



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>

ICD/ICS 2.0 - A NEW USER INTERFACE FOR ICD/ICS WAS INTRODUCED ON MARCH 4, 2026

A new user interface for ICD/ICS requests is developed for ordered chassis. It enables users to request ICD/ICS using the chassis number, product individual number, or factory order number. Users will experience shorter lead times for requested ICD drawings (A-orders).

Users with Scania Bodybuilder Portal access will also get access to ICD/ICS 2.0, so no separate access is needed.

You will use the same URL (web address) as it is today.

No changes in the drawing itself compared to previous ICD system, only changes will be in Drawing header where Product Individual number is shown and the email address is removed.

Trainings/instructions are published in Scania Truck Bodybuilder portal.

Link to ICD & ICS: <https://bodybuilder.scania.com/trucks/en/drawings-and-3d/icd-and-ics.html>

ICD/ICS Drawings						
PREVIOUS ORDER REQUESTS						
Date	Drawing status	Product individual number	Chassis number	S-Order	Part period	Type designation
2025-01-20	Ready	11049022	5779167	2025032		G 480 B8u4H2
2025-01-09	Ready	11202383	9279303	2025114		R 420 B8u2*4B8
2025-12-15	Ready	11223740	5803095	2025124		R 560 B8u4A
2025-12-15	Ready	11238072		2026022		G 480 B8u4H2
2025-12-04	Ready	11219157	5903440	2025124		R 560 B8u4*4B8
2025-11-28	Ready	11445501		2026022		R 500 B8u2*4B8
2025-11-28	Ready	11202738	5800970	2025121		S 500 B8u2*4LB
2025-11-25	Ready	11115176	2221541	2025111		R 480 A4u2A
2025-11-25	Ready	11107065	2221536	2025111		F 350 B4u2B

NEW CHANGES TO PTO FOR ALLISON AUTOMATIC GEARBOX

The Allison automatic gearbox PTO has been updated from series 280/870/877 to 281/871/878 to improve resistance to vibrations occur by diesel engines, which can affect the PTO and pump assembly. All other functions and specifications remain unchanged.

- PTO 280 series → replaced by 281
- PTO 870 series → replaced by 871
- PTO 877 series → replaced by 878

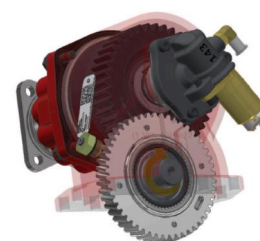
In addition, the new PTO series includes the following advanced features that can be ordered as an option:

1. Smart Start: The Smart Start function is available as an option for the 281 and 871 series PTOs. It reduces the impact of high torque and inertia demands from equipment such as compressors or large pumps.

2. Drag Brake: For hot-shift PTOs, the output shaft may rotate slightly when the clutch is disengaged. The optional Drag Brake feature, available for the Chelsea 281 and 871 series, keeps the output shaft completely stationary when the PTO is not engaged.

3. Quiet Mode (QT): The 281 and 871 series can be equipped with an integrated damper (QT – Quiet). This function reduces torsional vibrations commonly generated by diesel engines. It helps decreasing noise levels while maintaining:

- Unchanged maximum torque output
- Unchanged operational reliability



The relevant bodybuilder manual will be updated accordingly.

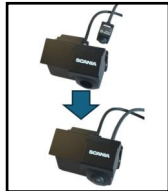
Link to Bodybuilder Manual: [Power take-offs and hydraulics / Power take-off /Power take-offs for GA gearboxes.](#)



CAMERA ACCESSORIES SUPPLY – APRIL 2026 SOFTWARE RELEASE

Starting with the April 2026 software release, a 24 V output will be available on pin A34 of the DDU control unit for controlling camera accessories (for example, camera shutters). The maximum continuous output current is 500 mA. To activate the output pin, a parameter must be configured in SWS for the camera connection. One output is shared by all three camera connections in the DDU.

Please note that the output signal is not routed to the bodybuilder electrical interface in the bodywork console. Connection to DDU pin A34 must therefore be performed locally by a Scania dealer.



A shutter bracket is also available as a Scania accessory to provide additional protection for the GSR camera. This stand-alone solution protects the camera without requiring an update to ECE R158. The shutter bracket can be controlled via BCI for operational control, for example when the reverse gear is engaged.



The shutter bracket can be ordered through Accessories with part number **3265086**.

More information about the new output signal for camera accessories will be published in the following section of the Truck Bodybuilder Portal

Link to Bodybuilder Manual: [Electrical systems / Function descriptions with connection instructions / Camera / Camera interface in Scania's digital driver environment](#)

Link to Scania Accessories: <https://accessories.scania.com/en/catalog/VA6/Safety---Security/Camera-systems-for-smart-dash/Smart-dash-Cameras/3265086-Shutter-bracket>

SPLIT-SHAFT PTO WITH ALLISON GEARBOX

Background

Split-Shaft PTO functionality with Allison automatic gearboxes was previously described in the Truck Bodybuilder newsletters for **December 2024** and **March 2025**.

In summary, when specifying Split-Shaft PTO electrical preparation (FPC3545A) together with an Allison automatic gearbox, automatic engagement of direct gear (4th gear) requires Allison Vocational Package 135 (FPC4922M – Pump Mode Program) available as Special Order. This package enables the required bodybuilder control signals via the C449 connector.

For cyber-secure chassis with Electrical System Generation 7 (FPC9742B), the Special Order must be included in vehicle order. If the Special Order is omitted, a SOPS rebuild is required. In addition, the Allison Transmission Control Module (TCM) must be removed and sent to the responsible R&D department in Södertälje for reprogramming.

Short-term solution

Starting from production period 2026.04.1, Vocational Package 135 will automatically be included when an Allison automatic gearbox is specified together with Split-Shaft PTO electrical preparation (FPC3545A). However, the additional cable harnesses and BICT logic previously included via the Special Order will not be part of this solution. Therefore, it is still recommended to include the Special Order when ordering the vehicle.

Long-term solution

The long-term objective is to handle Split-Shaft PTO control for Allison gearboxes in the same way as for Scania gearboxes with Opticruise, where the activation sequence and direct gear engagement are managed automatically via the internal CAN network. No timeline is currently available.

More information will be published in the Truck Bodybuilder Portal:

Link to Bodybuilder Manual: [Electrical systems / Function descriptions with connection instructions / Power take-off / PTO control](#)
