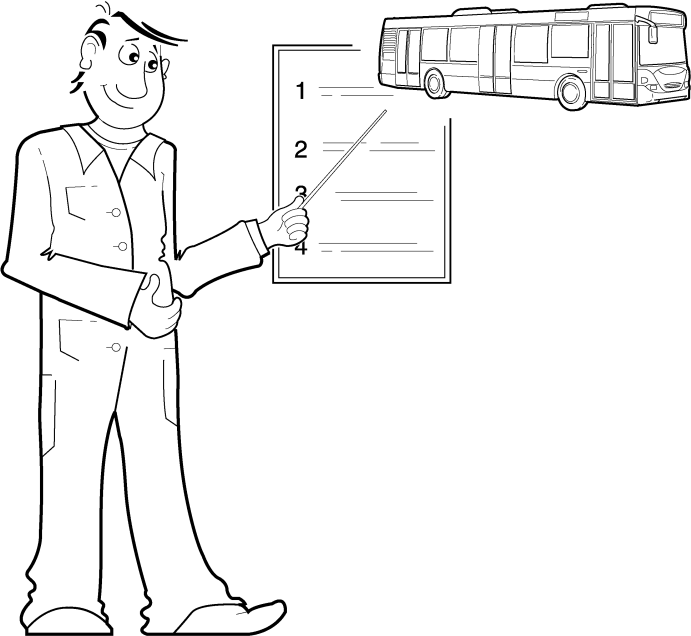


# Body and safety inspection

## Procedures



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# General

To improve the quality of buses delivered to customers, in certain markets, a body inspection and a safety check of the bodywork on Scania bus chassis' has been introduced.

The intention is that this inspection should be carried out by a Scania workshop situated in the vicinity of the bus coachbuilder. In this way, any faults noted can be rectified by the coachbuilder before the bus can be deemed finished at the coachbuilder and ready for delivery.

**Note:** The intention of the inspection is to check that the body does not negatively affect the chassis' functions, leading to chassis damage, does not prevent inspection or repair, and above all, that there are no problems that can affect road safety.

Accordingly, the bus should, regardless of where it is to be used, have undergone a body and safety inspection, in the vicinity of the coachbuilder, so that the bus can be delivered to the dealer without any problems. The dealer then carries out the remaining, regular pre-delivery inspection before delivery to the customer.

See Main group 0, Body and safety inspection, for the program. In addition, the speed limiter and tachograph seals should also be inspected carried out during this inspection.

The time taken for this check is shown in the Scania standard times manual, and the cost, according to guarantee level, is covered in full by Scania. Existing compensation claim procedures should be used by the Scania workshop carrying out the check, via their importer.

# Procedures

The coachbuilder books a preliminary time for the inspection at the nearest authorized Scania workshop, approximately 1 week before completion of the bus, and makes the booking (date and time) definite 2 days before completion. The bus must be available to the Scania workshop for a minimum of 2 days to enable the check to be carried out. This time, and any time required for rectifying action should be taken into account by the coachbuilder, when confirming the delivery date to the customer = (usually the sales general agent/dealer).

We recommend that the coachbuilder and the Scania workshop come to an agreement about the transport procedures between their respective locations. If it can be agreed upon, Scania personnel can carry out the inspection of the finished bus at the coachbuilder's premises.

**Note:** If the inspection is carried out at the coachbuilder's premises, then no work is to be carried out on the bus during the inspection, in order that the inspection may proceed undisturbed.

If insurance has not already been arranged, the involved parties should secure the issue of insurance cover throughout the inspection procedure.

During the introduction of the body and safety inspection, personnel from Scania, together with personnel from the coachbuilder and the Scania workshop as well as the contact person of the general agent should participate. Collective run through of report form and work procedures.

Drive the bus, if so agreed, to the nearest contracted Scania workshop whose personnel carry out the check and are responsible for the bus during its time at the workshop. Refuel sufficiently to allow for both transport and the specified test drive. Scania will cover the cost of fuel and topping up of oil according to the items in the report.

The contracted Scania workshop carries out the inspection in accordance with report and work procedure:

Make copies of the reports as required.

- 1 Fill in the customer details.
- 2 Mark each completed item with an "X" in the intended column.
- 3 Sign a sticker, part.no 1 587 672, after completion of the inspection and apply it to the windscreen, as proof to the selling partner that the inspection has been carried out on the vehicle.
- 4 If faults are found in the bodywork that affect the function of the chassis, note these in the report. Write the report and item number and the fault note on the last page of the report.

**Note:** If no faults are found, note OK on the last page of the report.

The latter information is important to note. First, it tells the coachbuilder what needs to be rectified on the bus and modified in their production. Second, it tells the Scania factory of any difficulties the coachbuilder encounters when designing the body.

If the seal on the speed limiter or tachograph is broken, they shall be resealed at the coachbuilders' expense, as it is they who are responsible for opening this factory tested and sealed equipment. Seal according to the instructions in the Bus Builder's Manual.

The Scania workshop will ensure that the coachbuilder receives a copy of the report, even if no faults pertaining to the coachbuilders' area of responsibility are found.

Upon return of the bus to the coachbuilder, they are responsible for ensuring that the faults noted are rectified before the bus is delivered.

The Scania workshop carrying out the inspection should use existing claim procedures via their Importer. One claim for the chassis inspection and one for the safety check, both with their respective report attached, should be sent from the Scania workshop carrying out the check to their general agent. These are then forwarded to Scania according to standard procedures.

If faults are found for which Scania are responsible, these are to be rectified and compensation claimed from to Scania according to standard procedures. Faults for which the coachbuilder is responsible are reported to the coachbuilder. The coachbuilder should then rectify the faults. However, the Scania workshop can carry out the work and claim compensation from the coachbuilder, if an agreement to this effect has been made.

**Note:** Note that no further inspection is carried out. The coachbuilder is trusted to rectify any faults found.

In certain cases, the selling Scania agent may have further items they wish to have checked. In such a case, a separate agreement between the Scania agent and the contracted Scania workshop is to be created.

**IMPORTANT!** This inspection is carried out for internal purposes within the Scania organisation only. The inspection report is not intended to be a contractual document and it may not under any circumstances be used as or referred to as such. Since this inspection is only for internal purposes, the Scania organisation does not guarantee any results, or that the check is complete. Consequently, the Scania organisation does not accept any contractual or non-contractual responsibility, in connection with this inspection.