



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>

CHECK AVAILABLE SPACE WHEN COMBINING TOP-MOUNTED EG PTO WITH ED PTO

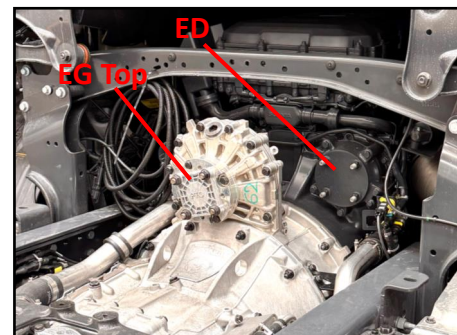
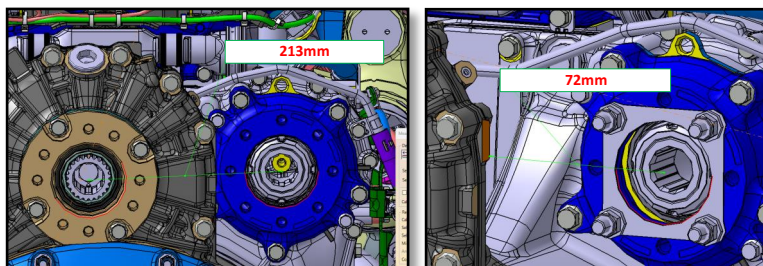
When using the new top-mounted EG PTO, including **EG18T DCW** or **EG22T DBW**, together with the engine-mounted ED PTO **ED10R WBP1**, the available space around the ED PTO area must be considered.

Depending on the equipment connected to the ED engine PTO, the space in this area can be restricted. This is especially important when using larger components, such as a large variable pump.

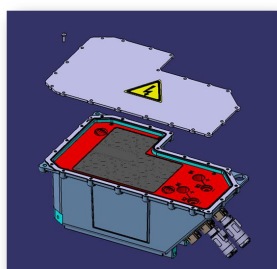
It is therefore recommended to check the available space in advance by ordering a **3D model for the specific chassis configuration**.

If there is not enough space for the equipment connected directly to the ED PTO, an alternative solution is to use an ED PTO with flange connection, such as **ED10R WBF4** or **ED7R WBF3**. With this solution, a suitable propeller shaft can be used to connect the pump and position it further rearward on the chassis frame.

Link to Bodybuilder Manual: [ED10R WBP1](#), [EG18T DCW](#), [EG22T DBW](#)



EL POWER TAKE-OFF – NEW GENERATION INTRODUCED



From the third week of September 2026, a new generation of EL PTO will be available in production. The new generation will be offered in three performance steps:

EL30DC1 – 30 kW – FPC8933B

EL60DC1 – 60 kW – FPC8933A

EL120DC1 – 120 kW – FPC8933C

The new EL PTO generation will be available for drivelines **EM C1-2** and **EM C1-4**. The current EL PTO generation will continue to be available for driveline **EM C3-6**.

The new EL PTO hardware will provide the electrical power interface through quick connectors of type **Amphenol PowerLok 300 series**.

A further safety improvement is the electrical touch-protection barrier, which includes measuring finger-safe holes. This enables safe measurements at the EL PTO input and output interfaces.

The functional principle and programming interface remain the same as for the current EL PTO generation.

Relevant bodybuilder manual will be updated accordingly

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



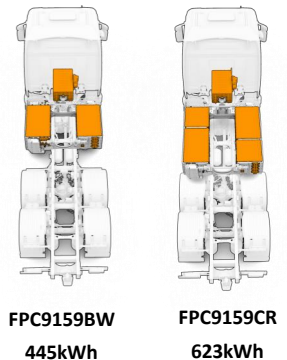
NEW PROPULSION BATTERY ENERGY CAPACITY – BATTERY UNDER CAB

The battery under cab (MP12) adds **89 kWh of installed energy** without using additional space along the chassis frame. It is introduced together with two chassis-frame battery capacity variants:

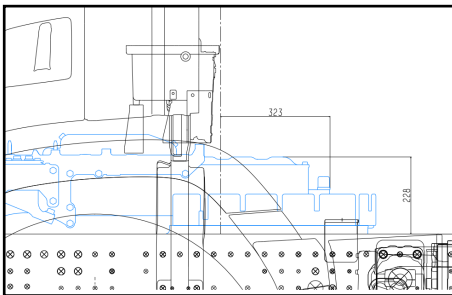
- **FPC9159BW: 445 kWh Installed Energy**
- **FPC9159CR: 623 kWh Installed Energy**

This makes it possible to increase the vehicle's total installed battery energy while preserving chassis-frame space for bodywork and equipment.

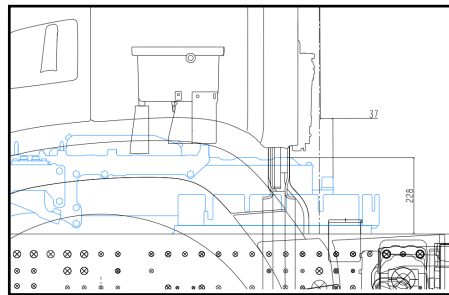
Bodybuilders should note that the battery under cab may protrude behind the cab, depending on the cab length specified when ordering the vehicle. This must be considered when planning the body installation and available space behind the cab.



Cab CP14/CL20 – 323mm Battery Protruding



Cab CP/CG17 – 37mm Battery Protruding

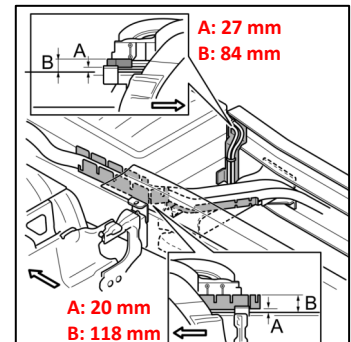


In addition for vehicles with the propulsion battery located under the cab, the cable harness is moved to a position above the chassis frame. The harness is routed in guide rails located **20 mm and 27 mm from the top edge of the chassis frame**. The subframe must therefore be designed to surround the guide rails while maintaining the correct distance between the subframe and the centre of the front axle.

The relevant bodybuilder manual will be updated accordingly.

Link to the **Bodybuilder Manual**:

- [Bodybuilding / Bodywork attachments and subframes / Subframe design](#)
- [Product data / Vehicle dimensions / Bodywork / Distance between cab and bodywork](#)



NEW IN CHARGING – SECONDARY CHARGING INTERFACE

A new secondary charging interface is now available. The secondary charging inlet is positioned on the **right-hand side of the chassis, behind the propulsion battery**. It provides additional charging flexibility when operating in areas with different charging infrastructure layouts.

Available secondary charging interface options are:

CCS2 500 A – FPC9695A or **CCS2 200 A – FPC9695C**.

It is possible to specify a secondary charging interface together with the main charging interface, either **CCS2** or **MCS Megawatt Charging**. However, both charging inlets cannot be used at the same time. Bodybuilders should consider the position of the secondary charging interface when planning bodywork, side-mounted equipment, underrun protection, side covers, and any components installed near the right-hand rear area behind the propulsion battery. Clearance and accessibility must be maintained so the charging inlet can be reached and used safely during operation.

