

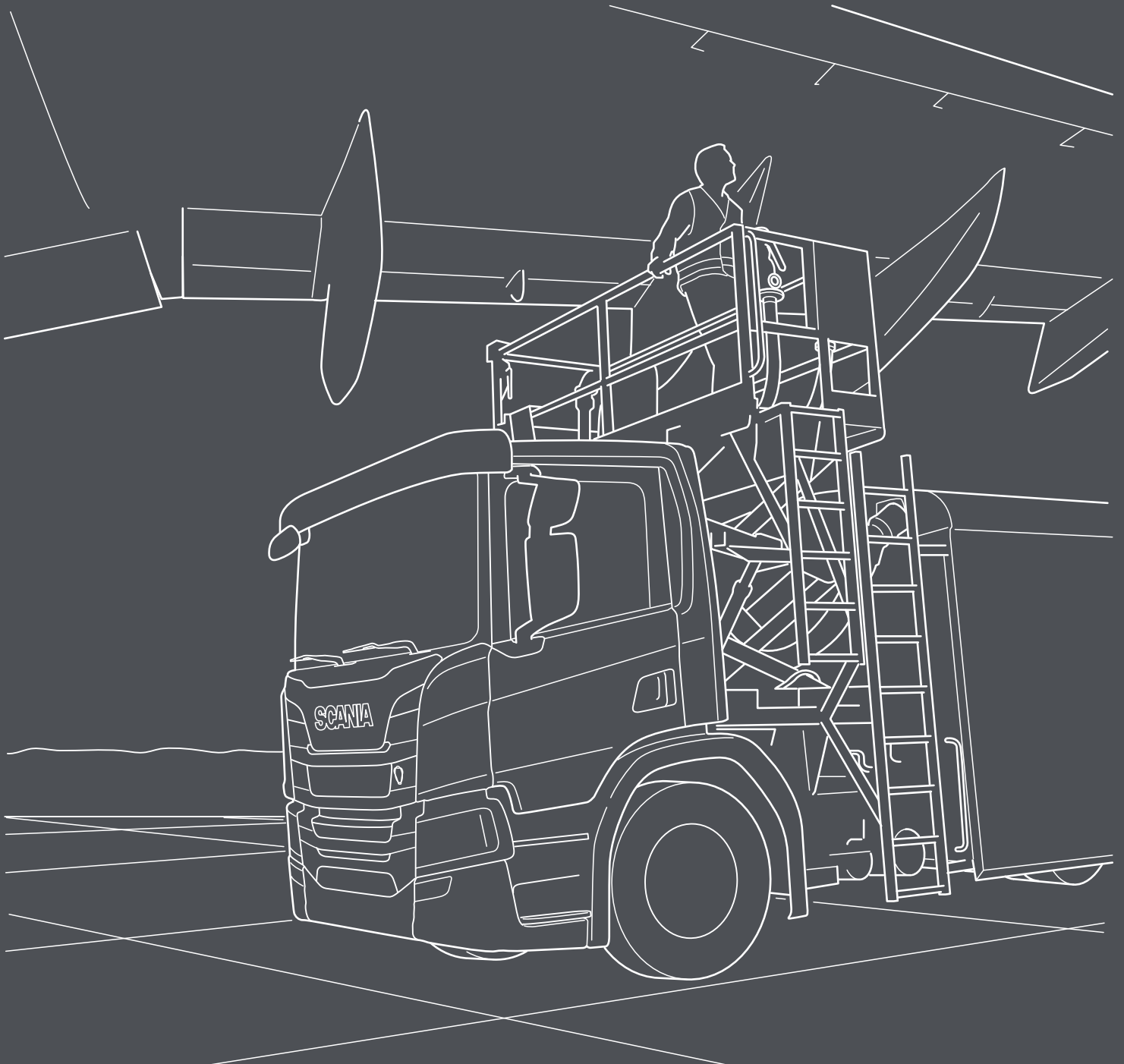
SCANIA



AIRCRAFT REFUELER

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



Truck specification

Chassi: L 280 B4x2NB

Cab: CL20L

Roof rails FPC1401

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

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.

Bodywork programmable switches preparation FPC7682

Enables the BCI control unit to be programmed with the BICT tool for Pushbutton BCI reserved quantity (06793) switches.

Bodybuilder tube across IP C*

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

3x7 pole electrical preparation from cab FPC2411

We can offer 3 different solutions of electrical preparations. 1, 2 or 3 pieces with 7 poles in each (contains different types of 1,5mm², 2,5mm² and CAN cables).

Extension cable FPC 3023

Length: 2, 8 or 12 meter, delivered inside cab.

BB electrical supply 150A continually (max 250A) B*

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

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

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.

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.

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.

Side marker lights FPC313

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

Air and electrical prep to trailer FPC1556

Trailer connections can be specified in Continental or Nordic versions.

EG PTO clutch dependant power take-off FPC6392

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.

Hydraulic pump FPC4801

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

EG PTO preparation FPC3502

The electric preparation includes routed wiring for activation of an EG power take-off.

Mudguards rear axles FPC164

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

Rear overhang in 10mm steps FPC1537

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

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

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 FPC4754

The robust rear light protection is suitable for trucks operating in tough conditions.

End beam FPC4341

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.

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 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.

BCI Bodywork communication interface FPC5837

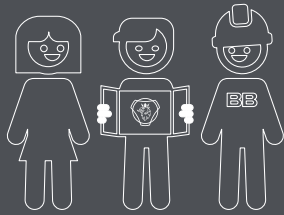
BCI is a programmable interface between the truck and bodywork facilitating communications between truck and bodywork. The BCI can be programmed with advanced logics for safety and other operational functionality in the bodywork.

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

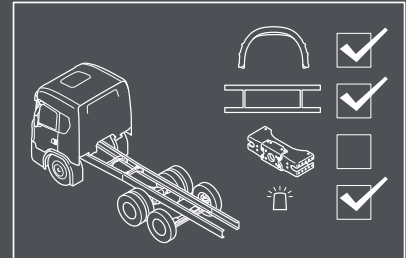
The bodybuilding process

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



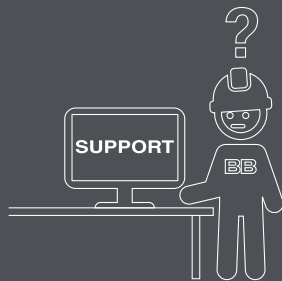
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The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



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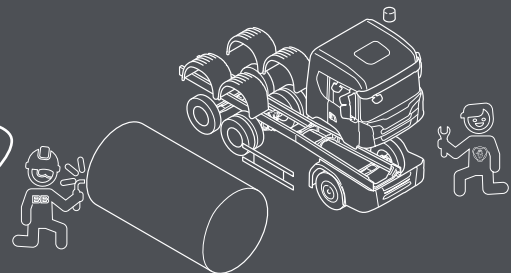
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



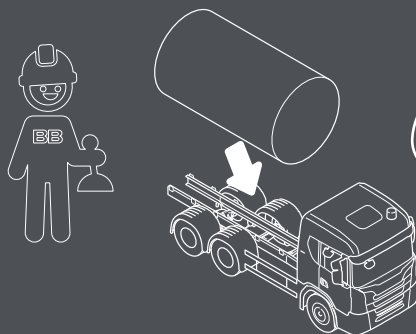
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Whenever information is required, Scania truck bodybuilder portal has everything you need.

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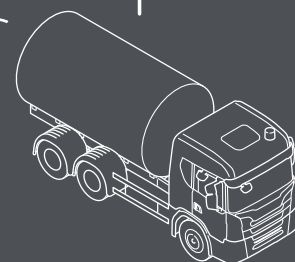
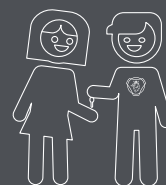


With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.



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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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