

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>

NEW PROPULSION BATTERY LONGITUDINAL POSITION

A new option is introduced for battery electric vehicles to improve chassis flexibility for bodybuilders. The option allows the frame-mounted propulsion batteries to be positioned **600 mm further rearward** compared with the normal position.

Customers can now choose between the normal battery position, **FPC11330A**, and the new rearward position, **FPC11330B**.

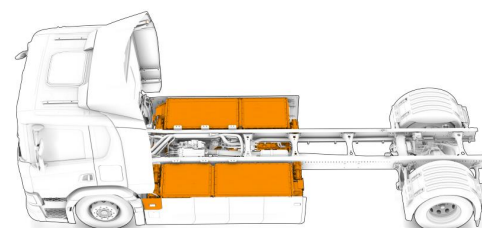
When the rearward position is selected, the propulsion batteries, propulsion unit and the complete battery structure are moved rearward by **600 mm** as one assembly.

This increases flexibility when planning body installations and chassis adaptations, such as support leg installation, by giving bodybuilders more freedom in the vehicle layout.

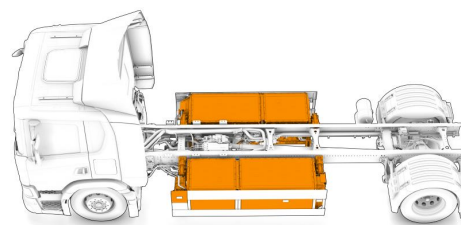
The new option is available in production from **November 2026**.

The bodybuilder manual will be published in late **August 2026**

Link to Bodybuilder Manual: [General information](#) / [Working on electric vehicles and gas vehicles](#) / [Working on battery electric vehicles](#)



FPC11330A Battery Position Normal



**FPC11330B Battery Position
Rearwards 600 mm**

EC PTO SPEED DEPENDS ON THE CONTROL SIGNAL AND PTO GEAR RATIO

The maximum available EC PTO speed depends on the selected control signal and the gear ratio of the PTO variant.

When using **PTO shaft speed control**, for example via the CAN signal **BodyworkEngineRequest3** with CAN ID **18FF59FE**, the bodybuilder requests the desired PTO shaft speed directly. In this case, the bodybuilder does not need to calculate the required speed based on the PTO gear ratio. With this control method, the PTO shaft speed range is **0–3000 rpm**. Refer to the table below for the applicable variants.

When using an **Engine Speed Control Signal**, the PTO shaft speed is not controlled directly. Instead, the bodybuilder must calculate the resulting PTO shaft speed by multiplying the electric machine speed by the applicable PTO gear ratio. For this control method, the electric machine speed range is **0–3000 rpm before the PTO gear ratio is applied**.

In summary, EC PTO speed can reach a higher value when using PTO shaft speed control.

With an Engine Speed Control Signal, the available electric machine speed range is limited to **0–3000 rpm**, which

results in a lower maximum PTO speed depending on the PTO gear ratio.

PTO variant	Gear ratio	PTO speed range	
		PTO shaft speed control	Engine speed control signal
EC10RS DBW	1:1	0–3000 rpm	0–3000 rpm
EC15RS DAWB / DAWT	1:0.658	0–3000 rpm	0–1974 rpm
EC15RDW DAWW	1:0.658	0–3000 rpm	0–1974 rpm
EC20RS DAWB / DAWT	1:0.525	0–2625 rpm	0–1575 rpm
EC20RDW DAWW	1:0.525	0–2625 rpm	0–1575 rpm

Link to the Bodybuilder Manual: [Electrical systems](#) / [Power take-off](#) / [Gearbox power take-off activation on vehicles with an electric powertrain](#)



TRAILER COUPLING INDICATION – COMPLIANCE WITH UNECE R55

Remote indication for coupling devices, such as trailer couplings, must comply with UNECE Regulation No.55, Annex 5, *Devices for remote indication and/or remote control*. This requirement applies when the coupling status is shown remotely to the driver.

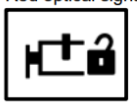
DIM
Green optical signal indicating a closed and double locked position of the trailer coupling:



The green signal for closed and locked trailer coupling turns off when the vehicle speed exceeds 30 km/h. It is reactivated again when coupling is opened and closed or if vehicle ignition turned off and on.

The coupling status indicator located on the trailer coupling lights green when the coupling is locked. This light turns off after 60s.

Red optical signal indicating an open position of the trailer coupling:



The red signal for open and unlocked trailer coupling turns off when trailer coupling locks again.

The coupling status indicator located on the trailer coupling lights red when coupling is unlocked.

To ensure continued compliance with Scania's R55 certificate, bodybuilders must follow the certified solution and the applicable Scania bodybuilder instructions when installing or connecting trailer coupling indication. The following is stated in Scania's R55 certificate.

Trailer coupling indication must not be implemented in a way that allows the certified indication behaviour to be changed or removed after delivery. The indication function must remain aligned with the certified vehicle configuration. From production period **January 2027**, a factory-fitted solution will be available. The solution includes mounting of the power actuator on the trailer coupling, a valve box on the chassis side, and installation of the required cable harnesses. It also includes optical indications in the Driver Display for both the locked and unlocked state of the trailer coupling. These indications will not occupy any of the 8 bodybuilder telltale positions in Driver Display.

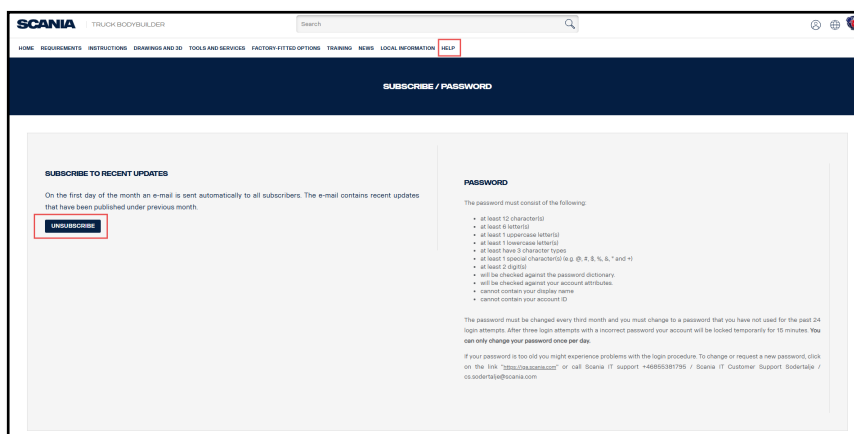
Link to Truck Certificates: <https://bodybuilder.scania.com/trucks/en/laws-and-regulations/truck-certificates.html>

Link to the Bodybuilder Manual: [Electrical systems / Function descriptions with connection instructions / Driver's information / Indications in Scania's digital driver environment \(DIM\)](#)

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This will ensure that you receive all future email notifications and updates from August onwards. Please contact your local Scania dealer if you do not receive the subscription updates.

Link to the Page: <https://bodybuilder.scania.com/trucks/en/help/personal-details.html>