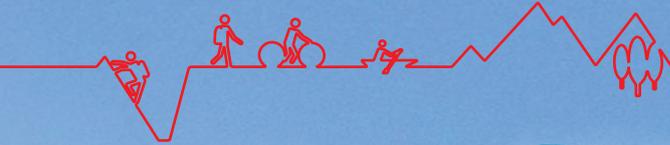




Roofs for mobile living – VW T5



SCA^{high} – the new sleeper roof

SCA is a leading manufacturer of high-quality sleeper roofs, pop-up roofs and high roofs which are used by many renowned European leisure vehicle converters. The roofs are characterised by their advanced engineering and excellent quality. Designed by accredited designers, they combine harmoniously with the base vehicle and add to its value. In a word, they fulfil even the most demanding expectations.

The model range covers all the usual base vehicles from VW, Mercedes, Opel, Renault, Peugeot, Citroën, Fiat and Ford. Of particular great interest to the end customer is the market segment formed by conversions of the VW T5.

SCA offers three design classes of sleeper roofs especially for the VW T5. As well as the established **SCAstart** and **SCAcomfort** roofs for short and long wheelbase, the range has been extended by the addition of the **SCA-high** roof class for short wheelbase vehicles.

A completely new development and the use of the technically demanding vacuum expansion process for the production of the roof shell – an innovation in this product range – form the basis for the production of a sleeper roof with many advantages.

The high scissor lifts provide significantly more legroom and enable a sleeping position to be adopted with the head to the rear. The lift has been increased by 25 cm compared with the previous solution.

High-quality slats with an aluminium frame provide even more comfort when reclining and sleeping.

The curvature of the slats provides more headroom for rear-seat passengers when the bed is folded down and the roof closed.

The new Southco locks with integral safety bolts enable the roof to be locked easily and securely.

The roof shell is manufactured using the sophisticated vacuum expansion process. This guarantees accurate and consistent wall thicknesses and enables the external surface of the roof shell to be smooth and non-profiled – an ideal prerequisite for the direct attachment of thin solar films just a few millimetres thick without significantly increasing the overall height of the vehicle.



The curved underside of the bed in the SCA^{high} increases the headroom above the rear bench seat.



With the roof raised and the bed folded up it is possible to stand upright in the vehicle.



Access to the raised roof bed is through the opening above the front seats. The rolled-up artificial leather cover can be seen in the photo.



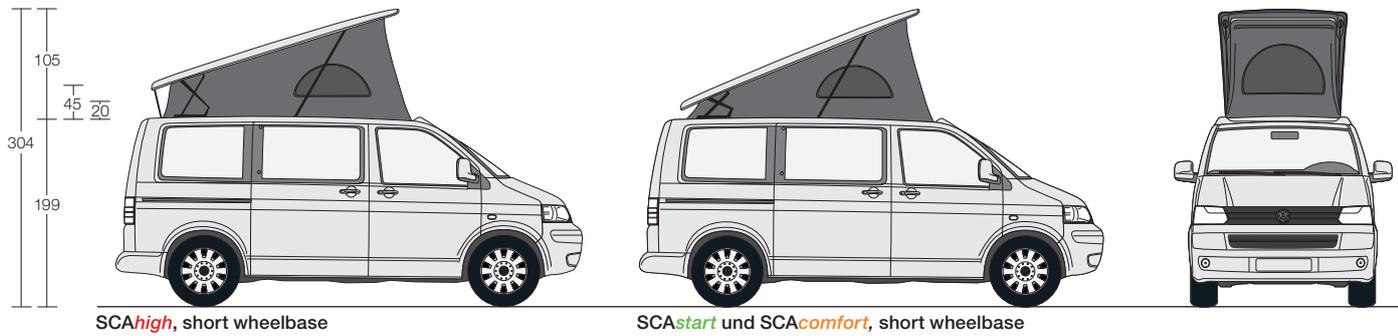
Lined, artificial leather cover, which conceals the folded tent fabric when the roof is closed.



High scissor lifts in the **SCA^{high}** provide significantly more legroom and enable a sleeping position to be adopted with the head to the rear.

At 45 cm, the powder-coated stainless steel scissor lifts in the **SCA^{high}** are 25 cm higher than in the models of the **SCA^{start}** and **SCA^{comfort}** range.

The **SCA^{high}** roof shell is flat on the outside and there are no external ribs, thus enabling solar modules or solar films to be attached almost without restriction.



SCAhigh, short wheelbase

SCAstart und SCAcomfort, short wheelbase

VW T5 sleeper roofs at a glance

Sleeper roofs are flat roofs which can be raised up at an angle at the front or rear. When they are closed, they only add a few centimetres to the height of the vehicle. This means that the overall height of the vehicle usually remains below two metres – a very important consideration when using multi-storey car parks and garages. When they are open they provide seating headroom over the roof bed, which is also included in the package. If the roof bed is not in use, it can be folded up very easily – including mattress, making it possible to stand upright in the vehicle.

The following additional details characterise all SCA sleeper roofs:

All sleeper roofs are supplied with an integral GRP spoiler for optimum aerodynamics. The top-quality tent fabric is made from fire-resistant canvas. The three semicircular tent windows at front or rear and sides are fitted with dual zippers and fly screens, and the right-hand window is made of glass-clear plastic. With the large window, the fly screen can also be opened by means of a zipper. An all-round edge strip makes for quick and easy replacement.

Category	Short wheelbase Liegefläche 200 × 120 cm	Long wheelbase Liegefläche 240 × 120 cm	Roof shell manufacturing process	Roof shell structure
SCAstart	SCA 196 	SCA 198 	Hand-laminated from glass fibre reinforced polyester resin	Thickness 4 mm with crumpled velour insulation, roof surface ribbed
	SCA 197 	SCA 199 		
SCAcomfort	SCA 190 	SCA 192 	Hand-laminated from glass fibre reinforced polyester resin	Thickness 4 mm with crumpled velour insulation, roof surface ribbed
	SCA 191 	SCA 193 		
SCAhigh	SCA 194 	–	Vacuum expansion process	Thickness 9 mm with crumpled velour insulation, roof surface not ribbed, ideal for solar cells
	SCA 195 	–		



Locking strap in the SCAstart



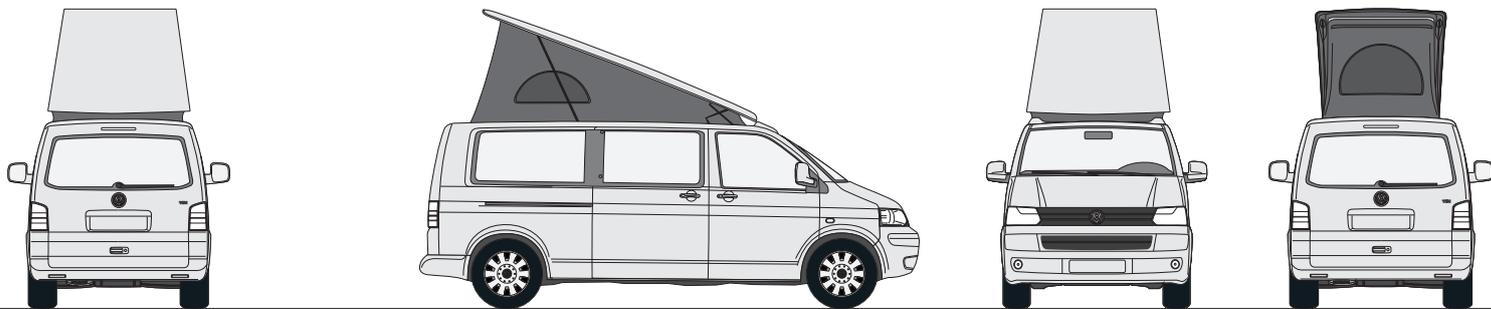
The SCAcomfort's rotary tumbler lock



SCAhigh with Southco lock



Sliding panel to close access opening in the SCAcomfort



SCAstart und SCAcomfort, long wheelbase

The bed upholstery is supplied with a removable and washable light grey covering.

The stiffening frame for reinforcing the roof cutout is approved by the vehicle manufacturer.

The roofs are supplied as fully pre-assembled components, not a set of parts!

Manufacturer approval certificates and all of the required part approval certificates from the Technical Inspection Association (TÜV) have been obtained for all roof models.

The standard colour of SCA sleeper roofs is white. Any special colour can be supplied at extra cost.

You will find the special features of the individual types of SCA roofs in the following table.

Locking mechanism	Access cover	Roof bed	Tent fabric
Locking straps on driver and passenger side, 2 scissor lifts, 2 gas springs	No cover	Roof bed with single or two-part bunk panel	No folding mechanism
Central locking via rotary tumbler locks, 2 scissor lifts, 2 gas springs	High-quality aluminium sliding panel	Roof bed with single or two-part bunk panel	Folding mechanism which pulls the tent fabric inwards when the roof shell is closed
2 Southco locks with safety straps, 2 scissor lifts, 4 gas springs	Lined, artificial leather cover. Rolls up to save space when roof raised.	Roof bed with comfortable slats	Folding mechanism which pulls the tent fabric inwards when the roof shell is closed



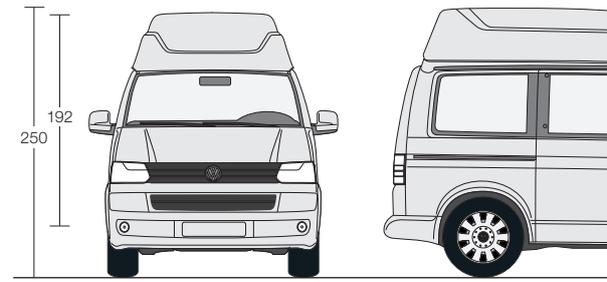
Tent fabric with three windows



Folding mechanism which pulls the tent fabric inwards in the SCAcomfort and SCAhigh when the roof shell is closed



Comfortable sleeping in the SCAhigh thanks to high-quality slats with aluminium frame



VW T5-High Roofs

All roof models have been designed by renowned designers. SCA high roofs are characterised by their generously proportioned window installation areas and their attractive design, which combines harmoniously with the base model vehicle. They have excellent drag coefficients, as proven by wind tunnel testing.

The high roofs are available in various designs: there are a number of different variants of each roof type which can be combined together – ranging from a cost-effective simple GRP roof shell to models with integrated plastic roof bows right through to the fully equipped variant with 20mm insulation along with comfortable interior trim made of 9mm thick crumpled velour. The roofs have an excellent fit and surface finish – again demonstrating the many years of experience of C. F. Maier.

Making a cutout in the vehicle roof reduces the sturdiness of the body. For this reason, reinforcements for the roof cutout are essential. Two possible solutions are available:

the first option is to reinforce the roof shell with integrated GRP roof bows. These project by approx. 20mm on the inside of uninsulated roofs. On the version with 20mm polyethylene foam insulation, the inside surface is even. The connection to the vehicle is then made using bow bases, which are riveted to the body. Alternatively, a reinforcing frame can be used for the roof cutout. This option is particularly good when, for example, bed constructions are mounted on to the roof during vehicle conversion.

Manufacturer approval certificates and all of the required part approval certificates from the Technical Inspection Association (TÜV) have been obtained for all roof models.

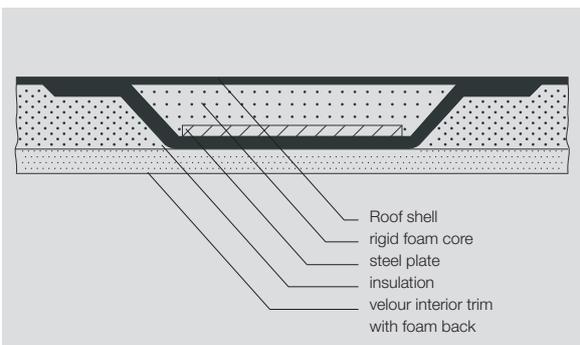
The standard colour of SCA high roofs is white. However, any special colour can be supplied at extra charge.



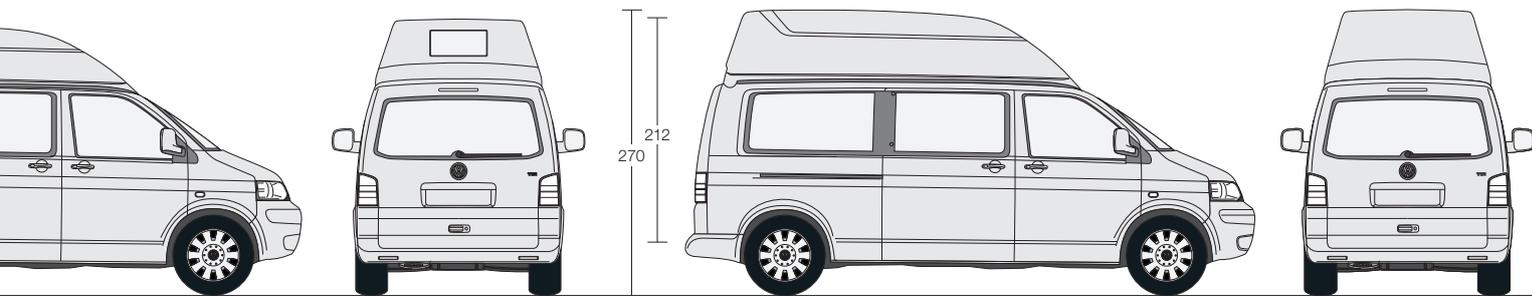
High Roof SCA 463 on VW T5, l. wb.



High Roof SCA 460 on VW T5, s. wb.



Sandwich design of a high roof with integrated roof bows, insulated and with additional interior trim



VW T5 High Roofs

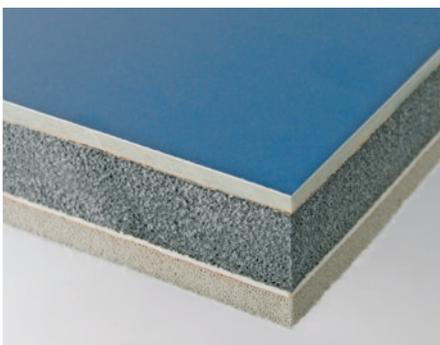
	Short Wheelbase	Long Wheelbase
	Roofage 300 x 150 cm	Roofage 340 x 150 cm
Inside headroom 192 cm	SCA 460	SCA 462
Vehicle height 250 cm		
Roof height 63 cm		
Inside headroom 212 cm	–	SCA 463
Vehicle height 270 cm		
Roof height 83 cm		

Roofs for other vehicle models can be found on www.sca-daecher.de or in the price list. All specified dimensions are approximate. Subject to technical change.

Roof insulation

A test performed by heater manufacturer Webasto demonstrates that it stays warm and cosy inside a panel van even in winter. With the temperature of the cold chamber set to minus 15 degrees, the temperature in a Mercedes Sprinter converted for winter

conditions by the conversion company Kubus remained at a pleasant 25 degrees. The thermographic picture below shows the heat dissipation of the panel van under these conditions. It is clear that almost no heat escapes via the insulated SCA high roof.



Design of insulation



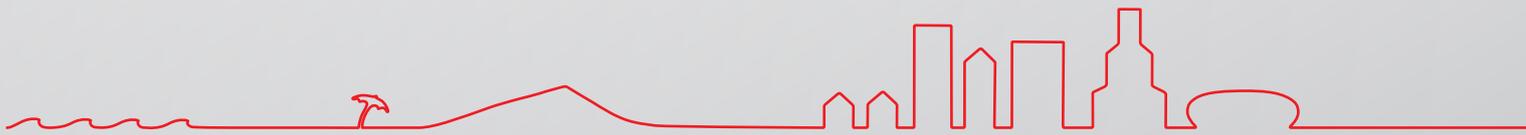
© Karsten Kaufmann

Mercedes Sprinter with SCA 472 high roof in cold chamber



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