

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 SCANIA EG PTO HOT-SHIFT

Scania is introducing the new EG PTO Hot-Shift, a layshaft-driven, clutch-dependent power take-off designed to provide flexibility and control in various operating conditions.

The PTO integrates Hot-Shift clutch, allowing engagement/disengagement of PTO output shaft whether the vehicle is stationary or driving at different speeds.

Available in four variants: EG10R MCP1-xx, EG9R MCP1-xx, EG8R MCP1-xx, and EG6R MDP1-xx, delivering up to 1000 Nm of torque and 160 kW of power, supporting range of applications such as hook lifts, refuse collectors, tippers, fire engines, and airport de-icing vehicles



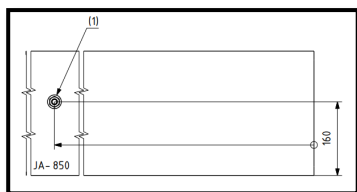
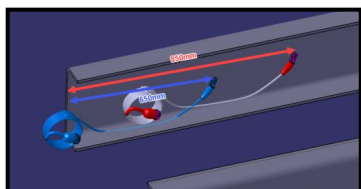
KEY HIGHLIGHTS

- The Hot-Shift clutch consists of a **multi-plate wet clutch** and a **dog clutch**, enabling PTO engagement and manual shifting while driving.
- The PTO can be activated using two separate buttons, one for each clutch. The **dog clutch** can be engaged either via a **digital or physical button (FPC10730A/C)**. Engagement must be performed when the vehicle is stationary and the gearbox is in neutral mode. Once the dog clutch is engaged, the **multi-plate wet clutch** can be activated via a physical button at any time, either when stationary or while driving.
- The factory-set maximum vehicle speed for Hot-Shift clutch engagement is **30 km/h**, but this parameter can be adjusted to any speed via the **Scania Workshop Suite (SWS)** to suit specific operational requirements.
- The PTO is available with one standard pump connection and multiple flange options to match different installation needs.
- The **moment of inertia** of connected equipment must be set in the **Scania Workshop Suite (SWS)** before using the PTO. This ensures that the **Transmission Management System (TMS)** calculates the maximum permissible engine speed for safe Hot-Shift engagement. For reference, in case a hydraulic pump ordered from the factory, this parameter is set at 0.05 kg·m² as end of line parameter.
- EG PTO Hot-Shift introduces with dedicated activation signals: **EG HSP (Hot-Shift Prepared)** for the dog clutch and **EG HSE (Hot-Shift Engaged)** for the multi-plate wet clutch activation. These signals can be accessed via BICT logic or BCI External CAN interface.

For further detailed information please refer to the relevant bodybuilder manuals which will be published in Scania Truck Bodybuilder Portal by October 17, 2025

Link to the manual: [Power take-offs and hydraulics/Power take-off data sheet/Power take-offs for EG GW gearboxes](#)

TAIL LIFT GROUNDING POINT UPDATE



To prevent the grounding point of the tail lift cable harness from clashing with the installation of the tail lift itself, the grounding point was moved towards the front by 200 mm and is now located at JA-850. The new position applies to vehicles specified with:

Rear Leaf Suspension (FPC33)

- 4x2 and 4x4 configurations with JA ≥ 1850 mm
- 6x2 and 6x4 configurations with JA ≥ 3000 mm

Rear Air Suspension with 4-Bellows (FPC3226B)

- 4x2 configurations with JA ≥ 1600 mm

Rear Air Suspension with 2-Bellows (FPC3226A)

- 4x2 and 4x4 configurations with JA ≥ 1550 mm
- 6x2, 6x2*4, and 6x4 configurations with JA ≥ 2950 mm

This change takes effect for all chassis produced from 2025-11-01.

The relevant bodybuilder manual will be updated accordingly.

Link to the manual: [Electrical systems / Connections and cable harnesses / Cable harness for tail lift](#)



MUTE RADIO VIA BCI IN SESAMM7 Vehicles

It is now possible to mute the infotainment system via the **Bodywork Communication Interface (BCI)** on chassis with **Electrical System Generation 7 (SESAMM7 – FPC10149C)**. This functionality enables bodybuilders to control the infotainment audio output directly through BICT logic or BCI External CAN interface, improving driver communication and supporting the integration of customized functions.

The implementation uses the **MUTE INFOTAINMENT SYSTEM** request signal in BICT or alternatively **BSM2.MuteRequest2** signal on **ExternalCAN**.

For chassis produced from June 2025, this function is released without a separate driver notification when activated. A refined version, including a notification in the Driver Display, will be available for chassis produced from January 2026.

Unlike the steering wheel mute function which activates on a signal rising edge and toggles mute/unmute, the BCI mute request remains active as long as the request signal is active. In other words, an unmute command from the steering wheel buttons will not override a mute request sent from the BCI. This ensures that critical or safety-related body function notifications are not disturbed by other audio output from the infotainment system.

The **MUTE INFOTAINMENT SYSTEM** signal is valid and backward-compatible with all SESAMM7 vehicles equipped with BCI, assuming that available Digital Driver Interaction Control Unit (DDU) software updates are performed.

The example below illustrates a simple BICT scheme where an input signal from the bodywork triggers the mute infotainment system request, showing how bodybuilder can integrate this feature into their body logic configurations.

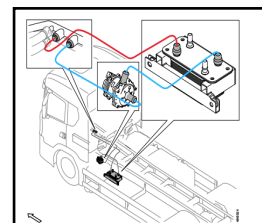


COOLING FOR EXTERNAL UNIT IN BATTERY ELECTRIC VEHICLE

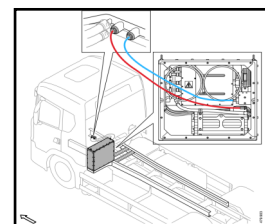
To prevent contamination of the chassis cooling system, updated requirements now apply to external cooling connections in Battery Electric Vehicles (BEV).

This information serves as an amendment to the content published in the Scania Newsletter, **March 2025**.

- Connecting external units to the chassis cooling inlet/outlet may be performed by bodybuilders. However, only Scania components must be connected directly to the Scania cooling circuit without using a heat exchanger. In all other cases, where cooling is required for non-Scania components, the connection must be made via a Scania heat exchanger. *(Illustration A)*
- The Scania Electromechanical PTO (EM5 P1) can be connected directly to the chassis cooling inlet/outlet without a heat exchanger. This installation may also be carried out by bodybuilders. *(Illustration B)*



(Illustration A)



(Illustration B)

The vehicle and its connected components must not be operated until bleeding of the coolant circuit has been completed. The cooling circuit in battery electric vehicles is sensitive to contamination. Ensure that all parts, hoses, and fittings are thoroughly clean before connecting them to the circuit to maintain system integrity and prevent potential cooling issues.

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](#)

SCANIA PTO CALCULATOR & COMPARISON TOOLS UPDATED



The Scania PTO Calculator and Comparison Tools is updated with new features and improvements. Highlights include the addition of the EG PTO Hot Shift for Internal Combustion Engines, enhanced PTO options for Electric Propulsion, and new functionality to calculate the moment of inertia for bodybuilder equipment.

The update also introduces a new PTO Matrix, adds more PTOs to the Comparison Tool, and includes general refinements to improve overall performance and usability.

Link to PTO calculator: <https://bodybuilder.scania.com/trucks/en/tools-and-services/power-take-off-and-hydraulic-pump-calculator.html>