

OFFROAD

SCANIA OFF-ROAD TRUCKS

Introducing the new Scania Off-road trucks

Fit for hard work. Fit for tough business.



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Take your business to the next

The new Scania Off-road trucks are the toughest construction trucks we have ever built. Made to make it in really rough environments. Made to reliably take you wherever you need to go. And made to stand out with the new characteristic front design.

The one-piece solid steel bumper. The new high chassis with air suspension. And the Scania Opticruise with a new Off-road mode. The trucks are full of new features that enhance the driving experience and make the trucks more robust than ever.

Turn the pages and read more about how the new Scania Off-road trucks can help you move both you and your business forward.

Visit scania.com/off-road and explore the new Scania Off-road trucks.

A high-angle, wide shot of a mountainous landscape. The foreground is dominated by a jagged, rocky ridge covered in patches of snow. Beyond the ridge, a vast valley opens up, showing more snow-covered slopes and distant, sharp mountain peaks. The sky is filled with large, billowing clouds, some dark and some bright, suggesting a dramatic, overcast day. The overall tone is cold and majestic.

**business
level.**

Stay in bus

At Scania, our main ambition is to back you up in every way we possibly can so you can focus on moving your business forward. That goes beyond helping you to specify a premium truck fit for tough conditions. Our service and support solutions can be tailored to help you avoid costly standstills, get through emergencies and save money. We are dedicated to helping you get more from your business.

How to reach valuable uptime

We have many ways to support you and your truck. One great example is Scania's global network with 1600 service points worldwide. Another is Scania Assistance – expert rescue just a phone call away. Yet another example is Scania Field Workshops that cater for all your maintenance needs on-site, cutting repair time to a minimum. Naturally, all our workshops are staffed by dedicated professionals and stocked with Scania Parts. Your truck is back in business without delay.

Some of Scania's Services

- Scania Workshop Services
- Scania Field Workshops
- Scania Assistance
- Scania Financial Services
- Scania Driver Training
- Scania Driver Follow-up
- Scania Driver Support
- Scania Fleet Management
- Ecolution by Scania



iness 24/7.



Explore the new Scania

New frontal styling

Black off-road design. Behind the bars in the new heavy-duty grille is a robust protective mesh.

Solid steel bumper

A strong one-piece bumper that can take a lot of beating without deforming.

35-tonne tow pin

Allows you to be towed out of trouble without having to unload.

Wide protective shield

Protects the lower part of the charge-cooler and radiator, and the front end of the sump.

Approach angle 25°

Made possible by the new front in combination with a high chassis.

New lamp location

Higher placed with increased bumper clearance.

Spotlights

Above the bumper and on the roof.

Foglights

Position lights

Light protection

Steel guards protect the headlamps, foglights and spotlights.

Fixed headlamp cleaning

A robust high-pressure solution.

High chassis

New height together with 19, 21, 26-tonnes air suspension.

New 30/32-tonne bogie

With high-placed brake chambers. 5x48 parabolic springs or 8x30 multi-leaf.



Off-road truck.



Grab handles

Two discreet bars across the grille.

Fold-out step

Easy to access yet well protected.

Service step

A wide step with a non-slip pattern is integrated in the top of the bumper.

Service step by the door

Convenient when you want to check the cargo.

Handle above the door

Gives you a secure grip when using the service step by the door.

Flexible boarding step

Suspended by rubber belts that deflect on impact.

Scania Retarder

Updated with added low-speed performance.

Stronger drive shafts

Heavy-duty drive shafts that also improve traction.

Scania Opticruise

Now with a new Off-road mode.

Improved traction

Thanks to the suspension, stronger drive shafts and hub reduction.

Engine

Choose between our complete range of Scania 5- and 6-cylinder inline engines with EGR or SCR.

High air intake

Perfect when you work in tough, dusty environments.

Disc brakes and hub reduction

High performance brakes that also make the truck lighter.

Front suspension and axles

9-tonne air suspension and 10-tonne leaf suspension.

Note: Some of the off-road features are also available on other trucks in the Scania Construction range.

Engines

Euro 5, EEV and Euro 6*	Cylinders	Swept volume	Power	Torque	Emission level	Emission technology
	5 inline	9-litre	230 hp (169 kW)	1050 Nm	Euro 5, EEV	EGR
		9-litre	250 hp (184 kW)	1150 Nm	Euro 5	SCR
		9-litre	280 hp (206 kW)	1400 Nm	Euro 5, EEV	EGR
		9-litre	310 hp (228 kW)	1550 Nm	Euro 5	SCR
		9-litre	320 hp (235 kW)	1600 Nm	Euro 5, EEV	EGR
		9-litre	360 hp (265 kW)	1600 Nm	EEV	EGR
	6 inline	13-litre	360 hp (265 kW)	1850 Nm	Euro 5	EGR, SCR
		13-litre	400 hp (294 kW)	2100 Nm	Euro 5	EGR, SCR
		13-litre	400 hp (294 kW)	2100 Nm	Euro 5, EEV	SCR
13-litre		440 hp (324 kW)	2300 Nm	Euro 5	EGR	
13-litre		440 hp (324 kW)	2300 Nm	Euro 6	EGR, SCR	
13-litre		440 hp (324 kW)	2300 Nm	Euro 5, EEV	SCR	
13-litre		480 hp (353 kW)	2500 Nm	Euro 5	EGR	
13-litre		480 hp (353 kW)	2500 Nm	Euro 6	EGR, SCR	
13-litre	480 hp (353 kW)	2400 Nm	Euro 5	SCR		

Euro 5**	Cylinders	Swept volume	Power	Torque	Emission level	Emission technology
	5 inline	9-litre	250 hp (184 kW)	1150 Nm	Euro 5	SCR
		9-litre	310 hp (228 kW)	1550 Nm	Euro 5	SCR
		13-litre	360 hp (265 kW)	1850 Nm	Euro 5	SCR
	6 inline	13-litre	400 hp (294 kW)	2100 Nm	Euro 5	SCR
		13-litre	440 hp (324 kW)	2300 Nm	Euro 5	SCR
13-litre		480 hp (353 kW)	2400 Nm	Euro 5	SCR	

Euro 4	Cylinders	Swept volume	Power	Torque	Emission level	Emission technology
	5 inline	9-litre	250 hp (184 kW)	1150 Nm	Euro 4	SCR
		9-litre	310 hp (228 kW)	1550 Nm	Euro 4	SCR
		13-litre	360 hp (265 kW)	1850 Nm	Euro 4	SCR
	6 inline	13-litre	400 hp (294 kW)	2100 Nm	Euro 4	SCR
		13-litre	440 hp (324 kW)	2300 Nm	Euro 4	SCR
13-litre		480 hp (353 kW)	2400 Nm	Euro 4	SCR	

Euro 3	Cylinders	Swept volume	Power	Torque	Emission level
	5 inline	9-litre	250 hp (184 kW)	1250 Nm	Euro 3
		9-litre	310 hp (228 kW)	1550 Nm	Euro 3
	6 inline	13-litre	360 hp (265 kW)	1750 Nm	Euro 3
		13-litre	410 hp (294 kW)	2000 Nm	Euro 3
13-litre		460 hp (331 kW)	2250 Nm	Euro 3	

* Markets with EU legislation, includes South Korea, Australia and New Zealand

** Euro 5 markets outside Europe



Cabs

Great comfort. Outstanding visibility. And every control within close reach. No wonder many drivers regard the Scania cab as one of the most desirable work places in the world. The Scania Off-road trucks are available with the P- and G-series cabs, all available in different heights and lengths. You will get a cab that matches all your needs perfectly.



Gearboxes

With our flexible gearbox options you can easily specify just the right gearbox for your needs. From rugged 8-speed boxes to 12+2 speed range-splitter and overdrive boxes; from manual gearchanging to automated gearchanging with Scania Opticruise – either fully automated or with a clutch pedal – everything is possible. If you need an automatic, we can offer 6-speed transmissions in different sizes. PTOs are available for all gearboxes with several mounting options.

8 gears – light-duty gearbox.

Options: Scania Opticruise, Scania Retarder

8+1 gears – heavy-duty gearbox with crawler.

Options: Scania Retarder

12+2 gears – premium gearbox with two crawlers.

Options: Scania Opticruise, Scania Retarder

12+2 gears – premium overdrive gearbox with two crawlers.

Options: Scania Opticruise, Scania Retarder

6 gears – automatic transmission with torque converter

Options: Retarder



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Chassis

FRAMES. With many years' experience from markets all over the world, Scania's modular range of truck chassis offers almost limitless scope for customisation. Frames with single side members are available, as well as flitched frames in several strengths.

Vehicles can be specified with normal, semi-high or high frames, the latter with generous ground clearance and all vulnerable components out of harm's way.

Wheels and tyres are available for all operating conditions. Anti-roll bars are available on most axles for added stability.

Wheel-bases range between 2,900–6,500 mm depending on wheel configuration.

WEIGHT OPTIMISATION. The modular design and wide choice of chassis options enables the strength as well as the configuration to be precision-matched to any task. This makes Scania construction chassis class-by-class among the lightest and strongest on the market.

BODYBUILDING. All chassis can be equipped with features that simplify bodybuilding. Options include:

- Pre-drilled hole patterns for bodybuilding – basic and customised, e.g. for rear end of frame.
- Customised rear end for tipper.
- Normal, semi-underslung and underslung drawbeam.
- Torsionally stiff tubular rear crossmember, also available with drawbeam in normal or underslung position.
- Brackets for electric and pneumatic trailer connections.
- Analogue electrical connections for bodywork.
- CAN-bus connections for bodywork.
- Tail lamp protection, reflectors.
- Rotating beacons, side marker lamps, working lights, rear warning lights, extra running lights.
- Air connection for bodywork.
- Mudguards for all axles, including second front axle on 8-wheelers.
- Storage box (620 or 1,000 mm)

Scania is co-operating closely with selected bodybuilders in many countries. In some markets, vehicles can be supplied with tipper or mixer bodies fitted at the factory, thus radically cutting lead times.

Scania's bodybuilder homepage at www.scania.com contains instructions and dimensional drawings, as well as drawings for individual chassis.

Axles

Scania offers a range of 4x2, 6x2 and 8x2 trucks with a single-reduction drive axle for lighter applications. Suspension options include air, parabolic and multi-leaf springs. A single-reduction tandem bogie can be specified on lighter-duty 6x4 and 8x4 vehicles with either air, parabolic or multi-leaf suspension.

HUB REDUCTION. Available in two strength classes on four-, six-, eight- and ten-wheelers. The capacity is up to 16 tonnes per axle. Parabolic or multi-leaf suspension options are designed to suit high gross weights and the most arduous conditions. Vehicles can be specified for gross combination weights up to 150 tonnes or more.

FRONT AXLES. Front axles have a capacity of up to 10 tonnes. Scania's driven front axle with hub reduction has a capacity of 9 tonnes and can be specified in several configurations, matching even the sturdiest of the rear axle set-ups. Transfer boxes can be specified in two strengths. Front-wheel drive is either permanent or, as an option, engageable.

ALL-WHEEL-DRIVE. Available as 4x4, 6x6 and 8x8. A special execution is 8x6 with exceptional mobility with one of the two front axles driven and a rear double-drive bogie.

TAG AXLES. Configurations include twin-steer, with a steered tag axle ahead of the drive axle or bogie, or rear-steer, with a steered tag axle aft of the drive axle(s).

Axle configurations

CHASSIS HEIGHTS N = normal S = semi-high H = high

4x2
Tractor: N S H
Rigid: N S H

4x4
Tractor: H
Rigid: H

6x2
Tractor: N S
Rigid: N S

6x2 rear-steer
Rigid: N S

6x4
Tractor: N S H
Rigid: N S H

6x6
Rigid: H

8x2
Rigid: N S

8x2 twin-steer
Rigid: N S

8x2 rear-steer
Rigid: N S

8x4
Rigid: N S H

8x4 rear-steer
Rigid: N S

8x6
Rigid: H

8x8
Rigid: H

10x4 rear-steer
Rigid: S



Scania pursues an active policy of product development and improvement. For this reason the company reserves the right to change products and product specifications without prior notice. Furthermore, due to national or legal requirements, some products and services may not be available in all markets. For further information, please contact your dealer or visit www.scania.com

