



<https://truckbodybuilder.scania.com>

July 5, 2023

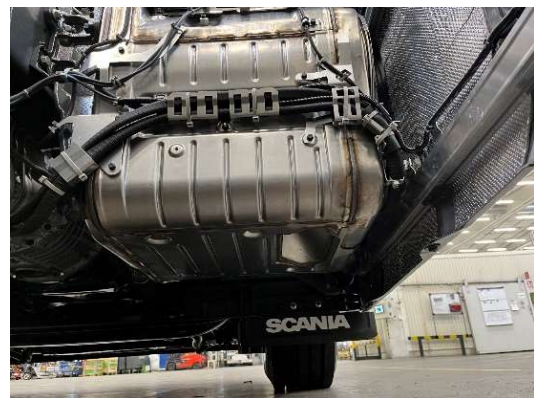
Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

For Scania contact in bodybuilding issues, see:

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

RISK FOR FAILURE

On vehicles with a DC13 engine generation 3 (FPC4079C) and a silencer with the exhaust direction downwards (FPC392S) there is a risk for fire or failure if the exhaust flow are hindered. The airflow around the silencer and the outlet may not be modified and there must not be any components mounted that hinders the exhaust flow out of the silencer. For instance changed side skirts or side covers may jeopardize the air flow. Make sure the air flow is not changed or otherwise there is a risk that parts on and around the silencer, e.g. sensors, hoses, side skirt, mudguard flap and SCR-tank, can be damage by the accumulated heat from the silencer and end up in fault codes or failure on the parts.



REMOTE ENGINE START AND CLUTCH CONTROL WITH ENGAGED PTO



While using remote engine start or shutdown, there is a risk that the clutch may not be fully disengaged or engaged. This can result in a torque peak on the output shaft of gearbox power take-off (PTO) if it remains continuously connected to the bodywork equipment. This information is only applicable to the older gearbox generation (GZ) with the transmission management system 2 (TMS2).

To prevent the occurrence of torque peaks, it is necessary to program the vehicle to automatically disengage the power take-off when the engine is remotely switched off. Additionally, the programming should allow for the automatic engagement of the power take-off a few seconds after the engine is remotely started.

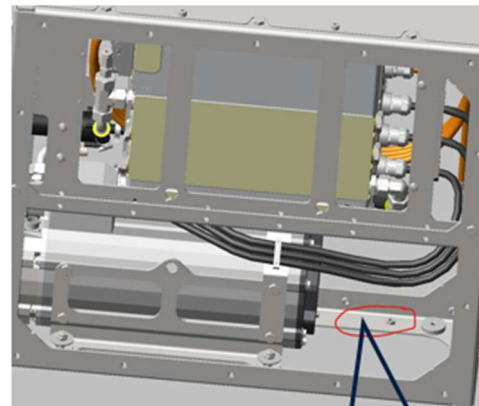
To implement this functionality in Scania BICT programming tool, it is possible to utilize the "Timer with delayed activation" as an operator. This tool will enable the desired timing for disengaging and re-engaging the power take-off.

This precaution is particularly crucial when heavy pumps with a moment of inertia exceeding 1kgm^2 are connected to the power take-off. Applications such as vacuum cleaners and street sweepers fall into this category.



EM5 P1 SOFTWARE UPDATE

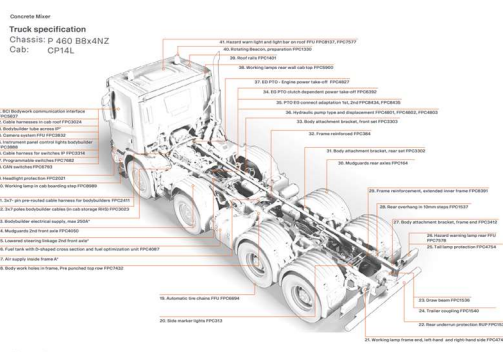
From 16th of June 2023, the EM5 P1 PTO have an updated software version 6.08-v2.0 which replaces 6.08-v1.6. The software version can be seen on the label inside the frame of the EM5P1 PTO unit. Already produced EM5 P1 with software version 6.08-v1.6 can be updated with a service software version and get the new features described below. Contact Scania distributors if such update is needed for already installed units.



This new software introduce following features and will work only with the EM5 P1 BICT templates v2.0 or above:

- a new parameter “E_mach. governor” for e-machine speed control loop that can be used to manage the oscillations induced by hydraulic system.
- temperature feedback signals for e-machine and inverter that can be used for better management of load applied to EM5 P1 together with 2 other signals for power and torque dynamic budget.
- signals codes for EM5 P1 errors and as well for limiting/degrading of EM5 P1 performance. Useful for troubleshooting or visually show to the operator the cause of the performance limitation.
- possibility to turn Off or On via the IQANgo app the 120 ohms CAN bus termination resistor in the EM5 P1. Useful when the Bodybuilder ECU connected in the same external CAN bus cannot turn off or remove its own termination resistor.

UPDATED APPLICATION SHEETS



Scania offers a wide range of preparations that can be ordered to facilitate a smoother bodybuilding process. The main purpose of these preparations is to shorten the building time and ensure the high quality of the final product, while also meeting the specific needs of different applications.

To assist in selecting the appropriate preparations, specification sheets have been provided for the most common applications.

These sheets offer guidance on the preparations that are suitable for specific applications. The application sheets have been recently updated to incorporate the latest changes and introductions for both combustion engines and battery electric vehicles. Updated application sheets can be found under Factory-Fitted Options tab in Scania truck bodybuilder portal.

<https://bodybuilder.scania.com/trucks/sv/factory-fitted-options/designed-for-your-application.html>