Newsletter From Scania Bodybuilding Centre

https://truckbodybuilder.scania.com November 8, 2024

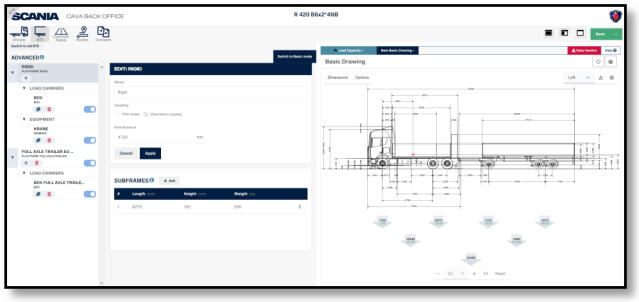
Below you will find the latest information that is important to know when bodybuilding on a Scania vehicle.

For Scania contact in bodybuilding issues, see:

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

CAVA BACK OFFICE FOR BODYBUILDERS

"THE SEAMLESS WAY TO OPTIMIZE A TRUCK CONFIGURATION"



CAVA, short for Calculation and Visualization Application, is an advanced tool designed to optimize vehicle configurations. CAVA Back Office is offering a modular IT solution for vehicle attributes. It enables a seamless, efficient, and reliable process for truck optimization.

The objective of CAVA is to understand product and legal attributes, ensuring that vehicles are configured correctly and legally compliant.

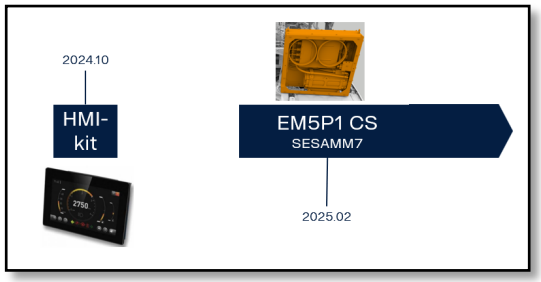
CAVA includes several modules, such as customer requirements, specification creation, load management, manoeuvring, and more. Due to the variation of functionalities and modules, it is essential to undergo training before using this tool.

Training material are available in the Truck Bodybuilder Homepage to guide you through the various tools and functionalities of the CAVA Back Office system.

For further information, including how to manage access, please contact your Scania local market representative.

Link to the page: https://bodybuilder.scania.com/content/bodybuilder/trucks/en/tools-and-services/cava-back-office.html

EM-PTO AND CYBER-SECURITY REGULATION



The electro-mechanical EM-PTO, fulfilling the cyber security ECE R155, legislation will soon be available. The unit is almost identical as the present one, the Bluetooth unit is removed, the control unit is updated and the VCB ring cable shoes are adapted to fit todays ePTO. At first stage it will be sold as spare part and in beginning of Q2 2025 also as FFU temporary fitted from factory.

For already delivered chassis intended to use the current EM-PTO, it is essential, due to cybersecurity concerns, that it is not connected to the BCI external CAN bus. Therefore an intermediate solution has been developed in a HMI-kit, consisting of a control unit touch screen and a cable harness. The display can be placed hidden in the cab since is not needed during daily use of the vehicle. The HMI kit is ordered through Pre-Sales FRAS as a technical request. Please note that the HMI-kit adds cost and time to install and must only be used in the case that you have the present EM-PTO in place and that you are risking delaying the delivery of the chassis to the bodybuilder or customer.

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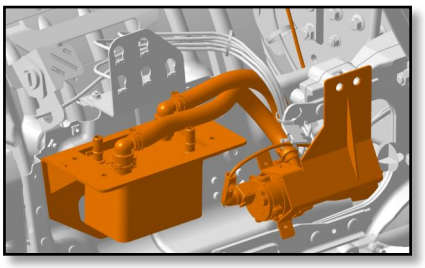
EM-PTO AND NEED FOR HEAT EXCHANGER



In the new generation Scania BEV (with two frame bends, FPC8967B), bodywork equipment requiring cooling should avoid direct connection to the vehicle's cooling system. Instead, a heat exchanger solution shall be used for this purpose. Since Scania EM PTO FFU is installed by bodybuilder in an unknown position, and is not connected by Scania factory to the cooling system, a heat exchanger is included enabling plug and play of cooling hoses to and from the EM-PTO.

If the Scania EM-PTO spare part kit is connected to the vehicle cooling circuit by a Scania workshop, the demand of a heat exchanger can be excluded.

CORRELATION OF TORQUE AND POWER IN EC PTOs

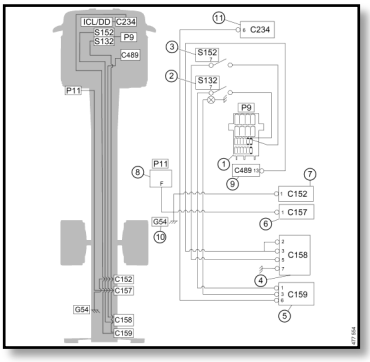
There is a correlation between the maximum available torque and power across different EC PTO variants and the power range offered by each electric propulsion unit, specifically for EM C1-2 and EM C1-4.

The table below provides a quick reference to match electric propulsion units with maximum PTO torque and power range. The bodybuilder manual will be updated accordingly.

PTO Type	Electric Propulsion Unit	Maximum Available Torque (Nm)	Maximum Available Power (kW)
EC10R DBW	EM 400 C1-4, EM 360 C1-4, EM 330 C1-4, EM 300 C1-4, EM 270 C1-4	1000	160
	EM 240 C1-2, EM 210 C1-2	700	
EC15R DAWT EC15R DAWB EC15R DAWW	EM 400 C1-4, EM 360 C1-4, EM 330 C1-4 EM 300 C1-4	1500	235
	EM 270 C1-4		215
	EM 240 C1-2	1050	190
	EM 210 C1-2		170
EC20R DAWT EC20R DAWB EC20R DAWW	EM 400 C1-4, EM 360 C1-4	2000	300
	EM 330 C1-4	1860	260
	EM 300 C1-4		240
	EM 270 C1-4		215
	EM 240 C1-2	1300	190
	EM 210 C1-2		170

Link to the manual: Power take-offs and hydraulics / Power take-off data sheet / Electric propulsion engine

CABLE PREPARATION FOR TAIL LIFT UPDATED



The cable preparation for tail lifts (FPC3966A, FPC3966C) has been updated. The activation switch light for the tail lift power (S132) on the instrument panel now requires a feedback signal (+24 V) from the tail lift to illuminate. A new lead has been added from switch S132 to connector C159, pin 3, to enable this functionality. This enhancement allows the switch light to more accurately indicate whether the tail lift is active, even when the tail lift is equipped with a time relay to manage power consumption.

The relevant bodybuilder manual will be updated accordingly.

Link to the manual: Electrical systems / Connections and cable harnesses / Cable harness for tail lift