2017	At the Commercial Vehicle Show in Birmingham, DAF introduced its new generation CF and XF trucks. Engine innovations, new drivelines and aerodynamic optimizations result in an up to 7% lower fuel consumption.
2016	To underline DAF's aim to further strengthen its industry leading position in fuel efficiency and low CO^2 emissions, DAF presented one of DAF's Innovation trucks at the IAA in Hanover. The Innovation truck illustrated next generation technologies, such as hybridization and electrification.
2016	DAF demonstrated technological leadership in the area of truck platooning during the European Truck Platooning Challenge, organized by the Dutch Ministry of Infrastructure & Environment. The aim of the Challenge was to obtain the consent of individual governments to test on a large scale throughout Europe various truck combinations that are wirelessly connected. By using WiFi, radar and cameras, trucks following in the 'platoon', automatically accelerate, brake and, in the future, also steer. In due course fuel savings of up to 10% with equal reductions in CO2 emissions will be possible.
2015	DAF introduces the extra quiet LF, CF and XF 'Silent' models. When the special 'Silent Mode' is activated the engine software switches to a program that limits torque and engine speed. Gears are changed at lower engine speeds and also thanks to the encapsulation of the gearbox noise level remains even below 72 dB(A). This enables the operator to load and unload goods in areas where evening, night-time or early morning noise restrictions apply.
2014	DAF introduces the LF Aerobody, a 12-tonne distribution truck delivered ex-works with an aerodynamic superstructure. Combined with a specially developed set of spoilers and fenders, a significant saving on both fuel consumption and CO_2 emissions can be realised in distribution transport applications.
2013	DAF Trucks unveils its versatile Euro 6 LF and CF truck models and the new, innovative Euro 6 PACCAR MX-11 engine. The Euro 6 LF and CF are developed for maximum transport efficiency, market-leading low operating costs and optimum vehicle performance.
2012	At the IAA Nutzfahrzeuge in Hannover, DAF introduces its new flagship Euro 6 XF model, one and a half years before the new Euro 6 legislation comes into effect. DAF design criteria deliver maximum transport efficiency, resulting in industry leading low operating cost and optimized vehicle performance. The Euro 6 DAF XF includes a new chassis, a fuel efficient Euro 6 PACCAR MX engine, an aerodynamic exterior design and a modern spacious interior.
2012	Introduction of the PACCAR MX-13 engine. This engine already complies with Euro 6 emissions legislation which comes into force in the EU on 1 January 2014. The 12.9 litre Euro 6 PACCAR MX-13 engine uses ultra-modern common rail technology, a turbo with variable geometry and advanced controls for maximum efficiency.
2010	DAF starts production of the LF Hybrid distribution truck. It is driven by the diesel engine, the electric engine or a combination of both. Through DAF hybrid technology savings in fuel consumption and therefore CO_2 emissions of up to 20% can be achieved, depending on the application.

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2010	Again DAF underlines its leading position in the field of engine development by being the first truck manufacturer to offer its complete engine range in ultra-clean EEV versions.
2008	The PACCAR MX engine is certified for EPA10, the severe emission requirements of the Environmental Protection Agency in the USA.
2007	DAF starts production of ultra clean EEV-engines (Enhanced Environmentally-friendly Vehicles) for use in buses and coaches. By combining the DAF SCR Technology with a passive soot filer, a significant reduction is realised in the emission of particulate matter, resulting in values that were previously only thought possible with liquid gas engines.
2006	At the IAA truck exhibition in Hannover, DAF presents a prototype of a hybrid truck, based on the LF distribution truck.
2006	DAF announces the production of clean EEV (Enhanced Environmentally friendly Vehicles) engines. These engines will have even lower exhaust-gas emission values than those stipulated by the stringent Euro 5 standard coming into force in 2009.
2006	Completely new product range that complies with Euro 4 and Euro 5 emission requirements.
2005	Dow Energy Award for DAF Engine development in connection with the development of engines with low fuel consumption and low emissions.
2004	At the IAA in Hanover, DAF announces the PACCAR MX engine that already complies with the Euro 4 and Euro 5 emission requirements, which will not be enforced until 2006 and 2009 respectively.
2002	DAF introduces sorting guides for recycling plastic parts.
2001	DAF develops the ’PIEK’ prototype quiet tractor with a maximum noise level of 65 dB(A).
2001	The introduction of the ’4 Eco-points’ truck for transport in and across Austria (4.1 g/kWh NOx instead of 5.0 g/kWh for Euro 3).
1999	DAF introduces engines that comply with the Euro 3 emission standard, long before the standard is implemented in 2001.
1995	The introduction of EcoDesign. This is the method used by DAF early on in the development stage to look for specific solutions that are not only good for the environment but also improve truck efficiency.
1993	DAF introduces engines that comply with the Euro 2 emission standard, three years before it comes into force.
1992	DAF is the first truck manufacturer to introduce engines that comply with the Euro 1 emission standard.
1989	DAF is the first truck manufacturer to introduce vehicles with a maximum noise output of 80dB(A).
1985	The introduction of Advanced Turbo Intercooling for even fewer emissions and lower fuel consumption.

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1973	DAF is the first truck manufacturer to apply intercooling for a higher output, fewer emissions and lower fuel consumption.
1958	DAF is one of the first truck manufacturers to use turbo pressure filling for better engine performance with lower fuel consumption.