

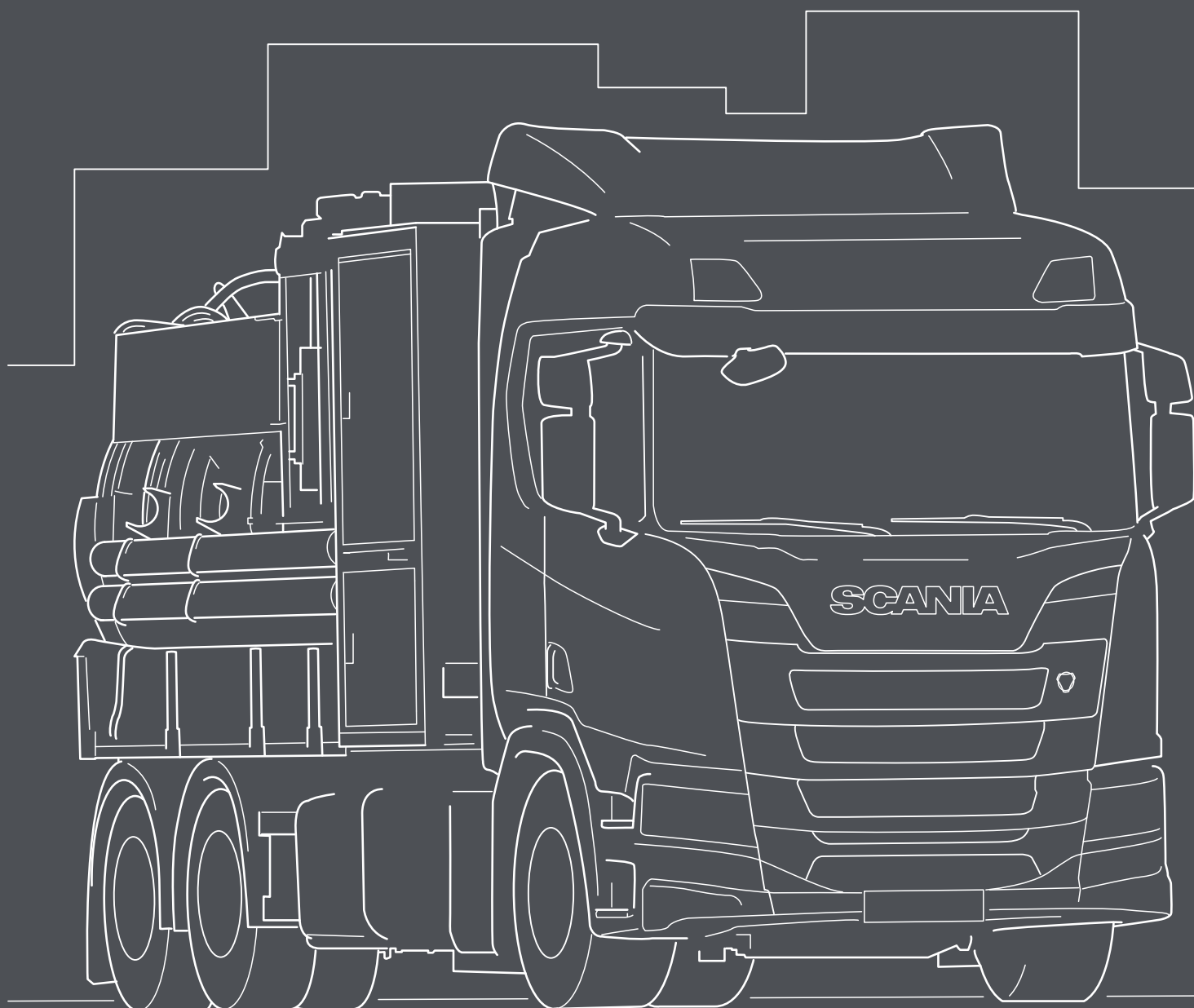
# SCANIA



VACUUM SEWER

# BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



## 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.

**Remote controlled engine start FPC3313**  
Preparation for engine start (need BCI).

**Cable harness FPC3314**  
Extra harness for additional switches.

**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.

**Engine hour meter FPC1356**  
The engine hour meter register the total operating hours of the engine.

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

**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.

**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 1,5mm<sup>2</sup>, 2,5mm<sup>2</sup> and CAN cables).

**3x7 poles BB cables (in cab storage RHS) FPC3023**  
Three 7-pin extension cable. 3 different lengths; 2m, 8m or 12m.

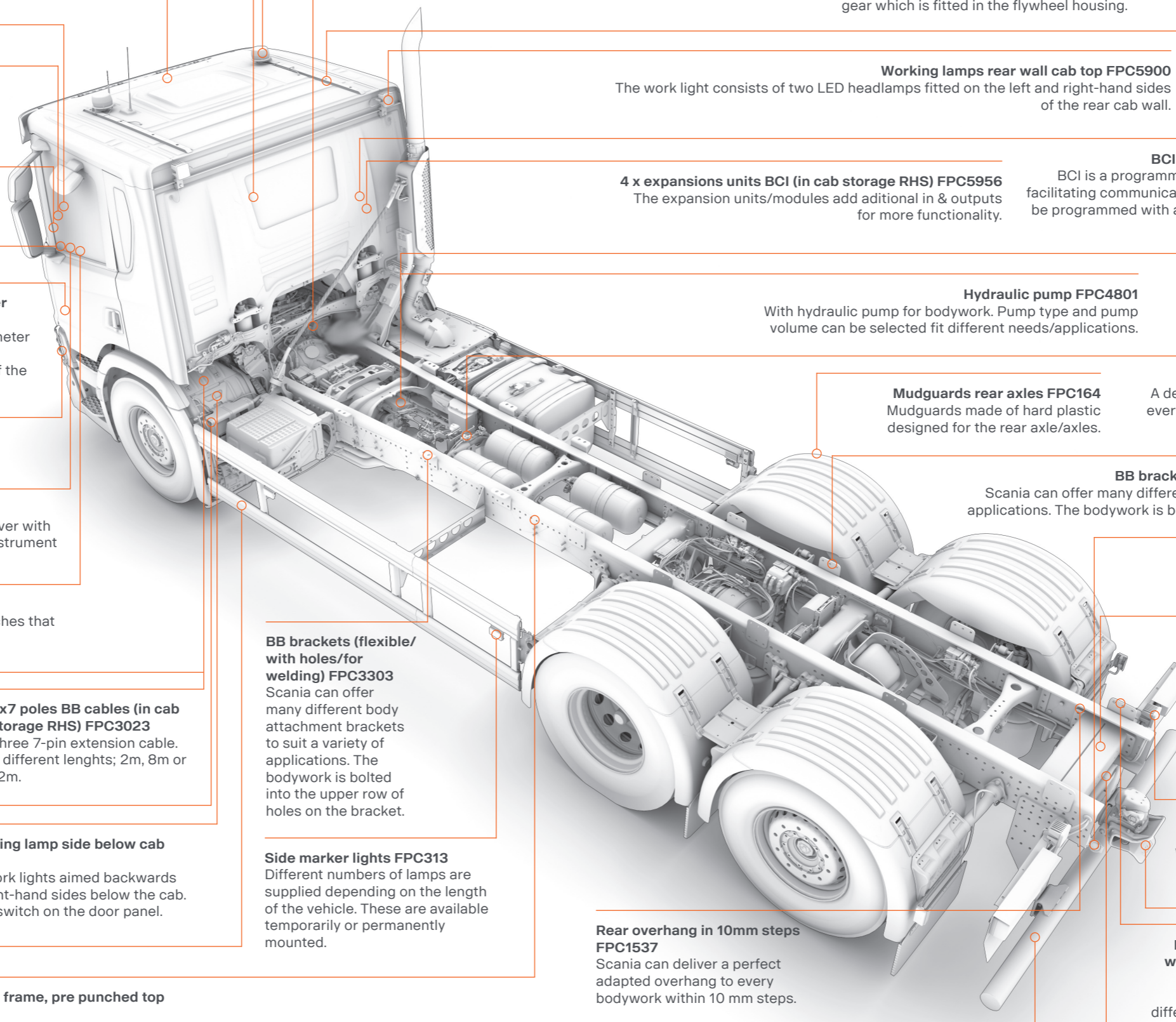
**BB electrical supply 150A continually, 250A max B\***  
All trucks are supplied with a dedicated electrical output, conveniently located behind the mudguard of the 1st front axle.

**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.

**Chassis side cover SUP FPC6561**  
Two different execution available, beam or shirt.

**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**



**I-Pad holder FPC6311**  
Although designed as tablet holder, it has been proven as a holder for body builder control units.

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

**ED preparation for hydraulic pump FPC4827A**  
The engine is supplied prepared for power take-off. Consists of an intermediate gear which is fitted in the flywheel housing.

**Beacon FPC1330**  
Mounted on a robust aluminium bar, the rotating beacon supplies efficient warning light.

**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.

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

**4 x expansions units BCI (in cab storage RHS) FPC5956**  
The expansion units/modules add additional in & outputs for more functionality.

**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.

**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.

**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) 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.

**Air and electrical prep to trailer FPC1556**  
Trailer connections can be specified in Continental or Nordic versions.

**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 of frame, on left and right-hand side. Controlled with a switch on the door panel.

**Rear overhang in 10mm steps FPC1537**  
Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps.

**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 underrun protection RUP FPC1539**  
Rear underrun protection available in 3 different styles/executions.

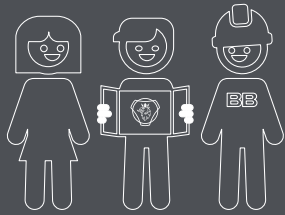
**Draw beam incl. coupling FPC1536**  
Scania drawbeams have hole layouts that allow a drawbeam, under-run protection and body adaptation brackets to be mounted in a wide variety of positions. This makes it unnecessary to drill additional holes in the frame side members.

**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.

**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.

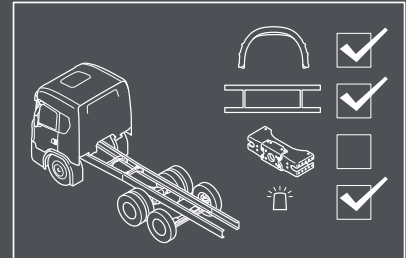
# The bodybuilding process

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



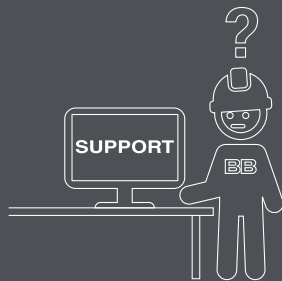
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The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



2

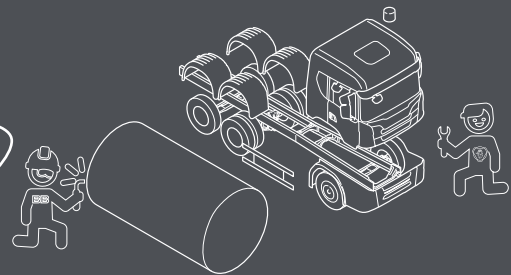
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



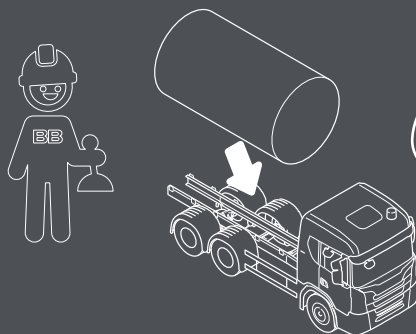
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Whenever information is required, Scania truck bodybuilder portal has everything you need.

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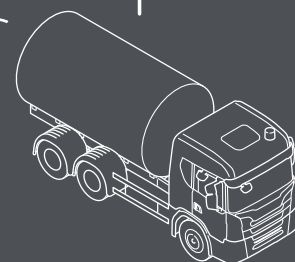
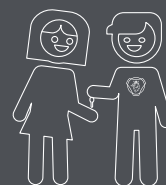


With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.



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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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