VACUUM SEWER

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.
Vacuum sewer

Truck specification

Chassi: G 410 B6x2*4NB
Cab: CG17L

- Bodybuilder tube across IP C*: All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder.
- Extra harness for additional switches.
- Remote controlled engine start FPC3313: Preparation for engine start (need BCI).
- 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).
- BB brackets (flexible/welding): FPC3302: BB brackets (flexible/welding) for attachment to the frame.
- 4x expansions units BCI (in cab storage RHS): FPC5956: The expansion units/modules add additional in & outputs for more functionality.
- Mudguards rear axles FPC164: Mudguards made of hard plastic designed for the rear axle sides.
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- Tipper control switches (electrical): FPC4666: Makes it possible to have switches in the cab to activate e.g. the hydraulic valve that raises or lowers the tipper body on the truck and/or trailer. A switch that works as an emergency stop is included as standard.
- Mudguards made of hard plastic:
- Rear underrun protection RUP FPC1539: 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.
- 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.
- 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.
- Tail lamp protection FPC4754: The robust rear light protection is suitable for trucks operating in tough conditions.
- Working lamp frame end, left-hand and right-hand side FPC4743: Work light at rear end frame, on left and right-hand side. Controlled with a switch on the door panel.
- 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.
- The engine is supplied prepared for power take-off. Consists of an intermediate gear which is fitted in the flywheel housing.
- Engine hour meter FPC1356: The engine hour meter register the total operating hours of the engine.
- Air and electrical prep to trailer FPC1556: Trailer connections can be specified in Continental or Nordic versions.
- I-Pad holder FPC6311: Although designed as tablet holder, it has been proven as a holder for body builder control units.
- ED preparation for hydraulic pump FPC4827A: The electric preparation includes routed wiring for activation of an EG power take-off.
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- 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/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.
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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.