



Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

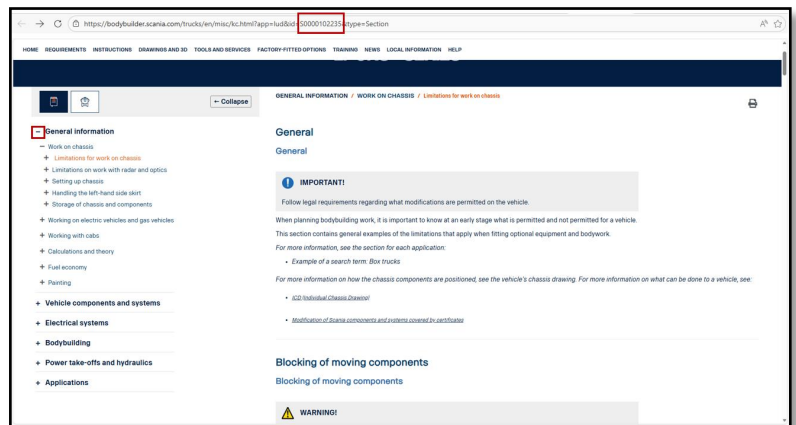
For Scania contact in bodybuilding issues, see:

<https://bodybuilder.scania.com/trucks/en/help/market-contacts.html>

TRUCK BODYBUILDER PORTAL – FASTER AND MORE INTUITIVE NAVIGATION

Scania Truck Bodybuilder Portal is updated with new menu which makes it easier and faster to find and move between instructions.

When a search result is selected, the menu now opens automatically and highlights the active instruction. This immediately shows where the instruction belongs in the structure, without extra clicks.



Each chapter in the menu now has a

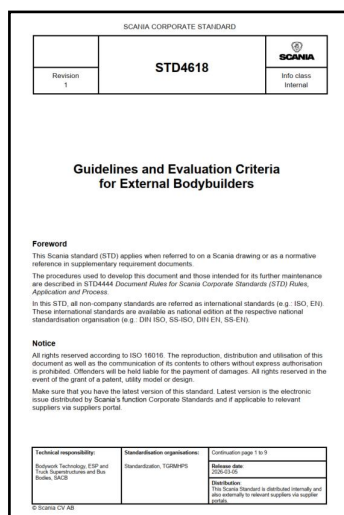
dynamic URL based on its S-number. The URL updates when switching chapters, giving every instruction a stable, shareable link that opens directly to the correct content.

The **plus** button makes it possible to quickly close or reopen multiple menu sections at once, which is especially helpful when working with larger structures.

Switching language no longer resets the menu or sends users back to the start. The same instruction remains open and is shown directly in the selected language, making it easier to read or compare information across languages.

The new menu reduces the number of steps needed to navigate. Chapters can be switched with one click, language changes no longer interrupt reading, and updated URLs allow direct access to any instruction.

STD4618 – GUIDELINES AND EVALUATION CRITERIA FOR EXTERNAL BODYBUILDERS



STD4618 has now been added to the Scania Truck Bodybuilder Portal. The standard describes Scania's requirements and evaluation criteria for external bodybuilders working on Scania chassis, covering technical requirements, quality, logistics, commercial setup, and compliance. The purpose of the standard is to provide a common way to assess bodybuilders, support the selection of the right partners, and drive continuous improvement in cooperation and bodywork quality.

Link to standards: <https://bodybuilder.scania.com/trucks/en/laws-and-regulations/standards.html>



HIGH OUTPUT ELECTRICAL SOCKETS FOR TRAILERS

Two new variant codes are now available for high-capacity trailer electrical connections, enabling reliable power supply to trailer batteries and high-demand equipment:

- **FPC8414G** – Clang 3-pole connector with extension cable
- **FPC8414H** – Clang 3-pole + REMA round 2-pole connector with extension cable

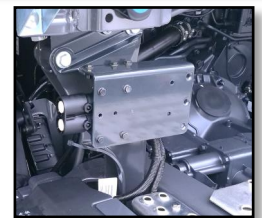
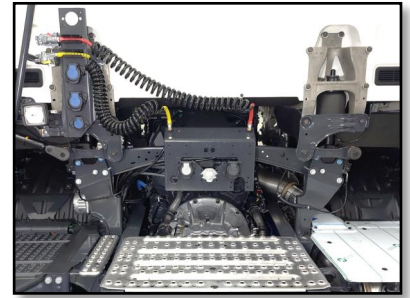
FPC8414G: This variant includes a 3-pole connector mounted behind the cab and a 3-meter spiral cable for connecting a semi-trailer. It is designed for charging the trailer battery while driving.

- Rated: 25A (600W)
- Active only when engine is running (prevents starter battery drain)
- Protected by Mega fuse in bodybuilder electrical center
- Not intended for tail lift use

FPC8414H: In addition to the 3-pole driving solution (same functionality as FPC8414G), this variant includes a REMA 2-pole connector for high-power use when stationary.

- 3-pole (driving): 25A (600W), battery charging during operation
- REMA 2-pole (stationary): up to 150A (3000W), suitable for equipment such as tail lifts
- REMA connector located on rear cab left side
- 2.5-meter non-spiral extension cable included

Both variants are delivered with cables stored either in storage box or inside the cab.



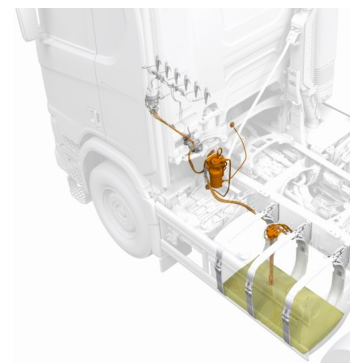
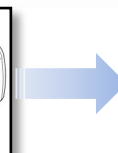
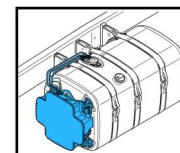
Fuel Filter Chassis-Mounted – Relocation Kit

As stated in the July 2025 newsletter, the chassis-mounted fuel filter (FPC1964J), also known as the Basic Fuel Treatment Unit (BFTU), is available for rigid trucks with Super driveline. Customers can choose between BFTU and the Fuel Optimization Unit (FOU, FPC8385A).

Since the BFTU installation position varies depending on cab length, space conflicts with body installations may occur. To address this, variant **FPC11520A – Fuel Filter Relocation Kit** was introduced. This kit allows bodybuilders to reposition the BFTU when necessary. It includes fuel pipes and electrical extension cables, delivered in a plastic bag and stored in an external cab compartment.

Key considerations

- Relocation must follow the bodybuilder manual “*Working with the Fuel System*”
- Requirements include limits on hose lengths, approved mounting positions, and mandatory relocation for certain frame configurations or duty cycles
- **Important: Scania certification applies only to the original installation. Relocation requires local UNECE R34 recertification**



Link to the bodybuilder manual: [Vehicle components and systems/Fuel system/Working with the fuel system](#)

Link to the Newsletter July 2025: https://bodybuilder.scania.com/content/dam/bodybuilder/tbb-files/newsletter/BBC_Newsletter_July_2025.pdf