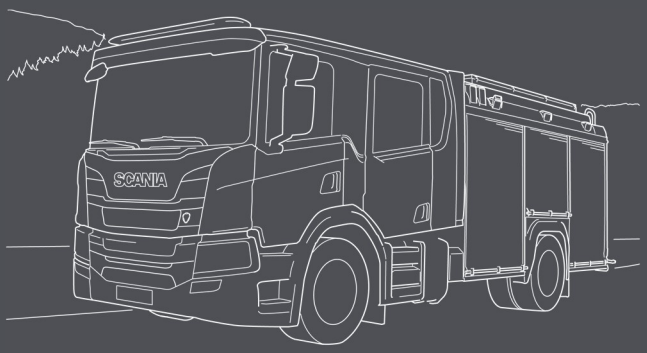
SCANIA

FIRE ENGINE

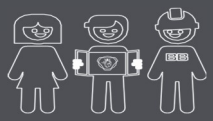
BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.

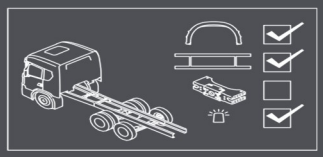


BUILDING PROCESS

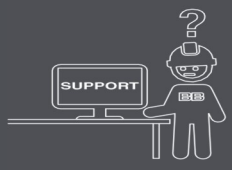
”Together we can make the best trucks in the world”



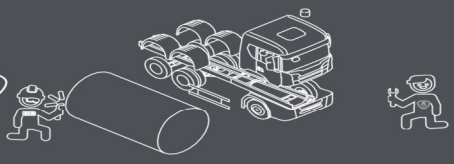
The bodybuilding process is a shared process. By involving all stakeholders from the beginning, we secure quality, reduce lead time and eliminate waste.



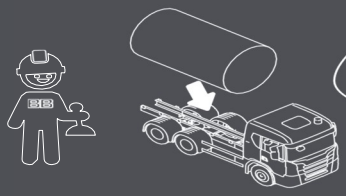
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



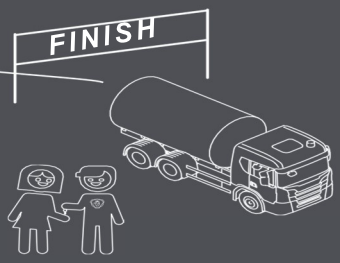
Whenever information is required, Scania truck bodybuilder portal has everything you need.



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



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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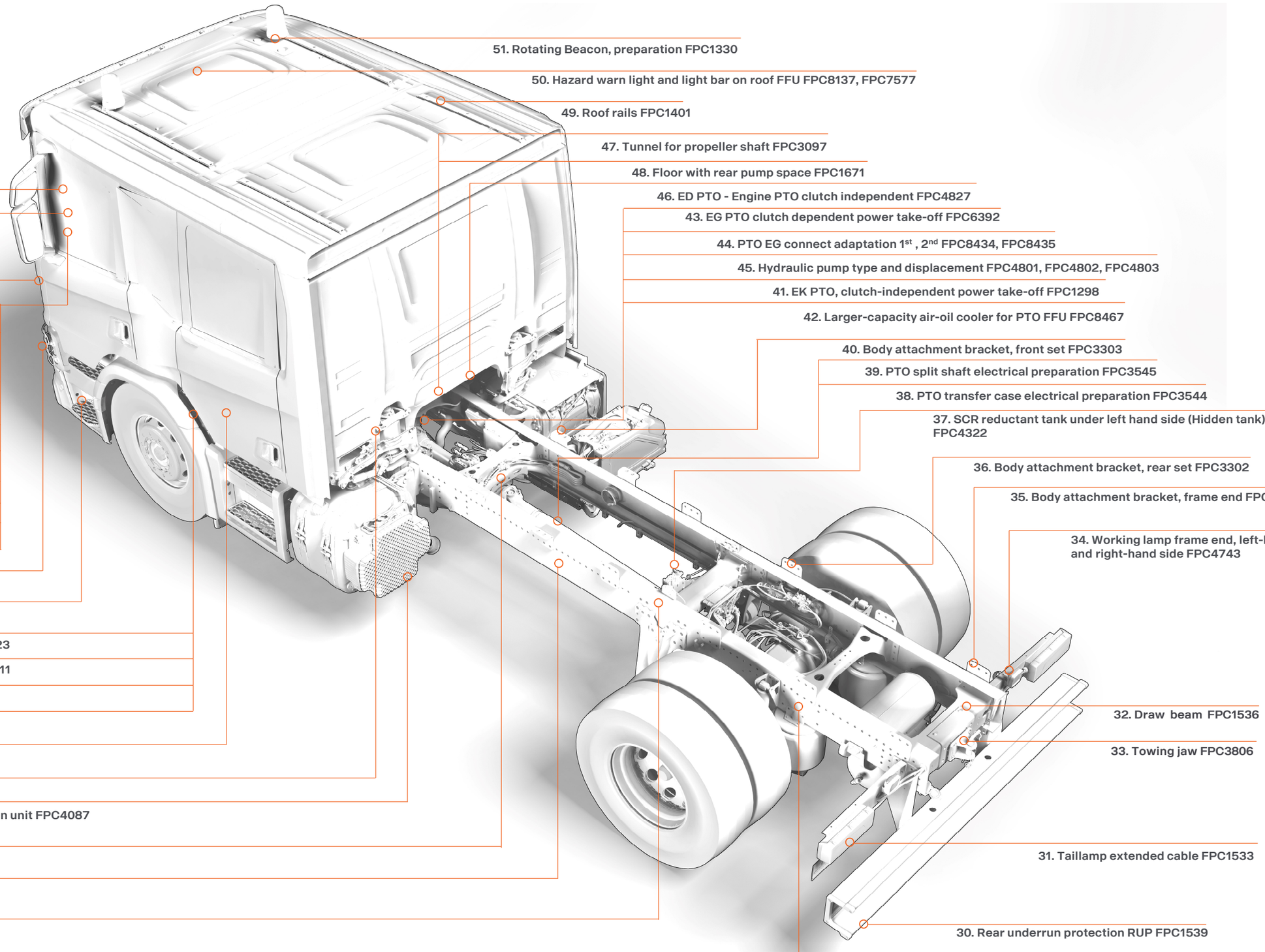
Truck specification

Chassis: P 420 B4x2NA

Cab: CP28L



1. Cable harnesses in cab roof FPC3024
2. Remote controlled engine start FPC3313
3. Automatic engine shutdown FPC6221
4. Bodybuilder tube across IP*
5. Preparation for high-level headlamps FPC1854
6. Instrument panel extension, switch FPC4901
7. Bodywork information in the instrument cluster FPC3888
8. BCI Bodywork communication interface FPC5837
9. Speed limiter for bodywork FPC3821
10. Alarm bodybuilder, preparation FPC3661
11. Camera system FFU FPC3832
12. Area view FFU - 360° digital FPC9026
13. Cable harness for switches IP FPC3314
14. CAN switches FPC6793
15. Reserved button spaces for extra switches FPC7128
16. Programmable switches FPC7682
17. Headlamp guard FPC2021
18. Working lamp in cab boarding step FPC8989
19. 3x7 poles bodybuilder cables (in cab storage RHS) FPC3023
20. 3x7- pin pre-routed cable harness for bodybuilders FPC2411
21. Up to four BCI expansion control module FPC5956
22. Bodybuilder electrical supply, 250A max*
23. Three internal cable harnesses with cut cable ends*
24. High power electric socket FFU, FPC8414
25. Fuel tank with D-shaped cross section and fuel optimization unit FPC4087
26. Air supply inside frame*
27. Body work holes in frame, pre punched top row FPC7432
28. Side marker lamps FPC313
29. Rear overhang in 10mm steps FPC1537
30. Rear underrun protection RUP FPC1539
31. Taillamp extended cable FPC1533
32. Draw beam FPC1536
33. Towing jaw FPC3806
34. Working lamp frame end, left-hand and right-hand side FPC4743
35. Body attachment bracket, frame end FPC3412
36. Body attachment bracket, rear set FPC3302
37. SCR reductant tank under left hand side (Hidden tank) FPC4322
38. PTO transfer case electrical preparation FPC3544
39. PTO split shaft electrical preparation FPC3545
40. Body attachment bracket, front set FPC3303
42. Larger-capacity air-oil cooler for PTO FFU FPC8467
41. EK PTO, clutch-independent power take-off FPC1298
45. Hydraulic pump type and displacement FPC4801, FPC4802, FPC4803
44. PTO EG connect adaptation 1st , 2nd FPC8434, FPC8435
43. EG PTO clutch dependent power take-off FPC6392
46. ED PTO - Engine PTO clutch independent FPC4827
48. Floor with rear pump space FPC1671
47. Tunnel for propeller shaft FPC3097
49. Roof rails FPC1401
50. Hazard warn light and light bar on roof FFU FPC8137, FPC7577
51. Rotating Beacon, preparation FPC1330

*Always on truck

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)
2	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)
3	The engine is switched off automatically after a certain period of running at idling speed (FPC6221)
4	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder
5	Preparation for additional headlamps comprises harness-to-harness connectors behind the front grille panel for high headlamp position (FPC1854)
6	An extra panel with space for extra switch attached to the instrument panel (FPC4901)
7	There are many options for the bodywork to provide the driver with information, 8 lamps, sound and display messages in the instrument cluster (FPC3888)
8	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)
9	The vehicle can have two additional speed limits that are programmed into the BCI control unit (FPC3821)
10	A cable is routed from chassis alarm system to bodywork. In this way the alarm system can also monitor the vehicle's cargo area (FPC3661)
11	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)
12	A system with area view, 360-degree system for visibility around the vehicle (FPC9026)
13	Extra harness for additional switches (FPC3314)
14	Spaces in the instrument panel are reserved for extra switches that are programmed in the BCI control unit (FPC6793)
15	Space for extra switches can be reserved for custom adapted functions, the physical connection between switches and bodywork console must be performed separately (FPC7128)
16	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)
17	The headlamp is protected by a steel grille (FPC2021)
18	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)
19	Three 7-pin extension cable for connecting equipment on the frame in three different lengths; 2m, 8m or 12m (FPC3023)
20	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)
21	The expansion units/modules add additional in & outputs for programming more functionality (FPC5956)
22	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle
23	Vehicles with crew cabs are factory-fitted with three internal cable harnesses with cut cable ends intended for bodywork functions. The cable harnesses facilitate electrical connection between the front section of the cab and the cab floor and ceiling in the rear section
24	The electrical socket allows a semi-trailer to be connected for battery charging or use of tail lift (FPC8414)
25	New D-shaped fuel tank range provides increased fuel capacity, reduced weight, improved robustness and easier serviceability. A Fuel optimization unit (FOU) is attached to the new D-shaped fuel tank to ensure that as much fuel as possible can be utilized from the tank (FPC4087)
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
27	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)
28	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)
29	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)
30	Rear underrun protection available in 3 different styles/executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
31	The cables to the rear lights can be specified in standard length or extended by 600 mm or 1200 mm (FPC1533)
32	Scania draw beams have hole layouts that allow a draw beam, under-run protection and body adaptation brackets to be mounted in a wide variety of positions (FPC1536)
33	The towing jaw can be used for temporary towing at a maximum speed of 30 km/h, Maximum pulling power is 50 tones (FPC3806)
34	Work lights aimed backwards on the left and right-hand sides below the cab. Controlled with a switch on the door panel (FPC4743)
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)
36	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)
37	A type of chassis integrated SCR tank can be selected. The tank is located between the longitudinal frame members and has a filler pipe protruding on the left-hand side in order to facilitate filling. This solution provide more space on the outside of the frame (FPC4322)
38	Electric preparation for connection of PTO for the transfer gearbox. The necessary parameters are preprogrammed into the control unit and that the wiring is pre-routed in the frame and instrument panel (FPC3544)
39	The electric preparation includes routed wiring for activation of a split shaft PTO as well as bodywork communication interface (BCI) (FPC3545)
40	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)
41	Flywheel mounted PTO at "12 o'clock". This PTO can be used as long as the engine is running, irrespective of whether the vehicle is stationary or moving (FPC1298)
42	Auxiliary oil cooler that reduces the oil temperature in the gearbox. it is needed if the continuous power output from the PTO exceeds limited value (FPC8467)
43	Gearbox mounted PTO are clutch dependent These PTO can only be used when the clutch pedal is released (FPC6392)
44	Selection of output flanges for PTO. If a double output PTO is specified, different flange types can be chosen for lower and upper connection (FPC8434, 8435)
45	Hydraulic pump type and volume can be selected to fit different needs/applications (FPC4801, 4802, 4803)
46	Engine mounted PTO located at the rear end of the engine (FPC4827)
47	Tunnel in the center of the crew cabs from the vehicle's PTO to the pump area (FPC3097)
48	This option provides more space in the rear of the cab to facilitate fitting of the pump (FPC1671)
49	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
50	Installation of two LED-lamps, rotating beacon or hazard warning light bar mounted on cab roof providing additional safety for the vehicle (FPC8137, 7577)
51	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)

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