



<https://truckbodybuilder.scania.com>

September 18, 2023

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>

HEAT SHIELD FOR ENGINE POWER TAKE-OFF

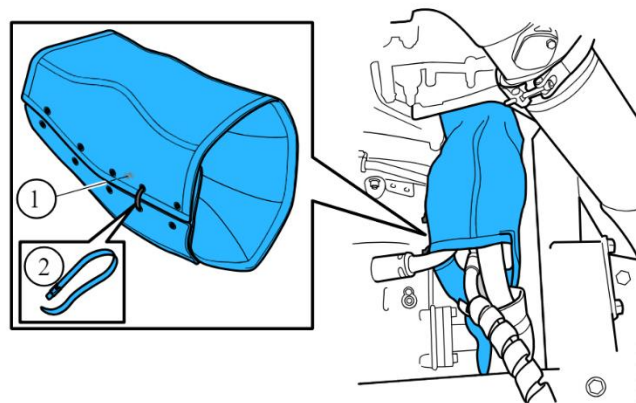
When installing a hydraulic pump onto an engine power take-off (PTO), such as the ED160P for V8 engines or the ED120P for gas vehicles, a heat shield must be fitted. This precaution is necessary due to the significant heat generated in the surrounding area, which could potentially cause damage to bearings, O-rings, and hoses.

This concern becomes particularly critical for vehicles equipped with a 13-litre gas engine, as it produces higher exhaust temperatures.

If the vehicle is ordered with a factory-fitted power take-off, specifically the ED160P variant, the heat shield will be provided along with the vehicle.

For optimal results, it is recommended to utilize Scania's heat shield or an equivalent heat shield that has been approved by Scania. The heat shield consists of an insulating fabric which is fitted around the power take-off and hydraulic pump. The Scania part number for the heat shield is 1 926 885 and for the heat resistant cable ties the number is 1 534 703.

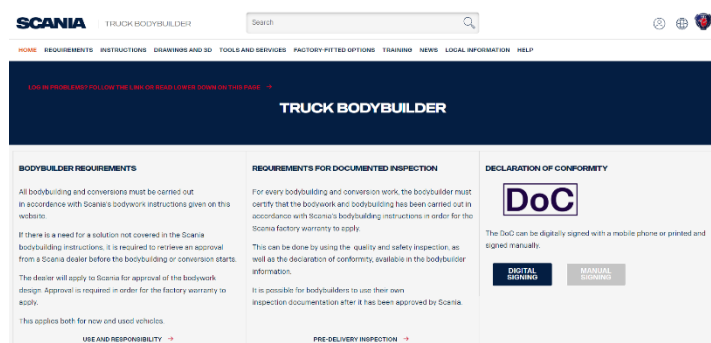
<https://bodybuilder.scania.com/trucks/en/misc/kc.html/?app=docnav&id=S0000082370&type=section>



DIGITAL SIGNING OF THE DOC

It is recommended to use the possibility to digitally sign the DoC, hence then the DoC is automatically uploaded in Chassis Data files. This gives easier handling for all involved during the building phase as well after the vehicle is in use at our common customers.

Use the link for "Digital signing" at the first page on the Truck Bodybuilder portal.





CYBER SECURITY AND VEHICLE SOFTWARE UPDATE REQUIREMENTS

In the European Union, new regulations (UN ECE R155 and UN ECE R156) mandate cybersecurity and vehicle software update standards for vehicles. Cybersecurity compliance is required for all new vehicle types from July 2022 and all vehicles registered from July 2024. Manufacturers must certify Cyber Security Management Systems (CSMS) and Software Update Management Systems (SUMS) for vehicle type approval. Bodybuilders must secure approvals for their components and conduct risk assessments to address security concerns, including cyber threats.

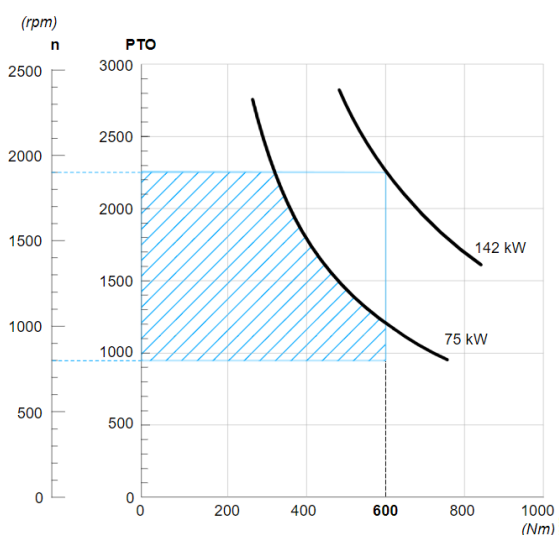
<https://eur-lex.europa.eu/eli/reg/2021/387/oj>

<https://eur-lex.europa.eu/eli/reg/2021/388/oj>

PTO CONTROL

All bodybuilding and conversions must follow Scania's bodywork instructions to ensure undisturbed and safe operation of the vehicle and bodywork. This statement applies to all bodywork functions including also power take-offs (PTO).

The PTOs must be activated using the Bodywork Communication Interface (BCI) to ensure that all other vehicle systems receive correct information about the state of the PTO. This is crucial, for example, to reduce risk of disruptions to other vehicle systems or to compensate for increased load on the powertrain.



As an example, the regeneration of particulate filter (DPF) on Euro 6 engines involves increasing the engine rotational speed. Any PTO activation done without the BCI risks overrevving of the PTO during DPF regeneration and consequential damage to PTO connected equipment.

In addition to correct activation of the PTO, also the load limits set for each PTO variant should be respected. Risk of excessive wear on components or deteriorated gear changing performance are just some examples of problems that might be encountered if PTO load limits are exceeded.

For more information:

<https://bodybuilder.scania.com/trucks/en/misc/kc.html/?app=docnav&id=S0000094045&type=section>

<https://bodybuilder.scania.com/trucks/en/misc/kc.html/?app=docnav&id=S0000074507&type=section>