

<https://truckbodybuilder.scania.com>

October 8, 2026

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

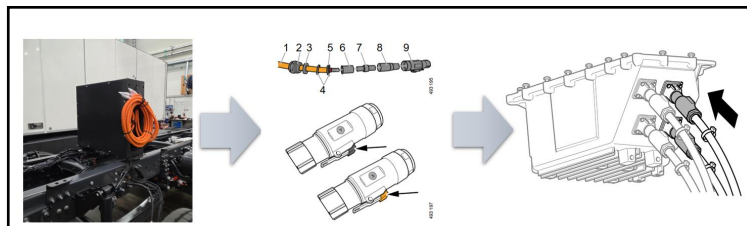
For Scania contact in bodybuilding issues, see:

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

PTO-EL – NEW CONNECTION INTERFACE

From production period 2026.09.3, the electrical connection interface on the PTO-EL changed from **ring cable terminals** to **quick connectors**.

If an Electrotechnical PTO (EM5P1) equipped with ring terminals is to be connected to the new-generation PTO-EL, the EM5P1 connection must be adapted to use the new quick connectors. Refer to the chapter *Fitting quick connectors to EL take-offs for battery electric vehicles* in *Working with PTO-EL* on truck bodybuilder portal.



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

NEW FUNCTION – BODYWORK REQUESTED BRAKING

Bodywork Requested Braking function will be introduced in production in December 2026. The function allows the bodybuilder system to request vehicle braking for safety functions intended to prevent accidents or minimize their consequences. The function can be activated through BICT logic or the external CAN interface for bodybuilders.

The function can be activated at vehicle speeds below 10 km/h and is functional while the vehicle is driven either forward or backward. The maximum activation speed can be configured to a lower value using an SWS function parameter. The braking deceleration is also configurable; the default is 2 m/s².

Once activated, the vehicle is braked to a complete stop even if the bodybuilder braking request is only momentary. This ensures that the vehicle stops safely even if communication between the bodywork and chassis is interrupted.

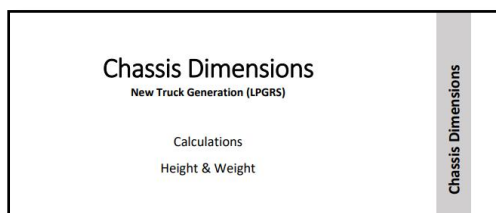
After the vehicle has stopped the parking brake is applied automatically. The service brakes are released only when the parking brake is released. This ensures that all axles are braked while the driver resolves the condition that triggered the function. Additionally:

- Engine speed is reduced to idle and the accelerator pedal is disabled while the brake request is active.
- The driver receives a message in the driver display when the function is active or when it has become unavailable due to a fault.

Required vehicle specifications: **BCI functionality: FPC5837A, Bodywork Requested Braking: FPC13504A and Electropneumatic parking brake: FPC6171B**

After introduction, bodywork requested braking function can be retrofitted to all chassis with electrical system generation 7 (FPC9742B) through a SOPS conversion. Please contact your local dealer for more information.

UPDATED CHASSIS DIMENSION DOCUMENT



The Chassis Dimensions document is updated and is now available in the Truck Bodybuilder Portal. The document provides Scania chassis dimensions and calculation formulas, including applicable Bodywork Exchange Parameters (BEP) according to ISO 21308-2:2006. It includes calculations and supporting data for dimensions such as chassis height, truck height and ground clearance.

For detailed information and guidance on how to calculate the dimensions, see the updated document **Chassis Dimensions**.

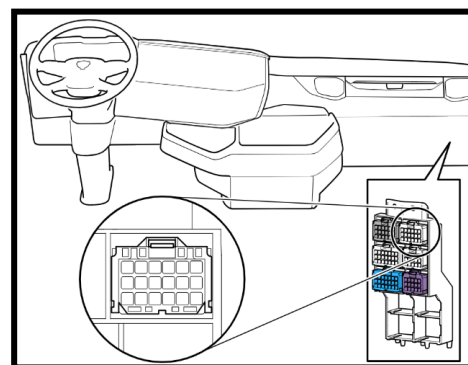
Link to the Document: [Chassis Dimensions](#)

CAMERA ACCESSORIES SUPPLY – OCTOBER 2026 HARDWARE RELEASE

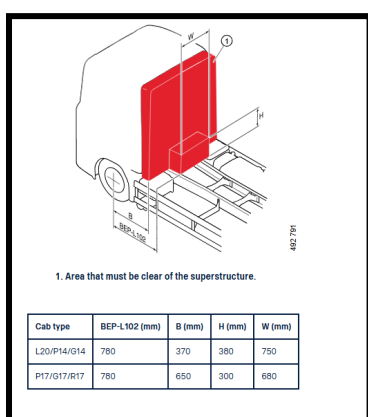
A previous introduction of a 24V output on the DDU control unit enabled the functionality for controlling camera accessories, like camera shutters (Bodybuilder newsletter March 2026). From October 2026 a complete solution is provided with the output signal from pin A34 routed to the bodybuilder console. This signal will be available in pin 9 of connector C234.

More information will be available in the Bodybuilder Manual in the near future.

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



UPDATED DIMENSIONS – PROPULSION BATTERY UNDER CAB



The May 2026 newsletter stated the propulsion battery under cab and the possible protrusion behind the cab depending on the cab length specified when ordering the vehicle.

The dimensions previously presented have since been updated. The current and valid dimensions are now available in the **Truck Bodybuilder Portal**.

Bodybuilders should use the information in the Truck Bodybuilder Portal when planning the body installation and checking the available space behind the cab.

Link to Bodybuilder Manual:

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

Link to Bodybuilder Newsletter May 2026: https://bodybuilder.scania.com/content/dam/bodybuilder/tbb-files/newsletter/BBC_Newsletter_May_2026.pdf

MINIMUM ENGINE SPEED DURING PTO OPERATION

To reduce driveline vibrations and the risk of premature wear or damage to gearbox components, the requirements for minimum engine speed during PTO operation are clarified.

Low engine speed, particularly in combination with high PTO torque, increases the risk of torsional vibrations and dynamic loading in the gearbox and driveline.

Requirements and recommendations:

- The engine speed **shall be at least 800 rpm whenever the PTO is transmitting load**.
- For high-load applications, defined as **more than 500 Nm at the PTO output**, an engine speed of **at least 900 rpm is recommended**.

Additional information:

- If excessive vibration or noise occurs during PTO operation, the engine speed should be increased. Continued operation under conditions causing excessive vibration or noise should be avoided.
- Operating the rear-mounted EG PTO in **low split gear** gives a higher engine speed at the same PTO output speed compared with high split gear. This can reduce torsional vibration and noise without requiring a different PTO ratio.
- When using top-mounted EG PTO, **high split gear** is recommended. This increases layshaft and oil-pump speed, providing higher oil flow to the gearbox and PTOs.

Bodybuilders **shall ensure that the PTO control strategy prevents operation below 800 rpm while the PTO is transmitting load** and must consider the higher-speed recommendation for high-load applications when designing and programming PTO control functions.

The relevant sections of the Bodybuilder Manual will be updated accordingly.