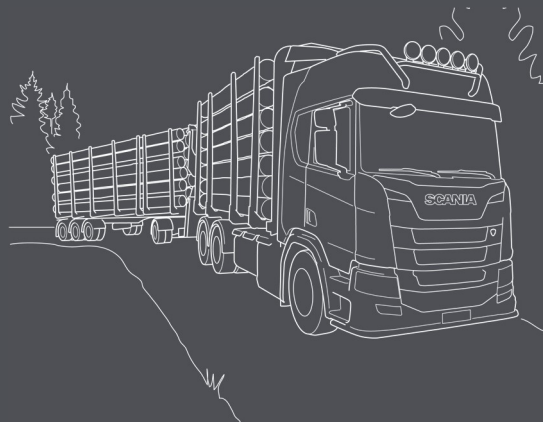


TIMBER TRANSPORT

BODYBUILDING MADE EASIER!

Tailormade for your application with best preparations available.



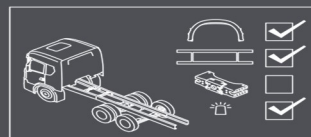
BUILDING PROCESS

"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

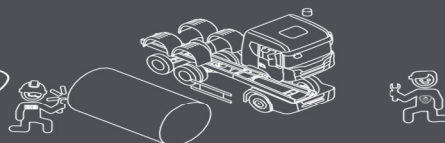
The early stage is very important. Here we make sure the chassis is equipped with the right preparations and has an optimized bodywork interface.



3

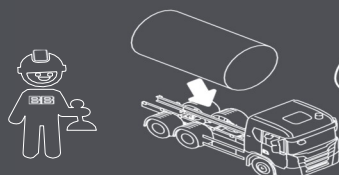
Whenever information is required, Scania truck bodybuilder portal has everything you need.

4



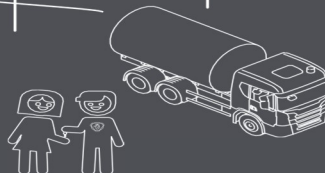
With good planning the chassis and bodywork can be produced in parallel to shorten lead time in the build process.

5



When the chassis arrives at the bodybuilder, fitting the bodywork is just plug and play.

FINISH



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

SE 151 87 Södertälje, Sweden

Telephone +46 8 553 810 00

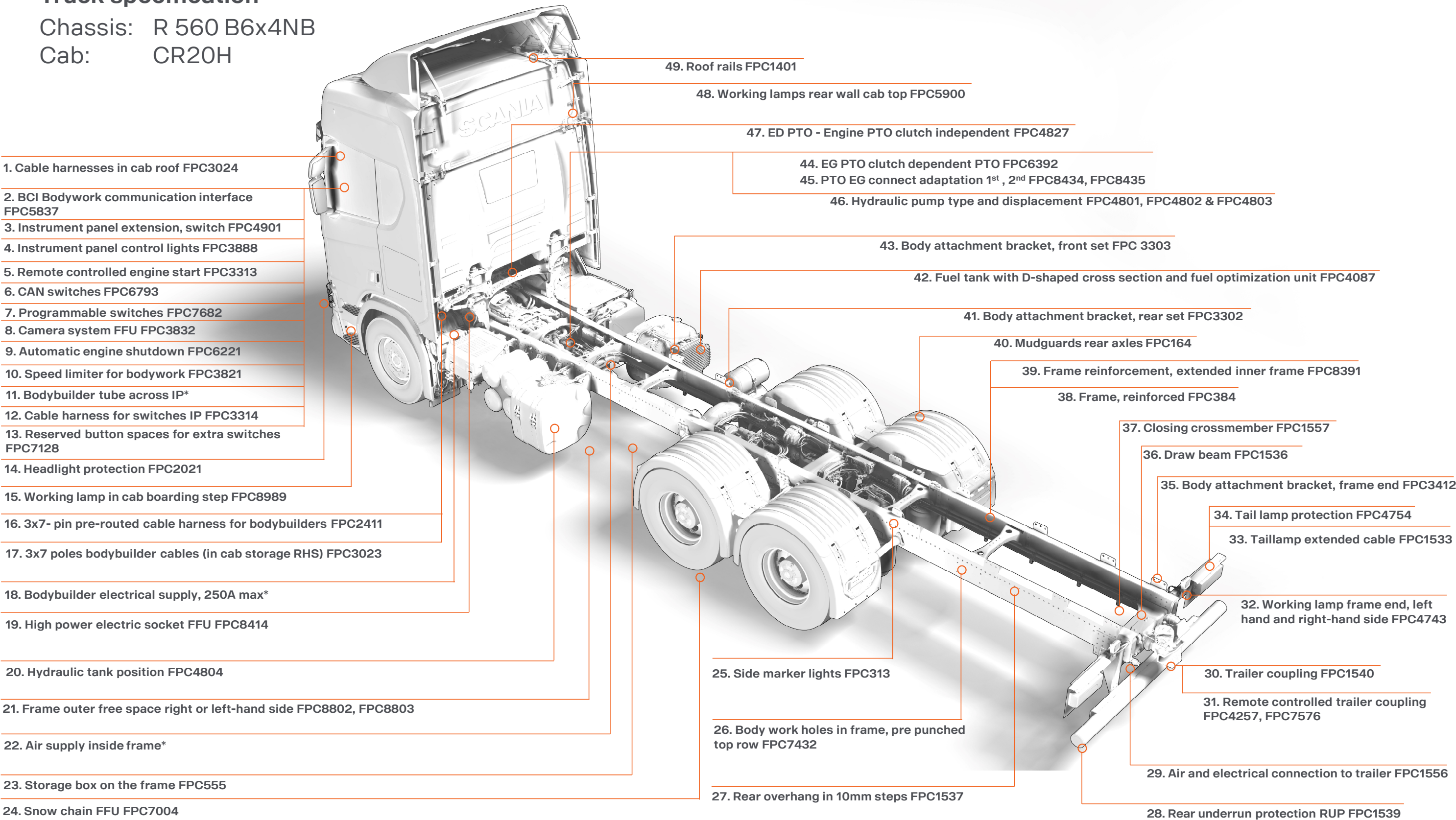
mail@scania.com

www.scania.com

www.truckbodybuilder.scania.com

Truck specification

Chassis: R 560 B6x4NB
Cab: CR20H



*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)	27	Scania can deliver a perfect adapted overhang to every bodywork within 10 mm steps (FPC1537)
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)	28	Rear underrun protection available in 3 different styles/executions, that meets UN ECE R58 with the supplement 03 (FPC1539)
3	An extra panel with space for extra switch attached to the instrument panel (FPC4901)	29	Trailer connections can be specified in Continental or Nordic versions (FPC1556)
4	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	A towing unit (coupling) is required in order to tow a trailer after the truck. It is fitted in the truck's draw beam (FPC1540)
5	Preparation for engine start via bodywork communication interface (BCI) (FPC3313)	31	Remote control of trailer coupling using air servo which is fitted at the rear section of vehicle (FPC4257 & FPC7576)
6	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)
7	Programmable switches makes it possible to program different switches via Scania bodywork interface configuration tool (BICT) (FPC7682)	33	The cables to the rear lights can be specified in standard length or extended by 600 mm or 1200 mm (FPC1533)
8	Scania can offer many different options from factory for front and rear-view cameras to suit a variety of applications (FPC3832)	34	The robust rear light protection is suitable for trucks operating in tough conditions (FPC4754)
9	The engine is switched off automatically after a certain period of running at idling speed (FPC6221)	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)
10	The vehicle can have two additional speed limits that are programmed into the BCI control unit (FPC3821)	36	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)
11	All trucks are supplied with an empty tube inside the instrument panel, dedicated for the bodybuilder	37	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)
12	Extra harness for additional switches (FPC3314)	38	The rear section of the frame is reinforced to enable it to carry a rear-mounted crane (FPC384)
13	Space for extra switches can be reserved for custom adapted functions, the physical connection between switches and bodywork console must be performed separately (FPC7128)	39	Extended inner frame reinforcement towards the rear end of the frame is to increase torsional rigidity and section modulus for the rear overhang (FPC8391)
14	The headlamp is protected by a steel grille (FPC2021)	40	Mudguards made of hard plastic designed for the rear axle/axles (FPC164)
15	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)	41	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)
16	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)	42	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)
17	Three 7-pin extension cable for connecting equipment on the frame in three different lengths; 2m, 8m or 12m (FPC3023)	43	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)
18	All trucks are supplied with a dedicated electrical output, located behind the mudguard of the 1st front axle	44	Gearbox mounted PTO are clutch dependent. These PTO can only be used when the clutch pedal is released (FPC6392)
19	The electrical socket allows a semi-trailer to be connected for battery charging or use of tail lift (FPC8414)	45	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)
20	Hydraulic tank from factory in addition determining which side the hydraulic tank should be located in relation to driving direction as well as front or rear of chassis frame (FPC4804)	46	Hydraulic pump type and volume can be selected to fit different needs/applications (FPC4801, 4802, 4803)
21	Possibility to specify different types of free space on the chassis frame (right- or left-hand side). This will facilitate the bodybuilding and enable the possibility to manage the weight distribution (FPC8802, FPC8803)	47	Engine mounted PTO located at the rear end of the engine (FPC4827)
22	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	48	The work light consists of two LED headlamps fitted on the left and right-hand sides of the rear cab wall (FPC5900)
23	Available in three different length FPC555	49	The roof rails are in aluminum which simplifies the fitting of an air deflector, roof rack and other extra equipment (FPC1401)
24	Snow chains are secured over the tires and prevent the wheels slipping on snow and ice (FPC7004)		
25	Increase road safety by making it easier for other road users to notice the vehicle, available in fix or temporarily fitted (FPC313)		
26	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)		

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