

SCANIA



FLAT BED CRANE

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



Flat bed crane

Truck specification

Chassi: R 520 B8x2*6NB

Cab: CR20H

Cable harnesses in cab roof FPC3024

Extra harnesses for bodybuilder installed in cab roof.

BCI Bodywork communication interface FPC5837

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.

Instrument panel control lights BB FPC3888

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 FPC6793

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

Remote controlled engine start FPC3313

Preparation for engine start (need BCI).

Cable harness FPC3314

Extra harness for additional switches.

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.

New routing air and electrical 2nd front axle D*

With the new design, Bodybuilder have much more clearance in this area.

Lowered steering linkage 2nd front axle D*

With the new design, Bodybuilder have much more clearance in this area.

3x7 pole electrical preparation from cab FPC2411

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) FPC3023

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

BB brackets (flexible/with holes/for welding) FPC3303, FPC3302

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 FPC7432

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.

*Always on truck

Roof rails FPC1401

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

Beacon FPC1330

Mounted on a robust aluminium bar, the rotating beacon supplies efficient warning light.

EG PTO clutch dependant power take-off FPC6392

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

Working lamps rear wall cab top FPC5900

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

Preparation working lamp side below cab FPC4742

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

Hydraulic pump FPC4801

With hydraulic pump for bodywork. Pump type and pump volume can be selected fit different needs/applications.

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.

Lowered shock absorber position 2nd front axle D*

With the new design, Bodybuilder have much more clearance in this area.

Mudguards rear axles FPC164

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

Mudguards 2nd front axle FPC4050

The mudguard on the second front axle is height-adjustable. It is supplied from the factory in the highest position, but can be easily adjusted to three different positions to fit with the bodywork and tyres.

Side marker lights FPC313

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

Rear overhang in 10mm steps FPC1537

Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps.

Working lamp frame end, left-hand and right-hand side FPC4743

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

Draw beam incl. coupling FPC1536

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.

Trailer coupling FPC1540

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.

BB brackets (flexible/with holes/for welding) FPC3412

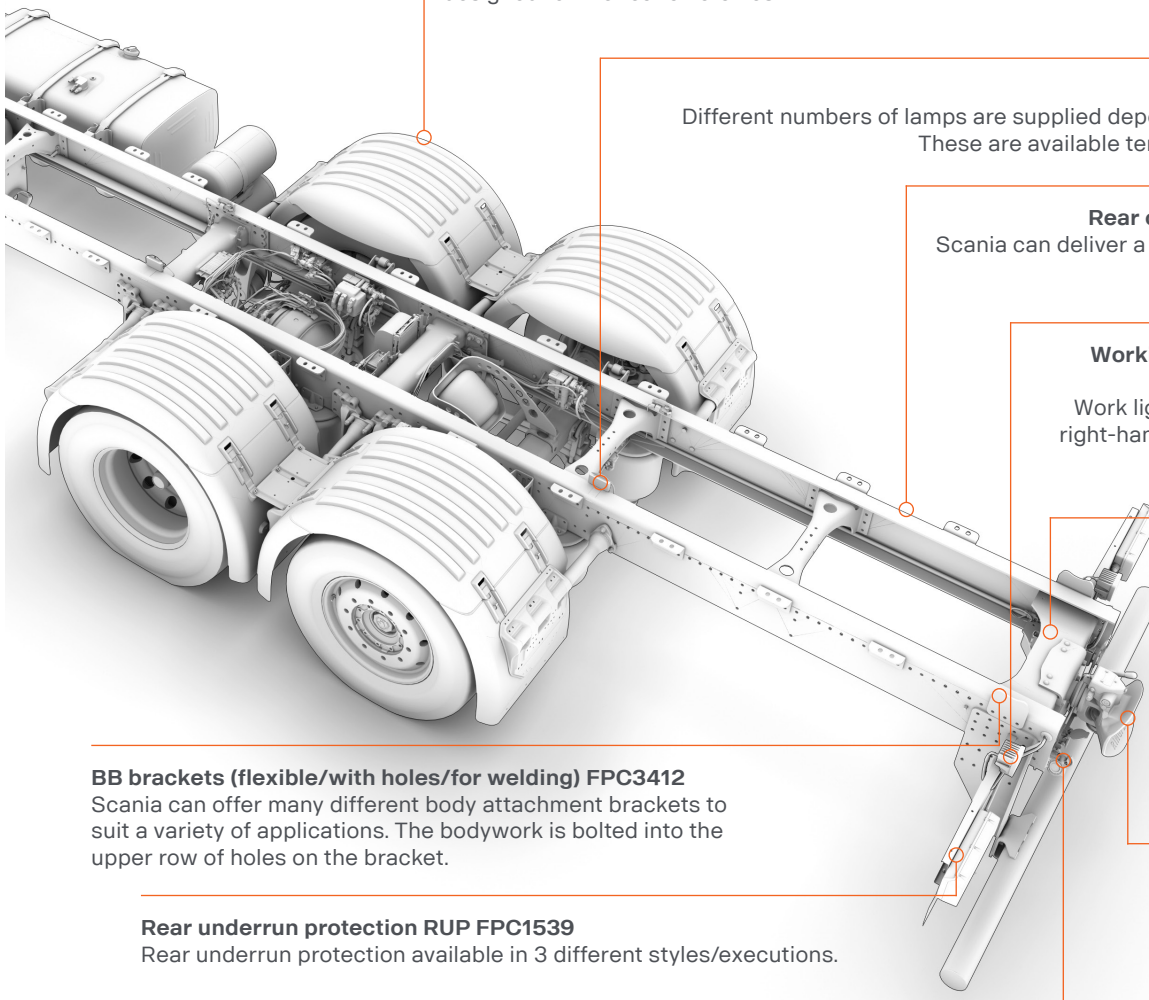
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Rear underrun protection RUP FPC1539

Rear underrun protection available in 3 different styles/executions.

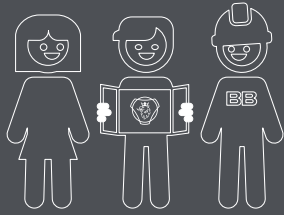
Air and electrical prep to trailer FPC1556

Trailer connections can be specified in Continental or Nordic versions.



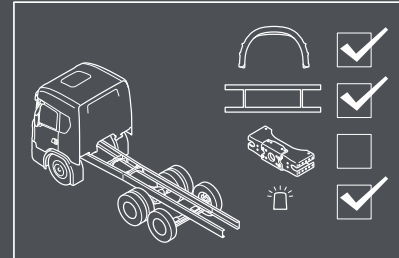
The bodybuilding process

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



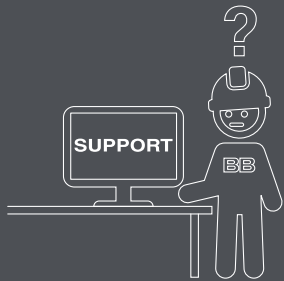
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The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



2

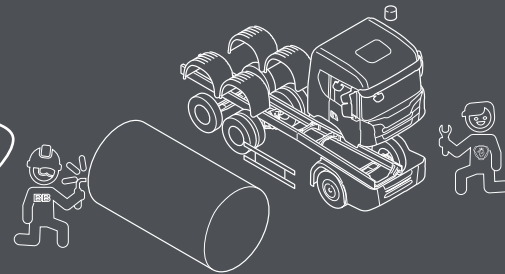
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



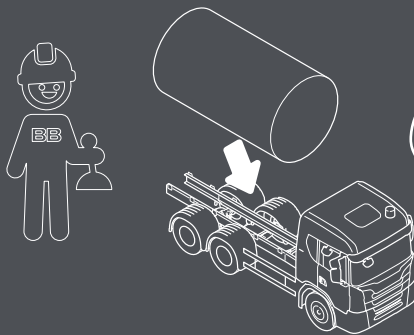
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Whenever information is required, Scania truck bodybuilder portal has everything you need.

4



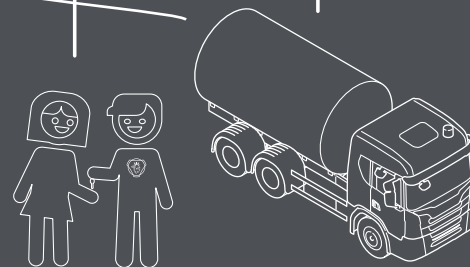
With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.



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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