

SCANIA



TIMBER

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



Timber

Truck specification

Chassi: R 580 B6x4NA

Cab: CR20H

Cable harnesses in cab roof FPC 3024

Extra harnesses for bodybuilder installed in cab roof.

Instrument panel control lights BB FPC 3888

There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster. The lamps can indicate with different colours.

CAN switches FPC 6793

Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit.

Headlight protection FPC 2021

The headlights are protected by a steel grille.

Bodybuilder tube across IP C*

All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder.

BB electrical supply 150A continually, 250A max B*

All trucks are supplied with a dedicated electrical output, conveniently located behind the mudguard of the 1st front axle.

3x7 pole electrical preparation from cab FPC 2411

Pre-routed cable harness from the bodywork's central electric unit that is terminated with a DIN connector on the frame under the cab. 1, 2 or 3 pieces with 7 poles in each (contains different types of 1,5mm², 2,5mm² and CAN cables).

3x7 poles BB cables (in cab storage RHS) FPC 3023

Three 7-pin extension cable. 3 different lengths; 2m, 8m or 12m.

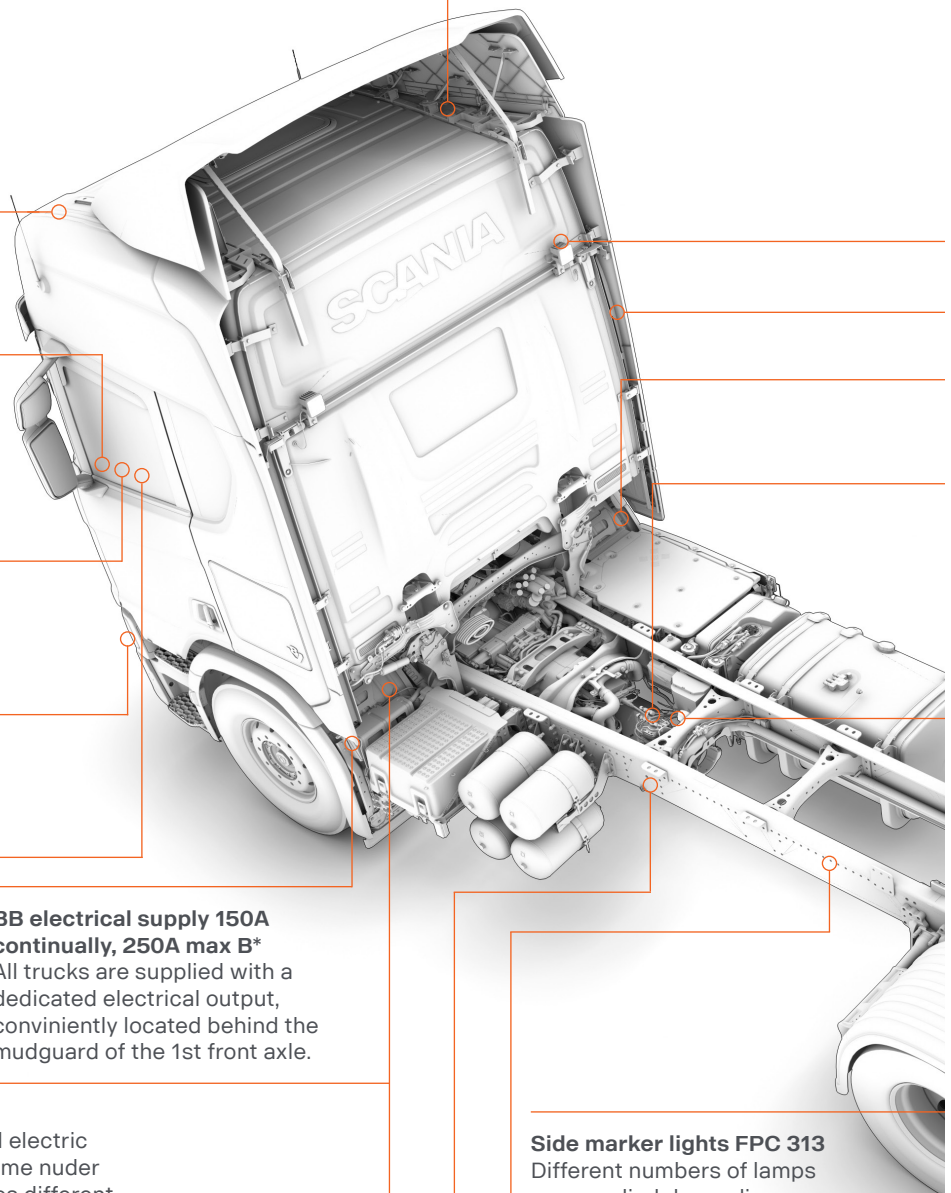
BB brackets (flexible/with holes/for welding) FPC 3303

Scania can offer many different body attachment brackets to suit a variety of applications. The bodywork is bolted into the upper row of holes on the bracket.

Body work holes in frame, pre punched top row FPC 7432

Frame prepared with an upper row of holes. The holes are spaced at 50 millimetres and are used to attach the bodywork to the frame of the truck.

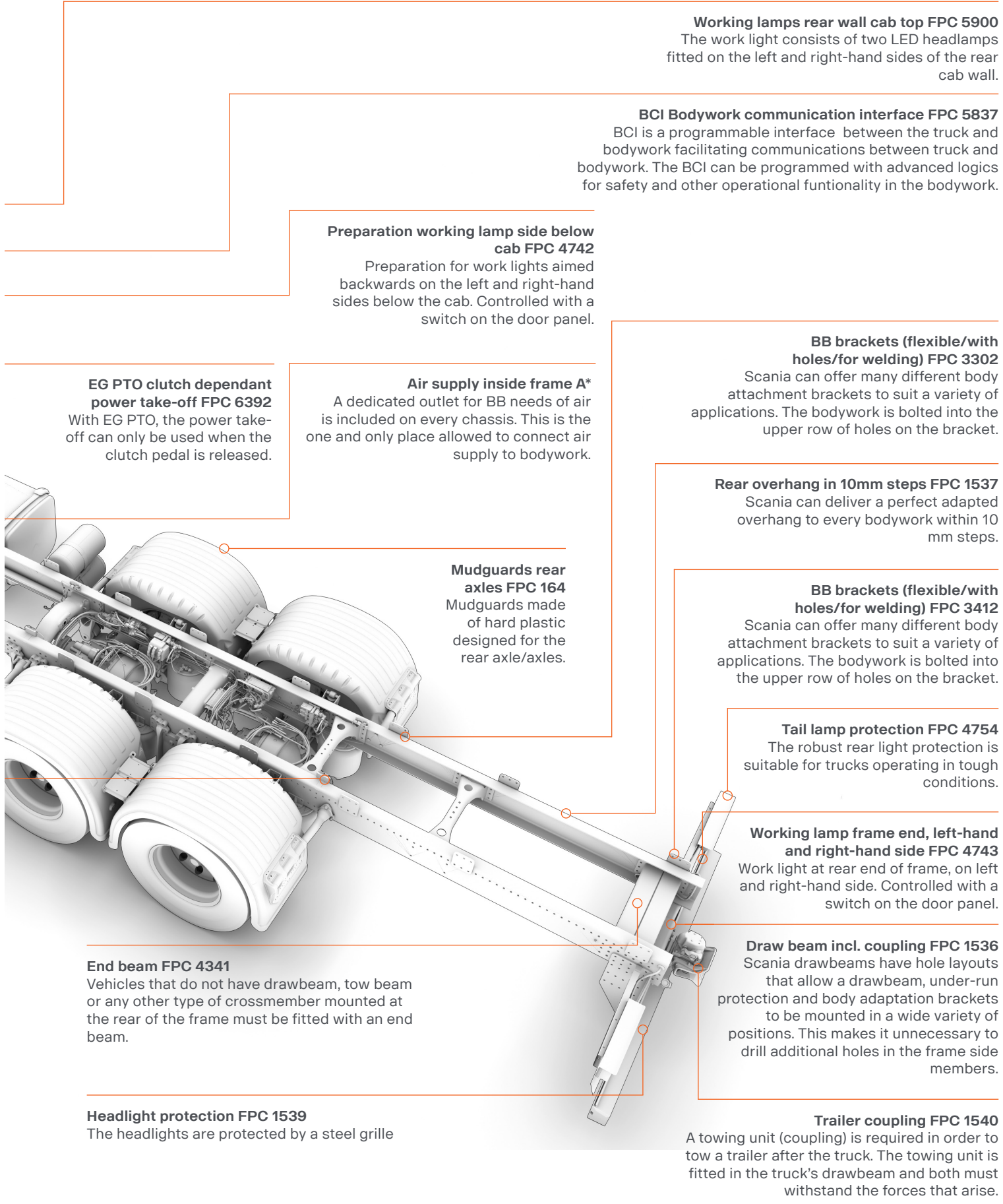
Roof rails FPC 1401
The roof rails are in aluminium which simplifies the fitting of an air deflector, roof rack and other extra equipment.



Side marker lights FPC 313

Different numbers of lamps are supplied depending on the length of the vehicle. These are available temporarily or permanently mounted.

***Always on truck**



Working lamps rear wall cab top FPC 5900
 The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall.

BCI Bodywork communication interface FPC 5837
 BCI is a programmable interface between the truck and bodywork facilitating communications between truck and bodywork. The BCI can be programmed with advanced logics for safety and other operational functionality in the bodywork.

Preparation working lamp side below cab FPC 4742
 Preparation for work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel.

EG PTO clutch dependant power take-off FPC 6392
 With EG PTO, the power take-off can only be used when the clutch pedal is released.

Air supply inside frame A*
 A dedicated outlet for BB needs of air is included on every chassis. This is the one and only place allowed to connect air supply to bodywork.

BB brackets (flexible/with holes/for welding) FPC 3302
 Scania can offer many different body attachment brackets to suit a variety of applications. The bodywork is bolted into the upper row of holes on the bracket.

Rear overhang in 10mm steps FPC 1537
 Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps.

Mudguards rear axles FPC 164
 Mudguards made of hard plastic designed for the rear axle/axles.

BB brackets (flexible/with holes/for welding) FPC 3412
 Scania can offer many different body attachment brackets to suit a variety of applications. The bodywork is bolted into the upper row of holes on the bracket.

Tail lamp protection FPC 4754
 The robust rear light protection is suitable for trucks operating in tough conditions.

Working lamp frame end, left-hand and right-hand side FPC 4743
 Work light at rear end of frame, on left and right-hand side. Controlled with a switch on the door panel.

End beam FPC 4341
 Vehicles that do not have drawbeam, tow beam or any other type of crossmember mounted at the rear of the frame must be fitted with an end beam.

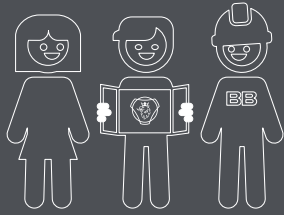
Draw beam incl. coupling FPC 1536
 Scania drawbeams have hole layouts that allow a drawbeam, under-run protection and body adaptation brackets to be mounted in a wide variety of positions. This makes it unnecessary to drill additional holes in the frame side members.

Headlight protection FPC 1539
 The headlights are protected by a steel grille

Trailer coupling FPC 1540
 A towing unit (coupling) is required in order to tow a trailer after the truck. The towing unit is fitted in the truck's drawbeam and both must withstand the forces that arise.

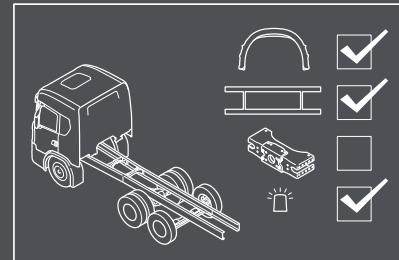
The bodybuilding process

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



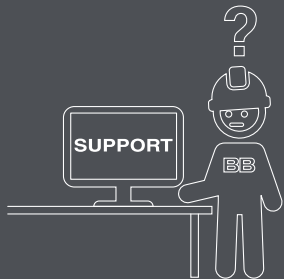
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The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



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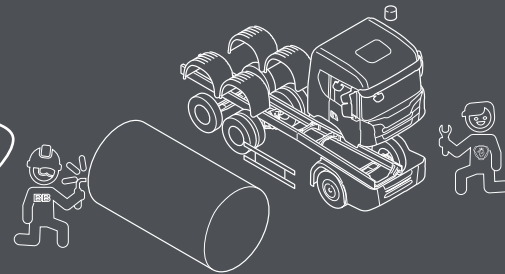
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



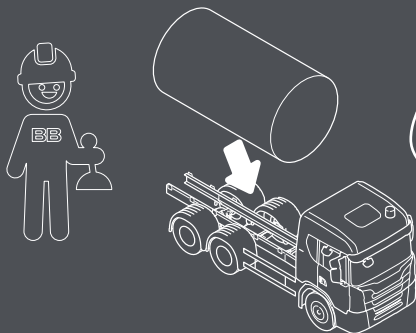
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Whenever information is required, Scania truck bodybuilder portal has everything you need.

4



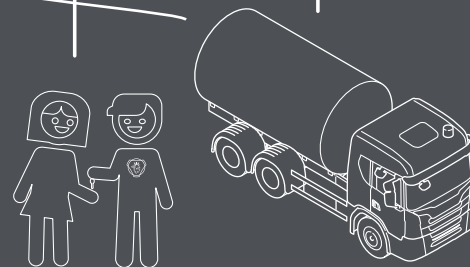
With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.



5

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

FINISH



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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