

VOLVO F12 GLOBETROTTER



VOLVO
A SAFE INVESTMENT.

In the Globetrotter the comforts of home go with you.

The Globetrotter represents the ultimate in comfort, convenience and efficiency for long-distance trucking.

Experience has proven beyond any doubt that fresh, alert and comfortable drivers are safer drivers.

Not only that, but they also tend to be kinder on their clutches, gearboxes, axles and brakes. Not to mention their fuel bills.

So, for all its luxury, the Volvo Globetrotter is first and foremost a sound business proposition.

With plenty of room for two, one can sleep while the Globetrotter keeps running round the clock. And that's when a truck really earns its keep.

Driver and mate travel in this luxury cabin with its own automatic climate control and a magnificent AM/FM stereo sound system.

They can move about freely without stopping. There's plenty of room for a six-footer to stand up straight. The bunks are big, wide and cosy. So are the seats. And that's just the start.

Maybe this sounds a little self-indulgent. Just consider then, how many nights a year you spend sleeping in your truck. You need a good night's rest - every night.

Luxurious the Globetrotter cab most certainly is. But it is, above all, a highly functional place to live and work.

Every feature is there to improve driver comfort and efficiency.

Fully insulated against heat and noise.

The entire cab is insulated with heavy matting and carpet on engine



The high ceiling of the Globetrotter (370 mm higher than the regular F-Series cab) enables tall drivers to stand and change clothing.

cover and floor, sound-absorbing padding on walls and roof.

Even apertures for steering, gearshift and other controls are sealed.

A safe place to travel.

Sweden's safety standards are the toughest in the world. Volvo cabs are impact-tested and the roof must support up to 15 tonnes. Volvo exceed these standards by a wide margin.

A good place to look out.

The Globetrotter gives exceptional visibility because the relationship between seat, pillars and windows reduces blind spots to a minimum.

A luxurious place to sleep.

The extra height of Globetrotter allows plenty of headroom over the two bunks - even with the 100 mm thick mattresses.

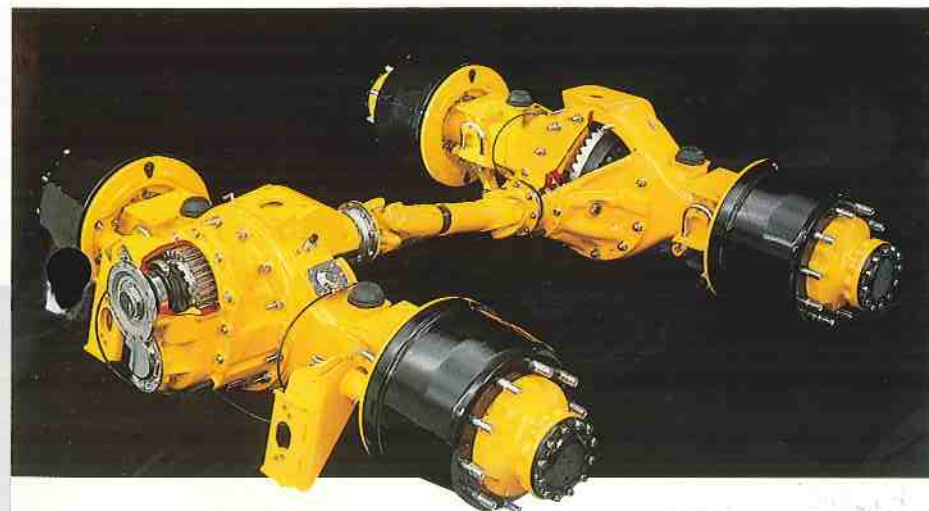


The new SR-71 is basically similar but has lower ratio crawler gears and is particularly intended for road-train applications.

To make shifting even easier the hydraulic operated clutch is compressed air assisted to ensure smooth engagement with low pedal pressure.

The final drive.

The Volvo final drive bogie features twin hypoid single reduction axles with such life-prolonging refinements as induction-hardened



steel gears and heat-treated driveshafts.

The bogie rides on multi-leaf springs which allow outstanding articulation to maintain traction on any terrain likely to be encountered in service.

The frame.

Volvo chassis frames are formed by cold-rolled U-profile rails with double thickness flanges.

This design permits flexing without loss of strength for better traction on uneven surfaces.

High efficiency air cleaner.

Prolongs engine life. Draws in air from high up and well clear of most of the dust and dirt.

Cyclone filter traps over 80% of dirt before air ever reaches the main air cleaner.

Dry elements are easily replaced in minutes.

Air-suspended driving seat.

Sets the standard for driver comfort. Seat adjusts automatically to driver's weight.

All settings; back, forward, up, down, seat-back angle, are adjusted by push buttons on one side.

Fire-retardant upholstery is safe, durable and easily cleaned.



Automatic temperature control.

Maintains a constant comfortable climate between 17-23°C inside the cab, regardless of conditions outside, and greatly reduces driver fatigue.

The compressor operates 60% less than in a normal system, thus once again giving operators further economy and reliability. Volvo hallmarks!



Regardless of load, the cab stays level.

In the interests of long-term driver comfort, the cab is fully insulated from the chassis.

It rides on four coil springs, each with its own telescopic shock absorbers with a stabiliser at the front.

The rear mounting incorporates an air-operated, self-levelling device which keeps the cab level even if the chassis is leaning under load.

Supreme seating comfort at the wheel.

Volvo has always believed an alert, comfortable, driver is a safer driver.

He is also a driver less likely to damage his truck through mistakes caused by fatigue.

The driver's seat is air-sprung, fully adjustable. Up, down, tilt back, with an adjustable lumbar support to lessen back fatigue. Even the head restraint is adjustable.

Choose your own weather.

Volvo's automatic climate control lets you select the temperature you want.

The system then maintains that setting to within 1°C automatically, regardless of the conditions outside.

It also changes the air continuously so that the interior is always fresh, cool, and free from dust.

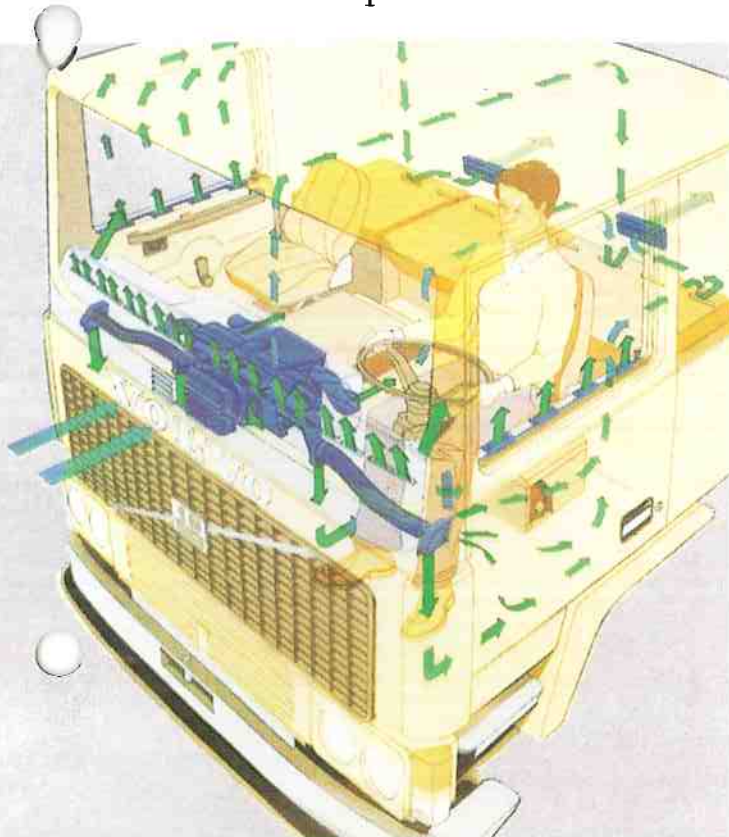
Optional fittings.

Naturally, different operating conditions and different personal tastes call for variations in equipment.

All the fittings described above are standard in the Globetrotter but such items as a fridge, a pantry with cooking stove and sink, a water tank and even a strongbox are available on special order.

A magnificent stereo system.

Full clarity 15 Watt rating speakers and a large element for fine reproduction in the bass register allow the occupants to enjoy superb music with the depth and quality of a top home stereo setup.



Beneath the luxury, the ruggedness, power and dependability of the Volvo F-12.

The Volvo Globetrotter is based on the F-12 Intercooler chassis with top of the line specification throughout to handle 40-44 tonne linehaul or up to 115 tonne road-train operations.



The F-12 Intercooler engine.

Like all Volvo diesels the F-12 is a turbocharged in-line six.

This configuration gives a compact, weight-saving motor with inherent balance, strong mid-range torque and excellent response to light and medium throttle openings.



The Globetrotter engine is turbocharged and intercooled to develop 283 kW and 1600 Nm with outstanding fuel economy.

The intercooler lowers the temperature of the ingoing air by 100°C.

The result is a denser charge containing more oxygen which produces better combustion, more power and more torque.

Intercooling increases the power output by at least 10% with no significant rise in fuel consumption.

A clear case of achieving performance through efficiency rather than size.

The six is also a compact engine. Lighter and with fewer moving parts than a comparable Vee configuration power unit.

That saving means less weight on the front axle and more payload up the back.

The gearbox – many speeds, few lever positions.

The Globetrotter features the remarkable Volvo SR-70 transmission.

This consists of a three-speed all synchro gearbox, a two-speed transfer and a splitter – twelve speeds in all – and operated by a single lever with two buttons.

It's outstandingly light and easy to use and plays a key role in reducing driver tension and fatigue.

Two crawler gears complete the choice of ratios to cover every contingency from full load start up to high-speed cruising.

Big new storage accommodation.

Features removable dividing wall, protective nets and padded lids.

Keeps stored items safe, and protects against driver injuries when driving over rough roads.

Bigger brakes.

Give powerful consistent stopping in all conditions.

Big new 375 litre brake compressor increases service life, gives extra margin of braking safety.

Differential locks.

Locks both axles individually and all eight wheels

to give solid drive and maximum traction in difficult conditions.

Extended range.

Two 500 litre aluminium fuel tanks provide extra range, while a laterally mounted battery box gives a clear, uncluttered layout.

T-Ride bogie suspension.

Single point system reduces wearing points for long life and reduced maintenance.

Large bogie movement gives outstanding traction over rough terrain. Rated 20 tonnes.

Totally integrated driveline.

Because the entire driveline is designed, built and matched by Volvo, the system gives longer service life.



Fuel economy is maximised and there is a more efficient power delivery to the rear wheels, resulting in better economy and lower operating costs.

Front axle compensation.

Volvo front axle is specially set up for Australian camber roads to improve steering behaviour and prolong tyre life. Rated 6.5 tonnes.

The Volvo Globetrotter is a top specification truck through and through. It promises new standards of comfort.

It can also increase earnings because with a two-man crew aboard, the Globetrotter can keep on running non-stop to any destination in Australia.

It's a luxury truck. But it's also the hardest-working truck you've ever seen.

It's a Volvo.

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