



<https://truckbodybuilder.scania.com> (log in for access)

February 29, 2024

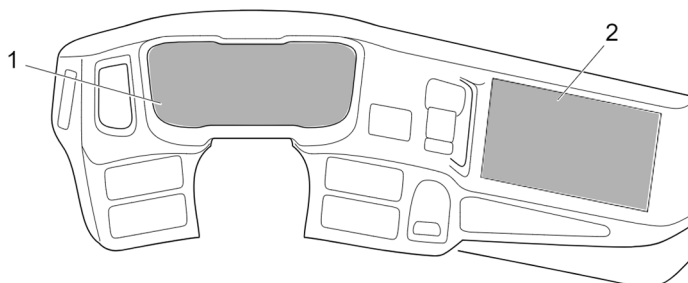
Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

For Scania contact in bodybuilding issues, see:

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

DOCUMENTS FOR DIGITAL DRIVER INTERFACE

Documents for work on Digital Driver Interface are available on truck bodybuilder portal. The documents describe possibilities for bodybuilder status indications as lamp indication, display messages and acoustic indication. For vehicles fitted with BCI functionality the functions for acoustic or light indication and display messages are selected by using BICT.



For more information regarding bodybuilder status indications, see

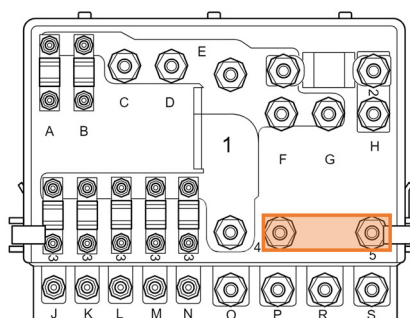
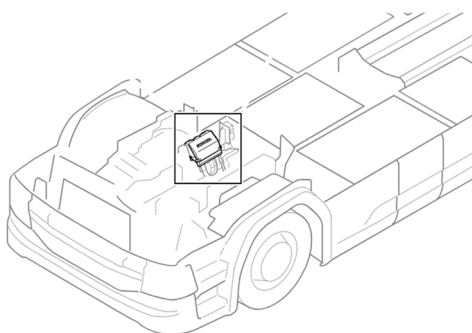
<https://bodybuilder.scania.com/trucks/en/misc/kc.html/?app=docnav&id=S0000108788&type=section>

For information regarding switches, see

<https://bodybuilder.scania.com/trucks/sv/misc/kc.html/?app=docnav&id=S0000109827&type=section>

NEW LOCATION FOR CHASSIS ELECTRIC UNIT, P11 ON REGIONAL BEV

A new location and design of the chassis central electric unit, P11, has been introduced for the new Regional BEV in production since November 2023. Fuse position is marked with colour in the picture below. The P11-S connection is available for bodybuilders. More information about fuse rating and connecting interface will be published in bodybuilder portal document 'Work on chassis central electric unit P11'

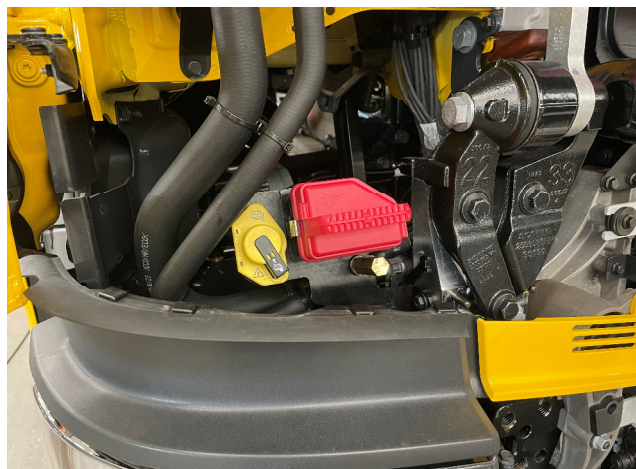




REGIONAL BATTERY ELECTRIC VEHICLES

Information is available on truck bodybuilder portal for Regional BEV's. On ICS (Individual Chassis Specification) you can differentiate between Urban BEV and Regional BEV by looking at the number of frame bends that are indicated. The Urban BEV use 1 frame bend while the Regional BEV use 2 frame bends.

In general the same procedures and requirements are valid for any BEV from Scania but there are some differences between Urban and Regional BEV vehicles.



The main differences that may influence bodywork are that for the Regional BEV:

- the frame consists of 2 frame bends
- the control switch is located in the front
- the charging interface is located on the left hand side rear of first front axle
- the suspension of propulsion batteries consist of 4 points for the complete battery package
- the EL PTO box is located standing up under the cab rear part
- the way to connect to cooling system is different
- 24V power supply in P11 is different

Information is available in Scania bodybuilder instructions;

<https://bodybuilder.scania.com/trucks/en/instructions/l---p---g---r---s---series.html>.

For general information in connection with bodybuilding on battery electric vehicles, see in section 'General information/Working on electrical and gas vehicles.

For information regarding connecting to the cooling system on battery electric vehicles, see in the section for 'Vehicle components and systems/Cooling system.

For information regarding connecting to EL PTO and measures to be done by bodybuilder, see in the section 'Electrical systems/Function descriptions with connection instructions/Power take-off and then 'Work on electrical power take-off' and 'Measurements on PTO EL when commissioning'



UNECE REGULATION NO 155 AND 156

Together with this BBC Newsletter there is an attachment presented by Scania Type approval team with information regarding type approval for Cyber Security and Software updates. Please see attached presentation.

In any case where the changes by bodybuilder are cyber security relevant the bodybuilder needs to have their own certified CSMS. The bodybuilder needs to discuss with their technical service or type approval authority to get a common interpretation.