VOLVO ARTICULATED HAULERS

TRANSPORT SOLUTIONS

MORE CARE. BUILT IN.

PROVEN TECHNOLOGY – INNOVATIVE SOLUTIONS

It was Volvo that developed the articulated hauler concept in the 1960s, and we have been the development leader ever since. The unique frame steering and oscillating hitch enable the tractor and trailer to move independently of each other, giving unbeatable manoeuvrability. This ingenious solution is the cornerstone of the articulated hauler's success in highly demanding environments – and the key to a range of different hauling jobs with strict requirements. That's why more and more customers choose Volvo articulated haulers for a wide variety of applications where manoeuvrability, flexibility, and capacity in tough conditions are decisive factors.

Built for long-term profitability and job satisfaction

A Volvo articulated hauler takes you smoothly and safely through rugged off-road conditions, even with a full load. And where roads exist, you can increase the speed. All in all, that spells highest possible profitability.

Add to that a world-class operator's environment in the Volvo Care Cab and Volvo's in-house designed drivetrain, combining high environmental standards with maximal power and rimpull. That's the cornerstone of today's and tomorrow's modern and effective transport solutions. Contact your Volvo Construction Equipment dealer for more information about different transport solutions based on Volvo's proven articulated hauler concept.


VOLVO
A40E

TAKING ON NEW CHALLENGES

At its core, it's all about profitability: being able to transport big volumes in a smooth and effective manner, at the lowest possible cost. Volvo's articulated haulers are the obvious choice when demands are high - when a high level of accessibility is a requirement and the job needs to be done in a challenging climate and terrain. With its many strengths, the articulated hauler has become a flexible "jack-of-all-trades" which sets the standard for other transport solutions.

Trusted in many applications

Throughout the years, the Volvo articulated hauler concept has proved to be perfect for different types of earth moving in major construction projects such as road and dam construction. But the articulated hauler is also the ideal solution in many other applications, operations in sand and gravel pits, rock quarries and mines, to name just a few examples.

The common feature of all these work sites is that they often have demanding loading and dumping sites, large material volumes have to be hauled, and often the work area has no roads – but still the vehicles must have the ability to maintain high speeds where there are roads.

The load body is the traditional application for a Volvo articulated hauler – but several other new and effective hauling solutions have been developed over the years.

One platform – many solutions

Today the Volvo articulated hauler is a platform for a wide range of different applications. The cornerstone is our transport concept consisting of a tractor and a two-wheel or four-wheel trailer.

The load body can be replaced by many retrofits to meet different needs.

The result is effective solutions that are suitable e.g. for waste handling, industrial transport, forestry, and container hauling.

All these different variants however retain the advantages of the standard concept – performance, reliability, operating economy, as well as genuine service support and fast spare parts supply.


VOLVO
USWX
7050

TWO EXAMPLES OF SUCCESSFUL APPLICATIONS

A complete transport solution

At the modern recycling facility outside Hamburg, Germany, waste is sorted and composted using advanced technology and Volvo articulated haulers as a natural part of the operation.

Composting is split into several steps to speed up the process. Waste is moved in containers and for that job Volvo articulated haulers – with their articulated steering and excellent manoeuvrability – are the perfect solution.

Over time, the haulers from the C- and D-series have accumulated more than 20,000 operating hours. Through the local Volvo dealer, a new A25E has been ordered, featuring a hook lift from an experienced local bodybuilder. Since body builders have direct access to Volvo drawings and specifications, they feature efficient and reliable solutions.

This setup gives the customer several advantages – a complete transport solution based on Volvo's proven hauler concept, as well as local support and service from Volvo dealers and their business partners.

All-rounder with flexibility

In the copper-smelting plant in Björneborg, Finland, a Volvo A30E with a hook lift operates as a flexible all-rounder. The hauler handles containers with construction materials, waste, and much, much more. But its main task is to transport slag within the factory area.

Slag is loaded into dump bodies in tight spaces between various processing facilities, where the hauler's manoeuvrability makes work fast and effective. Then the slag is hauled about two kilometres before finally being dumped.

A PARTNER TO TRUST

Excellent Operator Environment
- A spacious and comfortable cab with centrally positioned operator contributes to high productivity throughout the shift.
- Ergonomically positioned controls, air conditioning, air suspension seat with tilt/ telescopic steering wheel, wide angle forward view for reduced operator fatigue and high safety.

State-of-the-Art Hydraulic System
- Variable displacement piston pumps consume power only when required.
- Working hydraulics available for specific superstructures.

High Capacity Cooling System
- To save power and fuel, a hydraulically driven, side-mounted variable speed fan consumes power only when needed.

Swing Down Front Service Platform
- Grouped engine filters and remote mounted drains reduce service time. The Contronic System electronically monitors fluid levels and systems for ease of service and trouble shooting.

Volvo's Unique Self-compensating Hydro-mechanical Steering
- Powerful and accurate steering for safe operation and high productivity.

Purpose-built dropbox
- Proven in-line drop-box provides excellent ground clearance, stability and low internal power losses.

Five Operating Modes, including unique 6x4
- Easy-to-use drive combinations for every operating situation reduce fuel consumption, driveline and tire wear, and increase off-road mobility.
- Automatic Traction Control (ATC) simplifies operation, promotes longer tire life and reduces fuel consumption.

Bolt-On Rear Frame Extension

- The rear frame extension provides the flexibility to use longer Container and Hook-Lift versions. Available in two lengths: 1.2m for 5400mm wheel base and 1.7m for 5900mm wheel base. Bolt-on capability allows the machine to be converted to a standard articulated hauler when required (available for A25E-A30E).

Maintenance-free Suspension

- The straddle-mounted bogie beam gives large wheel movement and low frame stress. Low pivot point enhances stability.
- All axles have independent wheel movement via a 3-point mounting system.

Volvo Drive Train

- Correctly matched Volvo-designed components, specifically developed for hauler applications. Low power losses and long service life.
- The transmission gives smooth shifting and high power at all times. (6-speed: A25E and A30E, 9-speed: A35E and A40E)

Big, wide tyres

- Low ground pressure.
- Good terrain mobility and comfort.

Brakes and retarders

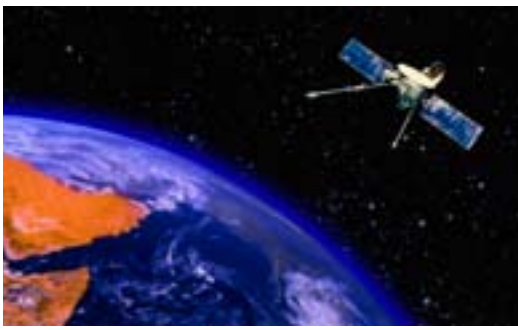
- Efficient and easy-to-use brakes and retarders in various combinations.

NINE WAYS TO IMPROVE THE CAPACITY OF YOUR MACHINE









Selection of Volvo optional equipment

Additional Work lights
Roof- and fender-mounted working lights.

Adaptable hydraulics
In addition to the standard hydraulics, an auxiliary open or closed center system can be mounted for external equipment.

Rear vision system
Rear view camera system reduces blind spots, improves site safety and operator comfort when reversing.

Engine air pre-cleaner
Cyclone-type engine air pre-cleaner for use in dusty conditions. Extends air filter life and maintains engine performance.

Anti-theft system
A four-digit code entered via the Contronic keypad protects the machine from unauthorised use.

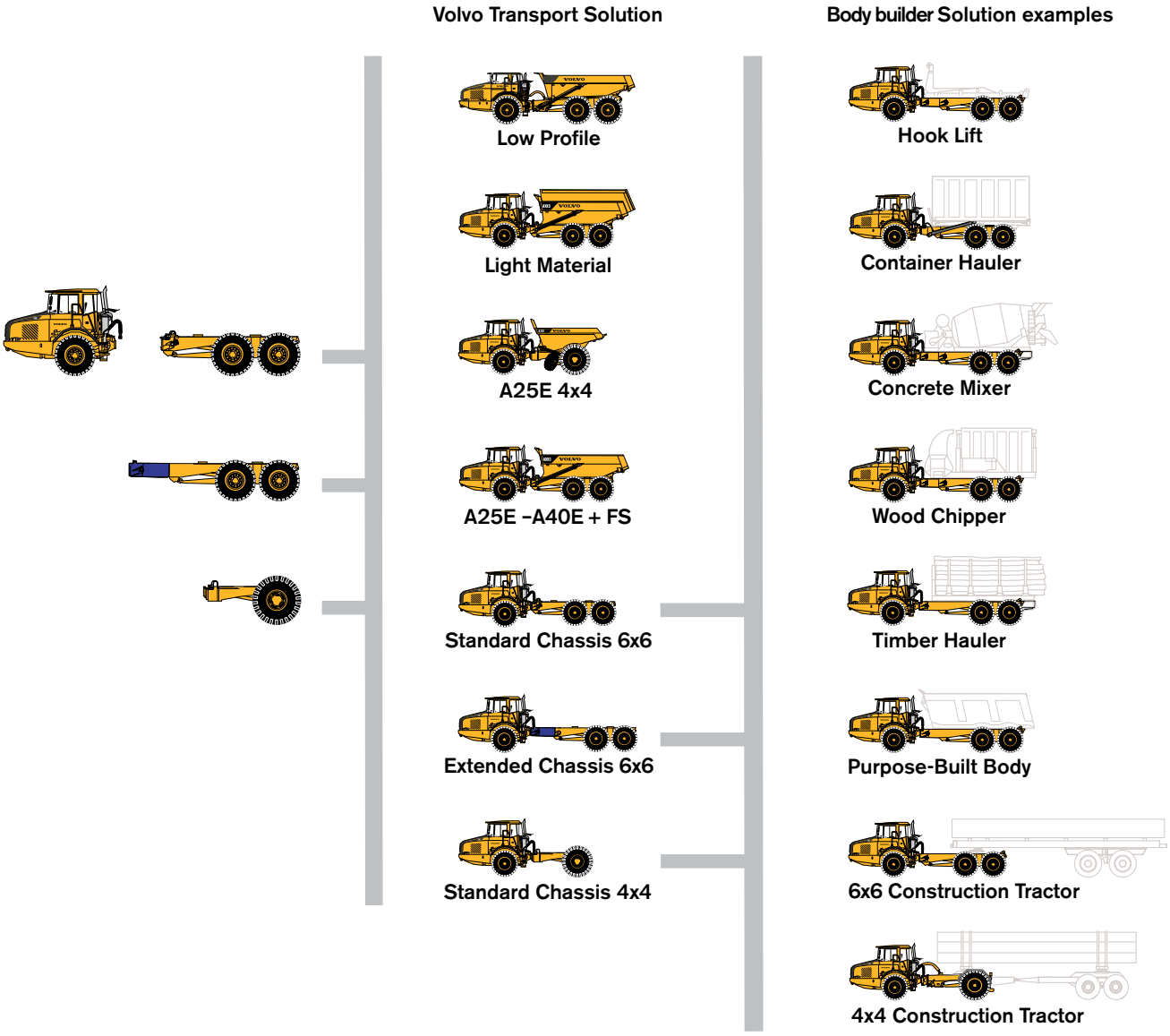
Engine idle speed control
Controls the engine's idle speed with a switch on the instrument panel. Useful for auxiliary hydraulics. The idle speed is adjusted via the Contronic.

Rear windshield washer and wiper
Keeps the rear windshield clear.

Rear frame extension
Bolted rear frame extension to allow for longer Containers or Hook-Lift versions.

Care Track Telematics system
Remote monitoring of the machine's position, utilization and performance. Forwarding of error codes, alarms and service reminders. Position on map plus Geo&Time-fence functions.

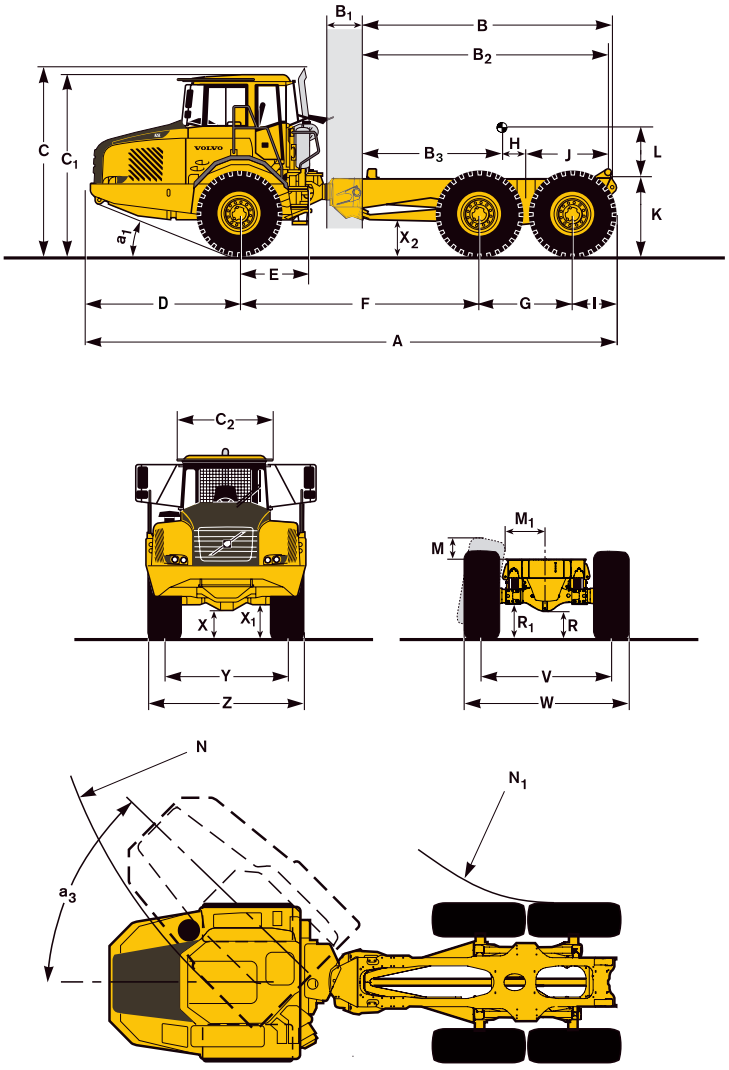
FLEXIBLE VOLVO SOLUTIONS FOR EVERY NEED



SPECIFICATIONS

	Metric (mm)	Imperial (ft' in")	Metric (mm)	Imperial (ft' in")	Metric (mm)	Imperial (ft' in")
Pos	**A25E 6x6**		**A25E 6x6**		**A25E 6x6**	
	Std. Chassis		HC54		HC59	
A	9410	30' 10"	10620	34' 10"	11120	36' 6"
B	4520	14' 10"	5720	18' 9"	6220	20' 5"
B_1	500	1' 8"	500	1' 8"	500	1' 8"
B_2	4420	14' 6"	5620	18' 5"	6120	20' 1"
B_3	2554	8' 5"	3692	12' 1"	4169	13' 8"
C	3428	11' 3"	3428	11' 3"	3428	11' 3"
C_1	3318	10' 11"	3318	10' 11"	3318	10' 11"
C_2	1768	5' 10"	1768	5' 10"	1768	5' 10"
D	2764	9' 1"	2764	9' 1"	2764	9' 1"
E	1210	4' 0"	1210	4' 0"	1210	4' 0"
F	4175	13' 8"	5375	17' 8"	5875	19' 3"
G	1670	5' 6"	1670	5' 6"	1670	5' 6"
H	422	1' 5"	484	1' 7"	507	1' 8"
I	608	2' 0"	608	2' 0"	608	2' 0"
J	1444	4' 9"	1444	4' 9"	1444	4' 9"
K	1400	4' 7"	1400	4' 7"	1400	4' 7"
L	940	3' 1"	940	3' 1"	940	3' 1"
M	365	1' 2"	365	1' 2"	365	1' 2"
M_1	720	2' 4"	720	2' 4"	720	2' 4"
N	8105	26' 7"	9670	31' 9"	10360	34' 0"
N_1	4079	13' 5"	5270	17' 3"	5770	18' 11"
R	512	1' 8"	512	1' 8"	512	1' 8"
R_1	634	2' 1"	634	2' 1"	634	2' 1"
V	2258	7' 5"	2258	7' 5"	2258	7' 5"
W	2859	9' 5"	2859	9' 5"	2859	9' 5"
X	456	1' 6"	456	1' 6"	456	1' 6"
X_1	581	1' 11"	581	1' 11"	581	1' 11"
X_2	659	2' 2"	659	2' 2"	659	2' 2"
Y	2258	7' 5"	2258	7' 5"	2258	7' 5"
Z	2859	9' 5"	2859	9' 5"	2859	9' 5"
a_1	23,5°	23,5°	23,5°	23,5°	23,5°	23,5°
a_3	45°	45°	45°	45°	45°	45

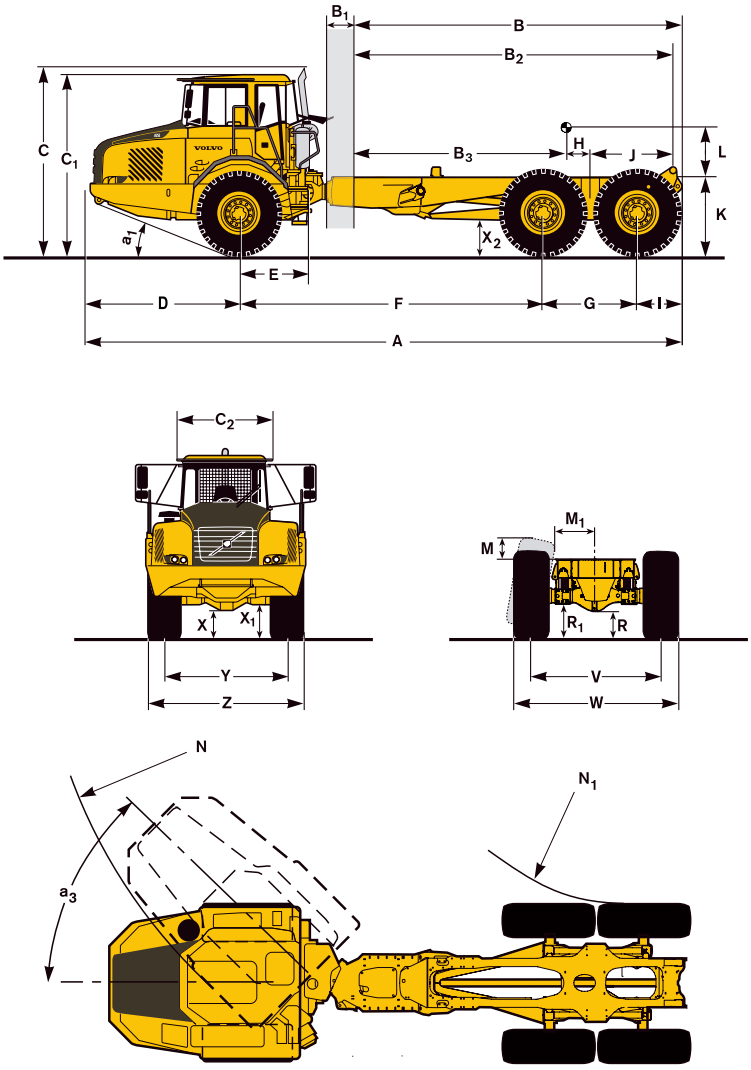
A25E with 23.5R25 tires



	A25E 6x6		A25E 6x6		A25E 6x6	
	Std. Chassis		HC54		HC59	
Chassis weight (excl. superstructure)						
Front	11 798 kg	26 010 lb	12 020 kg	26 500 lb	12 096 kg	26 667 lb
Rear	5 985 kg	13 931 lb	6 319 kg	13 931 lb	6 412 kg	14 136 lb
Total	17 783 kg	18 339 lb	18 339 kg	40 431 lb	18 508 kg	40 803 lb
Payload incl. superstructure	27 777 kg	61 238 lb	27 221 kg	600 012 lb	27 052 kg	59 639 lb
Total weight (incl. superstructure and payload)						
Front	14 140 kg			31 173 lb		
Rear	34 120 kg			69 269 lb		
Total	45 560 kg			100 442 lb		

	Metric (mm)	Imperial (ft' in")	Metric (mm)	Imperial (ft' in")	Metric (mm)	Imperial (ft' in")
Pos	**A30E 6x6**		**A30E 6x6**		**A30E 6x6**	
	Std. Chassis		HC54		HC59	
A	9410	30' 10"	10620	34' 10"	11120	36' 6"
B	4520	14' 10"	5720	18' 9"	6220	20' 5"
B_1	500	1' 8"	500	1' 8"	500	1' 8"
B_2	4420	14' 6"	5620	18' 5"	6120	20' 1"
B_3	2517	8' 3"	3713	12' 2"	4105	13' 6"
C	3428	11' 3"	3428	11' 3"	3428	11' 3"
C_1	3318	10' 11"	3318	10' 11"	3318	10' 11"
C_2	1768	5' 10"	1768	5' 10"	1768	5' 10"
D	2764	9' 1"	2764	9' 1"	2764	9' 1"
E	1210	4' 0"	1210	4' 0"	1210	4' 0"
F	4175	13' 8"	5375	17' 8"	5875	19' 3"
G	1670	5' 6"	1670	5' 6"	1670	5' 6"
H	459	1' 6"	539	1' 9"	571	1' 10"
I	608	2' 0"	608	2' 0"	608	2' 0"
J	1444	4' 9"	1444	4' 9"	1444	4' 9"
K	1400	4' 7"	1400	4' 7"	1400	4' 7"
L	1005	3' 4"	1005	3' 4"	1005	3' 4"
M	380	1' 3"	380	1' 3"	380	1' 3"
M_1	615	2' 0"	615	2' 0"	615	2' 0"
N	8105	26' 7"	9711	31' 10"	10401	34' 1"
N_1	4037	13' 3"	5229	17' 2"	5729	18' 10"
R	513	1' 8"	513	1' 8"	513	1' 8"
R_1	635	2' 1"	635	2' 1"	635	2' 1"
V	2216	7' 3"	2216	7' 3"	2216	7' 3"
W	2941	9' 8"	2941	9' 8"	2941	9' 8"
X	456	1' 6"	456	1' 6"	456	1' 6"
X_1	582	1' 11"	582	1' 11"	582	1' 11"
X_2	659	2' 2"	659	2' 2"	659	2' 2"
Y	2216	7' 3"	2216	7' 3"	2216	7' 3"
Z	2941	9' 8"	2941	9' 8"	2941	9' 8"
a_1	23,5°	23,5°	23,5°	23,5°	23,5°	23,5°
a_3	45°	45°	45°	45°	45°	45

A30E with 750/65R25 tires

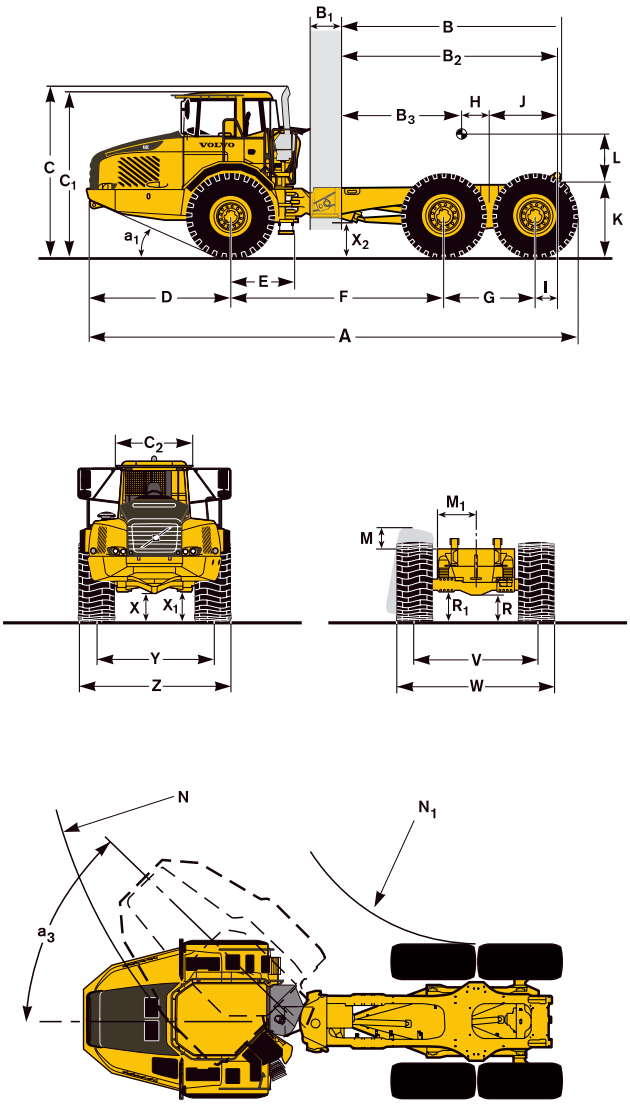


	A30E 6x6		A30E 6x6		A30E 6x6	
	Std. Chassis		HC54		HC59	
Chassis weight (excl. superstructure)						
Front	12 028 kg	26 517 lb	12 689 kg	27 974 lb	12 914 kg	28 470 lb
Rear	6 683 kg	14 733 lb	6 569 kg	14 482 lb	6 522 kg	14 379 lb
Total	18 711 kg	4 1251 lb	19 267 kg	42 476 lb	19 436 kg	42 849 lb
Payload incl. superstructure	32 349 kg	71 317 lb	31 793 kg	70 091 lb	31 624 kg	69 719 lb
Total weight (incl. superstructure and payload)						
Front	14 990 kg			33 047 lb		
Rear	36 070 kg			79 521 lb		
Total	51 060 kg			112 568 lb		

SPECIFICATIONS

	Metric (mm)	Imperial (ft' in")	Metric (mm)	Imperial (ft' in")
Pos	**A35E 6x6**		**A40E 6x6**	
	Std. Chassis			
A	10365	34' 0"	10500	34' 5"
B	4945	16' 3"	4850	15' 11"
B_1	715	2' 4"	715	2' 4"
B_2	4755	15' 7"	4660	15' 3"
B_3	2652	8' 8"	2629	8' 8"
C	3716	12' 2"	3768	12' 4"
C_1	3545	11' 8"	3596	11' 10"
C_2	1769	5' 10"	1769	5' 10"
D	3101	10' 2"	3101	10' 2"
E	1278	4' 2"	1278	4' 2"
F	4578	15' 0"	4518	14' 10"
G	1820	6' 0"	1940	6' 4"
H	542	1' 9"	565	1' 10"
I	650	2' 2"	495	1' 7"
J	1561	5' 1"	1466	4' 10"
K	1530	5' 0"	1647	5' 5"
L	882	2' 11"	1045	3' 5"
M	355	1' 2"	441	1' 5"
M_1	785	2' 7"	801	2' 8"
N	8826	28' 11"	8885	29' 2"
N_1	4423	14' 6"	4335	14' 3"
R	580	1' 11"	628	2' 1"
R_1	668	2' 2"	716	2' 4"
V	2534	8' 4"	2636	8' 8"
W	3258	10' 8"	3432	11' 3"
X	521	1' 9"	576	1' 11"
X_1	602	2' 0"	657	2' 2"
X_2	754	2' 6"	806	2' 8"
Y	2534	8' 4"	2636	8' 8"
Z	3258	10' 8"	3432	11' 3"
a_1	23,5°	23,5°	23,5°	23,5°
a_3	45°	45°	45°	45

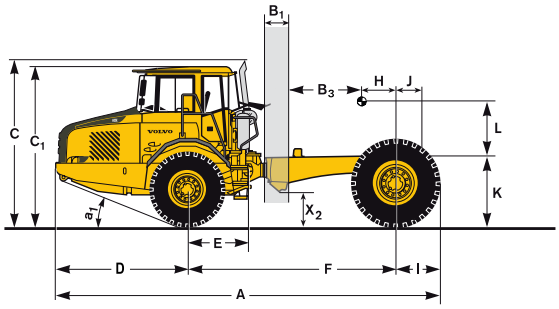
A25E with 23.5R25 tires

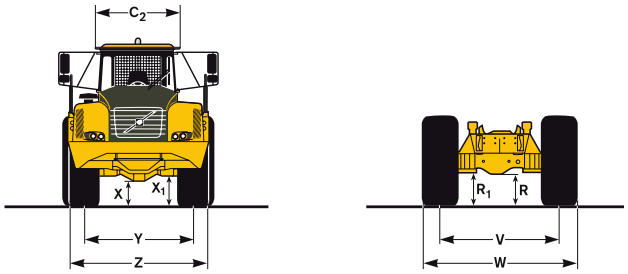


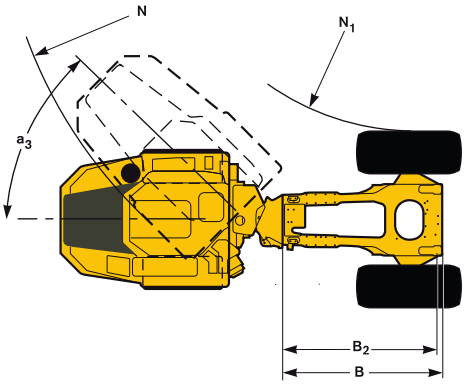
	A35E 6x6		A40E 6x6	
	Std. Chassis		Std. Chassis	
Chassis weight (excl. superstructure)				
Front	14 175 kg	31 251 lb	15 053 kg	33 186 lb
Rear	8 985 kg	19 809 lb	9 485 kg	20 911 lb
Total	23 160 kg	51 059 lb	24 538 kg	54 097 lb
Payload incl. superstructure	38 440 kg	84 746 lb	44 662 kg	98 463 lb
Total weight (incl. superstructure and payload)				
Front	17 700 kg	39 022 lb	19 650 kg	43 321 lb
Rear	43 900 kg	96 783 lb	49 550 kg	109 239 lb
Total	61 600 kg	135 805 lb	69 200 kg	152 560 lb

	Metric (mm)	Imperial (ft' in")
Pos	**A25E 4x4**	**A25E 4x4**
A	7941	26' 1"
B	2800	9' 2"
B_1	500	1' 8"
B_2	2720	8' 11"
B_3	1639	5' 5"
C	3470	11' 5"
C_1	3332	10' 11"
C_2	1768	5' 10"
D	2766	9' 1"
E	1210	4' 0"
F	4254	13' 11"
H	585	1' 11"
I	921	3' 0"
J	496	1' 8"
K	1425	4' 8"
L	995	3' 3"
N	7092	23' 3"
N_1	3197	10' 6"
R	637	2' 1"
R_1	664	2' 2"
V	2374	7' 9"
W	3117	10' 3"
X	461	1' 6"
X_1	585	1' 11"
X_2	585	1' 11"
Y	2258	7' 5"
Z	2859	9' 5"
a_1	23,5°	23,5°
a_3	45°	45

A25E 4x4 with 23.5R25 (front) and 29.5R25 (rear) tires







	A25E 4x4	A25E 4x4
Chassis weight (excl. superstructure)		
Front	11 800 kg	26 015 lb
Rear	3 705 kg	8 168 lb
Total	15 505 kg	34 183 lb
Payload incl. superstructure	27 965 kg	61 652 lb
Total weight (incl. superstructure and payload)		
Front	15 560 kg	34 502 lb
Rear	27 820 kg	61 332 lb
Total	43 470 kg	95 834 lb

STANDARD EQUIPMENT

	A25E	A30E	A35E	A40E
Hauler Chassis, basic kit	•	•	•	•
Hydraulics standard	•	•	•	•

OPTIONAL EQUIPMENT

	A25E	A30E	A35E	A40E
Frame extension, bolted 1.2m HC54	•	•		
Frame extension, bolted 1.7m HC59	•	•		
Hydraulics Open Center 25MPa	•	•		
Hydraulics Load Sensing 25MPa	•	•		
Hydraulics Open Center 32,5 Mpa	•	•		
Frame oscillation brake	•	•		
Windscreen wiper/washer, rear	•	•	•	•
CE-conformity document	•	•	•	•
Electric interface, extra	•	•	•	•

Volvo Construction Equipment is different. Our machines are designed, built and supported in a different way. That difference comes from an engineering heritage of over 175 years. A heritage of thinking first about the people who actually use the machines. About how to help them be safer, more comfortable, more productive. About the environment we all share. The result of that thinking is a growing range of machines and a global support network dedicated to helping you do more. People around the world are proud to use Volvo. And we're proud of what makes Volvo different – **More care. Built in.**

Not all products are available in all markets. Under our policy of continuous improvement, we reserve the right to change specifications and design without prior notice. The illustrations do not necessarily show the standard version of the machine.

VOLVO

Volvo Construction Equipment
www.volvo.com

Ref. No. VOE21B1004750 English
Printed in Sweden 2009-04-2,0 ART
Volvo, Braås