

SCANIA

SPECIFICATION

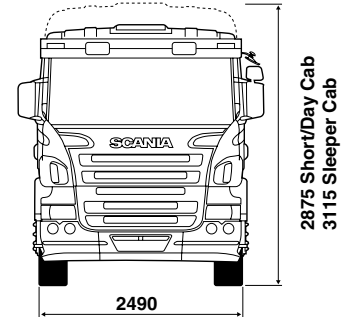
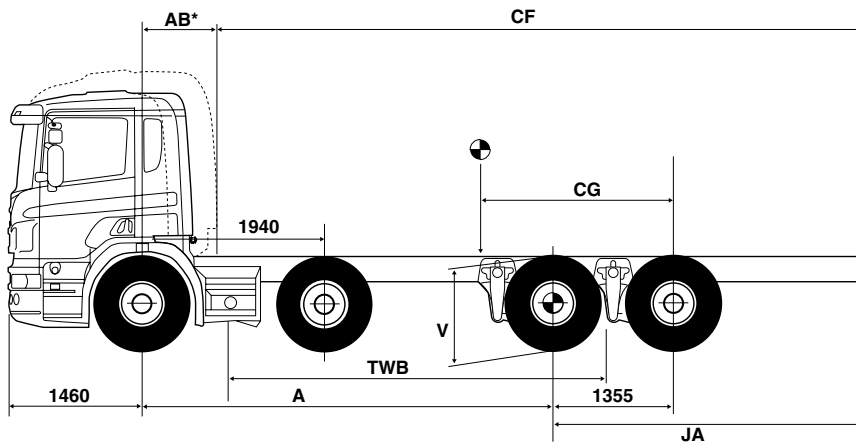
P-series

P 340 LB8x2*6HHA

33200Kg GVW/60000Kg GTW

FOUR AXLE RIGID (REAR STEER)

P



AB (centreline of front axle to start of bodywork) Short — 450 Day — 610 Sleeper — 875

* Increases by 15mm with air deflectors

DIMENSIONS (mm)

A		5100	5300	5500	5700	5900
TWB		4668	4868	5068	5268	5468
BLR	Day cab	7333	7612	7888	8162	8430
	(feet)	(24.0)	(24.9)	(25.8)	(26.7)	(27.6)
	Sleeper	6831	7112	7388	7664	7932
	(feet)	(22.4)	(23.3)	(24.2)	(25.1)	(26.0)
CF	Day cab	7330	7610	7880	8160	8430
	Sleeper	6825	7105	7385	7655	7925
JA	Day cab	2840	2920	2990	3070	3140
	Sleeper	2600	2680	2760	2830	2900
JA Max		4000	4000	4000	4000	4000
CG Max	Day cab	2421	2492	2566	2640	2717
	Sleeper	2408	2479	2552	2625	2701
CG Min	Day cab	2179	2239	2302	2365	2430
	Sleeper	2165	2225	2287	2349	2414

V unladen = 1012mm V laden = 979mm

BLR = Max. bodylength to suit weight distribution. CG dimension for body and payload calculated for standard model at standard GB plated weights. V dimension measured to top of frame at rear axle centreline – 315/80R22.5 tyres. Rear overhang (JA) can be specified in 10mm steps up to maximum – check legality.

PLATED WEIGHTS – AWR

	Front Bogie	Drive Axle	Trailing Axle	GVW	GTW
Design					
Gross Kg	¶14200	11500	7500	33200	60000
Legal Max in GB Kg	14200	11500	7500	32000	44000

¶ Increases to 17000kg Design with 3 x 29mm front springs.

Plated weights dependent on statutory tyre limitations.

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

Axle distance	Front Bogie	Rear Bogie	Total (kg)
5100	6100	2575	8675
5300	6100	2620	8720
5500	6090	2675	8765
5700	6080	2730	8810
5900	6060	2795	8855

Chassis cab weight includes 20 litres of fuel, oil and water.

Driver not included. See overleaf for option weights.

P 340 LB8x2*6HHA

SL5450852
October 06

ENGINE (EURO 4)

Scania '12 litre' vertical six cylinder in-line turbocharged intercooled direct injection diesel with hydraulic unit injectors (H.P.I.).

'340'

Type:	DC12-10
Swept Volume:	11.7 litres
Bore:	127 mm
Stroke:	154 mm
Compression Ratio:	17:1
*Max. Power:	250kW (340 h.p.) at 1800 rev/min
*Max. Torque:	1700 Nm (1255 lbf.ft) between 1100 and 1350 rev/min
Engine Management System:	EMS incorporating cruise control and speed limiter
Emission Control:	Scania EGR
Cooling:	Water cooled with rubber mounted 2 row radiator and electronically regulated fan
Coolant Capacity:	55 litres
Oil Capacity:	33 litres
Air Cleaner:	Dry replaceable paper element

Options:-

(1) Details as above except for the following:-

'380'

Type:	DC12-13
*Max. Power:	280kW (380 h.p.) at 1800 rev/min
*Max. Torque:	1900 Nm (1402 lbf.ft) between 1100 & 1350 rev/min

(2) Provision for ED120 engine driven P.T.O.

*With fan at max. slip

CLUTCH

Type:	Single dry plate
Operation:	Air assisted with clutch wear protection

GEARBOX

Type:	Scania GR905 eight speed synchromesh (four speed main fitted with two speed planetary range unit), plus one crawler gear.
Oil Capacity:	15.6 litres

GEAR RATIOS

Crawler	16.41:1		
Low Range	High Range		
1st	10.34:1	5th	2.76:1
2nd	7.19:1	6th	1.92:1
3rd	5.08:1	7th	1.35:1
4th	3.75:1	8th	1.00:1
Reverse	14.78:1		

Options:-

(1) **Type:** Scania GRS905 fourteen speed range change/splitter including two crawler gears.

(2) **Type:** Scania GRS0905 fourteen speed range change/splitter including 2 crawler gears and overdrive top gear.

(3) **Opticruise:** Gearchange management system. Only with GRS gearboxes.

REAR AXLES

Type:	Scania: Driving ADA1300 Trailing ARA900
Capacity:	Combined 19000 Kg
Pressed steel housing with magnetic oil drain plug.	

REAR AXLE GEAR

Type:	Scania R780
Single reduction hypoid. Crown wheel and pinion matched during manufacture. Pneumatically operated differential lock.	

FRONT AXLES

Type:	Scania AM920 I section rigid beam
Capacity:	AM920 - 9000Kg each

STEERING

Type:	Recirculating ball. Hydraulically assisted power steering to first and last axle.				
Steering wheel:	Diameter 450mm. Lock to lock 4.9 turns				
Turning circle:	Kerb to kerb				
5.1m A/D	18.5m	5.3m A/D	19.2m	5.5m A/D	19.9m
5.7m A/D	20.6m	5.9m A/D	21.3m		

SUSPENSION

Type Front: Semi-elliptic parabolic springs with swinging shackles and threaded shackle pins damped by double acting telescopic shock absorbers.

Type Rear: Quarter elliptic with air bellows (A) on both axles. Pneumatic tag-axle hoist. Chassis height may be raised or lowered to assist loading. Double acting telescopic shock absorbers are fitted to both axles.

Options:-

(1) Anti-roll bar front.

SPRING SIZE

	Front 1	Front 2
Length:	1820mm	1820mm
No. of leaves:	2 x 32mm	2 x 32mm
Design Capacity:	7500Kg	7500Kg
Options:-		
(1)	3 x 29mm leaves – design capacity 8500Kg	
(2)	4 x 28mm leaves – design capacity 9000Kg	

WHEELS & TYRES

Front:	9.00 x 22.5 ten-stud spigot mounted disc wheels fitted with 315/80R22.5 radial tubeless tyres.
Drive:	9.00x22.5 ten stud spigot mounted disc wheels fitted with 315/80R22.5 radial tubeless tyres.
Rear:	9.00 x 22.5 ten stud spigot mounted disc wheels fitted with 315/80R22.5 radial tubeless tyres.

Options:-

(1) 11.75 x 22.5 wheels with 385/65R22.5 or 385/55R22.5 tyres - steered axles only

(2) Aluminium wheels - machined or polished surface finish

(3) Wheel embellishers - steered axles only.

FRAME

Type:	F958
Flat top constant depth 'U' channel with riveted crossmembers	
Sidemember Dimensions:	
	270 x 90 x 9.5mm External member
	247 x 78 x 8mm Internal member
Pre-drilled for bodywork mounting brackets.	
Width over parallel section of frame = 770mm	
Bumper:	Aerodynamic incorporating FUP
Options:-	(1) Steel bumper – increases front overhang to 1510mm.
	(2) Centre tow pin – steel bumper only

BRAKE SYSTEM

Type: Ventilated disc brakes on all axles. Dual circuit, full air, EC brake system incorporating Category 1 ABS and Traction Control. 2 line EC trailer brake pipes to rear section of chassis. Electronic signalling with pneumatic back-up. Pad wear indicator. Brake pipes manufactured from either rust protected steel or high impact synthetics

Service Circuit: Actuates all truck and trailer brakes.

Secondary Circuit: First position of park brake lever actuates spring brakes plus trailer brakes.

Parking Brake: Actuates spring chambers on second front and both rear axles.

Exhaust Brake: Air actuated operated by brake pedal

Brake Antifreeze Protection: Air dryer

Brake Wear Adjusters: Automatic

Options:- (1) Scania hydraulic retarder.

BRAKE DIMENSIONS

Pad lining area: 2 x 190cm² on all axles

Swept area of each disc: 2 x 940cm²

ELECTRICAL SYSTEM

Type: 24V neg (-ve) earth **Alternator:** 80A

Batteries: Twin 140Ah

Rear H.I. lamps, Reversing lights, Battery connection – 200A

Options:-

(1) 100A Alternator, (2) 180Ah batteries, (3) Bodywork electrical preparation – see separate document.

FUEL TANK

1 x 300 litre aluminium RHS

Options:- (Minimum axle distance and suspension type in brackets)

	RH Side	LH Side	RH Side	LH Side
Steel - G			Aluminium - W	
	200	150 (5300)	300	200 (5300)
	300	300 (5700)	350	300 (5500)
	450 (5300)		500	350 (5500)
			600 (5300)	500 (5900)

Tank sizes can be supplied in LH and RH combinations of the above but steel and aluminium cannot be mixed. Sides viewed from rear.

GENERAL EQUIPMENT

Front tow pin

Options:-

- (1) Vertical exhaust outlet – N/A with ADR to EXIII/EXIII or FL.**
- (2) ADR to EXIII/EXIII, FL, OX or AT.**

INSTRUMENTS & CONTROLS

Two man, 1 day, EC digital tachograph, rev-counter, gauges for air pressure (2), coolant temperature and fuel. Six speed wipers with four jet integral screen wash. Halogen headlamps adjustable from cab for correction of beam height. Warning lights for all major systems grouped within easy vision.

Instrument panel of modular design with switches and controls grouped according to usage. All instruments are back-lit and non-reflective. Impact absorbing, adjustable steering wheel with column lock.

CAB

CP16 Day Cab

Please see separate specification – 'Scania Cabs' for equipment levels.

Options:-

- (1) CP19 Sleeper Cab**
- (2) CP14**

P.T.O. OPTIONS Check gearbox availability

	G670	GR875/GRS895	GR905/GRS905	GRS0905
EG551CC/561:	6 0.54			
EG650CC/660:	5		1.00/1.24H	
EG651CC/661:	5		1.28/1.58H	
EG652CC/662:	5			0.82/1.03H
EG653CC/663:	5			1.03/1.29H
EG654CC/664:	5	1.00/1.24H		
EG655CC/665:	5	1.28/1.58H		
EK730CC/740:	12	1.00	1.00	1.00

CC = close coupled H = High on 'S' splitter gearboxes only

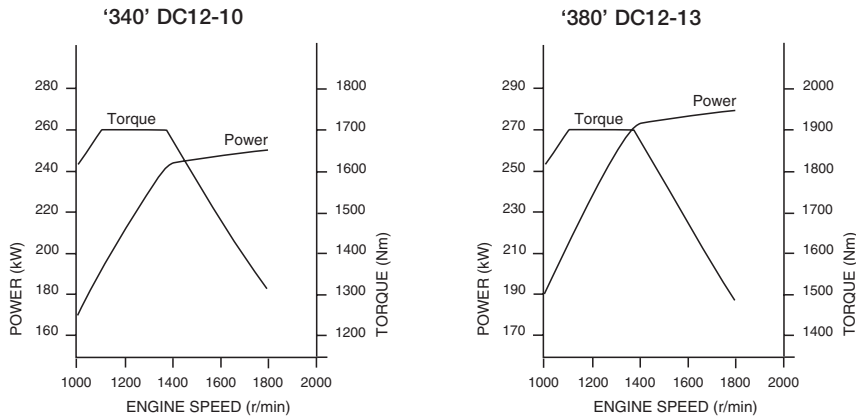
Shaft output N/A on 6 x 2/4 chassis

WEIGHTS FOR OPTIONAL EQUIPMENT IN KILOGRAMS (Front – Rear – Total)

Axle Distance	51	53	55	57	59
GRS905/GRS0905 Gearbox	+6 +3 +9	+6 +3 +9	+6 +3 +9	+6 +3 +9	+6 +3 +9
Front anti-roll bar	+50 -6 +44	+50 -6 +44	+50 -6 +44	+50 -6 +44	+50 -6 +44
3 x 29mm F/Springs	+84 0 +84	+84 0 +84	+84 0 +84	+84 0 +84	+84 0 +84
4 x 28mm F/Springs	+142 0 +142	+142 0 +142	+142 0 +142	+142 0 +142	+142 0 +142
385/55 tyres/11.75 rims	+60 N/A +60	+60 N/A +60	+60 N/A +60	+60 N/A +60	+60 N/A +60
385/65 tyres/11.75 rims	+76 N/A +76	+76 N/A +76	+76 N/A +76	+76 N/A +76	+76 N/A +76
Aluminium wheels					
8.25 x 22.5	-48 -96 -144	-48 -96 -144	-48 -96 -144	-48 -96 -144	-48 -96 -144
9.00 x 22.5	-60 -120 -180	-60 -120 -180	-60 -120 -180	-60 -120 -180	-60 -120 -180
11.75 x 22.5	-88 N/A -88	-88 N/A -88	-88 N/A -88	-88 N/A -88	-88 N/A -88
Steel bumper + FUP	+67 -13 +54	+67 -13 +54	+67 -13 +54	+67 -13 +54	+67 -13 +54
Centre tow pin	+29 -5 +24	+29 -5 +24	+29 -5 +24	+29 -5 +24	+29 -5 +24
Retarder	+103 +19 +122	+104 +18 +122	+104 +18 +122	+104 +18 +122	+105 +17 +122
180 Ah batteries	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17
225 Ah batteries	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56
Std Tank Full	+119 +105 +224	+124 +100 +224	+128 +96 +224	+131 +93 +224	+135 +89 +224
*1 x 500l W	+116 +67 +103	+119 +64 +103	+122 +61 +103	+124 +59 +103	+126 +57 +103
Vertical exh outlet	+44 +13 +57	+44 +13 +57	+44 +13 +57	+44 +13 +57	+44 +13 +57
CP14 cab	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33
CP 19 sleeper cab	+119 -13 +106	+119 -13 +106	+119 -13 +106	+119 -13 +106	+119 -13 +106
Air deflectors – CP14	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42
– CP16	+39 +3 +42	+39 +3 +42	+39 +3 +42	+39 +3 +42	+39 +3 +42
– CP19	+39 +3 +42	+39 +3 +42	+39 +3 +42	+39 +3 +42	+39 +3 +42
EG Series PTOs	+15 +3 +18	+15 +3 +18	+15 +3 +18	+15 +3 +18	+15 +3 +18
EK Series PTOs	+42 +5 +47	+42 +5 +47	+42 +5 +47	+42 +5 +47	+42 +5 +47

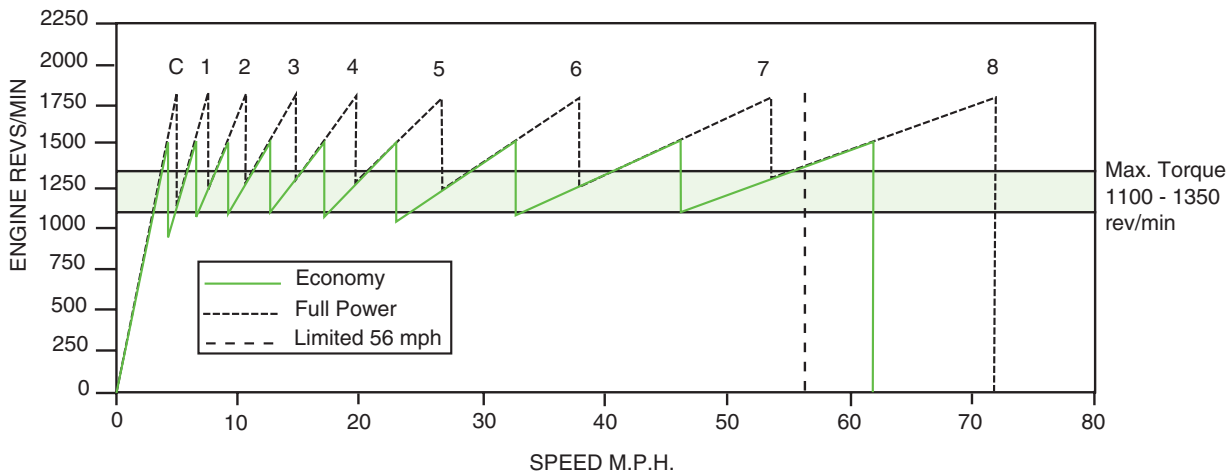
* Additional to standard tank full of fuel

ENGINE PERFORMANCE



Net engine performance to 80/1269*1999/99EC

GEAR STEP DIAGRAM



SPEED/GRADEABILITY

Gradeability may be limited by tyre adhesion.

Axle gear/ Ratio	Optimum Cruising Speed M.P.H.	Gradeability - steady climb - in percent			
		DC12-10		DC12-13	
		44T	60T	44T	60T
R 780 2.71*	56	32.9	23.4	>35	26.4
R 780 2.92*	56	>35	25.3	>35	28.6
R 780 3.08	56	>35	25.2	>35	28.5
R 780 3.27 Std	54 - 56	>35	26.9	>35	30.4
R 780 3.40	52 - 56	>35	28.1	>35	31.8
R 780 3.80	46 - 50	>35	31.7	>35	>35

*2.71 and 2.92 only available with low profile tyres. Calculations based on 315/70R22.5 rear tyres.

Remaining calculations assume standard specifications. Performance achieved in operation will depend on conditions, bodywork, gear ratios and tyre specification.

The specifications contained in this publication are intended as a general guide, and not as representations as to the product described, nor as binding in detail.

