Newsletter From Scania Bodybuilding Centre

https://truckbodybuilder.scania.com March 13, 2025

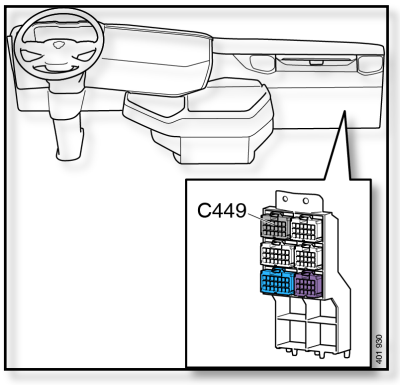
Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

For Scania contact in bodybuilding issues, see:

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

AUTOMATIC ALLISON GEARBOX CONTROL UNIT – VOCATIONAL PACKAGE

When ordering a vehicle with Allison automatic gearbox, ensure that the correct vocational package is specified. Aftermarket conversions to change the vocational package are **Extremely Difficult**, especially with Electric System Generation 7 (SESAMM7 – FPC10149C), as the Transmission Control Module (TCM) must be programmed at the factory with the updated vocational package.



Chassis equipped with Allison automatic gearboxes include an Allison Vocational Package. The specific vocational package used depends on the application and operation, selecting each specific vocational package will affect the functions assigned to various pins in the harness-to-harness connector C449.

Allison vocational package shall be ordered by selecting Automatic Gearbox Control Unit (FPC2365) which can be Emergency vehicle with vocational package number 123, Refuse or general vehicle with vocational package number 177 as a normal order options. In addition, it is important to note that to enable automatic engagement of direct gear (4th gear) for certain user needs—such as when a split-shaft PTO is engaged—the vehicle must be specified with vocational package number 135 (FPC4922M) – Pump Mode Program, which is available as a Special Order.

Link to Manual: Electrical systems / Connections and cable harnesses / Harness-to-harness connector C449 – Functions for automatic gearbox and trailer connection

HYDRAULIC EQUIPMENT INSTALLATION: ESSENTIAL SAFETY GUIDELINES

Proper handling of hydraulic equipment, including hydraulic hoses, pipes, and necessary electrical cables, is crucial to avoid issues such as chafing of hydraulic hoses, which can result in leakage and pose a fire risk, especially when hydraulic equipment is installed in warm area behind the cab. Scania's guidelines emphasize proper routing, securing, and maintaining adequate distance from heat sources to prevent damage and potential hazards.

Hoses and cables must be clamped securely but flexibly to withstand vehicle movement and vibrations. Improper clamping or excessive bending can cause wear, leading to leaks or failures. To minimize fire risks, it is essential to ensure that any potential leaks must not spray onto hot surfaces, such as exhaust systems or turbochargers, where they could ignite.

In high-temperature areas, hydraulic hoses must be selected based on their ability to withstand the heat they are exposed to. Where possible, hydraulic pipes should be used instead of hoses, as they offer greater durability and resistance to heat and wear. Additionally, safety clearances and heat protection may be required to protect critical components from excessive temperatures.

Link To The Bodybuilder Manuals:

- Power take-offs and hydraulics / Hydraulic equipment / Power take-off driven hydraulic systems/
- Safety / Risk of fire, damage and injury from hot components

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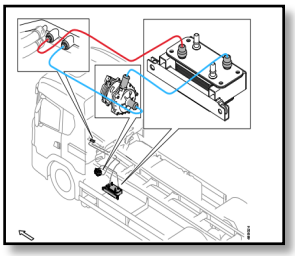
COOLING FOR EXTERNAL UNIT IN BATTERY ELECTRIC VEHICLE

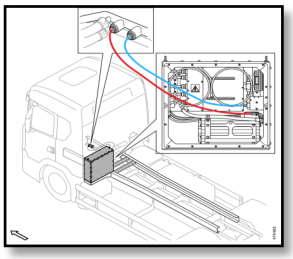
To prevent contamination of the chassis cooling system, new requirements apply to external cooling connections.

Connecting external units to the chassis cooling inlet/outlet **must always be performed by a Scania dealer.** If a bodybuilder requires cooling for their own components, they must use a heat exchanger. The heat exchanger **must also be installed by a Scania dealer.** *(Illustration A)*



(Illustration A)

Scania Electromechanical PTO, EM5 P1 can be connected directly to the chassis cooling inlet/outlet without a heat exchanger. **This installation must also be carried out by a Scania dealer.** *(Illustration B)*



(Illustration B)

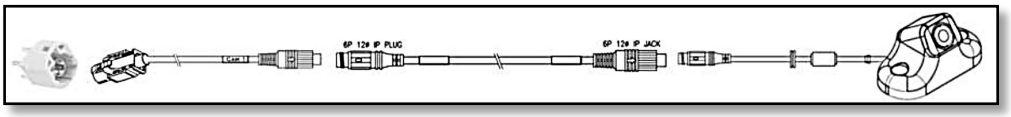
The relevant Bodybuilder manuals for *''Coolant Outlet for External Heating''* will be updated accordingly.

Link to the bodybuilder manuals:

- Vehicle components and systems / Cooling system / Coolant outlet for external cooling
- Power take-offs and hydraulics / Power take-off / Electromechanical power take-off EM5 P1

NEW CAMERA OPTION IN INTEGRATED DISPLAY SYSTEM

A new preparation for an analogue HD camera in the rear of Rigid chassis is introduced. The new option, with ordering code FPC11104AA, includes a 20-meter ADR-approved extension cable, an adapter cable, and a camera with a 118° viewing angle. This AHD camera is an additional unit to the existing Vulnerable Road User Detection (VRUD) camera FPC9631A. The bodybuilder or customer is responsible for mounting the camera in the preferred position for their application.



The installation is carried out by connecting an adapter cable to Port K in the Digital Driver Interaction Unit (DDU). The cable is connected to the adapter cable and routed from the Bodywork Communication Interface BCI in the passenger-side floor and continuing to the left side of the rear frame.
The DDU is pre-programmed for the additional camera, allowing it to be displayed in the Central Information Display (CID) and activated via a digital button in the CID.

Upon delivery, the camera is supplied in the cab, and the connector is located at the rear end of the left chassis frame. If the 20-meter frame cable is not sufficient, ADR-approved extension cables can be ordered as accessories.
The previously introduced camera integrated system for trailer was published in the Newsletter January 2025.

Link to Newsletter Jan 2025:
https://bodybuilder.scania.com/content/dam/bodybuilder/tbb/ files /newsletter / BBC_Newsletter_January_2025.pdf
Link To The Bodybuilder Manual: Electrical systems / Function descriptions with connection instructions / Camera / Camera interface in Scania's digital driver environment

FPC11104AA: Camera connector at rear end of chassis, and AHD camera delivered in cab

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