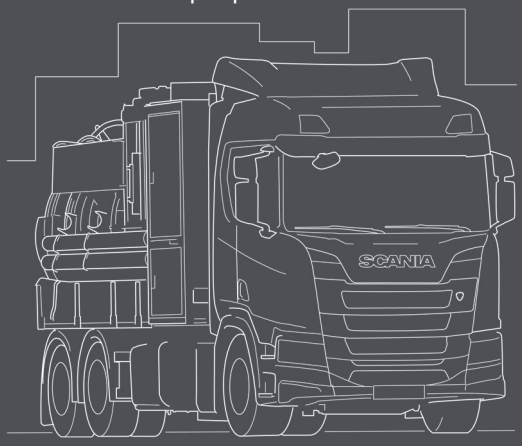
SCANIA

VACUUM / SEWER CLEANING

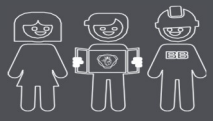
BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.

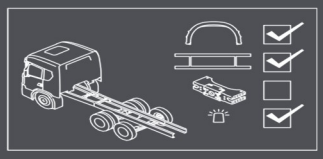


BUILDING PROCESS

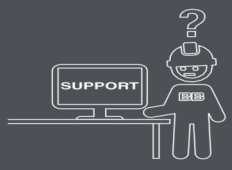
”Together we can make the best trucks in the world”



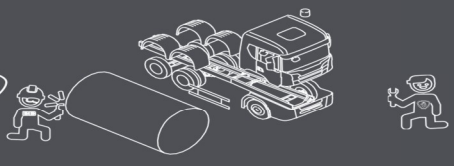
The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



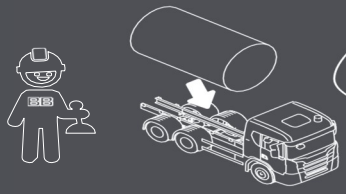
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



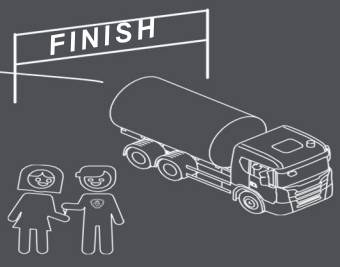
Whenever information is required, Scania truck bodybuilder portal has everything you need.



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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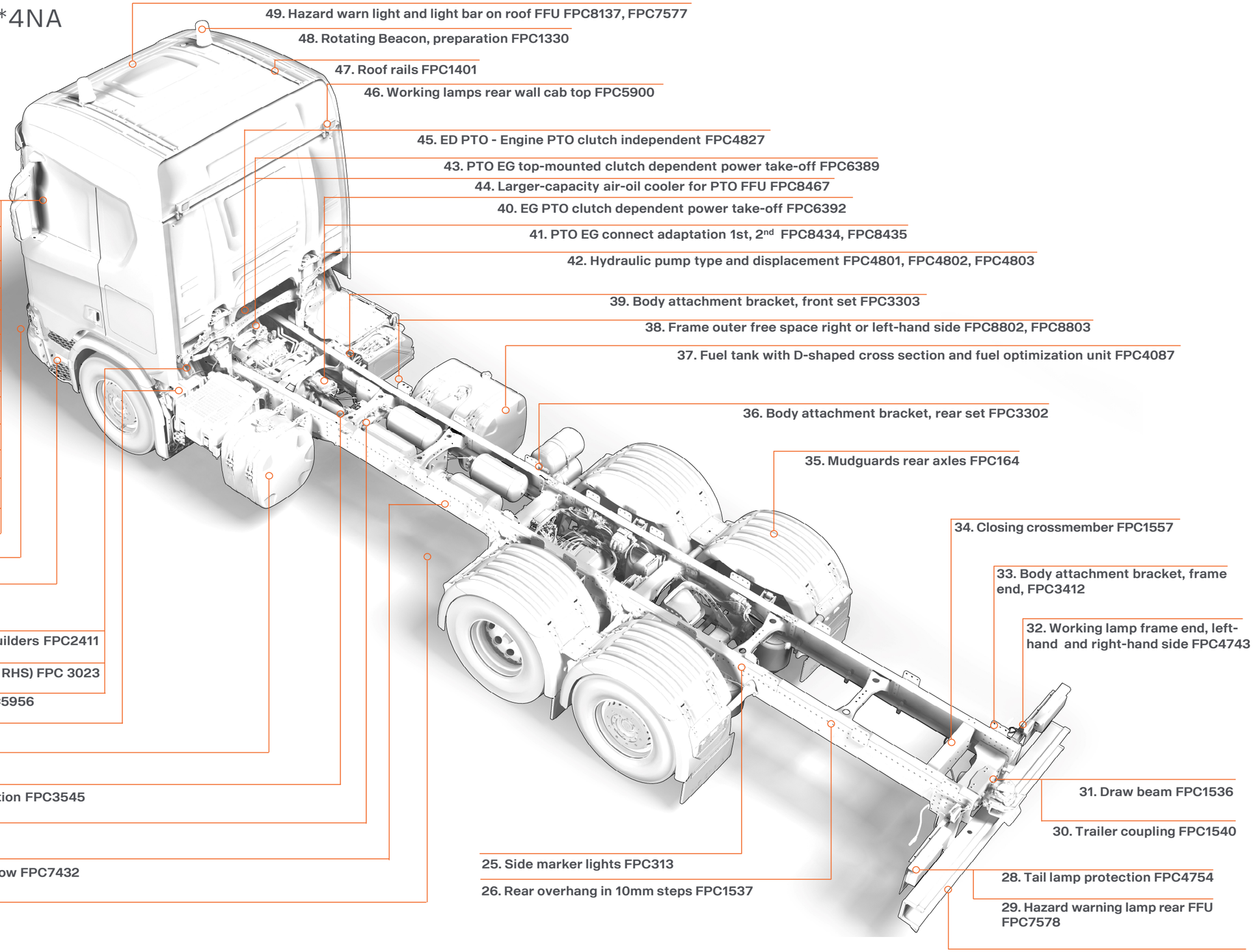
Truck specification

Chassis: R 450 B6x2*4NA
Cab: CR20N



1. Cable harnesses in cab roof FPC3024
2. BCI Bodywork communication interface FPC5837
3. Cable harness for switches IP FPC3314
4. Camera system FFU FPC3832
5. Programmable switches FPC7682
6. Instrument panel control lights bodybuilder FPC3888
7. Bodybuilder tube across IP*
8. CAN switches FPC6793
9. Remote controlled engine start FPC3313
10. Automatic engine shutdown FPC6221
11. Instrument panel extension, switch FPC4901
12. Speed limiter for bodywork FPC3821
13. Engine hour meter FPC1356
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) FPC 3023
18. Up to four BCI expansion control module FPC5956
19. bodybuilder electrical supply, max 250A*
20. Hydraulic tank position FPC4804
21. Split shaft power take-off electrical preparation FPC3545
22. Air supply inside frame*
23. Body work holes in frame, Pre punched top row FPC7432
24. Storage box on the frame FPC555
25. Side marker lights FPC313
26. Rear overhang in 10mm steps FPC1537
27. Rear underrun protection RUP FPC1539
28. Tail lamp protection FPC4754
29. Hazard warning lamp rear FFU FPC7578
30. Trailer coupling FPC1540
31. Draw beam FPC1536
32. Working lamp frame end, left-hand and right-hand side FPC4743
33. Body attachment bracket, frame end, FPC3412
34. Closing crossmember FPC1557
35. Mudguards rear axles FPC164
36. Body attachment bracket, rear set FPC3302
37. Fuel tank with D-shaped cross section and fuel optimization unit FPC4087
38. Frame outer free space right or left-hand side FPC8802, FPC8803
39. Body attachment bracket, front set FPC3303
40. EG PTO clutch dependent power take-off FPC6392
41. PTO EG connect adaptation 1st, 2nd FPC8434, FPC8435
42. Hydraulic pump type and displacement FPC4801, FPC4802, FPC4803
43. PTO EG top-mounted clutch dependent power take-off FPC6389
44. Larger-capacity air-oil cooler for PTO FFU FPC8467
45. ED PTO - Engine PTO clutch independent FPC4827
46. Working lamps rear wall cab top FPC5900
47. Roof rails FPC1401
48. Rotating Beacon, preparation FPC1330
49. 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	Extra harness for additional switches (FPC3314)
4	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)
5	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)
6	There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster (FPC3888)
7	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder
8	Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit (FPC6793)
9	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)
10	The engine is switched off automatically after a certain period of running at idling speed (FPC6221)
11	An extra panel with space for extra switch attached to the instrument panel (FPC4901)
12	The vehicle can have two additional speed limits that are programmed into the BCI control unit (FPC3821)
13	The engine hour meter register the total operating hours of the engine (FPC1356)
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	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle
20	Hydraulic tank from factory in addition determining which side the hydraulic tank should be located in relation to driving direction as well as front or rear of chassis frame (FPC4804)
21	The electric preparation includes routed wiring for activation of a split shaft PTO as well as bodywork communication interface (BCI) (FPC3545)
22	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
23	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)
24	Available in three different length (FPC555)
25	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)
26	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)
27	Rear underrun protection available in 3 different styles/executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
28	The robust rear light protection is suitable for trucks operating in tough conditions (FPC4754)
29	Fitting of 2 amber LED hazard warning lamps at the rear end of the chassis on the left and right-hand side (FPC7578)
30	A towing unit (coupling) is required in order to tow a trailer after the truck. it is fitted in the truck's draw beam (FPC1540)
31	Scania draw beams have hole layouts that allow a draw beam, under-run protection and body adaptation brackets to be mounted in a wide variety of positions (FPC1536)
32	Work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel (FPC4743)
	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)
33	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)
35	Mudguards made of hard plastic designed for the rear axle/axles (FPC164)
36	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)
37	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)
38	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)
39	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)
40	Gearbox mounted PTO are clutch dependent These PTO can only be used when the clutch pedal is released (FPC6392)
41	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)
42	Hydraulic pump type and volume can be selected to fit different needs/applications (FPC4801, 4802, 4803)
43	Gearbox-driven top-mounted (at 12 o'clock) clutch-dependent PTO. it is suitable for applications with high inertia equipment connected to PTO (FPC6389)
44	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)
45	Engine mounted PTO located at the rear end of the engine (FPC4827)
46	The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall (FPC5900)
47	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
48	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)
49	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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