Newsletter From Scania Bodybuilding Centre

https://truckbodybuilder.scania.com December 11, 2025

Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

For Scania contact in bodybuilding issues, see:

https://bodybuilder.scania.com/trucks/en/help/market-contacts.html

FPC11104 –NEW CAMERA OPTIONS FOR SMART DASH

Scania introduce additional camera preparations and combinations for vehicles equipped with the Smart Dash and Vulnerable Road User Detection (VRUD) camera (FPC9631A). The new options add CVBS (Composite Video Baseband Signal (Orlaco)) and several combined rear, front, side view and trailer camera packages. All trailer camera preparations use a signal prioritization box mounted on the VRUD frame cable. The box automatically detects when a trailer is connected, converts the CVBS signal to AHD when applicable, and gives priority to the trailer rear-view camera in the Central Information Display when reverse gear is engaged. If no trailer camera is connected, the VRUD camera operates as normal.

One coiled trailer cable with Harting interface (10 pole Orlaco female) on trailer end and a standard 7-pole connector at the truck end delivered in the cab **(FPC11104AJ, AK, DE, DF & DG)**

New variants:

FPC11104AJ – Preparation for a CVBS trailer camera (without visor) on articulated chassis.
FPC11104AK – Preparation for a CVBS trailer camera (without visor) on rigid chassis.
FPC11104DA – Front view AHD camera on sun visor (FPC11104AG) **+** AHD trailer camera preparation on articulated chassis (FPC11104AE).
FPC11104DB – Rear cab AHD camera (FPC11104AC) **+** AHD trailer camera preparation on articulated chassis(FPC11104AE).
FPC11104DC – Side view AHD camera (FPC11104AH, passenger side) **+** AHD trailer camera preparation on articulated chassis (FPC11104AE).
FPC11104DE – Side view AHD camera (FPC11104AH, passenger side) **+** CVBS trailer camera preparation on articulated chassis (FPC11104AJ).
FPC11104DF – Front view AHD camera on sun visor (FPC11104AG) **+** CVBS trailer camera preparation on articulated chassis (FPC11104AJ).
FPC11104DG – Side view AHD camera (FPC11104AH, passenger side) **+** CVBS trailer camera preparation on rigid chassis (11104AK).

These options complement the earlier introduced camera solutions in 2025:

January 2025: AHD trailer camera preparation integrated in Central Information Display for rigid and articulated chassis (FPC11104AE/AF).
March 2025: Additional AHD trailer camera options with frame-mounted connectors (FPC11104AA).
April 2025: Extra rear-view, front-view and side-view AHD camera options mounted on cab rear wall, sun visor and cab side (FPC11104AC/AG/AH).

Link To The Bodybuilder Manual: Electrical systems / Function descriptions with connection instructions / Camera

SOFTWARE ISSUES SOLVED IN BICT

Several known software issues have been solved in BICT

To ensure that any related problems caused by these issues are fully remedied, the BICT project must be updated using the latest version. **BICT version 2.68.2** is now available on the Scania Truck Bodybuilder Portal:

Resolved Software Issues:

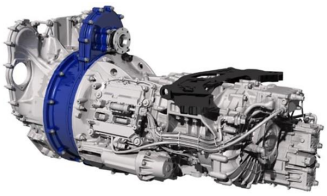
- Using a T flip-flop for switches (PT) triggered a BWE system fault.
- Using BICT internal variables triggered a BWE system fault.
- Incorrect input order in the Digital Exchanger operator.
- The SR flip-flop operator caused BICT simulation crashes.
- Internal variables caused BICT simulation crashes.

If any of the above issues or any other deviations are encountered while using BICT, we recommend contacting your local Scania dealer and requesting that they report the issue to the factory.

Link To BICT Software Release: https://bodybuilder.scania.com/trucks/en/tools-and-services/electric-configuration.html

NEW GEARBOX PTOs FOR INTERNAL COMBUSTION ENGINES

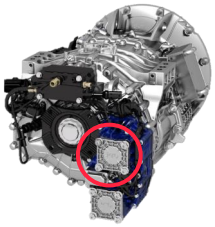
EG TOP: The EG Top PTO is Scania's new gearbox top-mounted (12 o'clock), clutch-dependent PTO designed for high-power demanded applications such as concrete pumps, vacuum systems, wood-chip machinery, and industrial fire engines. It provides with one pump and four flange interfaces as an option and is available for 11- and 13-litre engines. Performance steps including:



- **EG18T DCW:** Ratio 1:1.54, 1800 Nm, up to 410 kW
- **EG22T DBW:** Ratio 1:1.23, 2270 Nm, up to 410 kW

EG Top PTO can only be engaged and used when the vehicle is stationary and gearbox in Neutral mode. A new dedicated activation signal called **EG Top**, supports the engagement of top-mounted PTOs and is available through BICT or external CAN communication. Updated bodybuilder manuals are available on Scania Truck Bodybuilder Portal.

EG REAR TOP: The EG Rear Top PTO is Scania's new rear-mounted, single-output high-gear PTO designed to provide increased ground clearance for applications such as bulk transport, compressors, and other equipment requiring a higher mounting position. It retains the same specifications as the previously introduced EG rear high-gear PTO for GW gearboxes and continues to use the standard EG1 engagement signal. Performance Steps is including:

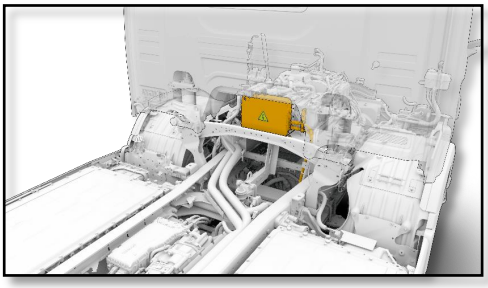


- **EG6R DCP1T-xx:** Ratio 1:1.63–2.09, 600 Nm, up to 160kW
- **EG8R DCP1T-xx:** Ratio 1:1.51–1.95, 800 Nm, up to 160 kW
- **EG9R DCP1T-xx:** Ratio 1:1.39–1.79, 860 Nm, up to 160 kW

All variants share a maximum bending moment of 60 Nm and are positioned at 5 o'clock (seen from behind).

Link To The Bodybuilder Manual: Power take-offs and hydraulics/Power take-off data sheet/Power take-offs for EG GW gearboxes

NEW PERFORMANCE STEP FOR PTO EL



Scania introduces a new performance step for PTO EL (**FPC08933D / EL80DC1**), delivering **80 kW continuous** and **100 kW peak power**, expanding the range beyond today's 30 kW and 60 kW options. The new variant follows the same design principles as existing electric PTO solutions. PTO EL provides 650 V DC electric power for bodywork and is available on battery-electric vehicles. It can be used in all operating states, including parking, charging, manoeuvring, and driving. The bodybuilder manual for new performance step will be updated accordingly.

Link To The Bodybuilder Manual: Electrical systems / Function descriptions with connection instructions / Power take-off / Working with EL power take-off

ENGINE SPEED CONTROL ISSUE WITH BODYBUILDER SPEED LIMIT THIRD

An issue is identified as in Transmission Management System 6 (TMS6, FPC5731K) in automatic Allison gearbox that can cause the engine to remain at idle speed and not increase rpm during stationary mode when bodybuilder speed limit third (FPC3821A) is active. When the vehicle is at standstill the system incorrectly activates the speed limiter even at 0 km/h, preventing the engine from responding to the requested rpm. Once the speed limit is removed, the engine rpm increases normally.

Two short-term solutions are available: the TMS6 software can be rolled back to a previous version, or the bodybuilder speed limit configuration can be adjusted by either increasing the limit to minimum 11 km/h or keeping lower speed limit but ensuring it is not active in Neutral gear. Both options prevent the limiter from restricting rpm at standstill. A permanent fix will be included in the upcoming TMS6 software release, planned for availability in Q2 2026. Please contact your Scania local dealer for further information.