



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>

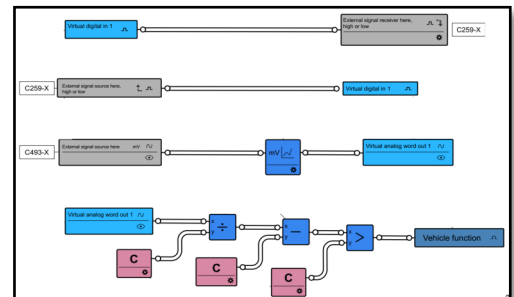
VIRTUAL SIGNALS IN SCANIA COMMUNICATION INTERFACE TO BODYWORK

Virtual signals enable bodywork systems to interact with the BCI (Bodywork Communication Interface) without using the physical input and output signals available in the bodywork console C259 and C493. Virtual signals are included in predefined messages in the BCI External CAN network and are applied in BIC programming using the BICT (Bodywork Configuration Tool).

Virtual Signals In BICT

The virtual signals are found in BICT under Preconfigured Signals for body adaptation. There are the following signal designations:

Virtual input signals	Virtual output signals
Virtual digital in 1-8	Virtual digital out 1-8
Virtual analog byte in 1-4	Virtual analog byte out 1-4
Virtual analog word in 1-3	Virtual analog word out 1-3



Virtual Digital signals can be compared to Physical Digital signals.

The signals “Virtual Digital In” and “Virtual Digital Out” can therefore be used as an alternative to the “Physical Digital Inputs” and “Physical Digital Outputs” available in the bodywork console connector C259. Virtual Analog signals can be compared to the “Physical Analog Input” signals and “Pulse Width Modulated Output” signals available in the bodywork console connectors C259 and C493. The signals “Virtual Analog Byte” and “Virtual Analog Word” can be assigned positive integer values in the external CAN network. Acceptable value range for “Virtual Analog Byte” is 0-250 (bit length: 8) and for “Virtual Analog Word” is 0-64255 (bit length: 16).

Virtual Signals In The External CAN Interface

Please be aware, in order for the vehicle to be able to send or receive CAN signals via the external CAN network, this must be activated with a parameter setting in the SWS for bodybuilders.

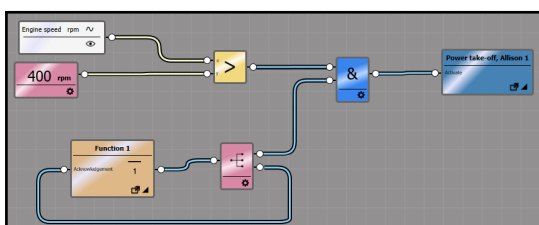
The virtual signals are included in the following messages in the external CAN interface:

Virtual_Input_1 (ID: 0x19FF63FE)	Virtual_Output_1 (ID: 0x19FF65E6)
Virtual_Input_2 (ID: 0x19FF64FE)	Virtual_Output_2 (ID: 0x19FF66E6)

The virtual signal is available for the vehicle specified with Electrical System Generation 7 (SESAMM7 – FPC10149C) with the latest BCI3 software update and BICT version 2.63.4.

[Link to manual: Electrical systems / Bodywork communication interface](#)

EG PTO AUTOMATIC RE-ENGAGEMENT IN AUTOMATIC ALLISON GEARBOX



An issue has been reported with the automatic re-engagement of the EG PTO in Allison automatic gearboxes while using engine remote shutdown followed by engine remote start (FPC3313B). Despite the PTO activation parameter being set to “Automatic Mode” in Scania Workshop Suite (SWS), the PTO does not re-engage automatically after utilizing engine remote start.

This affects chassis equipped with the Allison Automatic Gearbox and Transmission Management System 6 (TMS6 – FPC5731K). An investigation is ongoing from factory. In the meantime, a service solution is recommended involves managing EG PTO activation using an auxiliary switch signal and BICT logic to trigger the PTO request when engine speed exceeds a predefined value (Function 1 CAN pushbutton – In Above Example).

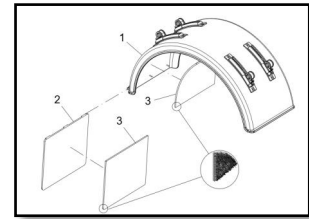
For further information, please contact your local Scania dealer.



NEW SPRAY SUPPRESSION REGULATIONS & CERTIFICATION UPDATE

The spray suppression system minimizes water, dust, and small stones from being thrown up by the tyres. The mats reduce the water mist that occurs when driving on wet roads. Several countries have legal requirements for these systems. A spray suppression system consists of:

- Mudguards (1) – Collect water from tyres
- Splash protection (2) – Flexible component behind wheels
- Spray suppression device (3) – Includes air/water separators or energy absorbers



New Legal Requirements

The updated regulations EU 2021/535 and GB 2022/1273 is introduced for spray suppression systems and will replace current EU regulation (109/2011). As a result, spray suppressor according to regulation

- EU 109/2011, **FPC 5828A** → Replaced by EU 2021/535 **FPC 11617A**

The spray suppressors have a different design depending on which wheel axle they are fitted to, but the same variant code applies to all wheel axles. The new EU regulation will be applied for the chassis producing after 1st of April 2025 which will have new part numbers and new type approval number marked at the spray suppression.

Apart of that, there will be no difference on dimensions, form, shape, material and other produce characteristics

Link to manual: [Vehicle components and systems / Axles and suspension / Mudguard](#)

FIFTH WHEEL WITH THREE SENSORS

Fifth wheels with three sensors can be mounted directly from factory as Special Order. This includes specific models with four plate-mounted and two sliding fifth wheels, all equipped with three sensors.

- Plate-mounted with three sensors: JOST JSK37CZ 185 (FPC459KB), JSK37CW 185 (FPC459KC), JSK37C-Z 150 (FPC459KG), JSK37CW 150 (FPC459KH)
- Sliding with three sensors: JSK36DV WP J 220 (FPC459CZ) and JSK36DV WP J 263 (FPC459LN)

Sensor Functionality

The three sensors detect the positions of **the kingpin, the trailer plate** and **the handle lock**.

These sensors provide real-time feedback on the Driver Display, indicating whether the fifth wheel is locked or unlocked. This ensures a secure coupling process. The sensor system is activated by the Bodywork Control Interface (BCI) while the vehicle speed is at or below **30 km/h**. The sensors transmit signals via the bodywork connector to the BCI inside the cab. The BCI processes these signals using a BICT function (logic diagram) and instructs the Driver Display to show corresponding messages on the dashboard.

Coupling Process

1. When the trailer plate sensor detects contact with the trailer coupling plate, the dashboard displays a red unlocked symbol and warning message.
2. When the kingpin sensor confirms the correct height of end position and the handle lock sensor verifies the locked and secured position, a green locked symbol shows confirmation on the Driver Display.



Indication Behaviour

- When the vehicle speed exceeds 30 km/h, the dashboard indication is deactivated.
- The locked status remains hidden until the trailer is unlocked for release, even if the speed drops to 30 km/h or below.
- If the locking mechanism is reopened or a locking error is detected (e.g., an improperly closed fifth wheel), the dashboard will display an unlocked signal.

This system enhances safety by providing clear locking status indications during coupling and preventing unintended trailer detachment.