

IMPROVED SPECIAL-PURPOSE VEHICLE

Swap body carrier with CAN-based electronics architecture

Terberg has upgraded its BC183 swap body carrier (BC) with a cabin, stage V certified engine, and a range of smaller improvements. The electronics architecture is now based on CAN.



The BC183 swap body carrier. A fully electric model (BC202-EV) is also available (Source: Terberg)

The body carrier excels at shunting swap bodies at distribution centers, due to its agility and turning circle. The design accommodates a range of swap body types and there are several options for locking the bodies to the vehicle. BC units can optionally be fitted with a lifting fifth wheel to handle semitrailers. The cab has an ergonomic design to optimize operator convenience, explained the company. The cab suspension has been improved and the joystick controls are placed next to the driver's seat.

The added electronics architecture is based on the CAN network and supports future updates over the air. With the Terberg Connect software users can gather valuable operational data from the vehicles to optimize their fleet management. This makes it possible to track vehicle movements and schedule preventive maintenance to maximize the availability of the vehicles.

The overhead storage bin and storage compartments in the dashboard are accessible and functional, the company added. The windows are slightly angled which gives the driver visibility in all directions and prevents distracting reflections. The company designed the vehicle to give service engineers more access to the mechanical and electronic components than before. For example, the entire dashboard can be removed or refitted in minutes. Similarly, covers, bumpers, and windows are replaceable if they are damaged. The design reduces the time and cost of maintenance and repairs, said the company.

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