

SCANIA

SPECIFICATION

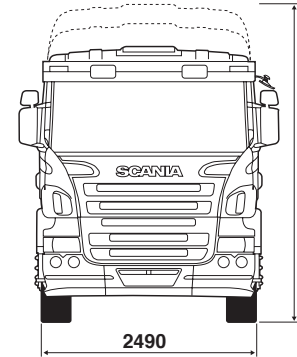
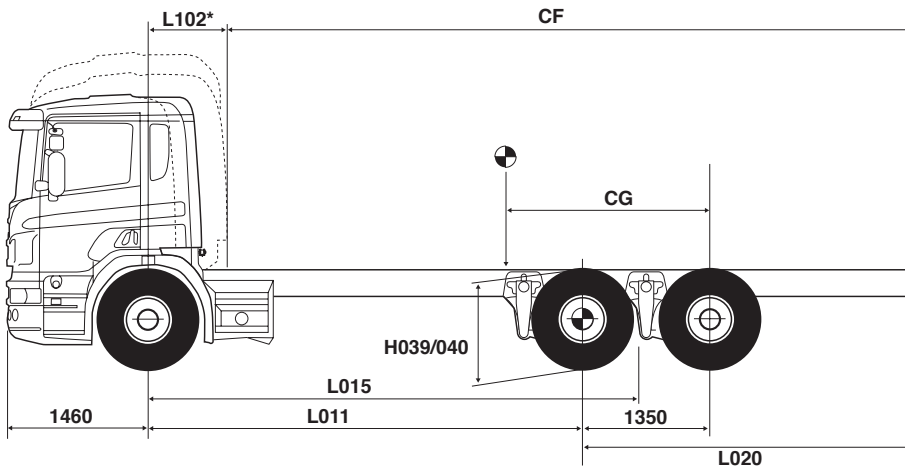
P-, G- and R-series

P 230 DB6x2MNA

26500Kg GVW

THREE AXLE RIGID/DRAWBAR

P



L102 (centreline of front axle to start of bodywork) Short – 450 Day – 610 Sleeper – 875

* Increases by 15mm with air deflectors

DIMENSIONS (mm)

L011		4300	4500	4700	4900	5100	5300	5500	5700	5900
L015		4904	5104	5304	5504	5704	5904	6104	6304	6504
L105	Day cab	7310	7664	8015	8372	8728	9084	9441	9690	9898
	(feet)	(24.0)	(25.1)	(26.3)	(27.5)	(28.6)	(29.8)	(31.0)	(31.8)	(32.4)
	Sleeper	6835	7192	7548	7906	8264	8623	8982	9341	9633
	(feet)	(22.4)	(23.6)	(24.8)	(25.9)	(27.1)	(28.3)	(29.5)	(30.6)	(31.6)
CF	Day cab	7310	7660	8010	8370	8720	9080	9440	9690	9800
	Sleeper	6835	7185	7545	7905	8255	8615	8975	9335	9535
L020	Day cab	3620	3770	3920	4080	4230	4390	4550	4600	4510
	Sleeper	3410	3560	3720	3880	4030	4190	4350	4510	4510
L020 Max		4200	4400	4600	4800	5000	5110	4910	4600	4510
CG Max	Day cab	1519	1547	1576	1603	1631	1659	1686	1713	1740
	Sleeper	1491	1518	1546	1573	1599	1625	1651	1678	1703
CG Min	Day cab	1386	1409	1433	1454	1476	1498	1520	1542	1563
	Sleeper	1358	1380	1401	1423	1443	1464	1484	1505	1525

H039 unladen	H040 laden	Chassis Height
1000 mm	970 mm	Normal (N)
878 mm	854 mm	Low (L) ¹

¹'L' dimensions assume '60 series' tyre fitment

TWB = Theoretical wheelbase

L105 = Max. bodylength to suit weight distribution. CG dimension for body and payload calculated for standard model at standard GB plated weights. Height dimensions measured to top of frame at rear bogie centreline. Rear overhang (L020) can be specified in 10 mm steps up to maximum – check legality.

PLATED WEIGHTS – AWR

	Front Axle	Drive Axle	Trailing Axle	GVW	GTW \$
Design					
Gross	Kg 7500†	10500	8500	26500	30000
Legal					
Max in GB	Kg 7500	10500	8500	26000	29500

\$ GTW 40000kg when fitted with trailer brakes and either '280' or '320' engine. GR905 gearbox recommended as minimum.

† Front axle capacity up to a maximum of 9000 kg available as option.

Plated weights dependent on statutory tyre limitations.

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

Axle distance	Front	Rear Bogie	Total (kg)
4300	4380	2934	7314
4500	4391	2942	7333
4700	4402	2950	7352
4900	4413	2958	7371
5100	4425	2965	7390
5300	4436	2973	7409
5500	4448	2980	7428
5700	4459	2988	7447
5900	4470	2996	7466

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

Driver not included. See overleaf for option weights.

P 230 DB6x2MNA

SL5451092
July 09

ENGINE (EURO 5)

Scania '9 litre' vertical five cylinder in-line turbocharged intercooled direct injection diesel with Scania XPI.

'230'

Type: DC9-39
Swept Volume: 9.3 litres
Bore: 130 mm
Stroke: 140 mm
Compression Ratio: 17:1
***Max. Power:** 169kW (230 h.p.) at 1900 rev/min
***Max. Torque:** 1050 Nm (774 lbf.ft) between 1000 and 1500 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: 42 litres

Oil Capacity: 31 litres

Air Cleaner: Dry replaceable paper element

Engine driven PTO provision: ED120

Options:-

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

'280'

Type: DC9-38
***Max. Power:** 206kW (280 h.p.) at 1900 rev/min
***Max. Torque:** 1400 Nm (1033 lbf.ft) between 1000 and 1350 rev/min

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

'320'

Type: DC9-37
***Max. Power:** 235kW (320 h.p.) at 1900 rev/min
***Max. Torque:** 1600 Nm (1180 lbf.ft) between 1100 and 1200 rev/min

*With fan at max. slip

CLUTCH

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

GEARBOX

Type: Scania GR875 eight speed synchromesh (four speed main fitted with two speed planetary range unit)
Oil Capacity: 11.1 litres

GEAR RATIOS

Low Range

1st 9.17:1
 2nd 6.26:1
 3rd 4.65:1
 4th 3.75:1
 Reverse 11.00:1

High Range

5th 2.45:1
 6th 1.67:1
 7th 1.24:1
 8th 1.00:1

Options:-

(1) **Type:** Scania GR905 - eight speed synchromesh (four speed main fitted with two speed planetary range unit) plus one crawler gear.

(2) **Type:** Scania GRS895 twelve speed synchromesh (three speed main fitted with two speed planetary range unit plus splitter).

(3) **Opticruise:** Gearchange management system – N/A with GR905.

(4) **Type:** Automatic six speed electronically controlled.

REAR AXLE

Type: **Driving:** Scania ADA1100
Trailing: Scania ASA1000
Capacity: Combined 19000 Kg
 Drive axle has pressed steel housing with magnetic oil drain plug.

REAR AXLE GEAR

Type: Scania R660
 Single reduction hypoid.Crown wheel and pinion matched during manufacture.Pneumatically operated differential lock.

FRONT AXLE

Type: Scania AM740 I section rigid beam - AMA740 with air suspension.
Capacity: 7500Kg

Options:-

(1) Scania AM950 - capacity 9000kg

(2) Scania AMA860 - air only - capacity 8000kg

STEERING

Type: Recirculating ball. Hydraulically assisted power steering
Steering wheel: Diameter 450mm. Lock to lock 4.9 turns
Turning circle: Kerb to kerb
 4.3m A/D 18.2m 4.5m A/D 18.8m 4.7m A/D 19.6m
 4.9m A/D 20.2m 5.1m A/D 21.0m 5.3m A/D 21.8m
 5.5m A/D 22.4m 5.7m A/D 23.3m 5.9m A/D 24.0m

SUSPENSION

Type Front: Semi-elliptic parabolic springs with swinging shackles and threaded shackle pins.

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

Options:- (1) Front anti-roll bar

SPRING SIZE

Front
Length: 1820mm
No. of leaves 2 x 32mm
Design Capacity 7500Kg

Options:-

(1) Air suspension on front axle – design capacity 7500 or 8000 kg.

(2) 3 x 29mm leaves – design capacity 8500 kg.

(3) 4 x 28mm leaves – design capacity 9000 kg.

WHEELS & TYRES

Ten stud spigot mounted disc wheels fitted with radial tubeless tyres.

Front: 9.00 x 22.5 wheels with 315/80R22.5 tyres (2 off)

Drive: 8.25 x 22.5 wheels with 295/80R22.5 tyres (4 off)

Trailing: 8.25 x 22.5 wheels with 295/80R22.5 tyres (4 off)

Options:-

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

(2) Aluminium wheels - machined or polished surface finish

(3) Front wheel embellishers

(4) Tyre Pressure Monitoring - TPM

FRAME

Type: F950-50 for 'M' class
 F957-50 for 'H' class

Flat top constant depth 'U' channel with riveted crossmembers

Sidemember Dimensions:

F950 - 270 x 90 x 9.5mm
 F957 - 270 x 90 x 9.5mm External member
 247 x 78 x 7mm 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. 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 brakes

Secondary Circuit: First position of park brake lever actuates spring chambers on axles 2 and 3

Parking Brake: Actuates spring chambers on axles 2 and 3

Exhaust Brake: Air actuated operated by brake pedal

Brake Antifreeze Protection: Air dryer

Brake Wear Adjusters: Automatic

Options:- (1) 2 line EC trailer brake pipes to rear section of chassis.
(2) 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:** 100A

Batteries: Twin 140Ah

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

Options:-
(1) 180Ah batteries, (2) 225Ah 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	150	150	200	200
	200	200	300	300
	300	300	350	350
	450	450	400	400
			500	500
			600	600
			700	700

Tank sizes can be supplied in LH + 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, one day, EC digital tachograph, rev-counter and gauges for coolant temperature and fuel. Central display for vehicle information and warning messages. 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
(3) CP19 Highline Cab

P.T.O. OPTIONS Check gearbox availability

Rear Mount		GR875 / GRS895 / GR/S905	GRS0905
Pump	Flange		
¹ EG640P	¹ EG640F	1.65 / 2.04H	1.33 / 1.67H
¹ EG641P	¹ EG641F		
EG650P	EG660F	1.00 / 1.24H	
¹ EG651P	¹ EG661F	1.28 / 1.58H	
EG652P	EG662F		0.82 / 1.03H
¹ EG653P	¹ EG663F		1.03 / 1.29H
Side Mount			
EG500P	EG500F	1.33 / 1.65H	
EG501P	EG501F		1.78 / 2.22H
² EG502P	² EG502F	1.33 / 1.65H	
² EG503P	² EG503F		1.78 / 2.22H
Sandwich			
EK730	EK740	1.00	1.00

¹ = Not in combination with side mounted P.T.O.

² = Not in combination with rear mounted P.T.O.

H= High on 'S' splitter gearboxes only.

Flange output rear mount N/A on 6x2/4 or 6x2/2 chassis

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

Axle Distance	43	45	47	49	51	53	55	57	59
GR905	+34 +9 +43	+34 +9 +43	+35 +8 +43	+36 +7 +43	+36 +7 +43	+36 +7 +43	+36 +7 +43	+37 +6 +43	+37 +6 +43
GRS895	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2	+2 0 +2
AM950 front axle	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13	+13 0 +13
Front anti-roll bar	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33	+34 -1 +33
Air suspension front	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55	+40 +15 +55
3 x 29mm f/springs	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44	+44 0 +44
4 x 28mm f/springs	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73	+73 0 +73
315/80 tyres/ 9.00 rims	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72	+0 +72 +72
385/55 tyres/ 11.75 rims	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30	+30 N/A +30
385/65 tyres/ 11.75 rims	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38	+38 N/A +38
Aluminium Wheels									
8.25x22.5	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120	-24 -96 -120
9.00x22.5	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150	-30 -120 -150
11.75x22.5	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44	-44 N/A -44
F957-50 frame	+78 +159 +237	+82 +163 +245	+87 +167 +253	+91 +171 +261	+95 +174 +269	+99 +178 +277	+103 +182 +285	+108 +186 +293	+112 +190 +301
Retarder	+73 +16 +89	+73 +16 +89	+74 +15 +89	+75 +14 +89	+75 +14 +89	+76 +13 +89	+76 +13 +89	+77 +12 +89	+77 +12 +89
180Ah Batteries	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17	+14 +3 +17
225Ah Batteries	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56	+46 +10 +56
Std. Tank Full	+147 +77 +224	+150 +74 +224	+152 +72 +224	+155 +69 +224	+157 +67 +224	+160 +64 +224	+162 +62 +224	+164 +60 +224	+166 +58 +224
*1 x 450l G	+80 +91 +171	+84 +87 +171	+87 +84 +171	+90 +81 +171	+93 +78 +171	+96 +75 +171	+98 +73 +171	+100 +71 +171	+103 +68 +171
Vertical exh outlet	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57	+45 +12 +57
CP14 Cab	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33	-35 +2 -33
CP19 Sleeper Cab	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80	+65 +15 +80
CP19 Highline Cab	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110	+89 +21 +110
Air deflectors- CP14	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42	+40 +2 +42
- CP16/19/19H	+39 +3 +42	+39 +3 +42	+39 +3 +42	+39 +3 +42	+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	+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	+42 +5 +47	+42 +5 +47	+42 +5 +47	+42 +5 +47

* Additional to standard tank full of fuel.

SCANIA

SPECIFICATION

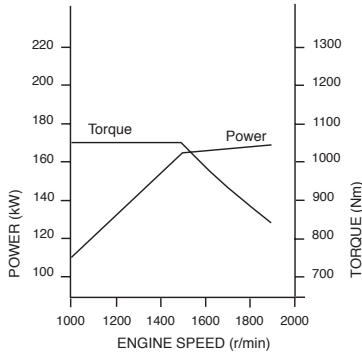
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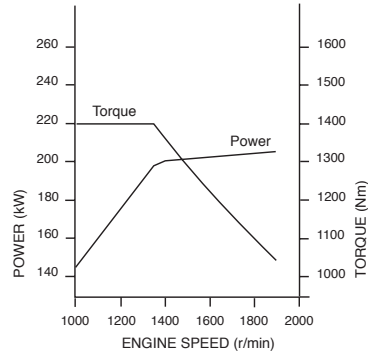
THREE AXLE RIGID/DRAWBAR

ENGINE PERFORMANCE

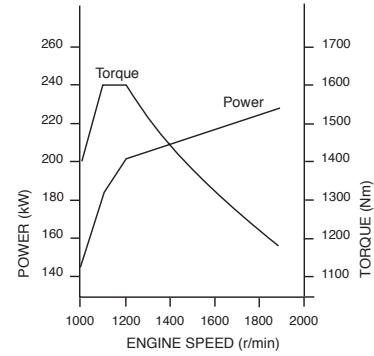
'230' DC9-39



'280' DC9-38

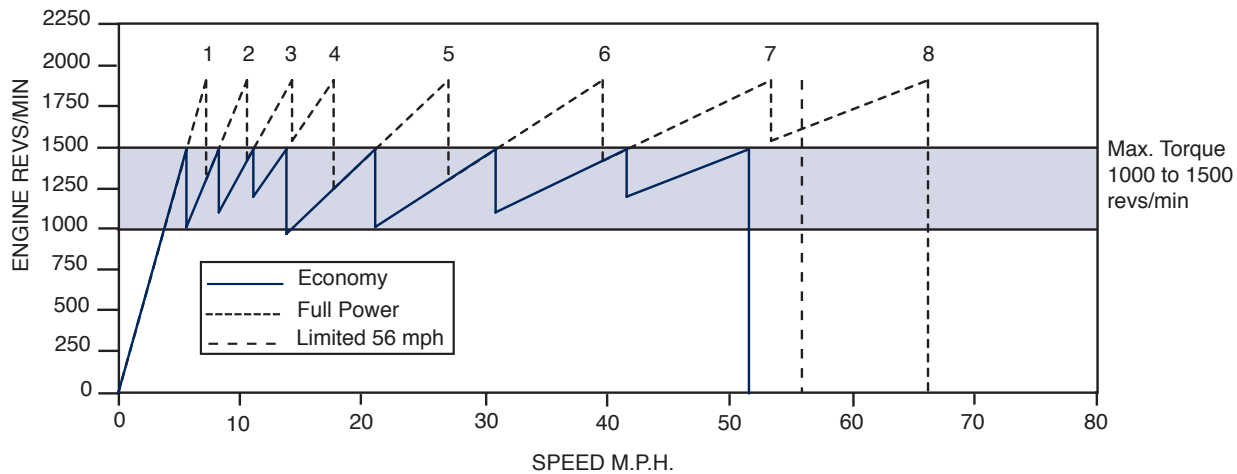


'320' DC9-37



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			
		DC9-39 26T	DC9-38 26T	DC9-37 40T\$	DC9-37 26T
R 660 2.92*	40 - 53	21.5	27.7	32.7	29.9 >35
R 660 3.07	43 - 56	19.9	25.5	30.1	27.5 32.5
R 660 3.42 std.	39 - 51	22.3	28.7	33.9	30.9 >35
R 660 3.80	35 - 46	25.0	32.2	>35	34.9 >35
R 660 4.22	32 - 42	28.0	>35	>35	>35 >35
R 660 4.88	27 - 36	32.9	>35	>35	>35 >35

\$40T calculations shown with GR905 gearbox. *2.92 only available with low profile tyres. Calculations based on 295/60R22.5 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.



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