1,600** hours *Volvo Premium Motor Oil VDS-4.5J **Other Volvo Approved VDS-4.5 Oil 100%(2)100% found this document useful (3 votes)3K views This document provides guidance for periodic maintenance of Volvo trucks, outlining checks to perform for basic and annual services. It lists inspection points for road testing the vehicle. . .At-enhanced title and descriptionSaveSave Volvo Truck Service schedule Maintenance 1 For Later100%100% found this document useful, undefined View Maintenance Intervals Chart (2022 and newer) View Maintenance Intervals Chart (2022 and newer) View Maintenance Intervals Chart (2021 and newer) View Maintenance Intervals Chart (2021) View Maintenance Intervals Chart (2017-2020) View Maintenance Intervals Chart (2010-2016) In the competitive and demanding commercial trucking industry, a robust preventive maintenance program is essential—not just to keep trucks operational but to ensure safety, efficiency, and profitability. Preventive maintenance is the foundation of a successful fleet operation, reducing downtime, lowering repair costs, and extending the life of your semi trucks. Preventive maintenance for semi trucks includes scheduled inspections, repairs, and routine servicing aimed at preventing breakdowns, maintaining safety, and improving fuel efficiency. A well-executed program reduces costly repairs and ensures compliance with federal safety standards. Daily Visual Checks: Inspect tires, lights, mirrors, and exterior components for visible damage or wear. Component Testing: Assess critical systems like brakes, steering, and suspension. Performance Evaluation: Monitor engine performance and responsiveness during operation. Safety Assessments: Check for hazards like loose fittings or worn parts. Fluid Changes: Replace engine oil, coolant, transmission fluid, and brake fluid. Filter Replacements: Swap out air, fuel, and oil filters to prevent contamination. System Calibrations: Adjust components like sensors and braking systems. Component Rebuilds: Rebuild key parts such as alternators or starters when necessary. Oil and Filter Change Tire Rotation Brake Check Fluid Level Check Transmission Service Differential Check Wheel Bearing Check Suspension Check Engine Diagnostics Electrical System Check Cooling System Major Component Inspection Enhanced Safety: Reduces the likelihood of accidents caused by mechanical failures. Improved Reliability: Keeps trucks operational and minimizes unexpected breakdowns. Cost Efficiency: Prevents costly repairs by addressing issues early. Regulatory Compliance: Meets legal requirements and avoids penalties. Increased Fuel Efficiency: Optimized systems result in better mileage. Use fleet management software to automate maintenance scheduling and reminders. Maintain detailed service logs to track inspection history. Train drivers to conduct daily pre-trip inspections. Partner with reliable service providers for complex repairs. A strong preventive maintenance program is essential for ensuring the safety, efficiency, and longevity of your semi trucks. By adhering to a structured maintenance schedule, fleet managers can significantly reduce downtime and operating costs while keeping their vehicles compliant with safety regulations. Start prioritizing preventive maintenance today and keep your fleet running smoothly. Stay ahead with your fleet management Web Portal A: These are ordinary service intervals which consist of basic service every 15,000 miles, intermediate service at 30,000 miles, and major service at 60,000 miles and have daily and weekly inspections throughout. Q: How can preventive maintenance affect the costs of operations? A: Preventive maintenance prevents costly breakdowns, extends the life of components, improves fuel efficiency, and reduces the costs associated with emergency repairs. Q: What should be in the semi truck's list of daily check-up checklists? A: Brakes, tires, lights, fluid levels, warning indicators and simple mechanical systems must be inspected daily. Q: How do I establish a heavy-duty truck maintenance schedule? A: Combine manufacturer recommendations with your needs to operate safely and be complaint; this involves mileage, operating conditions, and regulatory requirements. Q: What documents should I retain in commercial truck maintenance? A: Keep records of all services, inspections, repairs, part changes, and compliance checks with date, mileage, and work performed. November 13, 2024By Tress Rabbit All Blogs Swedish truck manufacturer Volvo TrucksCompany overviewDivisionIndustryAutomotiveFounded1928HeadquartersGothenburg, SwedenAreas servedWorldwideKey peopleRoger Alm (President)ParentVolvoWebsitevolvo trucks.com A 2013 model Volvo FH16. The Volvo FH series was introduced in 1993 and is Volvo Trucks' most commercially successful truck. Volvo FM500 in Taiwan Volvo Trucks (Swedish: Volvo Lastvagnar) is a truck manufacturing division of Volvo based in Gothenburg, Sweden. Volvo Trucks was a separate company within Volvo. The Volvo Group was reorganised on 1 January 2012 and as a part of the process, Volvo Trucks ceased to be a separate company and was instead incorporated into Volvo Group Trucks along Volvo's other truck operations, as Renault Trucks and Mack Trucks.[1] The first Volvo truck rolled off the production lines in 1928, and in 2016 Volvo Trucks employed more than 52,000 people around the world. With global headquarters in Gothenburg, Sweden, Volvo manufactures and assembles its trucks in eight wholly owned assembly plants and nine factories owned by local interests.[2] Volvo Trucks produces and sells over 190,000 units annually.[3] Volvo LV63 Truck 1929 Volvo L495 Titan Truck 1965 Volvo F88-49T Truck 1970 When Volvo manufactured its first automobiles in 1927, the first truck was already on the drawing table. In early 1928, the LV series 1 was presented to the public. Though by modern standards it was merely a truck, it was an immediate success and 500 units were sold before the summer. It had a 2.0 L 4-cylinder engine rated at 28 hp (21 kW).[4] Volvo cabs are manufactured in the north of Sweden in Umeå and in Ghent, Belgium, while the engines are made in the central town of Skövde. Among some smaller facilities, Volvo has assembly plants in Sweden (Gothenburg - also the Head Office), Belgium, USA, Brazil, South Africa, Australia, China and India. Some of the smaller factories are jointly owned. Its main parts distribution centre is located in Ghent, Belgium. The sales side, with their corresponding offices and dealers, is split into seven sales areas - Latin America, North America, Europe North, Europe South, Africa/Middle East, and Asia/Oceania.[5] Plants where Volvo trucks are manufactured:[6] New River Valley, Dublin, Virginia, USA Curitiba, Brazil Umeå, Sweden Gothenburg, Sweden Ghent, Belgium Durban, South Africa Bangalore, India Bangkok, Thailand Brisbane, Australia 1995 Volvo VGo, the first year that this old White GMC truck was marketed as a Volvo 2016 Volvo VNL 670 in 1981, AB Volvo acquired the assets of White Trucks, forming Volvo White Truck Corporation in Greensboro, North Carolina.[7] As part of the acquisition, Volvo purchased the White, Autocar, and the dormant Sterling brands; the Canadian Western Star truck brand was spun off into an independent company. Alongside the truck assets of White, Volvo acquired a nationwide distribution network (as White had served as the distributor of freighter until 1977). Prior to the acquisition, White's products included the White Road Boss conventional, the White Road Commander 2 (COE), the Road Xpeditor 2 (low-COE), the Autocar A-series (tractors with extensive use of aluminium), Autocar DC-series (heavy-duty/severe service), the Autocar Constructor 2 (heavy-duty/severe service with a White cab), and Western Star conventional/COE trucks. White also operated plants in Utah, Ohio, and Virginia. Following the 1981 acquisition, Volvo upgraded the designs of White and Autocar product lines. In 1982, the White Integral Sleeper was introduced, joining the sleeper and passenger cab seamlessly. In 1983, the Road Boss was replaced by the White Conventional; while retaining the same cab, the hoodline was lowered with a redesigned grille. In 1985, the Integral Tall Sleeper was developed (the "Globetrotter" sleeper of America) as a raised-roof variant of the Integral Sleeper. In 1987, the White 'Aero' truck was introduced, adopting a lowered hoodline, composite headlamps (shared with the Volvo 240), and a flush-mounted grille. In 1988, the WG was introduced, marking the return of a short-hood conventional. The Autocar DK severe-duty line was launched in 1983 and supplemented by the widely admired Autocar AT64F long-haul tractor. In 1988, the DK was replaced by the Autocar ACL and ACM models. While the AC-series trucks were tough and reliable, they incorporated a number of Volvo components and, for some Autocar models, marked a dilution of the Autocar brand. In 1986, Volvo commenced sales of trucks under its own brand in North America, introducing the FE-series low-cab COEs. While Western Star was spun off in 1981, its cabover model line continued to be produced by White and rebadged as a Western Star.[8] On 16 August 1986, General Motors announced the formation of a joint venture with AB Volvo, with the latter holding an 85% stake.[9] Named Volvo GM Heavy Truck Corporation, Volvo would take responsibility for development, design, and production of heavy trucks of the joint venture, named WhiteGMC.[9] All General Motors heavy product lines were discontinued (with the exception of the GMC Brigadier, ending production as a WhiteGMC in 1988), the joint venture replaced the White product line as White Autocars remained in production. In 1995, Volvo GM ended the use of the WhiteGMC name, with all non-Autocar models adopting the Volvo name. In 1997, Volvo AB purchased the rest of its stake in Volvo GM, renaming it Volvo Trucks North America.[7] In 1996, Volvo released the Volvo VN-series, the first Volvo truck developed outside of White or General Motors. Designed specifically for North America, the VN was more aerodynamic (~10% min than its WIA predecessor. The previous generation VW remained in production, with Autocar dropped as a separate brand name, becoming a sub-model of Volvo severe-service trucks. On 25 April 2000, AB Volvo acquired Renault Véhicules Industriels through a merger, making it the owner of Mack Trucks.[10] Following the merger, Volvo became the largest European truck manufacturer and the second-largest truck manufacturer in the world. To secure approval of the merger (by avoiding potential antitrust issues), Volvo agreed to divest its low-cabover range (known as the Xpeditor[11]); alongside the Mack MR/LE, the two vehicles held a predominant share of the refuse market. In 2007, Volvo re-entered the segment through its purchase of UD Nissan Diesel.[12][13] Alongside the Xpeditor product range, the Autocar trademark was sold in 2001 to Grand Vehicle Works LLC.[14] A Chicago-based private holding company that owned body manufacturer Union City Body Company (founded in 1898) and Workhorse Custom Chassis.[15] Shortly before Autocar was acquired by GVW Group, Autocar conventionals were retired. In 2000, Volvo introduced the VHD severe-service conventional, largely as a replacement for Autocar conventional vehicles. While using the cab of the VN, the VHD used a heavier-duty chassis and suspension, along with sealed-beam headlamps. In 2002, the second-generation VN, the VNL, was introduced. In 2009, Volvo began to relocate the operations of its Mack Trucks subsidiary to Greensboro, where the North American operations of Volvo Trucks have been headquartered.[16] Today, Volvo produces Class 8 Volvo trucks at its Dublin, Virginia plant and Class 8 Mack truck models in Macungie, Pennsylvania. Affiliate Volvo Powertrain produces engines and transmissions at its Hagerstown, Maryland, facility, for use exclusively in the North American market. The Volvo Trucks North America Dublin plant began manufacturing a battery-powered Van Hool electric truck model starting in early 2021. It was the largest Volvo truck plant in the world, employing close to 3,000 people building multiple models of heavy-duty trucks.[17] On 20 June 2022, Volvo announced that "in the second part of this decade" it would begin making trucks using hydrogen fuel cells with a range of 600 miles, compared to 275 miles for the existing VNR trucks.[18] In September 2024, Volvo Trucks announced a long-range variant of its FH Electric truck, capable of covering up to 600 km on single charge. It is expected to arrive on the market in the second half of 2025.[19] AB Volvo struck a deal in August 2021 to buy a heavy duty truck subsidiary of Jiangling Motors Corp (JMC) for about \$125.7 million to make trucks in the world's biggest vehicle market. The acquired business includes a manufacturing site in China's northern city of Taiyuan. Volvo aims to start production of its new heavy duty Volvo FH, Volvo FM and Volvo FMX trucks there at the end of 2022.[20] Volvo trucks set foot in Indian HCV market as a wholly owned subsidiary of Volvo Group with its FH12 tractor truck also the first ever Volvo truck produced in India at Hoskote plant in Karnataka state of India. Later on the company induced FM7 tippers for construction and mining segment which were well received. In 2002 company introduced FH and FM lineup for the region in various configurations and specifications. Later in 2008 Volvo Group and Eicher formed an Indian automotive group known for producing commercial vehicles and motorcycles came together to form a new company VE Commercial Vehicles (VECV) with 50% share in the newly formed company. All future offering of volvo trucks came under the wing of VECV since then. Today's volvo trucks lineupp consist of FM available in tipper, tractor truck, ballast tractor variants and FMX available in tipper variant only.[21] Volvo Trucks are exported to and sold by more than 1800 dealers in more than 75 countries.[3] Volvo tried to settle in Argentina on two different occasions: the first, in 1959 [22] would be carried out in partnership with the local company Conary. The truck production was a failure, but some models of motor graders with Volvo engine was made by Conary (under licence of Bolinder Munktell).[23] The second, in 1972, Volvo Sudamericana SAC1 elevated to the consideration of the highest authority of the Ministry of Industry and Mining its project of installation of an industrial complex, consisting of an automotive terminal plant for chassis of heavy trucks with cab and chassis for long-distance buses; a plant for trailers and a third plant for coaches.[24] Eventually, Volvo lost the tender, which was in the hands of Scania. Volvo is currently focusing on such alternative fuels such as HVO, (Bio-)JME, LNG and methane.[25] As a part of adapting to the new European Union Euro 6 engine environment requirements, Volvo Trucks renewed their truck range in 2012 and 2013. The biggest launch was the new Volvo FH in September 2012[26] The rest of the range were renewed in the spring of 2013. Volvo VHD dump truck (US) Volvo NL12 tractor truck in Porto Alegre, Brazil Volvo FL 6 from the mid-1990s Volvo FH16 700 As of 2013[update], Volvo Trucks products are:[27] Volvo FL markets - Europe, Middle East Volvo FE markets - Europe, Middle East, Australia Volvo FM, classic and new (launched April 2013) markets - Europe, Africa, Asia, South America, Oceania Volvo FH, classic and new (launched September 2012) markets - Europe, Africa, Asia, South America, Oceania Volvo FH16, classic and new (launched September 2012) markets - Europe, Africa, Asia, South America, Oceania Volvo VM, classic and new (launched April 2013) markets - Europe, Africa, Asia, South America, Oceania Volvo VHD markets - North America, Mexico Volvo VNL markets - North America, Mexico Volvo VNM markets - North America, Mexico Volvo VNR markets - North America, Mexico Volvo VNX (announced March 2013)[28] markets - North America Volvo VM markets - South America LV4 LV60-series LV66-series LV71-series LV76-series LV81-series The "Longnose" The "Sharpnose" TVA and TVB L29C & V LV11 LV15 & LV24 The "Roundnose" TVC L34 L36 and L37 Brage L38 and L48 Viking The "Laplander" TL11, TL12 and TL22 TL31 L42 Snabbé & L43 Trygge L39 and L49 Titan F82/F83 L47 Raske F84 F85/F86 F88/G88 N86 C3 F10 and F12 F4 and F6 F08 F7 F825/F835 F89/G89 Globetrotter N7, N10 and N12 CHR20 White FL4 and FL6 FL7 and FL8 Volvo NLI10 and NLI2 N12 FE6 & FE7 (North America) F57 FH12 and FH16 FL12 ECT and FL6 Hybrid VN and NH FLC FM7, FM10 and FM12 FH12 and FH16 Volvo 80th Anniversary FH & FH16 Volvo VN and NH Volvo FM9 and FM12 Volvo FL6 Volvo VT (based on the VN) Volvo VHD In Formula One, Volvo Trucks sponsored the British team McLaren from the 2016 to the 2021 seasons. As part of their agreement, McLaren was supplied with Volvo FH trucks.[29][30] Volvo Trucks has released the Live Test series of commercials, which included The Epic Split.[31] Companies portalTransport portalAutocar Company, former Volvo truck business Dynafleet, transport information system ^ Volvo Group reorganizes global truck business Archived 6 November 2018 at the Wayback Machine FleetOwner, 4 October 2011. Retrieved 19 November 2022. ^ "About us". Archived from the original on 15 July 2017. Retrieved 11 July 2017. ^ a b "Annual and Sustainability Report 2016" (PDF). Volvo. pp. 8, 81, 88, 89. Archived from the original (PDF) on 2 July 2017. 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