

Public transport





A multi-national technology company

DAF, a PACCAR company

DAF Trucks N.V. is a technology company and the premier commercial vehicle manufacturer in Europe. DAF Trucks is a wholly-owned subsidiary of PACCAR Inc, the worldwide quality leader in the design and manufacture of premium light, medium and heavy-duty commercial vehicles. With the brand names Peterbilt, Kenworth and DAF, and an annual production of almost 150,000 trucks, PACCAR is one of the world's largest truck manufacturers.



DAF has extensive component and final assembly facilities in Eindhoven, The Netherlands and Westerlo, Belgium for the production of the CF and XF series. Leyland Trucks in the U.K. (a PACCAR company) manufactures the company's LF and CF series of light and medium duty vehicles. Total annual production: over 50,000 vehicles. Built by people with a passion for quality.

DAF products are sold and serviced by a network of one thousand independent dealers throughout Europe, the Middle East, Africa, Australia, New Zealand and Taiwan.

All DAF products are of superior quality developed for a great variety of transport applications. By continuously listening to the customer, DAF has developed an exciting range of modern products, focused on providing the lowest operating cost per kilometre in the industry, excellent transport efficiency, and optimum comfort for the driver.





● Mount Vernon (PACCAR Technical Centre)

Renton

Seattle

St. Therese

Leyland

Eindhoven

● St. Oedenrode (DAF Trucks proving ground)

Westerlo

Madison

Chillicothe

Denton

Mexicali

Bayswater

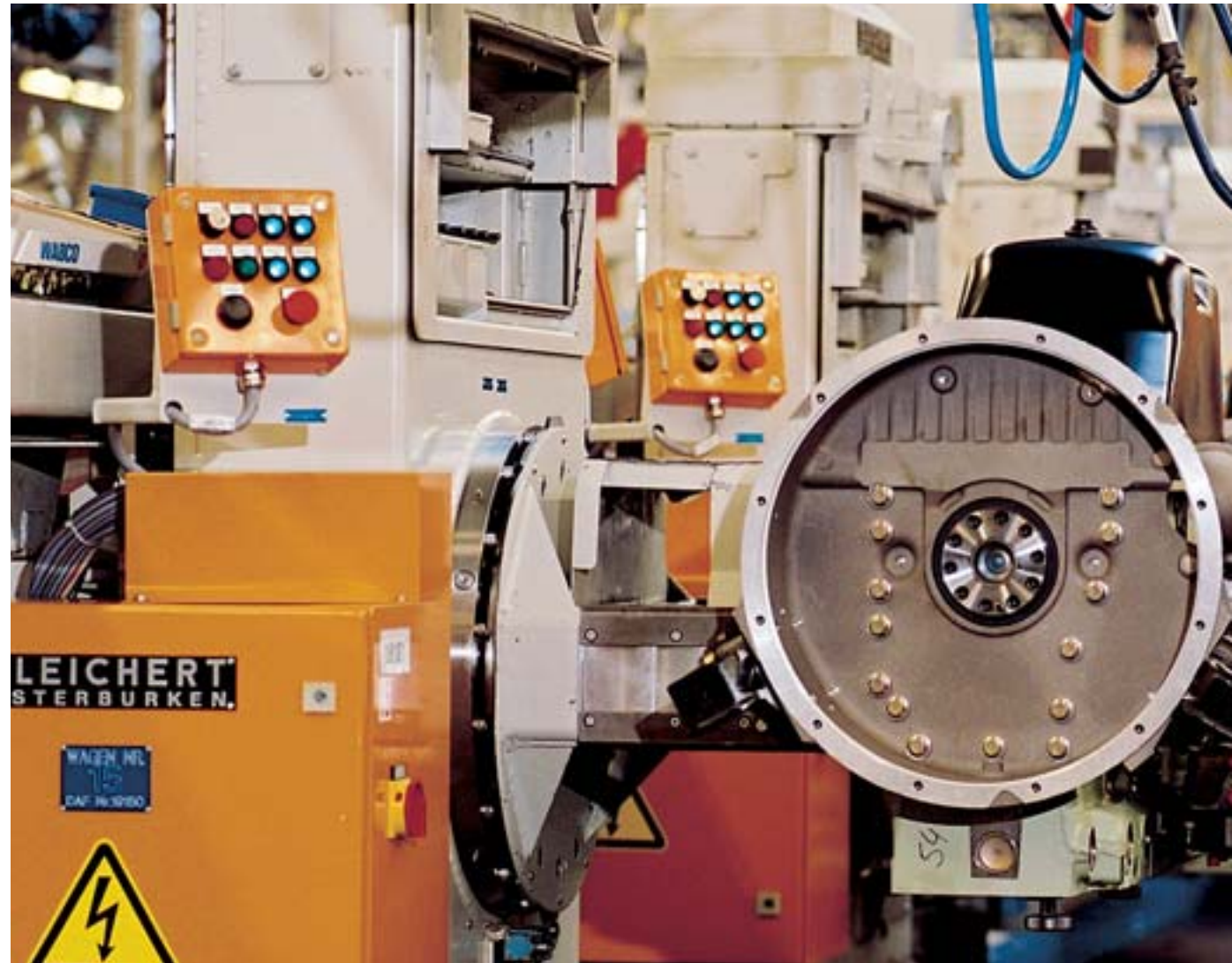


Right first time, no waste, highest quality standards

Commitment to World Class Manufacturing

As a PACCAR company, DAF Trucks applies state-of-the-art technology to maintain the highest standards in development and manufacturing. Over the last few years, major investments have been made in all DAF factories. DAF trucks are built in world-class facilities by dedicated people, using high-quality materials and efficient processes.

For the production of the new PACCAR PR and MX engines, the engine factory has been totally renewed, making it one of the most modern of its kind in the world. In the other factories too, major innovation programmes have been undertaken to achieve the highest efficiency and quality levels. DAF Trucks introduced World Class Manufacturing standards: everything right first time, with no unnecessary loss of energy or materials and with the highest conceivable quality. As a result, world-class products are manufactured in world-class factories.



New range of efficient engines

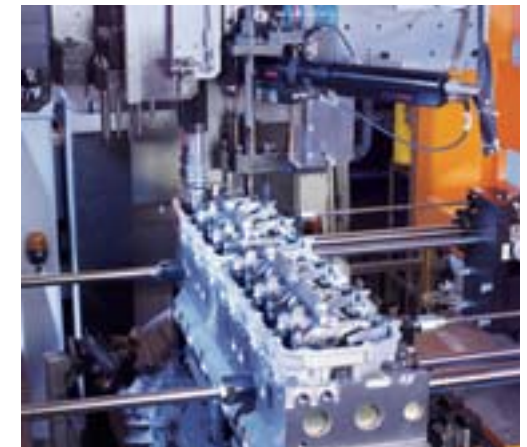
Built-in quality

The all-new DAF-designed and produced PACCAR MX and PR engines combine excellent performance with economical fuel consumption.

The use of high-quality materials such as Compact Graphite Iron for cylinder block and cylinder head and extensive function integration result in excellent reliability and durability. The inlet manifold, for example, is integrated in the cylinder head, while the oil filter, oil thermostat and oil cooler are combined in a single lubrication oil module. The unique SMART injection system, together with SCR catalytic converter technology, means that the new PACCAR MX and PR engines meet the stringent Euro 4 and 5 emission standards even without a soot filter.

The new 6-cylinder in-line engines with smart high-pressure injection, are cleaner and deliver high power and torque at low engine speeds.

All new PACCAR engines are designed to offer the highest standards of economy, reliability and durability to please operators while comfortable power benefits the driver.

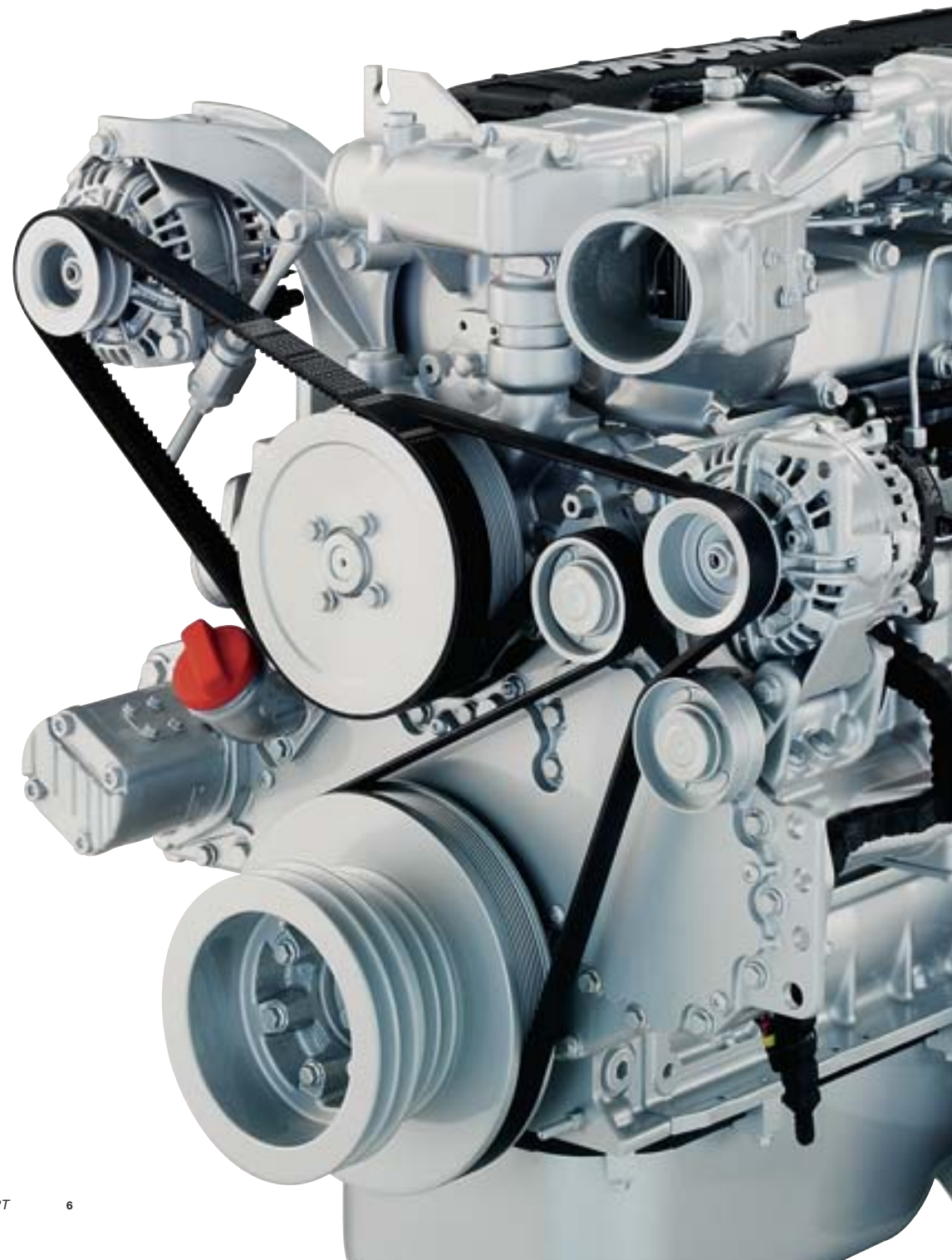


Superior performance

PACCAR PR engine

The 9.2 litre 6-cylinder in-line engine with 24 valves is available in three power variants: 183 kW (249 hp), 228 kW (310 hp) and 265 kW (360 hp). It is a proven power range that enables fleet optimisation on maintenance and parts (and training) for 12 metre buses through to 15, 18 and 24 metre articulated configurations.

With a bore and stroke of 118 and 140 mm respectively, the PACCAR PR engine has a displacement of 9.2 litres and uses a number of technologies that are featured in PACCAR's new 12.9 litre MX engine such as SMART highpressure fuel injection. Again the result is optimum engine performance with the lowest possible emission of harmful exhaust gases. Valve and valve seats are made out of the same materials as for the PACCAR MX engine for even greater reliability and resistance to wear and tear resulting in a decrease in operating costs.





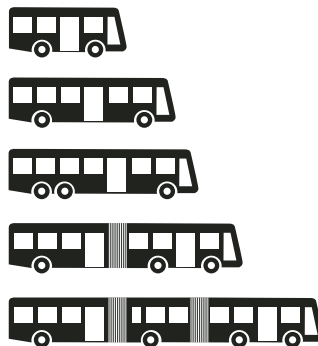
The new PACCAR PR engine

Powered by choice

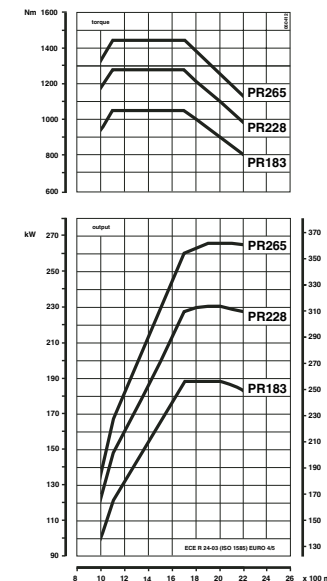
Engine name	PR-183	PR-228	PR-265
Max power (kW)	183	228	265
Rpm at Pmax	2200	2200	2200
Maximum torque (Nm)	1050	1275	1450
Rpm at Tmax	1700	1700	1700

Characteristics

- Low kilometre costs
- Low fuel consumption
- Longer life
- Longer service intervals
- High pulling power even at low speeds
- High reliability
- High durability
- High driver comfort



PACCAR PR engines



Powered by DAF

Euro 3,4, 5 and EEV

The SMART injection system on the PACCAR PR engine makes it possible to meet Euro 4 and Euro 5 requirements without a soot filter. However, the fitment of a passive soot filter reduces emission of particulates by a further 40% to just 0.018 g/kWh – more than 10% below the current norm for EEV (Enhanced Environment friendly vehicles).

Until recently, it was assumed that these values could only be achieved with gas engines, and indeed, they come very close to 'zero emission'. Besides lower particulate emissions, DAF's EEV diesel engine has many

intrinsic advantages over alternative propulsion systems such as gas. These include a higher efficiency, higher reliability and durability, and lower operating costs.





**DAF SCR Technology
for a bright future**

For a bright future

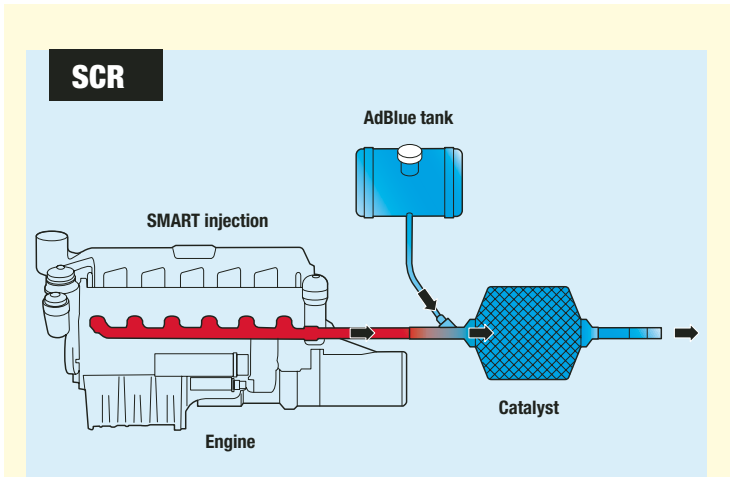
DAF SCR Technology

The all-new PACCAR PR engine features Selective Catalytic Reduction (SCR) for achieving the Euro 4 and Euro 5 emission requirements. SCR is the best and currently the only economically viable choice for both Euro 4 and Euro 5. SCR technology is simple, reliable and efficient. DAF SCR Technology, the clean route to a bright future.

As SCR is an after-treatment system, it allows the most efficient combustion in the engine. And DAF goes even further. DAF SCR Technology comes with a whole new range of PACCAR engines with smart injection technology that makes a particulate filter redundant. Optimized combustion leads to class-leading fuel efficiency, performance, durability and reliability. The ideal foundation for low cost of operation and high resale values.

How does it work?

It's simple and effective. Basically the exhaust gas after-treatment system consists of a catalytic converter, a dosing unit and an AdBlue tank with sufficient capacity to match the range offered by the fuel tank. The exhaust gases are lead through the Selective Catalytic Converter, where AdBlue is added. A chemical process takes place, resulting in NOx emissions being broken down into harmless water vapour and nitrogen. AdBlue consumption is only 3 to 5% of the diesel consumption, or around 1.5 litres per 100 kilometres.



Selective Catalytic Reduction

- Allows for optimal engine settings, resulting in best fuel efficiency.
- No negative impact on engine performance, durability and reliability.
- SCR is the truck industry standard.
- AdBlue consumption is approx. 0.5 to 1.5 litre per 100 km.
- DAF SCR Technology results in lower operating costs.

***SCR is the best technology
and DAF has made the best use of it!***

DAF SCR Technology: Simple and Reliable!

The clean route

SCR technology is relatively simple and thus extremely reliable and efficient. As this emissions after-treatment technology does not interfere with the engine, the engine settings can be optimised to achieve ideal combustion and low fuel consumption. However, DAF SCR Technology goes even further...



The introduction of DAF SCR Technology coincides with the introduction of a completely new series of Euro 4 and Euro 5 compliant PACCAR engines that set the standards in terms of fuel consumption, reliability and service life.

SCR is virtually maintenance-free and will last for the entire lifespan of the vehicle. It has no effect on service or oil change intervals and is suited to the varying levels of diesel quality across Europe.

The fluid in the SCR system is AdBlue, a transparent, non-toxic and non-hazardous product, based on urea and water. It is carried in a separate tank fitted to the SCR system. The amount of AdBlue used is only 3 to 5% of the average consumption of diesel. AdBlue will be obtainable at virtually every service station in the future, and the price will be much lower than for diesel. It is most likely that fleet operators will choose to have an AdBlue dispenser at their site, bringing the cost down to less than 40 eurocents per litre. At this moment, AdBlue is available at more than 1,000 locations all over Europe. To find the nearest location, please address to www.findadblue.com.



DAF's choice

DAF SCR Technology, a combination of SCR exhaust gas after treatment and smart fuel injection technology, with controlled injection timing and variable pressure.

The benefits:

- Low on emissions, low fuel consumption, high performance.
- DAF driveability, comfort and highest payload.
- No particulate trap and still 80% down on particulate emission.
- DAF SCR Technology comes with a whole new range of PACCAR engines with optimized combustion, offering class leading efficiency.
- DAF SCR Technology: Simple and Reliable!

World-wide parts distribution

Optimal vehicle availability



Whether maintenance is planned or unplanned, a coach or bus must spend the shortest time possible in the workshop.

We understand that time is money for our customers. Optimum availability of 'DAF Genuine Parts' is therefore vital. In fact, the PACCAR Parts Distribution Centres in Eindhoven (NL), Leyland (GB) and Madrid (E) send out parts every day to more than 1,300 delivery addresses right across Europe.

These distribution centres guarantee that every DAF Coach and Bus dealer and every DAF service point has the fastest access to the right driveline parts for every DAF powered vehicle.

TRP – the one stop-shop

TRP, the unique parts programme developed by DAF to provide truck operators with a 'one-stop shop' facility for a current array of 31,000 maintenance products, is now available to the coach and bus sector.

Working alongside the DAF genuine parts programme, TRP includes a comprehensive range of 'workshop consumables' and 'All Makes' fast moving items such as filters, batteries and wiper blades applicable to coaches and buses.



With a top-class support organization of more than 1,000 independent dealers in Europe, you will enjoy professional support ranging from financial services to maintenance contracts. Parts for truck and trailers are always available, supplied to workshops by PACCAR Parts Distribution Centres in the Netherlands, the UK and Spain. Every day parts are delivered to dealers and customers across Europe and beyond – often within 24 hours. You can rely on DAF dealer to use only genuine DAF parts, which are designed, developed and manufactured to perfectly fit with your PACCAR engine, helping to maximise the time your vehicle is out on the road, earning money. And because all DAF mechanics are trained to the latest technology standards, working with up-to-date diagnostic tools in modern service facilities they can repair and maintain not only trucks, but also drivelines on buses (and related components). It's a true one stop shop service



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Products and services comply with the European
Directives effective at the time of sale but may
vary depending on the country in which you are located.
For the most recent information,
contact your authorized DAF dealer.

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driven by quality



Environmental
Management
System

DAF
A **PSA** COMPANY

