



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

July 9, 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:

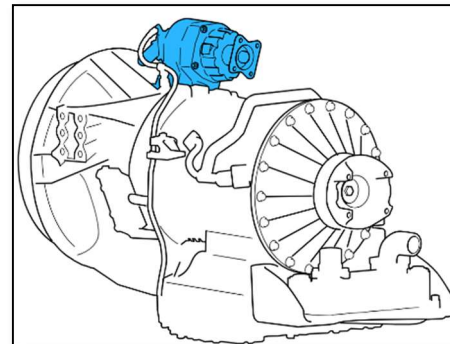
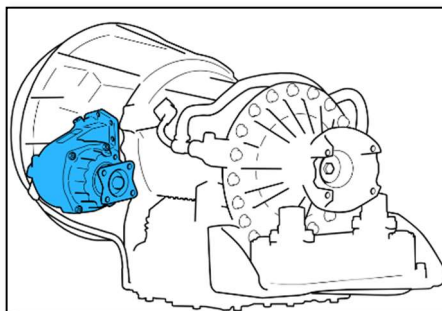
<https://bodybuilder.scania.com/trucks/en/help/market-contacts.html>

ALLISON PTO EG TOP AND LEFT-HAND SIDE UPDATED

New variants for PTO's on Allison automatic gear boxes have been introduced.

The EG Top EA8T MBF1 (FPC 6389AC) and the EG left-hand side EA6S MBF1 (FPC 6391AC) are two variants replacing the EG212F (FPC 6389AB) and EG114F (FPC 6391AB).

The new PTO's are improved with a new sealing solution. Along with the replacement of the variant codes, the new codes are also given names according to the new type designation system for PTO's. All other specifications remain unchanged.



ADVANCED EMERGENCY BRAKING ON/OFF CONTROL VIA BCI



Advanced emergency braking (AEB) on/off control via BCI is introduced. This preparation allows emergency vehicles on call to temporarily disable AEB. The function must be configured with, for example, a button that is connected to AEB and other functionalities or systems that need to be turned off during a call.

This makes it easier for drivers of emergency vehicles to switch off all disturbing functionalities or systems under time pressure. The option is ordered with FPC 11202B.



CYBER SECURITY AND BODYWORK SOFTWARE UPDATE REQUIREMENTS

From July 2024 all new registered vehicle will have to comply with ISO 21434, therefore two certification requirements are put in place for road vehicle which also influence bodywork. Cybersecurity certification R155 regulates the vehicle Cybersecurity requirements at the moment of first registration and Cybersecurity certification R156 regulates the vehicle Cybersecurity requirements for the software updates through the whole lifetime of the vehicle. Such requirements are always regulated by local governments that might add its own local rules and regulations why it is important for any bodybuilder to align with local authorities to understand how cybersecurity is enforced on a specific market.

Bodybuilders that build on Scania chassis needs to understands that many bodybuilder functions are available, even if they are not using it directly.

Since the bodywork is part of a the complete vehicle, it is important to secure that bodybuilders understands which functions are used by the bodywork through the Bodywork Communication Interface or any other gateway in the vehicle, that might be misused to cause damage or personal injuries. Bodybuilders must take actions in the same way as the chassis manufacturers are doing to comply with Cybersecurity requirements.

The way a bodybuilder chose to interact with the vehicle will make the difference between being Cybersecurity relevant or not.

According to R155/R156 the product owner must have in place a maintenance process that will monitor the product against possible breaches and have routines and protocols to be able to keep it Cybersecure.

Below questions can help any company that builds or supply components to bodywork equipment to understand if its equipment is cybersecurity relevant or not.

- Is the bodywork including an Electrical/Electronic (E/E) item, component or system?
- Does the bodywork contribute to the UNECE R155 type approval-relevant properties of the vehicle? (safety, operational, data security)?
- Does the bodywork use/request vehicle functions from own E/E architecture?
- Does the bodywork implement vehicle functions based on networking?
- Is the bodywork a component that contains a communication interface that can be used to communicate with entities outside of the vehicle network?
- Does the bodywork implement functions which require collection or processing of user-related data?

If the answer is yes on any of the above questions cybersecurity is relevant for the bodywork, and has to go through a CSMS analysis that shall help identify and break down the attack paths, evaluate the threats and categorize it by risks levels. By changing the way bodywork interact with the chassis it might be possible to avoid bodywork influence on cybersecurity.

In the Truck Bodybuilder homepage we have published a short description about Cybersecurity demands that bodybuilder must consider when building on a Scania vehicle.

<https://bodybuilder.scania.com/trucks/en/news.html>

Several Bodybuilder newsletters and attached documents is available on the Bodybuilder portal with relevant information.

https://bodybuilder.scania.com/content/dam/bodybuilder/tbb-files/newsletter/BBC_Newsletter_March_2024.pdf

https://bodybuilder.scania.com/content/dam/bodybuilder/tbb-files/newsletter/MAR_2024_APP.pdf
