

# ELECTRONICS – LCV

DAILY MY24

IVECO

IVECO • GROUP

# INTRODUCTION TO BODY-VEHICLE CONNECTION AND CANOPEN

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## INTRODUCTION

This manual has the aim to give an overview on electric/electronic infrastructure concerning Iveco Light Commercial Vehicles providing some essentials and guiding Body Builders (BB) on how and where to find the necessary information to **configure** the electrical / electronic connection (interface) between Iveco vehicle and body they need to build



For further details, specifications and documentation go to the “Iveco BodyBuilders” website (<https://newibb.iveco.com>), looking at the section “BODY BUILDER INSTRUCTIONS” and “EE MANUALS” available once selected a model/vehicle from the “DOCUMENT SEARCH” menu.

The screenshot displays the IVECO BODYBUILDERS website interface. At the top right, there are links for "Contact Us" and "TUTORIAL". A vertical sidebar on the left contains navigation options: Home, Document Search (highlighted with a yellow box), Users Manager, Tools, BBP, Homologation and Statement, News, and Special ranges. The main content area is titled "SELECT VEHICLE TYPE" and features tabs for "MODELS EURO 6-VI 2024", "MODELS EURO 6-VI 2022", "MODELS 2019", and "MODELS 2012 2014 2016". Below these are three categories: "ON ROAD", "OFF ROAD", and "ELECTRIC". Under "ON ROAD", there are images for "DAILY CAB" (highlighted with a yellow box), "DAILY VAN", "DAILY 4X4 CAB", and "DAILY 4X4 VAN". Under "ELECTRIC", there are images for "EDAILY CAB" and "EDAILY VAN". A note states "Displayed images are for illustrative purpose only". Below the vehicle selection, the "DAILY CAB" section is active, showing options for "Body builder instruction" (highlighted with a yellow box), "EE Manuals" (highlighted with a yellow box), and "3D Vehicle Model". A table below lists the instruction: "DAILY MY24\_Direttive Allestitori\_2nd Ed\_IT.pdf" with a "Download" button and a "Download File" link.

Iveco allows to manage different types of **Electrical/Electronic connection between Body and Vehicle**, according to the set of signals needed by BodyBuilders to fit their equipment, and the type of equipment to be fitted on. They are grouped in three configurations: **Base Line, Mid Line and High Line**.

### 1<sup>st</sup> configuration

The simplest one, called **BASE LINE** is a **basic hardwired interface**, that uses a standard connector, already available in the vehicle to transfer to the body only some basic information concerning the status of the vehicle or to receive some basic commands. **It doesn't allow to manage PTOs**. To use this configuration You have to order the **OPT 8656**.

More details on connectors and signals available for this configuration are reported in the following pages and in the chapter 5.2 of the BodyBuilders Instructions published in the Iveco Body Builders website.

### 2<sup>nd</sup> configuration

Second type of configuration, called **MID LINE**, uses a control unit, the **"PTO Expansion Module (EM)"**, **OPT 643** and further connectors (with OPT EM included) to allow the controls of PTOs and make it possible to realize demanding applications but wired only.

### 3<sup>rd</sup> configuration

The more complex configuration, called **HIGH LINE**, offers not only the possibility to provide a wide range of signals, but also to exchange signals between Body and Vehicle using CANopen communication. To do so, it is necessary to have the optional **"CANopen Interface"**(**OPT 1693**) and the appropriate connectors (supplied with the interface) and to respect the characteristics of In-Vehicle CAN bus, the so-called CAN Firewall. In this configuration complex applications as control of the engine from external sources, safety rules for waste collection applications, etc.. are possible.

## Why use a CANopen Communication?

Instead of using simple wired signals from BB connectors, the CANopen interface offers BBs a complete set of available vehicle information used by the on-board electronic systems.

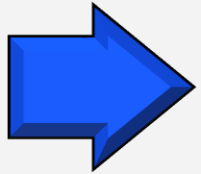
### MAIN ADVANTAGES

- ✓ Considerable number of information and controls
- ✓ Flexible selection of information and control needed
- ✓ Flexible Communication setup to match specific application needs
- ✓ Clearly defined safety aspects
- ✓ Expandable
- ✓ Cost efficient

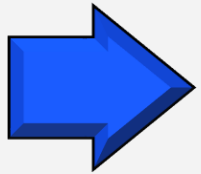
### MAIN PERFORMANCES

- ✓ High Real-time capability
- ✓ High Transmission speed
- ✓ High Reliability & failure tolerance
- ✓ High Electromagnetic capability
- ✓ High Flexibility / configuration
- ✓ Low Installation / assembly
- ✓ High Cost-effectiveness

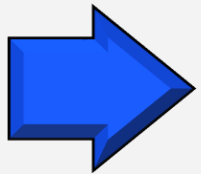
*For deeper technical details:*



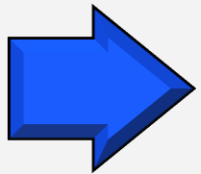
**Related to connectors** (characteristics, basic functions, position inside the vehicle, diagrams), **electrical schemes** and **Control units** description, please read the manual “Body Builders Instructions” loaded in the section “Body Builders Instructions” of the website <https://newibb.iveco.com> (selecting a range/model/vehicle). Please be aware that in the IBB website the manual’s title is in your own language.



For further details on **CAN Communication**, **CANopen objects**, details on signals, and **Firewall conditions** you can find, always in IBB, further manuals: “Daily MY24\_BodyBuilder Instructions.pdf” and “CAN OPEN DAILY MY24\_Body Builder Instructions.pdf” loaded in the section “EE\_Manuals”



You can also navigate the website Iveco Web Documentation (IWD) at the link <https://iwd.iveco.com>



You can ask for the support of your BB Market responsible, reported in the section “CONTACT US” (selecting your Country) in the homepage of the website <https://newibb.iveco.com>



# BODY – VEHICLE: TYPE OF CONNECTION

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# BASE LINE: SERIAL BB INTERFACE

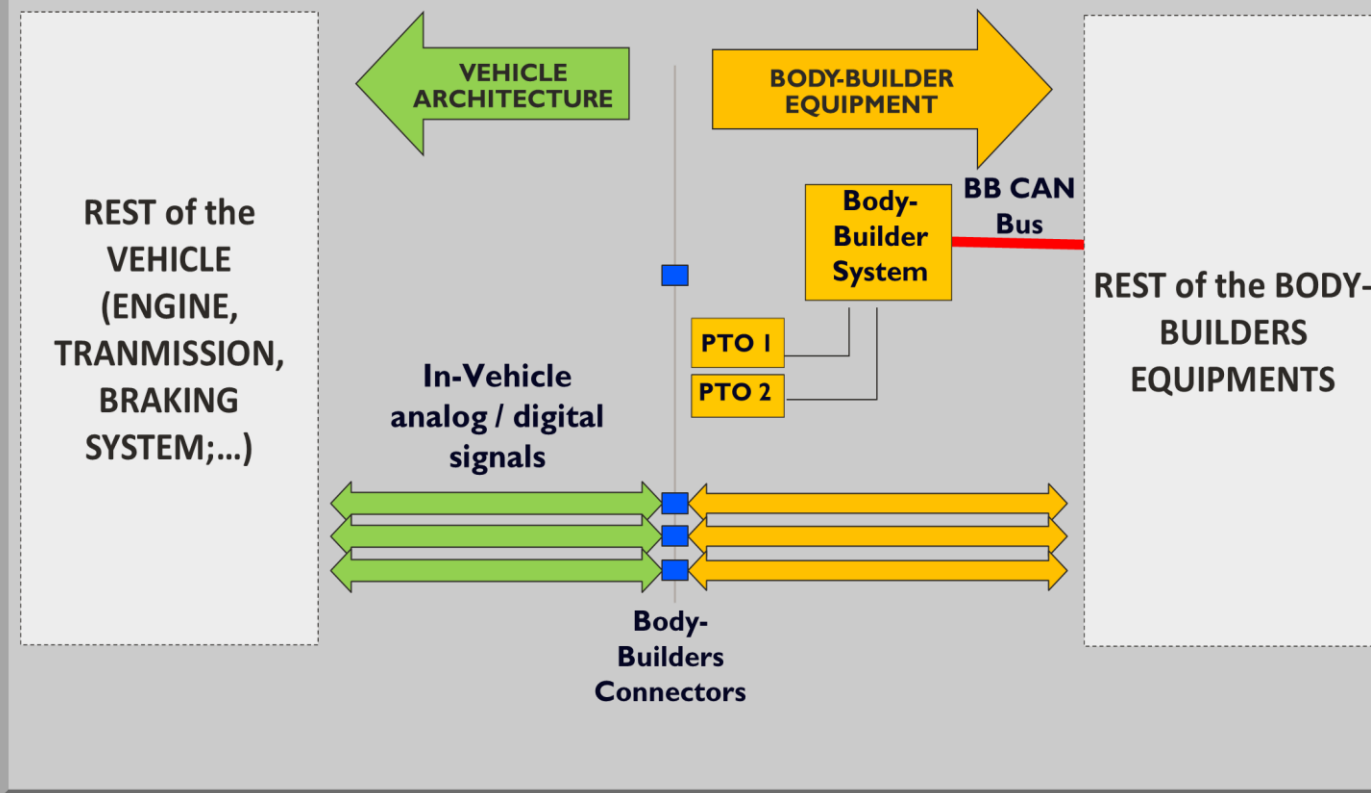
CHARACTERISTICS AND ELECTRICAL/ELECTRONIC SCHEME

## BASE LINE

Serial BB interface

- **OPT 8656**
- **NO integrated PTO management**
- **Basic hardwired Interface through the standard connector *ST 72105A* (\*)**

## ELECTRICAL ELECTRONIC SCHEME



(\*) List of all connectors available in Body Builder Instructions - chapter 5.2

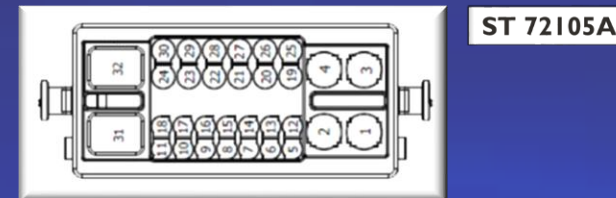
# BASE LINE: AVAILABLE SIGNALS

BB CONNECTORS AND SIGNALS AVAILABLE ON THOSE CONNECTORS PINS



The STANDARD CONNECTOR, **ST 72105A** is located in the behind passenger glove compartment. It is 32-pole connector (black coloured). It offers the list of signals reported in the tables below.

## Connector for Base Line



### Function connector 72105A (black) -cab

Pin Function	Wire colour code
1 Remote engine start-up from BB control	8888
2 Remote 8HP gearbox ("P" function)	6140
3 Remote 8HP gearbox ("D" function)	6141
4 EPB engagement request (Electronic Parking Brake)	6058
5 Manual parking brake status	6057
6 Clutch switch status	9273
7 Side marker lights output	3320
8 Engine status output	7778
9 EPB status detection output	6058
10 Reverse gear status	2268
11 Positive with key K15	8879
12 Cruise Control on/set+/set-/Resume input	8156
13 CC input Ground	0000
14 2nd speed limiter input	0000
15 Prevention of engine start-up	-

Pin Function	Wire colour code
16 Tacho signal (B7)	5517
17 Resered	----
18 Horn	1116
19 Engine speed (rpm)	5587
20 Radio MUTE control	1632
21 PTO1 signal feedback	6993
22 Multiple State Switch	0000
23 Ground for Multiple State Switch	0000
24 Ground	0000
25 K15 Remote	8879
26 Remote Engine Stop input	9903
27 Service brake status	1176
28 Vehicle standstill signal	0000
29 Hazard lights warning signal	1114
30 Battery positive K30	7772
31 Parking brake fully engaged	5622
32 Inhibition of S&S control	9273

(\*) List of all connectors available in Body Builder Instructions - chapter 5.2

# MID LINE: EXTENDED BB INTERFACE

CHARACTERISTICS AND ELECTRICAL/ELECTRONIC SCHEME

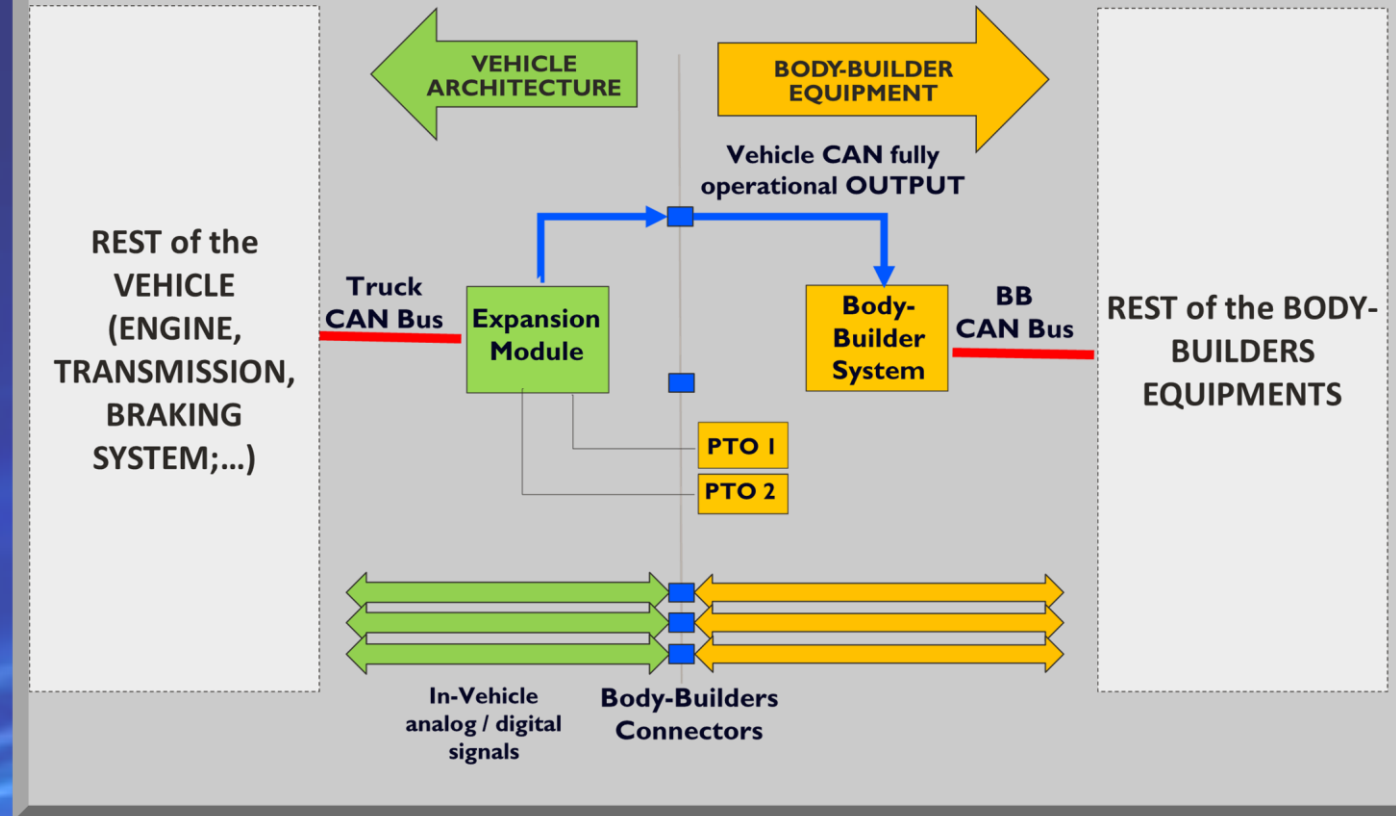
## MID LINE

Extended BB interface

Like **Base-line + Expansion Module** → **OPT 643**, that allows:

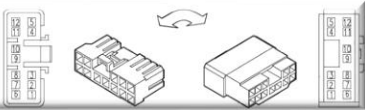
- **PTO management/PTO predisposition**
- **With extended hardwired interface and additional connectors:**
  - ✓ ST 61071 B – 20-way connector – Black
  - ✓ ST 72075 B – 12-way connector – Black
- **3 additional functions: RunLock, AddLights, Alarm**

## ELECTRICAL ELECTRONIC SCHEME



**Connectors available with the OPT 643:**  
**ST 72105A (Standard) + ST 72075B and ST 61071B**

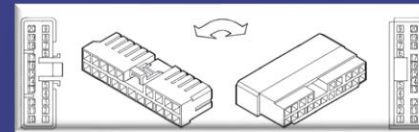
**ST 72075 B**



## Function connector **ST 72075B (black) – cab**

Pin Function	Wire colour code
1 Low beam right relay Output	6988
2 Low beam left relay Output	6989
3 --	
4 Alarm command	5981
5 --	
6 --	
7 Engine stop command	6990
8 Position light 10W Output	6991
9 Scene light relay Output	6992
10 --	
11 Ground	0000
12 --	

**ST 61071 B**



## Function connector **ST 61071B (black) – cab**

Pin Function	Wire colour code
1 Stop Light Right output	9131
2 Indication Light Right output	6985
3 Stop Light Left output	9132
4 Indication Light Led output	6986
5 PTO 2 solenoid/ Additional light2 21W Output	9123
6 Additional lightI 36W Output	9995
7 PTO2 feedback input	6132
8 PTO3 feedback input	6133
9 PTO2 pressure switch input	0392
10 PTO3 pressure switch input	0393
11 Run Lock switch input	0132
12 Scene lights switch input	0992
13 Additional lights 1 switch input	0993
14 Additional lights 2 switch input	0994
15 --	
16 PTO 2 switch input	0391
17 PTO 3 switch input	0123
18 --	
19 --	
20 Run Lock relay output	6987

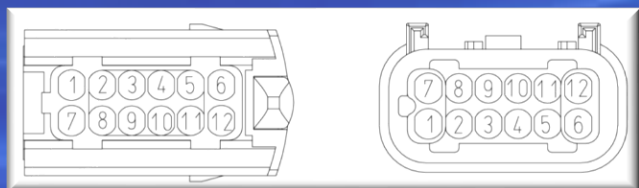
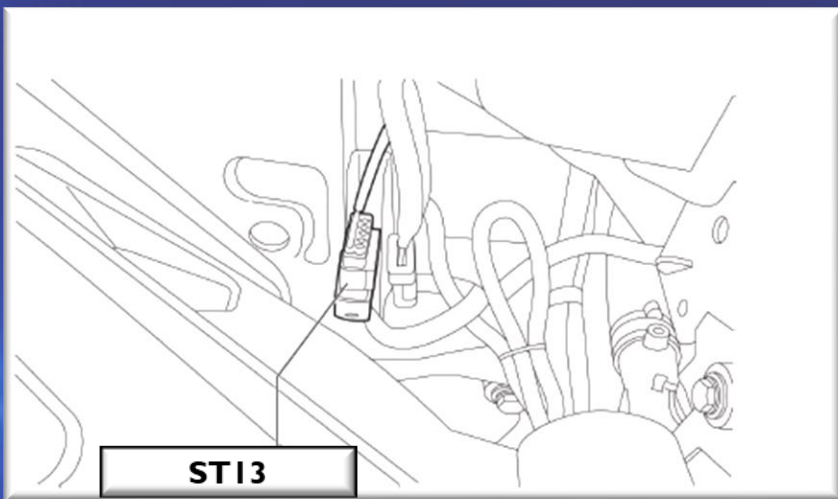
(\* ) List of all connectors available in Body Builder Instructions - chapter 5.2

# MID LINE: ADDITIONAL (OPTIONAL) CONNECTOR

ADDITIONAL BB CONNECTOR AND LIST OF AVAILABLE SIGNALS FOR BB APPLICATION



The vehicle may be equipped with an additional (optional) connector, **ST13** (12-way connector - black). The ST13 is located inside the engine compartment and is provided in the case of PTO use.



## Function connector **ST13** (black) - engine

Pin	Function	Wire colour code
1	--	
2	PTOI activation	9136
3	PTOI feedback switch	6993
4	PTOI+ activation	9135
5	Ground for PTO switch	0000
6	--	
7	--	
8	--	
9	--	
10	--	
11	--	
12	--	

## HIGH LINE

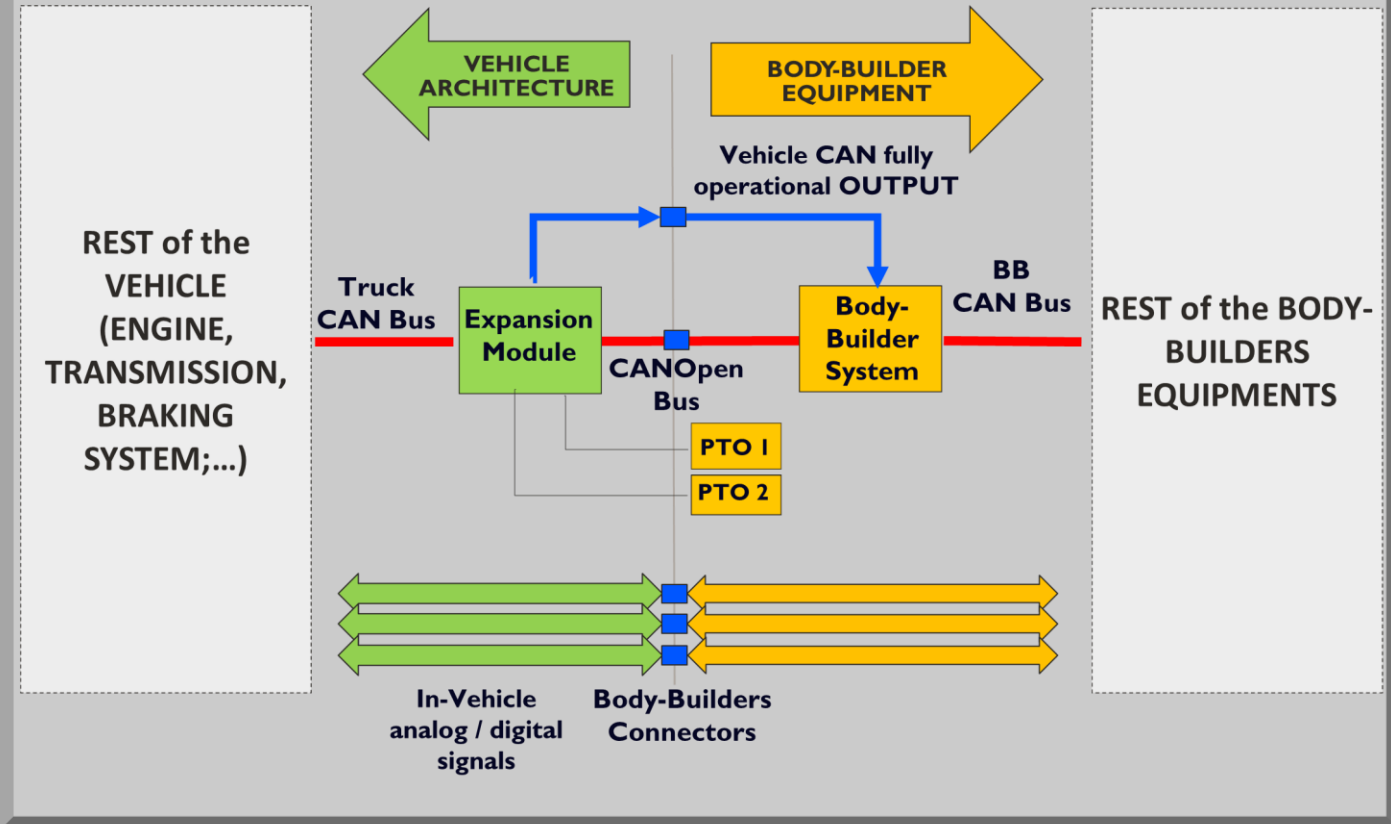
Fully Equipped BB interface

Like Mid-line + **OPT 1693**

- Fully equipped hardwired interface (with expansion module)

- With fully equipped hardwired interface
- With CAN / CANopen interface
- Output “Vehicle CAN fully operational” included
- With additional connector **ST72071** (CANopen Cab 9 Pole connector) - **Yellow (\*)**

## ELECTRICAL ELECTRONIC SCHEME



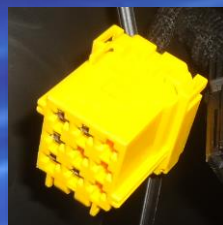
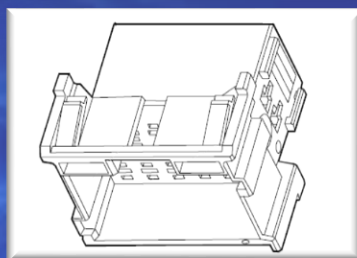
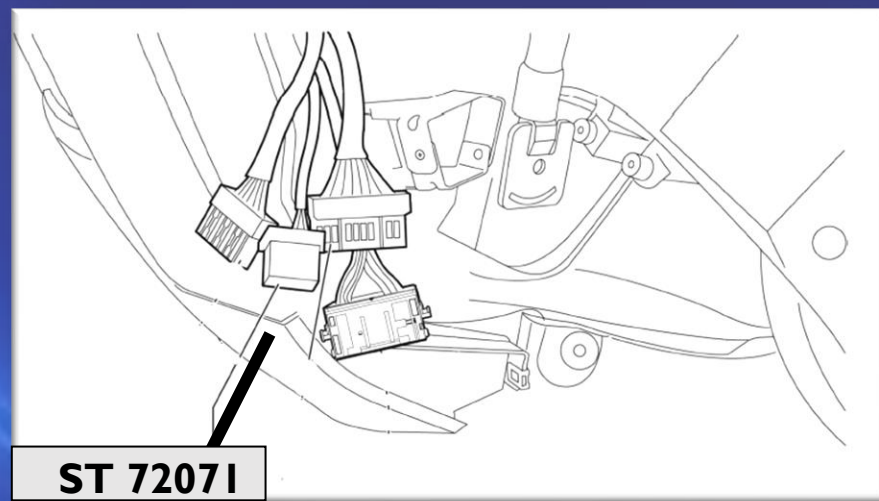
(\*) List of all connectors available in Body Builder Instructions - chapter 5.2

# HIGH LINE: CANOPEN CONNECTOR AND SIGNALS

BB CONNECTORS AND LIST OF AVAILABLE SIGNALS FOR BB APPLICATION

with the **OPT 1693**:

The vehicle is equipped with an additional connector, specific for CANopen communication: **ST 72071** (9-way connector - yellow). It is located in the behind passenger glove compartment



## Function connector **ST 72071 (yellow)** – cab (\*)

Pin	Function	Wire colour code
1	K 30+	7772
2	GND	0000
3	CO Enable – CiA 413	0975
4	BB CAN H	6110
5	--	
6	BB CAN L	6111
7	Vehicle CAN fully operational Output	0980
8	Activation Bodybuilder Input	0991
9	EMCY bodybuilders Input	0995

(\*) if you order the connector also order pin's, sealing and clip cover (90 or straight)



### **Additional signal with the OPT 1693:**

#### **Vehicle CAN fully operational**

The “Vehicle CAN fully operational” output indicates that **Vehicle Systems** like ECAS, Braking System, Vehicle Computer, MUX System, Tachograph, Gearbox System **are communicating without timeouts & the Expansion Module application is running**. This Hardware output can be easily integrated inside the BB application technical Safety concept, also for applications not using a CAN interface.

### **Additional functions:**

**RunLock** (available via CS programming) allows the ignition key to be removed without the engine being stopped. Used when the vehicle is stationary with the engine running and no crew in the cab. Used on Police vehicles / Ambulances / PTO operations to power the equipment.

**AddLights** (available via CS programming) allows management of BB rear lights / stop lights and Additional lights 1 and 2, also Scene lights (offers also Headlamp flashing and Speedlimiter Setpoint adaptations)

**Alarm** (available via CS programming) allows interaction with BB alarm systems. If activated:

- @ vehicle moving: Activation of Speedlimiter & Headlamp Flashing
- @ vehicle standstill: engine stopped & Headlamp Flashing

(continued)

# HIGH LINE CONFIGURATION: FOUR APPROACHES AND FOCUS ON CANOPEN

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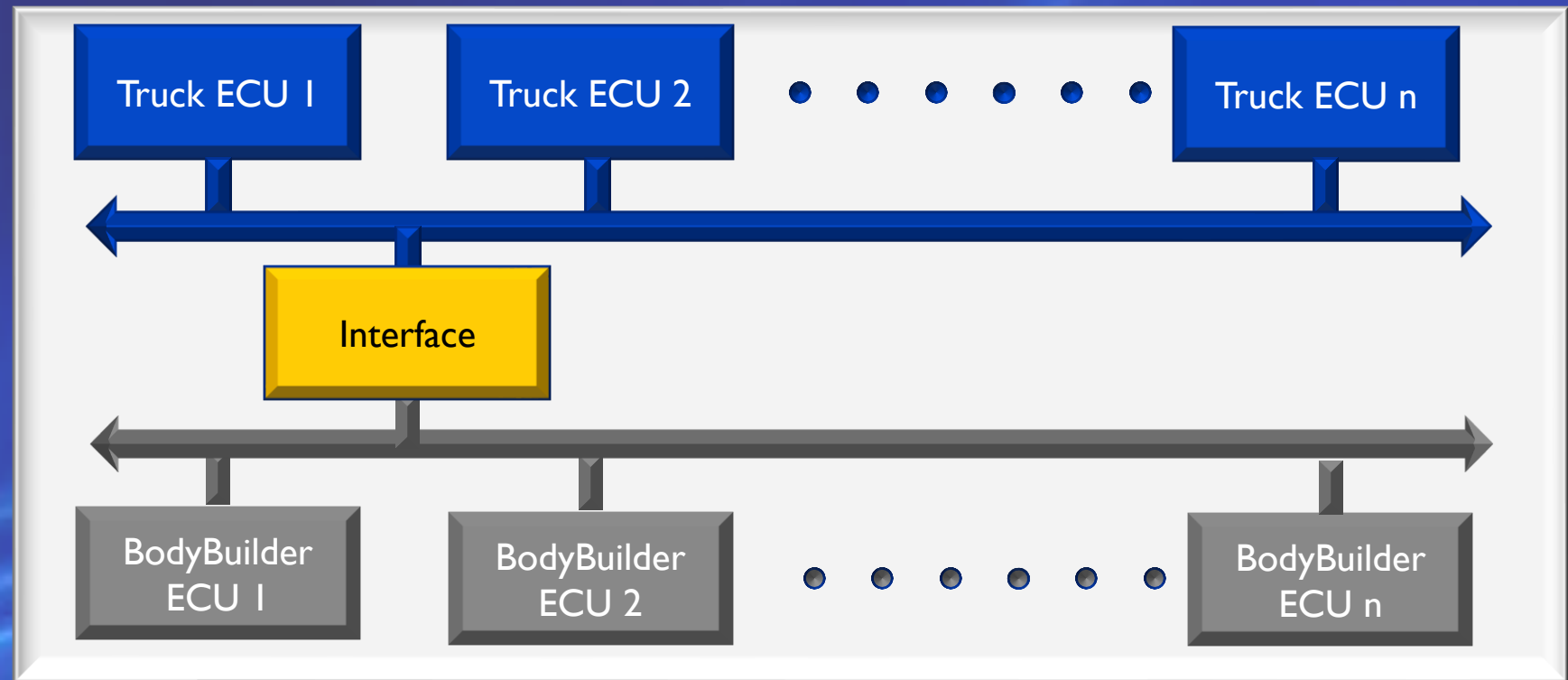


The **High Line** configuration allows to connect vehicle and body through a **device**, the Expansion Module (EM), called also CANopen interface, implemented by Iveco to provide BB with the possibility to integrate third party electric/electronic (E/E) signals/messages into the E/E vehicle architecture.

So, this interface allows the communication between In-Vehicle CAN and Body Builders CAN using both the standard SAE J1939 messages and **CANopen**, a communication protocol widely spread in industrial automation.



In order to reduce integration effort and costs for Body Manufacturers, the interface provided by Iveco is backwards compatible with Daily MY19/22



If your application needs a “fully equipped body builder interface” (High Line) our system gives you the possibility to configure it selecting the following module:

**XDC file:** A huge number of data are available on the in-vehicle CAN bus. To avoid high Bus loads of BB CAN, different **predefined sets of signals are available**, the so-called XDC files.

It means the BBs are able to choose the needed CAN communication, selecting the appropriate XDC file.

Body Builders have the possibility :

- 1) to **keep the default XDC file**, that means to use the default SAE J1939 like CAN communication.
- 2) to **select**, according to their needs or characteristics of their equipment, one of the brand/application **specific XDC files from the list of the predefined ones** developed by Iveco.
- 3) to **request their own specific XDC file**, developed by Iveco containing the BodyBuilder's needs.
- 4) to **configure** the CANopen interface **by themselves** (CANopen skills needed)

*Safety aspects have to be considered when a BB system is connected to a vehicle. To ensure secure communication, IVECO has introduced 2 mechanisms*

## **CAN Firewall.**

*Some BB CAN requests are defined as **safety critical**. This requests shall only be followed under well defined vehicle conditions.*

*To ensure this, the **CAN firewall** will forward the BB CAN request under the safe conditions, that the BB has defined as specific working conditions.*

*CAN Firewall parameters for each application are set by default.*

## **BB Safety**

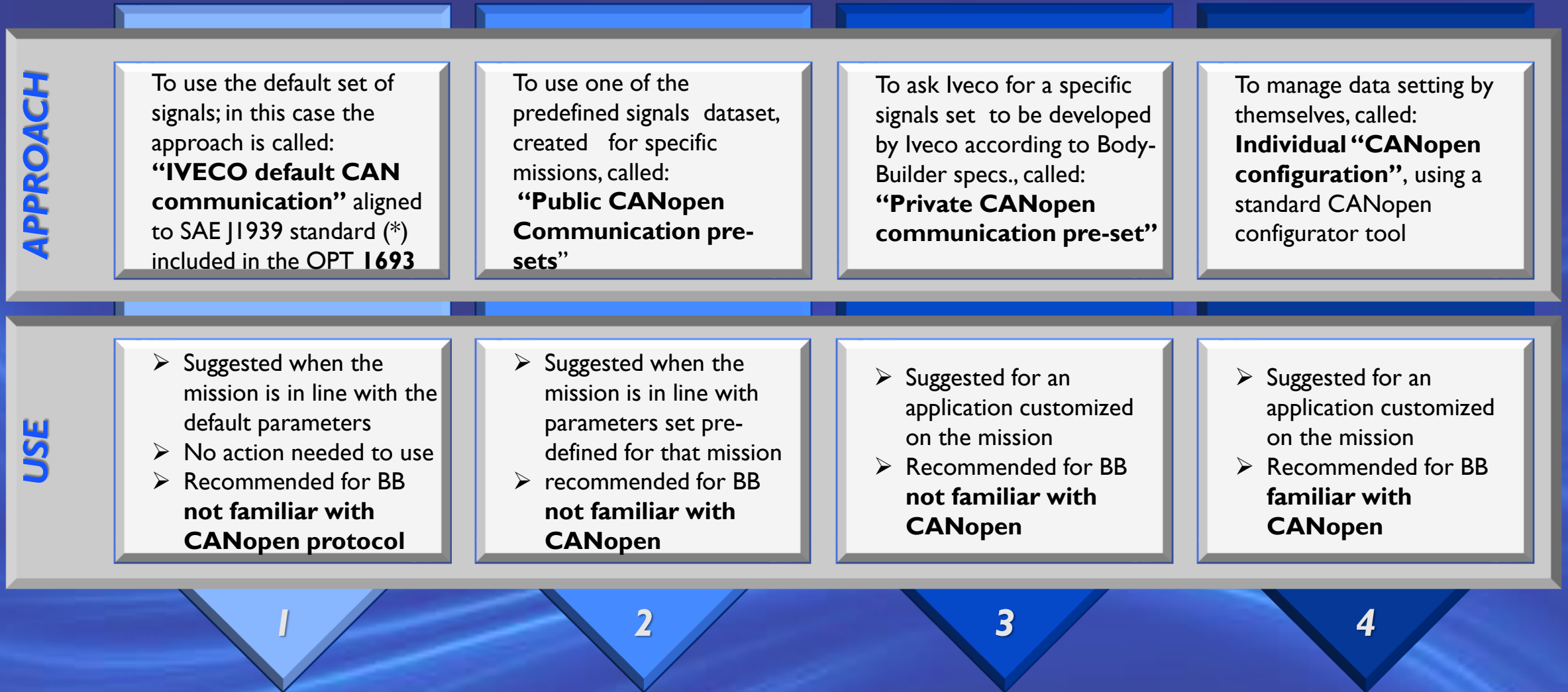
*In case of **communication problems** (e.g., losing CAN connection) a safe communication is no longer ensured. In this case, a Safety Concept via the **StoppedState** parameters will be supported. BB CAN requests will be replaced by predefined values to enter a safe vehicle state. This safe state can be defined by different sets of predefined values depending on BB needs.*

*Note: Stopped values for Requests, protected by the firewall, will also only be forwarded to the vehicle if firewall conditions are fulfilled*

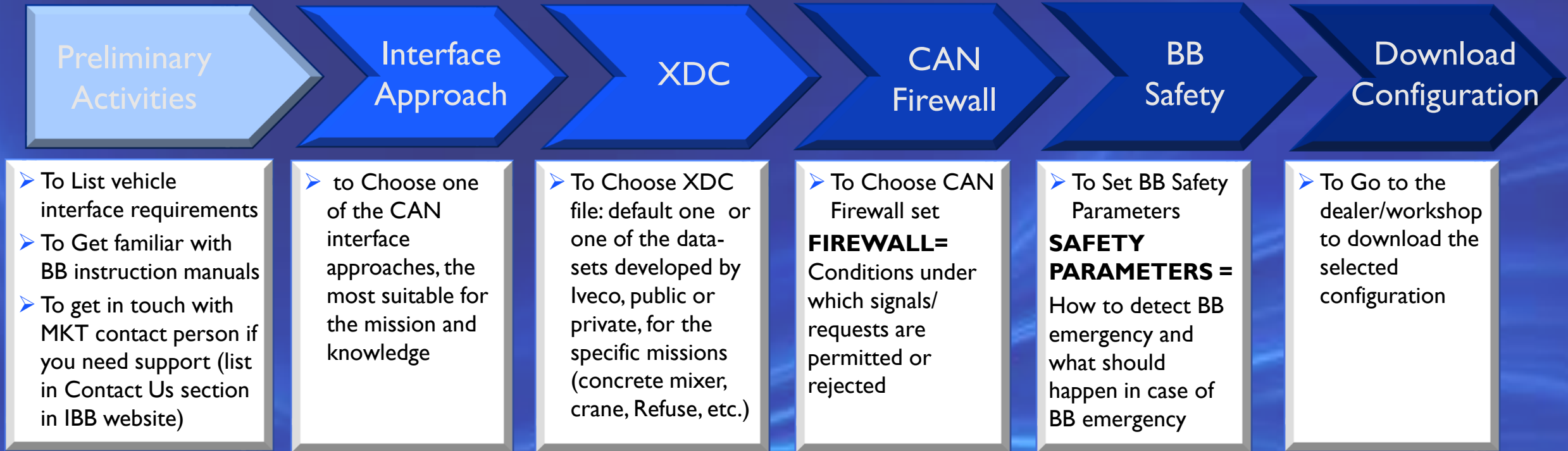
# HIGH LINE: POSSIBLE COMMUNICATION APPROACHES

FOR CANOPEN COMMUNICATION

With HIGH LINE configuration (OPT 1693), BB have four different possibilities (approaches) to manage the configuration, according to their needs and knowledge.



*Whatever the approach, to set-up the high line configuration, the following steps have to be respected:*



### CAN Firewall

*CAN Configuration is common for all the HIGH LINE approaches: it doesn't depend on XDC .  
CAN interface offers 25 CAN requests. 10 out of 25 are only permitted under defined conditions (Firewall).  
They are the following:*

- ✓ Request engine rpm
- ✓ Rpm upper limit
- ✓ ISC requests (Acc / Dec / Off / Res)
- ✓ Engine torque limit
- ✓ Vehicle speed limit
- ✓ TSCI request msg (Engine Remote Control)

*For each of the 10 CAN requests the **permitted conditions can be separately selected**. The conditions to permit / reject the CAN requests can depend on:*

- ✓ Various brake & powertrain status information
- ✓ Vehicle speed status
- ✓ BB enable input activated

BB  
Safety

### CANopen Interface:

- is able to detect BB emergency inside the BB application.
- enters autonomously into StoppedState.
- offers different “StoppedState Exit” conditions

#### detection mechanism that can be adopted by BB:

- ✓ none
- ✓ Body-Builder CAN timeout monitoring (HB monitoring)
- ✓ Monitoring of Hardware input (also for non-CAN applications, always enabled)

#### Pre-setting already prepared:

- ✓ Select PTO(x) state (engage/disengage)
- ✓ Engine rpm & vehicle speed limits

- ✓ “StoppedState Exit” via CAN
- ✓ “StoppedState Exit” via cycling BB enable input (ST72072A / Pin3)

1

Check if your application uses one or more “CAN requests” which are under CAN Firewall control.

2

Verify if the related “Default setting” is in line with your application. (example: table on the right side)  
➔ If so, there’s no need of further actions.

3

If not, select a suitable set of parameters (var1, var2, etc.).  
➔ See the table on the right side

BB StoppedState	Default	Var_2	Var_3	Var_4	Var_5
allows to define the Stopped State of all PTO's: 0x6136 First clutch dependent PTO switch 0x6137 Second clutch dependent PTO switch 0x6138 Clutch independent PTO switch 0x6139 First engine mounted PTO switch 0x613A Second engine mounted PTO switch 0x61A3 Transmission output shaft PTO switch 0x61A4 Transfer case output shaft PTO switch and 0x613D Starter lockout switch 0x613E Engine Start switch 0x613F Engine Stop switch 0x6148 Refuse packer step switch 0x6348 Remote emergency light request 0x6349 Inhibit TGC opening request	default (PTO don't care) PTO don't care (only swt) no EMCY light Stepper don't care	Var_2: force all PTO to engage, activate EMCY light, Stepper don't care	Var_3: force all PTO to disengage, activate EMCY light, Stepper don't care	Var_4: force all PTO to disengage, active EMCY light, Stepper don't care stop engine set StarterLockout,	Var_5: force all PTO to disengage, activate EMCY light, Stepper active
allows to define the Stopped State of 0x614A Requested engine speed	Default	Var_2: 800rpm	Var_3: 1000rpm	Var_4: 1200rpm	Var_5: 1400rpm
allows to define the Stopped State of engine limits: 0x6140 Requested engine speed upper limit 0x6142 Requested engine speed lower limit 0x6144 Requested engine torque limit 0x6146 Requested vehicle speed limit	Default low idle: don't care high idle: don't care TrqLim: don't care Vmax: don't care	Var_2: low idle: don't care high idle: 1500rpm TrqLim: don't care Vmax: don't care	Var_3: low idle: 800rpm high idle: 1500rpm TrqLim: don't care Vmax: 10 km/h	Var_4: low idle: don't care high idle: 1500rpm TrqLim: don't care Vmax: 10 km/h	Var_5: low idle: don't care high idle: 1500rpm TrqLim = 0% Vmax: 10 km/h
allows to define the Stopped State of Remote ECAS access ASC2 message	default	RESERVED	RESERVED	RESERVED	RESERVED

## “IVECO default CAN communication”

already available from Manufacturing Plant (ordering OPT 1693) is closely aligned to SAE J1939 standard, completed by some IVECO proprietary messages.

CAN messages and signals are pre-set, and the final CAN configuration can be done choosing, for each parameter, a value among the allowed ones (pre-set range).

### What it is allowed to do:

- Read entire SAE J1939 CAN Information provided by Vehicle
- Read IVECO proprietary CAN Information provided by Vehicle

## PROCESS:

Interface approach

**order OPT 1693** available from Plant  
**Connectors:** see the list in the “DAILY MY24 Body Builders Instructions” – Paragraph 5.2

XDC

- Pre-set signals (no need to specify XDC file)
- Available signals are detailed in specific documents, in .xls and in .dbc formats, downloadable from IBB website
- CAN firewall parameters are set by default

CAN Firewall

- As per pages 22

BB Safety

- As per page 23

# HOW TO REQUEST & DOWNLOAD THE SELECTED CONFIGURATION IVECO

1<sup>st</sup> APPROACH

Download  
Configuration

*How to get selected configuration*

Contact Dealer/Workshop  
and communicate:

- Firewall / Safety set of parameters
- VIN (list)

Go to the Dealer/Workshop  
to download the configuration.

- The download cost for CAN Firewall / BB Safety is 75 €/VIN (\*)

(\*) cost is referring to the download only and can vary depending on the Country

## OVERVIEW

### “Public CANopen communication pre-sets”

uses one of customized “Public CANopen communication” pre-sets, pre-defined for a specific mission (see XDC library- next page). They are individual configurations suitable for some specific missions that Iveco has been developed, for Bodybuilders not dealing with CANopen. Suggested when the mission is in line with pre-defined set of parameters for that specific mission.

### BENEFITS:

- *Controlled setup of CAN communication to guarantee technical best solution.*
- *Bodybuilders must not deal with CANopen configuration details.*
- *Availability of the vehicle documentation to improve serviceability.*
- *Facilitate exchange of ECU in case of damage.*

### PROCESS:

Interface approach

- order OPT 1693**
- Bodybuilder defines a desired CAN communication.*
- IVECO checks and approves the proposal.*
- IVECO inserts the approved proposal in the Bodybuilder database.*
- The workshop can download the Public pre-set from the central database and install it on the vehicle.*
- Connectors** list in the ““DAILY MY24 Body Builders Instructions” – Paragraph 5.2 published in IBB website

XDC

- List of available set of signals in the next page (32)*

CAN Firewall

- As per pages 22*

BB Safety

- As per page 23*

XDC

## Configuration set:

CANopen configurations already developed and available are shown on the right side.

Configurations are identified by a “partnumber” (PN).

The list of available signals and parameters for each PN is provided in .xls and .dbc formats; for MY24 ranges the working package is WP 2.4

To download them:

1. **Log-in to Iveco Body-Builders Website**  
(<https://newibb.iveco.com>)
2. **Click on the partnumber** in box on the right you are interested in.

PN 5802362534

IVECO  
DEFAULT

PN 5802362535

TESCO

PN 5802362536

FMS ALIGNED  
INFO

PN 5802362537

GENERIC FIRE  
FIGHTING

PN 5802362538

MAGIRUS

# HOW TO REQUEST & DOWNLOAD THE SELECTED CONFIGURATION IVECO

1<sup>st</sup> APPROACH

Download  
Configuration

*How to get selected configuration*

## Get the preliminary Information

- Go to IVECO Web Documentation (<https://iwd.iveco.com>)
- Match the PN of the selected XDC to the VIN number of your vehicle(s).
- Contact Market Support in case of needs of support.

## Contact Dealer/Workshop and communicate:

- User ID IWD
- PN of XDC (for CAN applications only)
- VIN list

## Go to the Dealer to download the configuration.

- The download cost for XDC is 75€/VIN (\*)

(\*) cost is referring to the download only and can vary depending on the Country

## OVERVIEW

**“Private CANopen communication pre-set”** is an individual CAN Configuration pre-set that can be developed by Iveco under customer request. There is a dedicated process that Iveco has defined in order to provide individual CAN configurations for Bodybuilders not dealing with CANopen.

### BENEFITS:

- *Controlled setup of CAN communication to guarantee technical best solution.*
- *Bodybuilders must not deal with CANopen configuration details.*
- *Documentation of vehicle configuration to improve serviceability.*
- *Facilitate exchange of ECU in case of damage.*

### PROCESS:

Interface approach

- ❑ **Order OPT 1693**
- ❑ **Define** together with IVECO BB market responsible a **desired CAN communication**, cost and timing aspects. In the best case the Bodybuilder submits the proposal in XDC format.
- ❑ **IVECO check and approves** the proposal.
- ❑ **IVECO inserts** the approved proposal **into the Bodybuilder database**.
- ❑ **The workshop can download** the preset from the central database and install it on the vehicle.(\*)

XDC

- ❑ Customized by Iveco on Customer request

CAN Firewall

- ❑ As per pages 22

BB Safety

- ❑ As per page 23

(\* ) Certain body builders might consider the agreed CAN communication as confidential; therefore, the access to Private configurations is handled by a user control system. Each body builder receives a specific and private User Account with login name and password. Depending on the account used during vehicle configuration, Bodybuilder specific presets are available for installation.

This type of approach, the **Private CANopen Communication pre-set**, requires the use of a **dataset** specifically developed by IVECO upon client request. To start this process, it is necessary to:

- Contact IVECO BB Market Responsible.
- Download the form BB\_IF\_SpecSheet (picture on the right side) clicking [here](#) (after log-in to newibb website)
- Fill it with the description of the specs of the mission
- Send the form with specs to BB contact person (list in the IBB website- tab “Contact us”)

The Contact Person in IVECO will provide also info about cost & time when new .xdc file is available (new P/N).

### Form BB\_IF\_SpecSheet

**IVECO Bodybuilder DAILY MY2016 Interface specification sheet Rev1**

1.) General questions:

- a) Client Company Information :
- b) Client Technical Contact:
- c) Please describe the type of the body applied on the vehicle:
- d) Which PTOs are used (engine, gearbox):
- f) Please describe the required interactions between Body and Truck

2.) CAN communication definition

- a) [Signals - Vehicle to Body](#)
- b) [SAE J1939 Messages - Vehicle to Body](#)
- c) [Signals - Body to Vehicle](#)

The module is the same of the previous models (WP 2.3/2.4/2.5)

Download  
Configuration

*How to get selected configuration*

## Get the preliminary Information

- Go to IVECO Web Documentation (<https://iwd.iveco.com>)
- Match the PN of the selected XDC to the VIN number of your vehicle(s).
- Contact Market Support in case of needs of support.
- Identify Interface Customisation requirements

## Contact Dealer/Workshop and communicate:

- User ID IWD
- PN of XDC (for CAN applications only)
- VIN list

Go to the Dealer to download the configuration.

The download cost for XDC is 75€/VIN (\*)

(\*) cost is referring to the download only and can vary depending on the Country

## “CANopen configuration by Body-Builder”

is a way to allow **Bodybuilders skilled on CANopen** to use special CANopen features or to configure the IVECO CANopen interface individually (in-house development).

IVECO can provide all the needed documentation (BodyBuilder CANopen manual, details on signals,..)

### Recommended tools necessary for individual CANopen configuration:

- CANopen configuration tool (e.g. : Vector, ProCANopen; IXXAT, CANopen ConfigurationStudio; SYSTEC, CANopen Configuration Suite )
- CAN Hardware interface

## PROCESS:

Interface approach

- Same Vehicle configuration as “Iveco default CAN communication” (**OPT 1693**)

XDC

### Technical reference documentation:

- CANOPEN Body Builder Instructions (\*)
- [CANOPEN signals EXCEL and DBC Format](#)  
(click after log-in to newibb website)

CAN Firewall

- As per pages 22

BB Safety

- As per page 23

## XDD FILE:

- provides all CAN signal details (Resolution, min/max Values, Units,..)
- allows integration inside CANopen simulation environment
- requires use of Standard CANopen EDS tool (also available FreeOfCharge)

IVECO uses the tool “CANeds” from “VECTOR Informatik GmbH”

(\*) Available in the BB website section “EE Manuals”