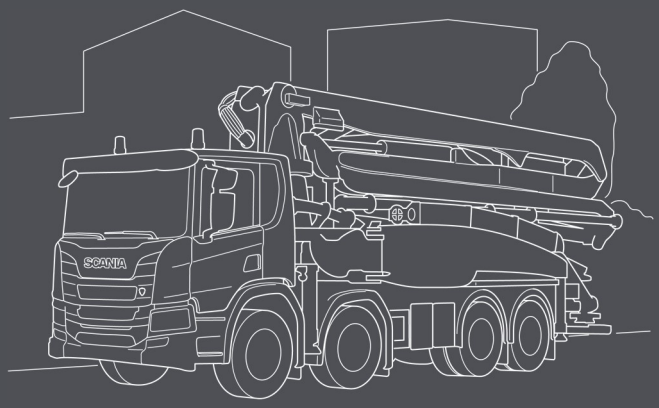
SCANIA

CONCRETE PUMP

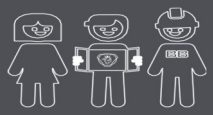
BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.

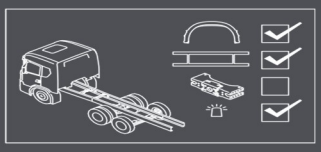


BUILDING PROCESS

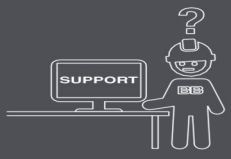
”Together we can make the best trucks in the world”



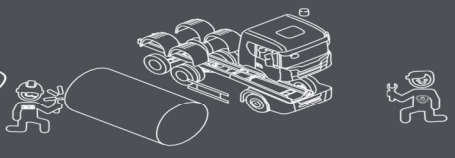
The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



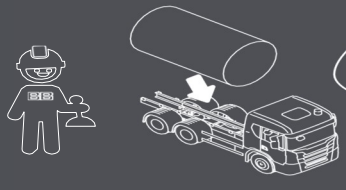
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



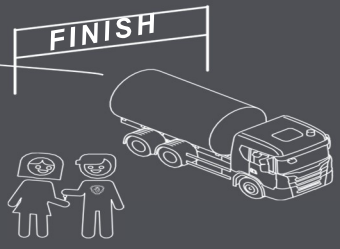
Whenever information is required, Scania truck bodybuilder portal has everything you need.



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



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.

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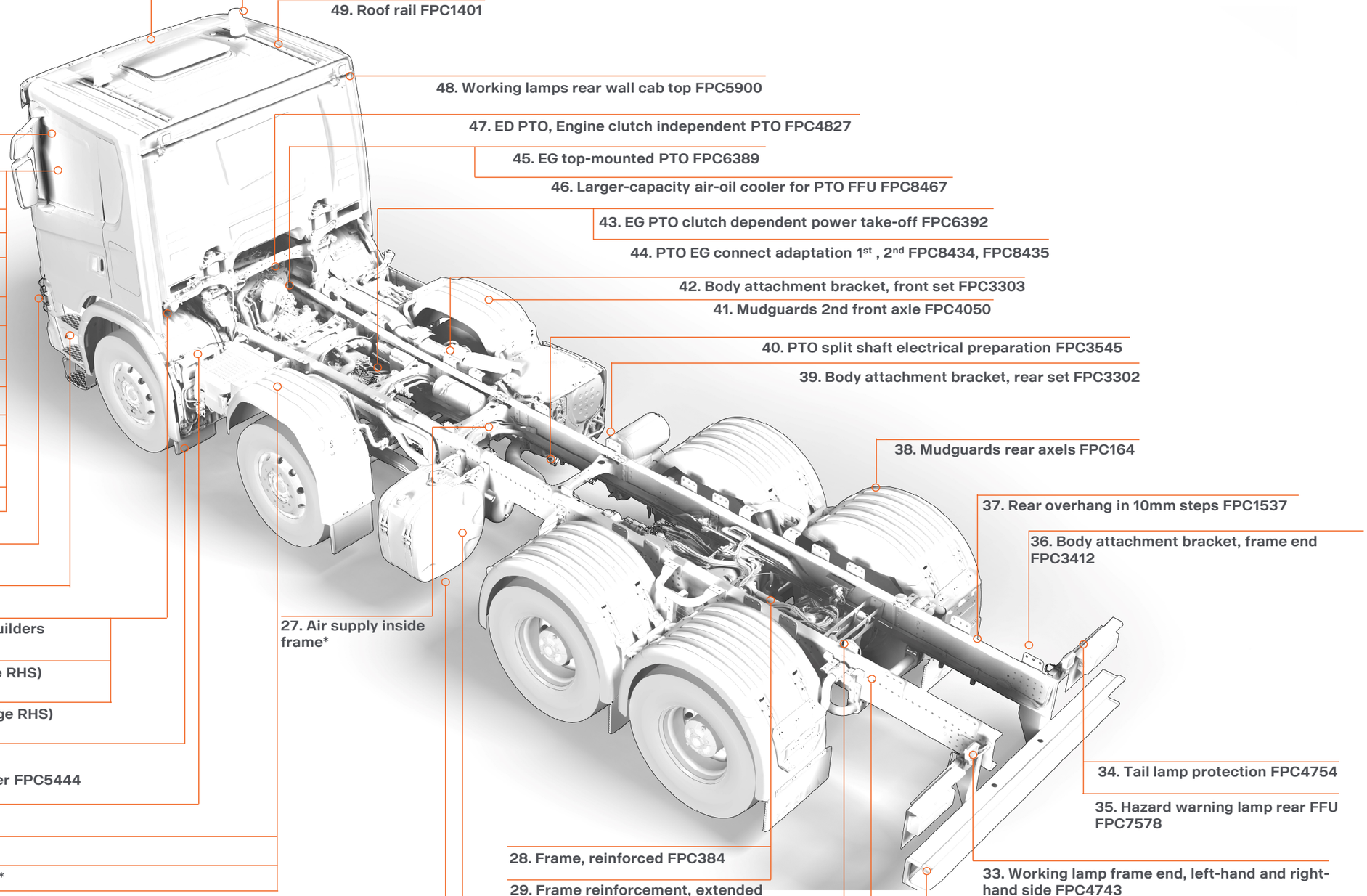
Truck specification

Chassis: G500 B8x4HZ
Cab: CG17L



1. Cable harnesses in cab roof FPC3024
2. BCI Bodywork communication interface FPC5837
3. Bodybuilder tube across IP*
4. Camera system FFU FPC3832
5. Instrument panel control lights bodybuilder FPC3888
6. Engine hour meter FPC1356
7. Automatic engine shutdown FPC6221
8. Remote controlled engine start FPC3313
9. CAN switches FPC6793
10. Cable harness for switches IP FPC3314
11. Reserved button spaces for extra switches FPC7128
12. Programmable switches FPC7682
13. Instrument panel extension, switch FPC4901
14. Headlight protection FPC2021
15. Working lamp in cab boarding step FPC8989
16. 3x7- pin pre-routed cable harness for bodybuilders FPC2411
17. 3x7 poles bodybuilder cables (in cab storage RHS) FPC3023
18. Up to four expansions units BCI (in cab storage RHS) FPC5956
19. Supporting leg adaptation FPC5030
20. Large support legs, Available as Special order FPC5444
21. Bodybuilder electrical supply, 250A max*
22. Lowered steering linkage 2nd front axle*
23. New routing air and electrical 2nd front axle*
24. Lowered shock absorber position 2nd front axle*
25. Frame outer free space right or left-hand side FPC8802, FPC8803
26. Fuel tank with D-shaped cross section and fuel optimization unit FPC4087
27. Air supply inside frame*
28. Frame, reinforced FPC384
29. Frame reinforcement, extended inner frame FPC8391
30. Side marker lights FPC313
31. Body work holes in frame, pre punched top row FPC7432
32. Rear underrun protection RUP FPC1539
33. Working lamp frame end, left-hand and right-hand side FPC4743
34. Tail lamp protection FPC4754
35. Hazard warning lamp rear FFU FPC7578
36. Body attachment bracket, frame end FPC3412
37. Rear overhang in 10mm steps FPC1537
38. Mudguards rear axels FPC164
39. Body attachment bracket, rear set FPC3302
40. PTO split shaft electrical preparation FPC3545
41. Mudguards 2nd front axle FPC4050
42. Body attachment bracket, front set FPC3303
43. EG PTO clutch dependent power take-off FPC6392
44. PTO EG connect adaptation 1st , 2nd FPC8434, FPC8435
45. EG top-mounted PTO FPC6389
46. Larger-capacity air-oil cooler for PTO FFU FPC8467
47. ED PTO, Engine clutch independent PTO FPC4827
48. Working lamps rear wall cab top FPC5900
49. Roof rail FPC1401
50. Rotating Beacon, preparation FPC1330
51. Hazard warn light and light bar on roof FFU FPC8137, FPC7577

*Always on truck

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)
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)
3	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder
4	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)
5	There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster (FPC3888)
6	The engine hour meter register the total operating hours of the engine (FPC1356)
7	The engine is switched off automatically after a certain period of running at idling speed (FPC6221)
8	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)
9	Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit (FPC6793)
10	Extra harness for additional switches (FPC3314)
11	Space for extra switches can be reserved for custom adapted functions, the physical connection between switches and bodywork console must be performed separately (FPC7128)
12	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)
13	An extra panel with space for extra switch attached to the instrument panel (FPC4901)
14	The headlamp is protected by a steel grille (FPC2021)
15	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)
16	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)
17	Three 7-pin extension cable for connecting equipment on the frame in three different lengths; 2m, 8m or 12m (FPC3023)
18	The expansion units/modules add additional in & outputs for programming more functionality (FPC5956)
19	The vehicle can be ordered from the factory with space for supporting legs behind the cab (FPC5030)
20	Space for support leg preparation large which provide larger space for supporting leg behind the cab (FPC5444)
21	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle
22	With the new design, Bodybuilder have much more clearance in this area
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25	Possibility to specify different types of free space on the chassis frame (right- or left-hand side). This will facilitate the bodybuilding and enable the possibility to manage the weight distribution (FPC8802, FPC8803)
26	New D-shaped fuel tank range provides increased fuel capacity, reduced weight, improved robustness and easier serviceability. A Fuel optimization unit (FOU) is attached to the new D-shaped fuel tank to ensure that as much fuel as possible can be utilized from the tank (FPC4087)
27	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
28	The rear section of the frame is reinforced to enable it to carry a rear-mounted crane (FPC384)
29	Extended inner frame reinforcement towards the rear end of the frame is to increases torsional rigidity and section modulus for the rear overhang (FPC8391)
30	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)
31	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)
32	Rear underrun protection available in 3 different styles/executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
33	Work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel (FPC4743)
34	The robust rear light protection is suitable for trucks operating in tough conditions (FPC4754)
35	Fitting of 2 amber LED hazard warning lamps at the rear end of the chassis on the left and right-hand side (FPC7578)
36	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)
37	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)
38	Mudguards made of hard plastic designed for the rear axle/axles (FPC164)
39	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)
40	The electric preparation includes routed wiring for activation of a split shaft PTO as well as bodywork communication interface (BCI) (FPC3545)
41	The mudguard for the second front axle can be adjusted vertically. Possible to be adjusted in three positions in order to suit the bodywork and tires (FPC4050)
42	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)
43	Gearbox mounted PTO are clutch dependent These PTO can only be used when the clutch pedal is released (FPC6392)
44	Selection of output flanges for PTO. If a double output PTO is specified, different flange types can be chosen for lower and upper connection (FPC8434, 8435)
45	Gearbox-driven top-mounted (at 12 o'clock) clutch-dependent PTO. it is suitable for applications with high inertia equipment connected to PTO (FPC6389)
46	Auxiliary oil cooler that reduces the oil temperature in the gearbox. it is needed if the continuous power output from the PTO exceeds limited value (FPC8467)
47	Engine mounted PTO located at the rear end of the engine (FPC4827)
48	The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall (FPC5900)
49	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
50	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)
51	Installation of two LED-lamps or one rotating beacon fitted on the right-hand side of the cab roof (FPC8137, 7577)

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