

BEV – BATTERY ELECTRIC VEHICLE

## BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.

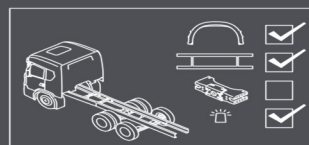


## BUILDING PROCESS

"Together we can make the best trucks in the world"



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

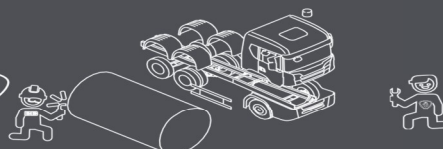


*The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.*



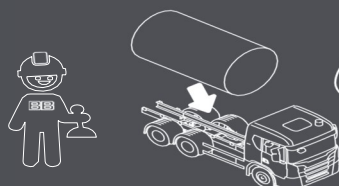
*Whenever information is required, Scania truck bodybuilder portal has everything you need.*

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.*

**Scania CV AB**

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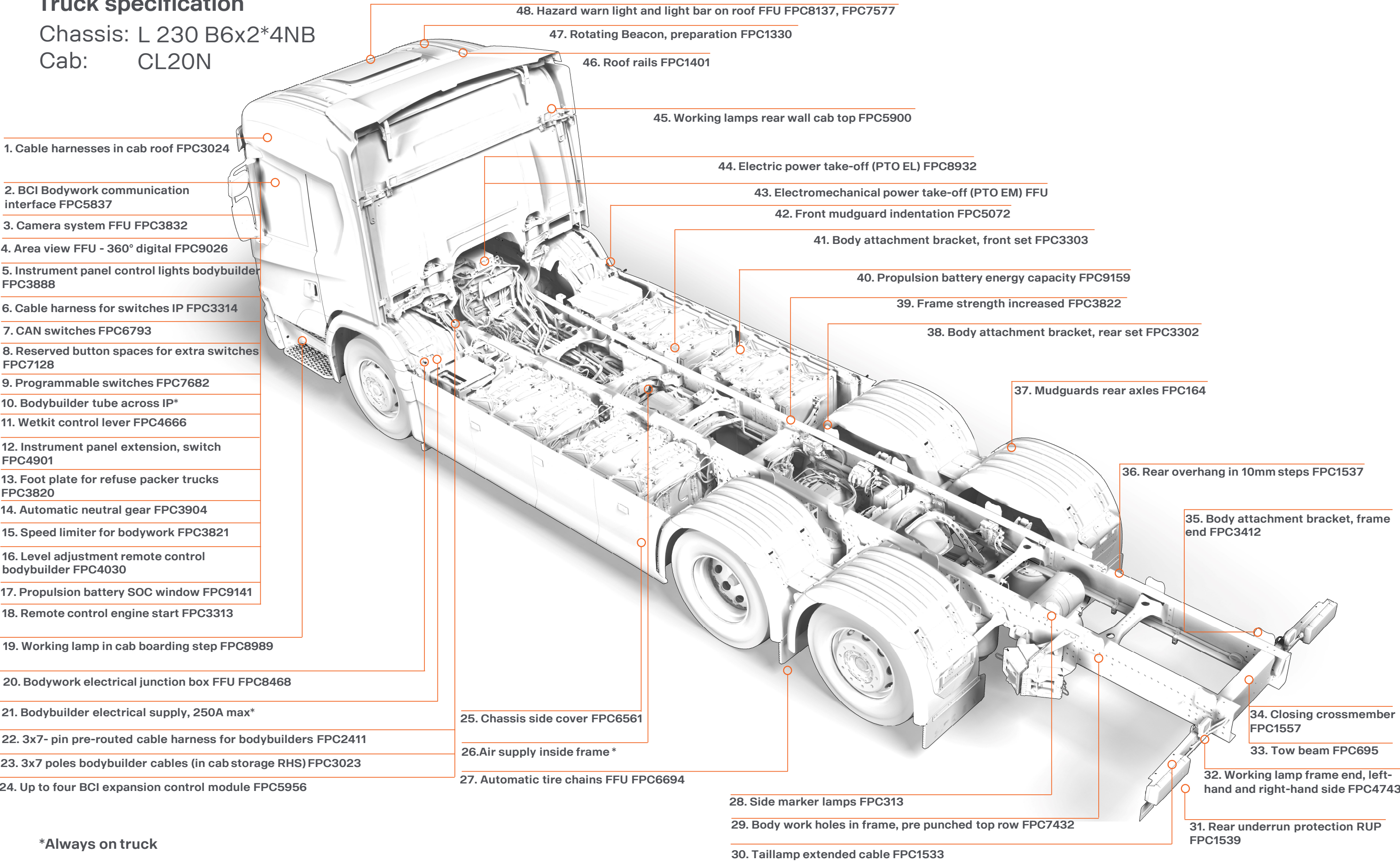
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Truck specification

Chassis: L 230 B6x2\*4NB  
Cab: CL20N

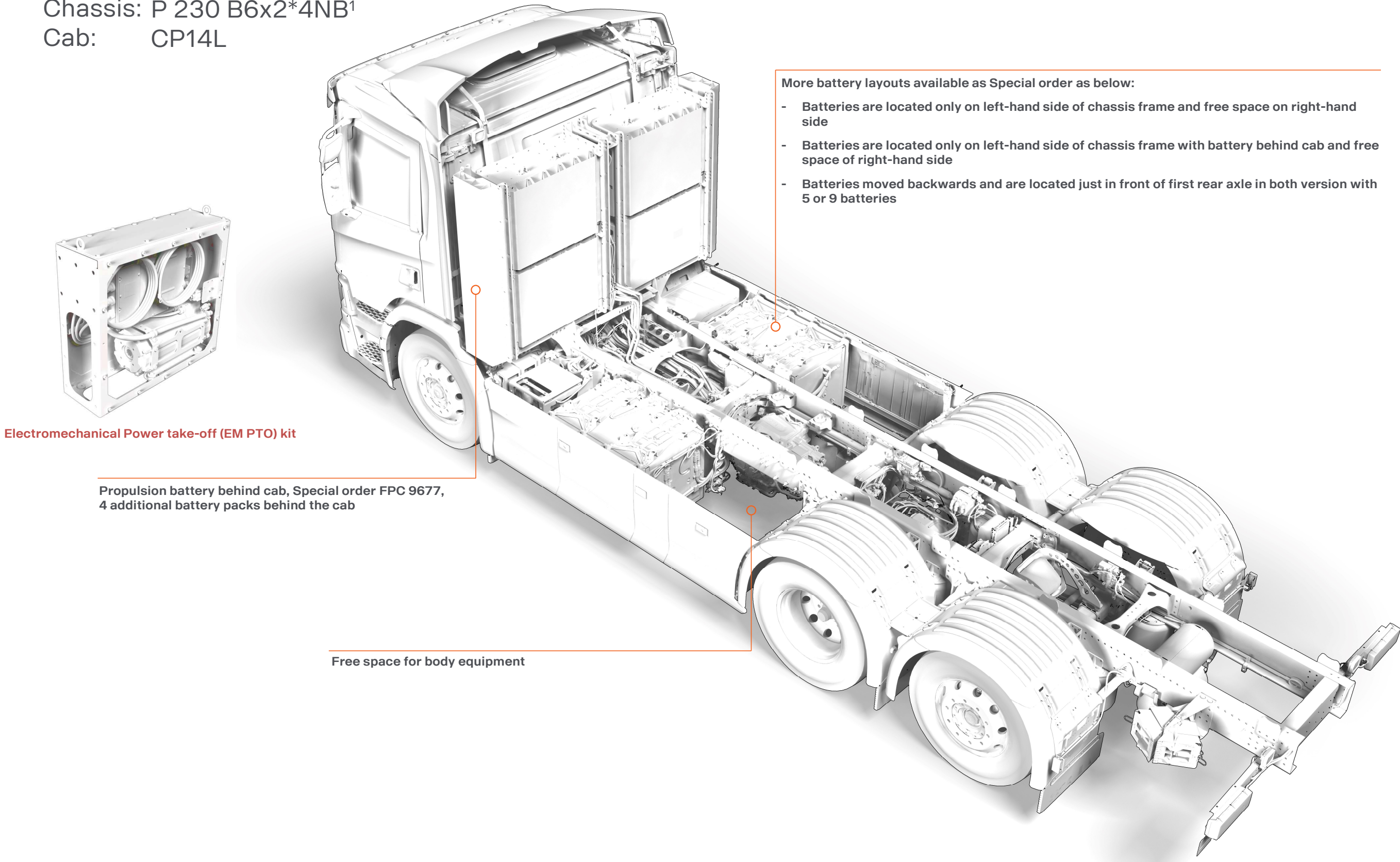


\*Always on truck



Truck specification

Chassis: P 230 B6x2\*4NB<sup>1</sup>  
Cab: CP14L



- More battery layouts available as Special order as below:
- Batteries are located only on left-hand side of chassis frame and free space on right-hand side
  - Batteries are located only on left-hand side of chassis frame with battery behind cab and free space of right-hand side
  - Batteries moved backwards and are located just in front of first rear axle in both version with 5 or 9 batteries

<sup>1</sup>Other Options same as previous page

# Bodybuilding Made Easier – Additional Information

More options and detail information can be seen in TBB portal

1	Extra harnesses for bodybuilder installed in cab roof (FPC3024)	26	A dedicated outlet for bodybuilder who needs to have air for bodywork is included on every chassis. This is the one and only place allowed to connect air supply to bodywork
2	BCI is a programmable interface which is facilitating communications between truck and bodywork. The BCI can be programmed with advanced logics for safety and other operational functionality in the bodywork (FPC5837)	27	Automatic tire chains are used for increased traction in slippery conditions. The adaptation consists of a holder for pneumatic cylinders, routing of air and electricity, and a switch (FPC6694)
3	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)	28	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)
4	A system with area view, 360-degree system for visibility around the vehicle (FPC9026)	29	Frame prepared with an upper row of holes. The holes are spaced at 50 millimeters and are used to attach the bodywork to the frame of the truck (FPC7432)
5	There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster (FPC3888)	30	The cables to the rear lights can be specified in standard length or extended by 600 mm or 1200 mm (FPC1533)
6	Extra harness for additional switches (FPC3314)	31	Rear underrun protection available in 3 different styles / executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
7	Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit (FPC6793)	32	Work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel (FPC4743)
8	Space for extra switches can be reserved for custom adapted functions, the physical connection between switches and bodywork console must be performed separately (FPC7128)	33	Can be used for temporary towing, pulling vehicles unstuck and shunting other vehicles and trailers. Maximum pulling power is 25 tones (FPC695)
9	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)	34	Vehicles that do not have draw beam or any other types of crossmember at the rear of the frame must be fitted with a closing crossmember (FPC1557)
10	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder	35	Scania can offer many different body attachment brackets to suit a variety of applications. The bodywork attachment is bolted into the upper row of holes on the chassis frame. The rear end of the chassis frame comprises the area from where the rear section ends to the rear edge of the chassis frame (FPC3412)
11	Selects how activation of the hydraulics should be performed with a switch or a lever (FPC4666)	36	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)
12	An extra panel with space for extra switch attached to the instrument panel (FPC4901)	37	Mudguards made of hard plastic designed for the rear axle/axes (FPC164)
13	The function makes it possible to limit vehicle speed and prevent reversing when the rear footstep of refuse collection trucks is being used (FPC3820)	38	The rear section comprises the area from where the front section ends to 300-600 mm from the rear edge of the chassis frame (FPC3302)
14	The gear is automatically set in neutral position when the footbrake or parking brake is activated (FPC3904)	39	Increased frame strength is required when the actual axle weight is high and when the vehicle is driven on roads with high sinuosity. Increased frame strength is obtained by using a reinforced crossmember (FPC3822)
15	The vehicle can have two additional speed limits that are programmed into the BCI control unit (FPC3821)	40	Propulsion battery, installed capacity (kWh) can be different value depends on number of batteries. Besides the batteries on the chassis, there is always a battery in the engine tunnel as well (FPC9159)
16	Preparation for an extra remote for controlling suspension level that can be positioned as desired at the bodybuilder (FPC4030)	41	The front section of the chassis frame comprises the area from the center of the foremost front axle to approx. 3,000 mm behind the front axle (FPC3303)
17	Propulsion battery State of charge (SOC) is a measurement of the available energy in the battery, like a fuel gauge for the battery. It is defined as the fraction of the amount of available energy relative to the maximum amount of available energy. The window is now available in different versions.	42	Adaptation to the shape of the front mudguard. Makes it possible to position the bodywork closer to the cab (FPC5072)
18	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)	43	For battery electric chassis which is requiring a rotating power take-off, it is possible to supplement with an electromechanical power take-off ordered from Scania, the final installation shall be done by bodybuilder
19	LED working lamps that are secured to the front right, left-hand or both side at the boarding step of the cab in order to illuminate the area adjacent to the truck (FPC8989)	44	Scania's battery electric vehicles can be factory-fitted with the Electric power take-off (PTO-EL). It is possible to connect the bodywork equipment to the VCB system. The connection is made via a terminal box that provides access to the direct current supply from the vehicle's VCB batteries (FPC8932)
20	Electric junction box for bodywork. It can facilitate connection for bodybuilders. It is possible to deliver it whether behind cab or in front of rear axle (FPC8468)	45	The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall (FPC5900)
21	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle	46	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
22	Pre-routed cable harness from the bodywork's central electric unit in the cab to the chassis frame which makes it easier for the bodybuilders to have external access to the bodywork's central electric unit (FPC2411)	47	Preparation for rotating beacon. The preparation includes pre-routed cable harness to plugged holes in the cab roof and a switch installed in the cab. Order suitable warning lamp via accessories (FPC1330)
23	Three 7-pin extension cable for connecting equipment on the frame in three different lengths; 2m, 8m or 12m (FPC3023)	48	Installation of two LED-lamps, rotating beacon or hazard warning light bar mounted on cab roof providing additional safety for the vehicle (FPC8137 & FPC7577)
24	The expansion units/modules add additional in & outputs for programming more functionality (FPC5956)		
25	Two different execution available, beam or skirts (FPC6561)		

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