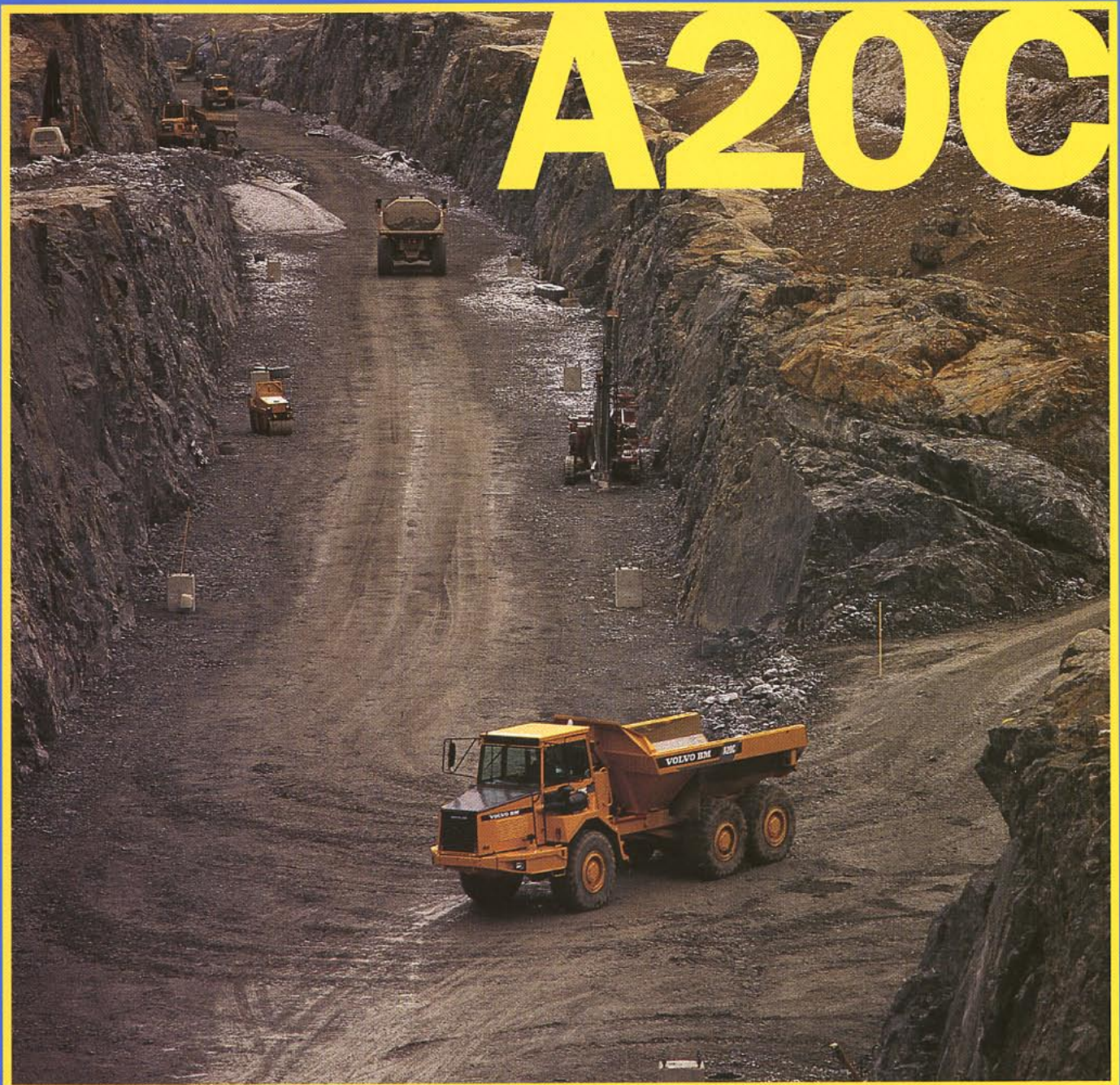


NEW!

A sure winner in the
lightweight class!



The A20C is the small hauler with the big possibilities. Once again, Volvo BM has shown who is spearheading developments in articulated haulers.

VOLVO BM

The new Volvo BM A20C.



With the A20C you also get:
Three-point front axle suspension for better accessibility and greater comfort.

A more powerful engine for much higher average speeds and, together with the new body, 10% greater load capacity.

A new, specially adapted drivetrain with fully automatic 5-gear planetary transmission, which saves both fuel and the operator.

A precision steering system for all kinds of roads.

Master of the small jobs.

Volvo's new low-emission engine (optional) which meets almost all the environmental requirements of the United States, Europe and Japan. And is even more powerful than the standard engine.



The A20C is Volvo BM's smallest articulated hauler, and the latest addition to the world-leading Volvo BM family. It is much faster than the previous A20 and it has the same front axle suspension and advanced technology of the other models. For small contracting jobs in difficult terrain, or where space is limited, the A20C is right at home. But with its top speed and flexibility it can be used for jobs far beyond the ordinary.

Please be seated.

When you see the A20C roll out, your financial manager sees the profits roll in. He, if anyone, knows what six-wheel drive, diff locks with 100% lockup, the unique bogie with individually suspended axles, the powerful and fuel-efficient engine, the well-balanced drive train with automatic gear box, and superior operator comfort all mean for profitability.

And since he can see behind the technology, he understands why Volvo BM's articulated haulers have been the market leaders for almost thirty years.

Lowest cost per ton. That's what really counts.

The secret is that we don't compromise when we make our haulers.

Each component is optimized for maximum performance. The basic concept is: Full accessibility even under extra difficult conditions. Exceptional uphill performance with a heavy load. Fast travel on good roads. Modest requirements for loading and dumping sites. Minimum fuel and maintenance costs. A minimum of unplanned downtime. Flexibility for a wide range of applications.

The A20C is our smallest hauler. But it's a fully-grown representative of what puts Volvo BM in a class by itself when it comes to articulated haulers: unbeatable overall economy.

Ask your financial manager to look at the figures for Volvo BM and the alternatives. Then ask him what really counts – when it comes to the bottom line.

Volvo BM. Lowest cost per ton.



Don't expect any surprises from a Volvo diesel.

At least, not any unpleasant surprises. Volvo diesels are legendary for their reliability. For decades Volvo has led the development of diesel engines for heavy trucks and contracting equipment.

The A20C engine is optimized for its task. The six-cylinder 7-litre engine with turbocharger and intercooler gives superior power and operating economy. With 230 hp and maximum torque at a low 1800 rpm, you have enough engine power for any situation.

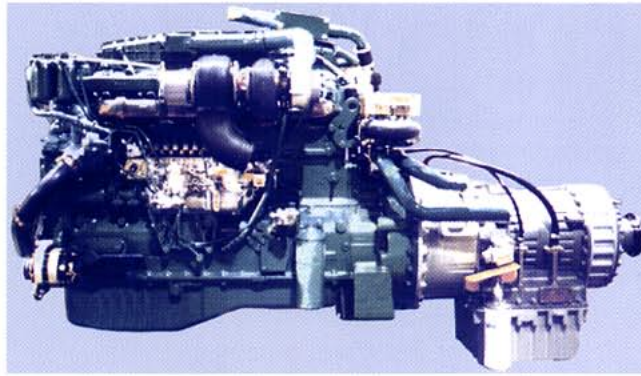
Double oil filters and easy-to-reach service points guarantee years of carefree operation and a minimum need of spare parts.

It meets the environmental demands of tomorrow – today.

With the new low-emission engine (optional) Volvo has done what many thought impossible. A diesel that meets almost all the environmental requirements of the United States, Europe and Japan. And is even more powerful than the standard engine.

In tunnel construction, the environment-friendly engine is self-evident. Also on big city jobs where the air is polluted. And honestly – isn't it a good idea to be a step ahead of public opinion, the legislators and the competition?

Better fuel economy and reliability are automatic with the A20C. An automatic gear box should be taken for granted in every modern hauler. Both the engine and the operator work more efficiently,



The Volvo diesel engine, with turbocharger and intercooler, is an unbeatable power package, fully adapted for the articulated hauler.

and productivity increases markedly. The A20C has an electronically-controlled automatic planetary transmission with five forward gears and one reverse gear.

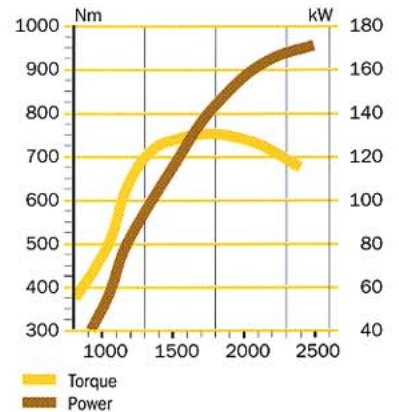
The torque converter has automatic lockup on all the gears, which reduces fuel consumption.

The dropbox with built-in differential and 100% diff locks also contributes to good fuel economy.

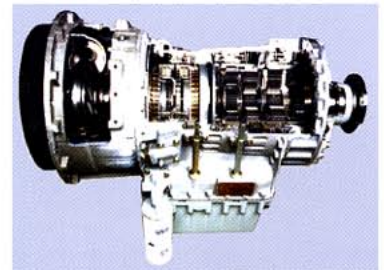
The axle housings relieve the axles of bending stresses – by far the most reliable solution.

Since hub reductions reduce strain on the propeller shaft and drive shafts, they do not have to be oversized. This reduces total weight and saves fuel.

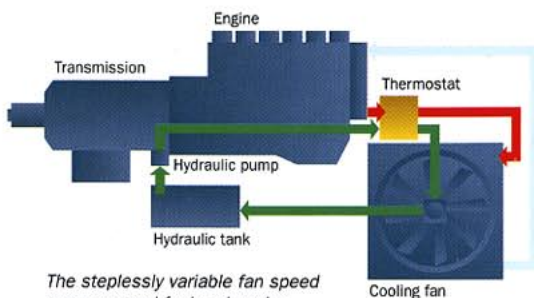
The art of never losing your grip. The unique bogie, where each pair of wheels can move freely relative to the others, gives every wheel ground contact in all situations. The body remains horizontal no matter how uneven the surface may be. Together with high clearance and stabilizers, this allows the load to "float" forward in the terrain. The 20.5R25 tires have low ground pressure – another factor in the A20C's superior roadholding.



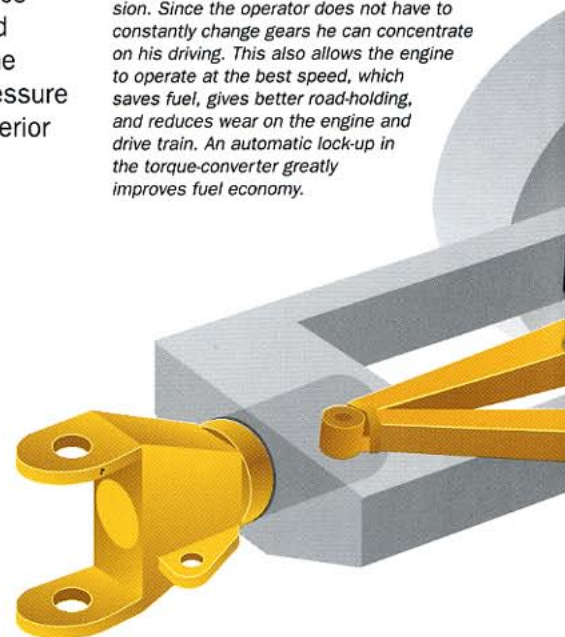
With the low-emission engine, Volvo has once again done what no one thought possible. This environment-adapted engine meets the emission regulations of both today and tomorrow, and at low engine speeds it is even more powerful than the standard engine.



Naturally the A20C has automatic transmission. Since the operator does not have to constantly change gears he can concentrate on his driving. This also allows the engine to operate at the best speed, which saves fuel, gives better road-holding, and reduces wear on the engine and drive train. An automatic lock-up in the torque-converter greatly improves fuel economy.



The steplessly variable fan speed ensures good fuel and engine economy. By working only when, and as much as needed, it always provides optimum working temperature.



The bogie and articulated joint also reduce strain on the frame itself. This means it can be made of strong, rigid steel. The three-point suspension with rubber springs responds quickly to irregularities in the ground – much faster than conventional suspension. And it is maintenance-free.

From a smooth road straight into mud and clay.

With five different driving patterns, it is practically impossible for an A20C to get stuck. On a good road four-wheel drive is sufficient, without the diff locks. With six-wheel drive and total differential lockup, the A20C can move forward in the worst possible terrain. For situations in between, the operator has three other combinations of drive wheels and diff locks to choose from.

When necessary, the A20C just won't move.

The air-hydraulic disc brakes give the operator full control, even driving downhill with a heavy load. The brakes are naturally divided in two independent circuits, one for the front axle and one for the bogie axles. An exhaust brake further increases braking capacity. The brake system meets ISO 3450 and SAE J1473 standards.



The spacious, comfortable cab is quiet (max 78 dBA) and is insulated from vibration thanks to its rubber suspension. Climate control gives clean air at the right temperature. A slight overpressure stops dust from entering. Instruments and controls are easy to see and to reach.



In contrast to many other makes of haulers, the driver of the A20C is placed right over the front axle where movement is minimal. The front axle has three-point rubber suspension which also greatly reduces motion in the cab.

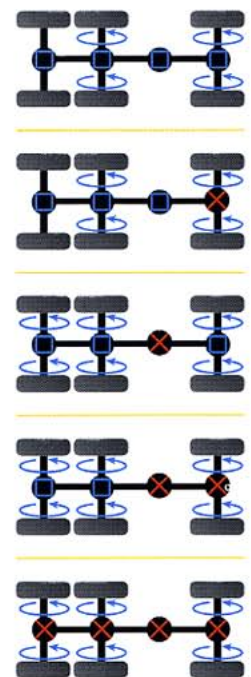
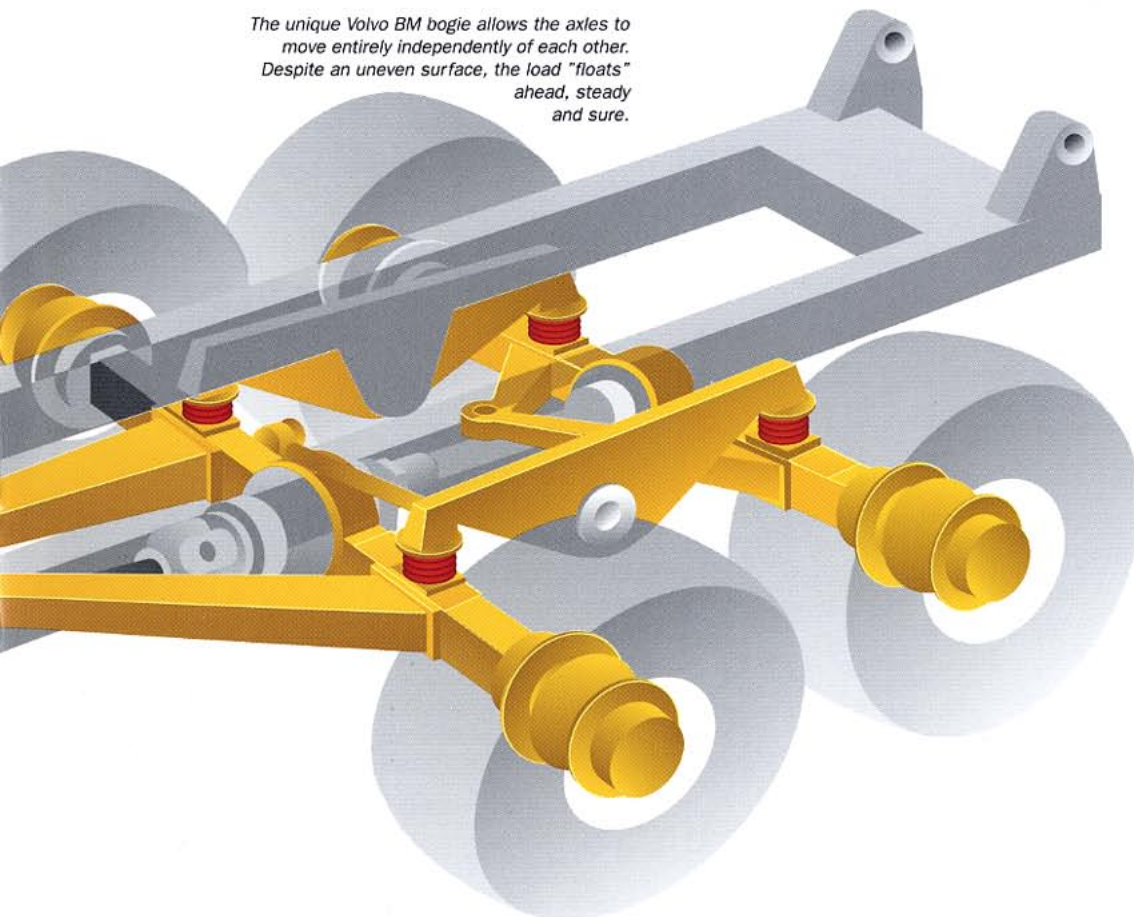
The parking brake will hold a fully-loaded A20C on an 18% slope. It is a spring-applied disc brake located on the longitudinal drive shaft.

Dumping the load almost on the go. Fifteen seconds, no more. That's all the time the A20C needs to put the load exactly where it's wanted. And it doesn't need help from a crawler dozer or any other machine – a fact that is often decisive for overall economy. The dumping angle allows the A20C to dump against the slope of the road or over edges with a low bearing capacity. The body is prepared for exhaust gas heating, which is important in cold climates where there is a risk that the load may freeze solid.



The drive train (transmission, drop-box, drive shafts with 100% diff locks and hub reductions) is specially dimensioned for the A20C. Weight is kept low and engine power is used to the utmost for the best possible road-holding and minimal wear.

The unique Volvo BM bogie allows the axles to move entirely independently of each other. Despite an uneven surface, the load "floats" ahead, steady and sure.



With five different drive combinations it is practically impossible for the A20C to get stuck.

Is a satisfied operator an asset? We think so.

That's why we have put a lot of care into designing the cab and the operator's environment.

The seat is where it should be: right over the front axle where motion is minimal. The cab is suspended on rubber elements to effectively dampen vibrations. The new front axle suspension also contributes to operator comfort. The controls and instruments are positioned logically and are easy to reach. Windows are very big and the large rear-view mirrors are heated.

The climate control unit gives a comfortable working temperature and the incoming air is filtered. The noise level is never higher than 78 dBA.

The cab is ROPS safety-tested, and extra FOPS roof protection is available as an option.

Air conditioning and Contronic, an electronic monitoring system, are also available as options.

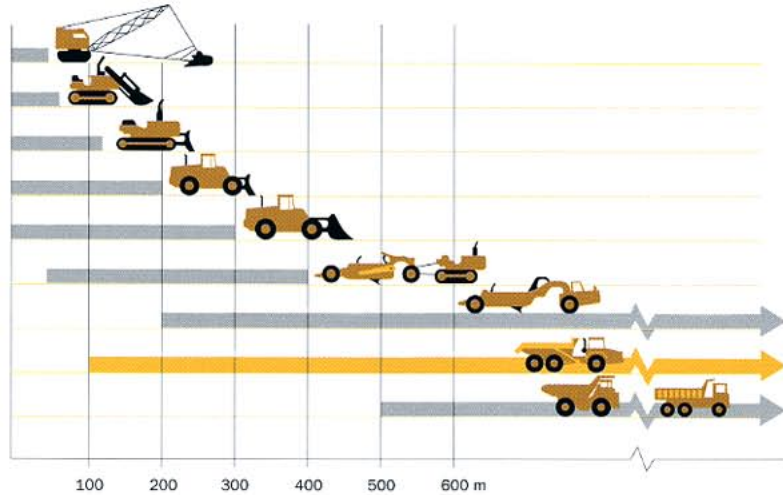
The A20C drives home the profits, even when margins are small.

The A20C is the first choice where earth, rock or aggregate is to be moved under difficult conditions and where space is limited – in road construction, tunnels or small gravel pits. For small jobs where it would be unreasonably expensive to build haul roads, the A20C is the most profitable choice.

Not just a hauler

Thanks to its flexibility, the A20C also finds unique applications far beyond the ordinary. With a special body system it becomes a waste collector with off-road

Transport distances



capability. It is ideal as a loader under primitive conditions and for temporary container handling, far from the beaten path.

In many countries, heavy rains make the roads impassable during large parts of the year. That's when the A20C can replace a truck. Vital transport and clean-up jobs after earthquakes, floods or other natural disasters are examples of other applications.





THE GLOBAL SUCCESS STORY



The Global Success Story

Back in 1963, when we introduced the articulated hauler, we had the feeling that something big was about to happen. Since then we have manufactured more than 22,000 units and users can be found all over the world. We have taken advantage of their experience and comments in refining and further developing the concept of articulated steering. The result can be summed up in our motto: "Lowest cost per ton"!

With six models, from the small and flexible A20C to the big A40, Volvo BM has a complete range of modern articulated haulers to meet all possible needs.

VME Articulated Haulers AB

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