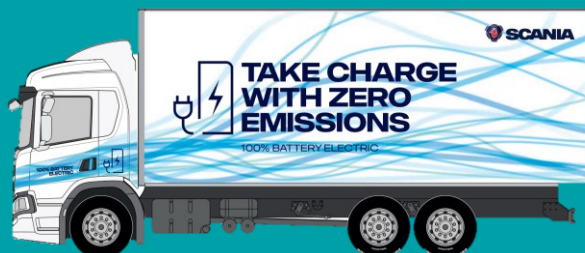
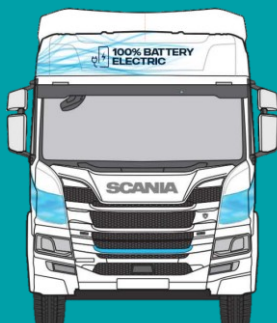


BEV – BATTERY ELECTRIC VEHICLE

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



BUILDING PROCESS

"Together we can make the best trucks in the world"



1

The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



2

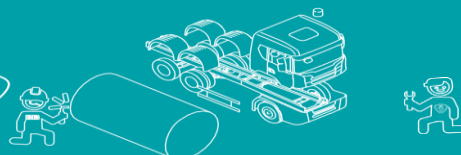
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



3

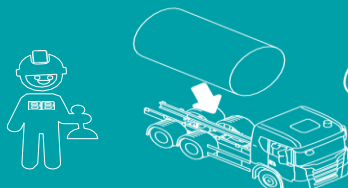
Whenever information is required, Scania truck bodybuilder portal has everything you need.

4



With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.

5



When the chassis arrives at the bodybuilder, fitting the bodywork is just plug and play.



This process ensures that we deliver the highest quality, on time, at the right cost. And the customer will take delivery of the best truck in the world.

Scania CV AB

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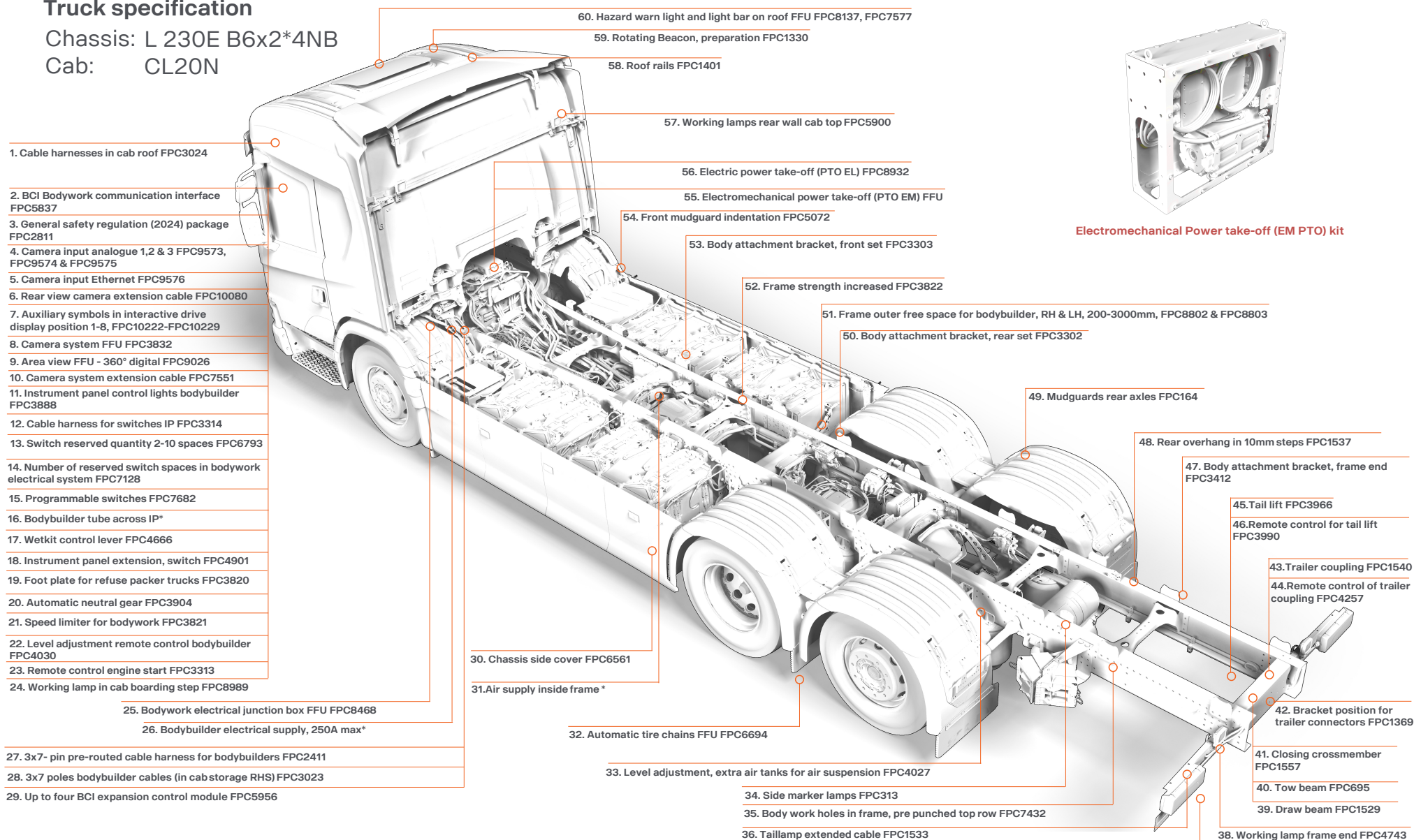
www.scania.com

www.truckbodybuilder.scania.com

Truck specification

Chassis: L 230E B6x2*4NB

Cab: CL20N

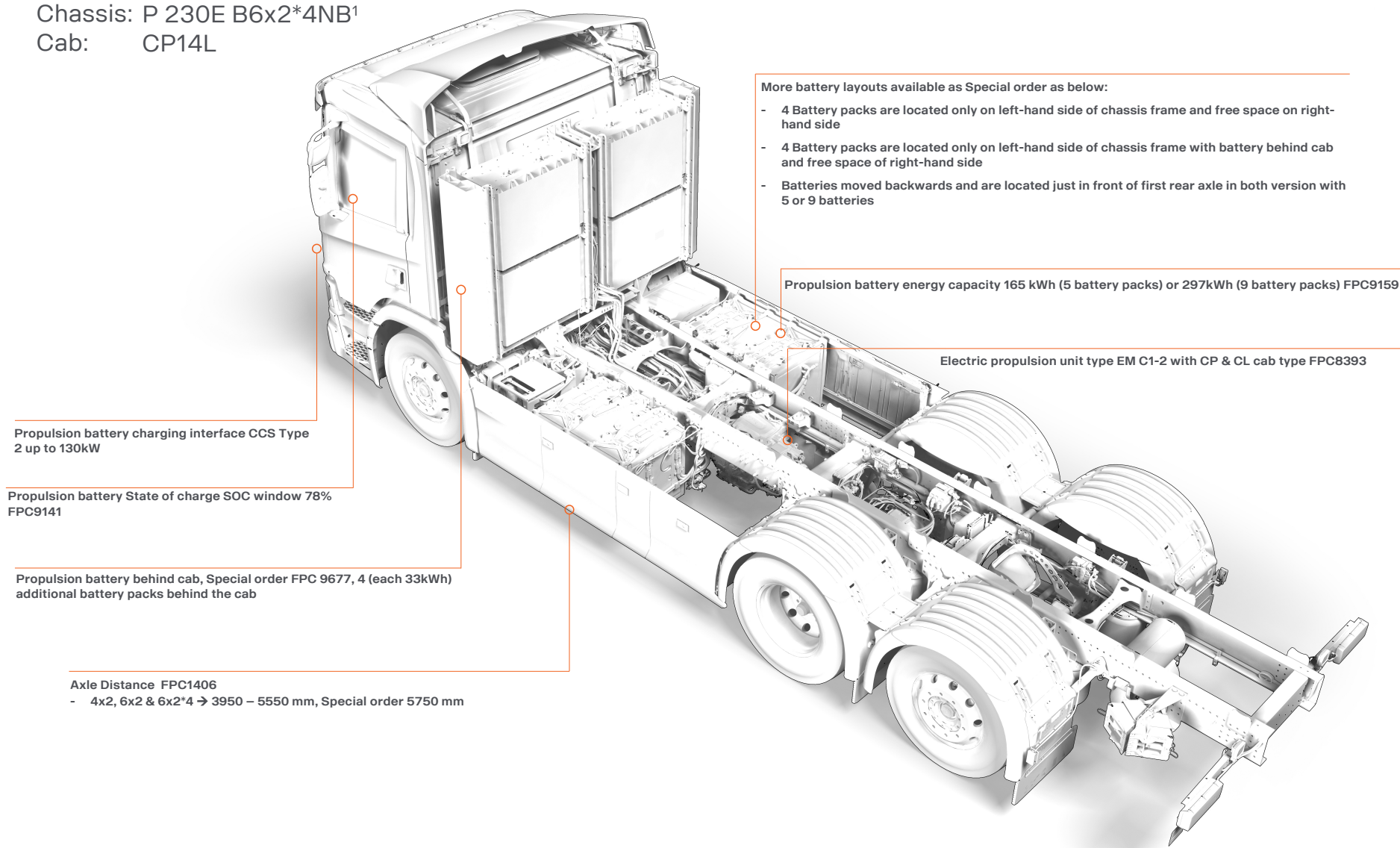


*Always on truck

Truck specification

Chassis: P 230E B6x2*4NB¹

Cab: CP14L

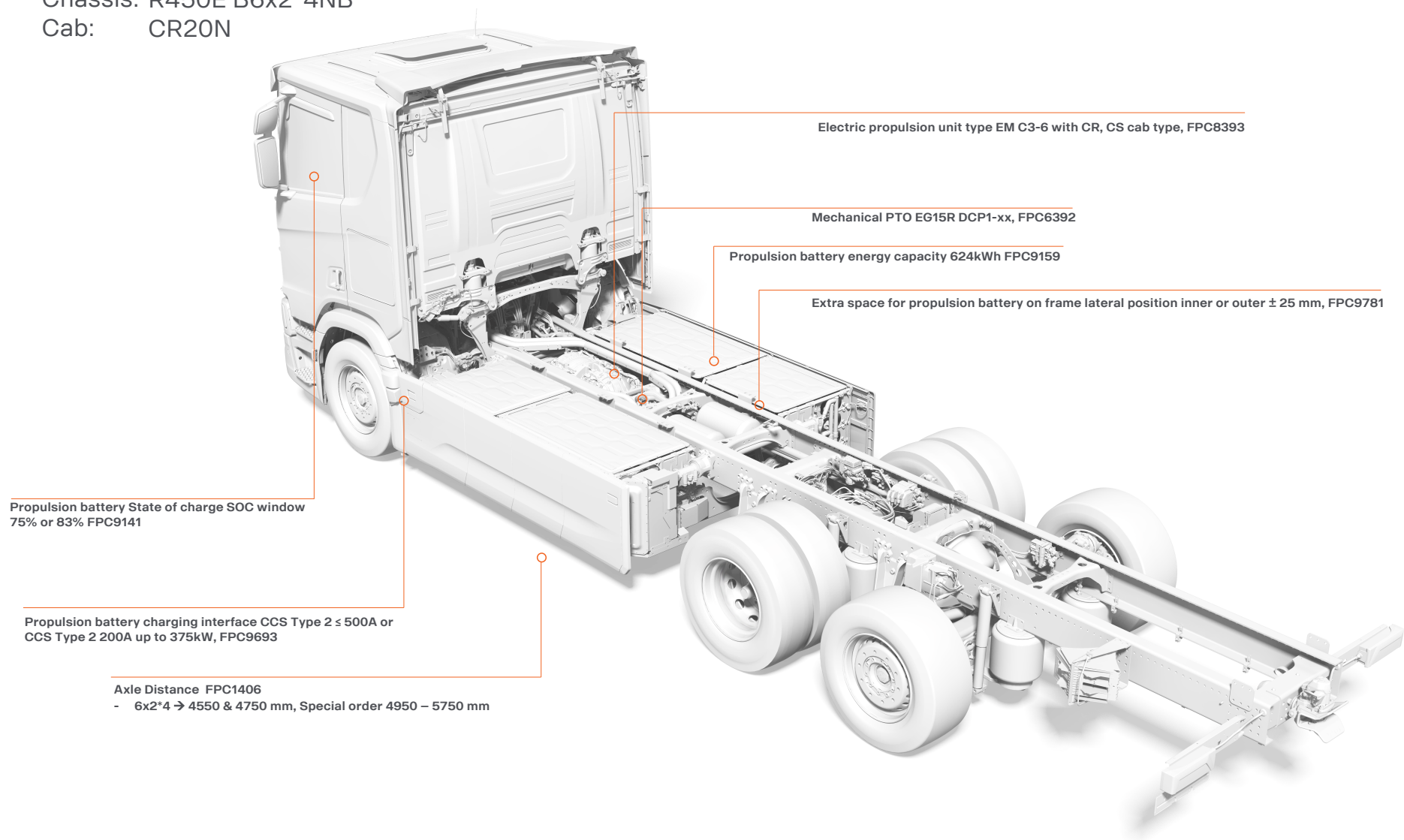


¹Other Options same as page 2

Truck specification

Chassis: R450E B6x2*4NB¹

Cab: CR20N



Electric propulsion unit type EM C3-6 with CR, CS cab type, FPC8393

Mechanical PTO EG15R DCP1-xx, FPC6392

Propulsion battery energy capacity 624kWh FPC9159

Extra space for propulsion battery on frame lateral position inner or outer ± 25 mm, FPC9781

Propulsion battery State of charge SOC window
75% or 83% FPC9141

Propulsion battery charging interface CCS Type 2 ≤ 500 A or
CCS Type 2 200A up to 375kW, FPC9693

Axle Distance FPC1406

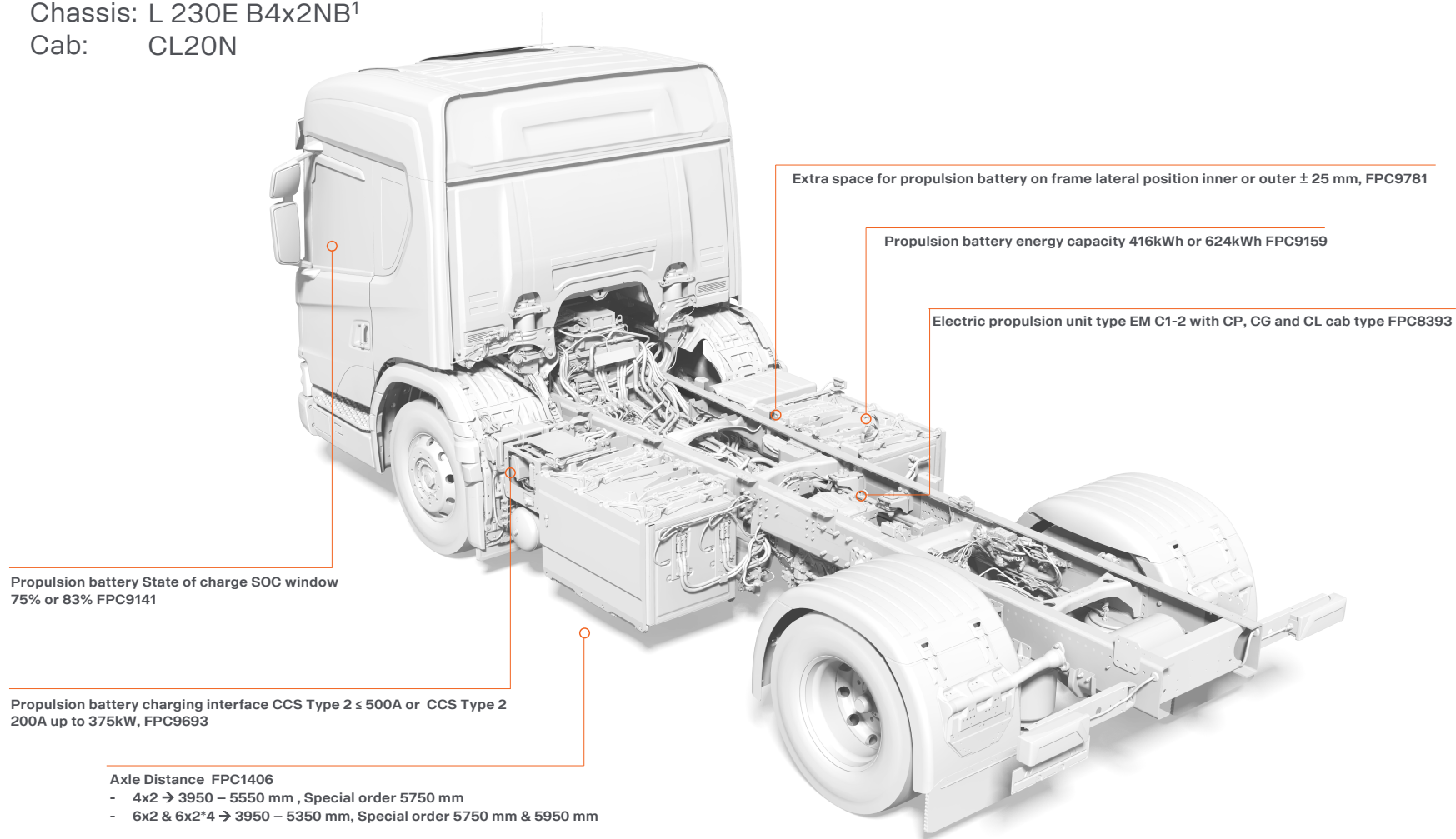
- 6x2*4 \rightarrow 4550 & 4750 mm, Special order 4950 – 5750 mm

¹Other Options same as page 2

Truck specification

Chassis: L 230E B4x2NB¹

Cab: CL20N



¹Other Options same as page 2

Bodybuilding Made Easier – Additional Information

More options and detail information can be seen in TBB portal

1	Extra harnesses for bodybuilder installed in cab roof (FPC3024)	20	The gear is automatically set in neutral position when the footbrake or parking brake is activated (FPC3904)
2	BCI is a programmable interface which is facilitating communications between truck and bodywork. The BCI can be programmed with advanced logics for safety and other operational functionality in the bodywork (FPC5837)	21	The vehicle can have two additional speed limits that are programmed into the BCI control unit (FPC3821)
3	By choosing the package, the vehicle is specified with all customer choices required to fulfil the General Safety Regulation (GSR) 2024 (FPC2811)	22	Preparation for an extra remote for controlling suspension level that can be positioned as desired at the bodybuilder (FPC4030)
4	Camera input analogue 1, 2 and 3 is a physical camera port used e.g. for the rear-view camera (FPC9573, FPC9574, FPC9575)	23	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)
5	Camera Input Ethernet is a physical Ethernet camera port used when installing an additional camera in the vehicle with an Ethernet connection (FPC9576)	24	LED working lamps that are secured to the front right, left-hand or both side at the boarding step of the cab in order to illuminate the area adjacent to the truck (FPC8989)
6	7.5-metre extension cable. Used e.g. when mounting a rear-view camera on a box body or at the rear frame end (FPC10080)	25	Electric junction box for bodywork. It can facilitate connection for bodybuilders. It is possible to deliver it whether behind cab or in front of rear axle (FPC8468)
7	The driver's display has eight positions for symbols that can inform the driver of the status of various bodywork functions. With this variant family (FPC10222 – FPC10229)	26	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle depends on the vehicle generation
8	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)	27	Pre-routed cable harness from the bodywork's central electric unit in the cab to the chassis frame which makes it easier for the bodybuilders to have external access to the bodywork's central electric unit (FPC2411)
9	A system with area view, 360-degree system for visibility around the vehicle (FPC9026)	28	Three 7-pin extension cable for connecting equipment on the frame in three different lengths; 2m, 8m or 12m (FPC3023)
10	Wiring preparation with 5 meters of cable for fitting the rear-view camera on the box body or by the rear frame end. The wiring is supplied in the cab (FPC7551)	29	The expansion units/modules add additional in & outputs for programming more functionality (FPC5956)
11	There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster (FPC3888)	30	Two different execution available, beam or skirts (FPC6561)
12	Extra harness for additional switches (FPC3314)	31	A dedicated outlet for bodybuilder who needs to have air for bodywork is included on every chassis. This is the one and only place allowed to connect air supply to bodywork
13	Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit (FPC6793)	32	Automatic tire chains are used for increased traction in slippery conditions. The adaptation consists of a holder for pneumatic cylinders, routing of air and electricity, and a switch (FPC6694)
14	Space for extra switches can be reserved for custom adapted functions, the physical connection between switches and bodywork console must be performed separately (FPC7128)	33	The air tanks contain compressed air for all systems on the truck. However, these tanks are only for controlling the air suspension. There may be a need to order extra air tanks for customers who use a lot of air (FPC4027)
15	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)	34	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)
16	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder	35	Frame prepared with an upper row of holes. The holes are spaced at 50 millimeters and are used to attach the bodywork to the frame of the truck (FPC7432)
17	Selects how activation of the hydraulics should be performed with a switch or a lever (FPC4666)	36	The cables to the rear lights can be specified in standard length or extended by 600 mm or 1200 mm (FPC1533)
18	An extra panel with space for extra switch attached to the instrument panel (FPC4901)	37	Rear underrun protection available in 3 different styles / executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
19	The function makes it possible to limit vehicle speed and prevent reversing when the rear footstep of refuse collection trucks is being used (FPC3820)		

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38	Work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel (FPC4743)	56	Scania's battery electric vehicles can be factory-fitted with the Electric power take-off (PTO-EL). It is possible to connect the bodywork equipment to the VCB system. The connection is made via a terminal box that provides access to the direct current supply from the vehicle's VCB batteries (FPC8932)
39	To be able to fit a towing unit, the truck must be equipped with a draw beam, on which the towing unit is fitted. If no trailer shall be used with the vehicle, then an end beam must be fitted to give stability in the chassis (FPC1529)	57	The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall (FPC5900)
40	Can be used for temporary towing, pulling vehicles unstuck and shunting other vehicles and trailers. Maximum pulling power is 25 tones (FPC695)	58	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
41	Vehicles that do not have draw beam or any other types of crossmember at the rear of the frame must be fitted with a closing crossmember (FPC1557)	59	Preparation for rotating beacon. The preparation includes pre-routed cable harness to plugged holes in the cab roof and a switch installed in the cab. Order suitable warning lamp via accessories (FPC1330)
42	The connections for power and air for the trailer are fitted on the rear frame part (FPC1369)	60	Installation of two LED-lamps, rotating beacon or hazard warning light bar mounted on cab roof providing additional safety for the vehicle (FPC8137 & FPC7577)
43	A towing unit (coupling) is required to tow a trailer after the truck. The towing unit is fitted in the truck's draw beam, and both must withstand the forces that arise (FPC1540)		
44	Remote control of trailer coupling using air servo. Controlled using a rotary control which is fitted on the rear section of the vehicle near the tail lamp (FPC4257)		
45	The tail lift is a large metal plate that can be raised and lowered, and it is fitted in the rear edge of the truck's box body. To facilitate loading and unloading cargo, directly on the ground or on a loading dock (FPC3966)		
46	Wired remote control for controlling the tail lift from the platform or in the bodywork (FPC3990)		
47	Scania can offer many different body attachment brackets to suit a variety of applications. The bodywork attachment is bolted into the upper row of holes on the chassis frame. The rear end of the chassis frame comprises the area from where the rear section ends to the rear edge of the chassis frame (FPC3412)		
48	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)		
49	Mudguards made of hard plastic designed for the rear axle/axles (FPC164)		
50	The rear section comprises the area from where the front section ends to 300-600 mm from the rear edge of the chassis frame (FPC3302)		
51	There is a possibility to specify different types of free space on the chassis frame. This will facilitate the bodybuilding and enable the possibility to manage the weight distribution. Free space can be chosen in a range from 200 mm to 3000 mm (FPC8802, FPC8803)		
52	Increased frame strength is required when the actual axle weight is high and when the vehicle is driven on roads with high sinuosity. Increased frame strength is obtained by using a reinforced crossmember (FPC3822)		
53	The front section of the chassis frame comprises the area from the center of the foremost front axle to approx. 3,000 mm behind the front axle (FPC3303)		
54	Adaptation to the shape of the front mudguard. Makes it possible to position the bodywork closer to the cab (FPC5072)		
55	For battery electric chassis which is requiring a rotating power take-off, it is possible to supplement with an electromechanical power take-off ordered from Scania, the final installation shall be done by bodybuilder		

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