MILK COLLECTOR

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.
Truck specification

Chassi: R 500 B6x2NB
Cab: CR 20H

Cable harnesses in cab roof FPC3024
Extra harnesses for bodybuilder installed in cab roof.

Bodybuilder tube across IP C*
All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder.

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.

Headlight protection FPC2021
The headlights are protected by a steel grille.

CAN switches FPC6793
Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit.

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.

3x 7 poles BB cables in cab storage (RHS) FPC3023
Three 7-pin extension cable. 3 different lengths; 2m, 8m or 12m.

Chassis side cover SUP FPC6661
Two different execution available, beam or shirt.

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.

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.

Tail lamp protection FPC4754
The robust rear light protection is suitable for trucks operating in tough conditions.

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.

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.

Bodybuilder 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.

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 10 mm steps.

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.

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Side marker lights FPC313
Different numbers of lamps are supplied depending on the length of the vehicle. These are available temporarily or permanently mounted.

Drawbeam 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.

Roof rails FPC1401
The roof rails are in aluminium which simplifies the fitting of an air deflector, roof rack and other extra equipment.

EG PTO clutch dependent power take-off FPC6392
With EG PTO, the power take-off can only be used when the clutch pedal is released.

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BCI Bodywork communication interface FPC5837
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*Always on truck
The bodybuilding process
“Together we can make the best trucks in the world”

1. 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.

3. 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.

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.